

Northwest Territories Traffic Collision Facts

Collisions de la route aux Territoires du Nord-Ouest

Le présent document contient la
traduction française de l'introduction.

2020



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Introduction

The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories (NWT).

Information in this publication is derived from the motor vehicle collision report forms that are completed by Royal Canadian Mounted Police (RCMP) detachments in accordance with Section 262 of the *Motor Vehicles Act*. The collection of this valuable data is made possible by the efforts and dedication of the many RCMP officers across the NWT 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 into twelve sections. The contents of each section are described below.

Introduction (français)

Le Système d'information sur les collisions de la route (SICR) est un système informatisé qui permet de compiler des données sur les collisions routières qui se produisent aux Territoires du Nord-Ouest (TNO).

Les renseignements contenus dans la présente publication proviennent des formulaires de rapport de collision de véhicules automobiles remplis par les détachements de la Gendarmerie royale du Canada (GRC) conformément à l'article 262 de la *Loi sur les véhicules automobiles*. La collecte de ces données utiles est rendue possible grâce aux efforts et au dévouement des nombreux agents de la GRC de l'ensemble des TNO qui remplissent les formulaires à la suite de leurs enquêtes sur les collisions.

La présente publication contient des renseignements utiles sur des sujets comme la conduite en état d'ébriété, les excès de vitesse, les jeunes conducteurs et les conducteurs âgés et l'utilisation de dispositifs de retenue des occupants, qui ont une incidence sur les collisions et leur gravité. Ce rapport est divisé en douze sections. Le contenu de chaque section est décrit ci-dessous.

Quick Facts

2020 QUICK FACTS REPORT

2020 Compared to 2019

	<u>2019</u>	<u>2020</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	473	396	-16.3
PERSONAL INJURY COLLISIONS	58	45	-22.4
FATAL COLLISIONS	4	4	0.0
TOTAL REPORTED COLLISIONS	535	445	-16.8
NUMBER OF PERSONS KILLED	6	4	-33.3
NUMBER OF PERSONS INJURED	77	70	-9.1
NWT HIGHWAY SYSTEM COLLISIONS	92	78	-15.2
RURAL COLLISIONS	4	4	0.0
COLLISIONS IN COMMUNITIES	439	363	-17.3
REGISTERED VEHICLES	40,269	38,730	-3.8
LICENSED DRIVERS	26,691	26,305	-1.4
NWT POPULATION [1]	44,826	45,161	0.7
COLLISIONS PER 100 LICENSED DRIVERS	2.00	1.69	-15.6
COLLISIONS PER 100 REGISTERED VEHICLES	1.33	1.15	-13.5
COLLISIONS PER 100 POPULATION	1.19	0.99	-17.4
COLLISIONS INVOLVING ALCOHOL	28	30	7.1

[1] 2019 and 2020 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2021.

Section Summaries

Section 1 - Historical Trends

This section illustrates the 32-year history of collisions, victims and licensed drivers and vehicles. There was a total of 445 collisions reported in 2020. Reporting definitions remained the same from 1989 to 2011.

Starting in 2012, the monetary threshold for reporting property-damage-only collisions increased from \$1,000 to \$2,000. Trends in injuries, property-damage collisions and total collisions declined steadily between 1989 and 1998. 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, increased between 1998 and 2008. Since 2008, the total number of collisions has been declining along with the number of persons sustaining injuries.

Because of the small number of fatal collisions in the NWT, trends are difficult to identify and are subject to year-to-year fluctuations. The four traffic fatalities reported in 2020 is close to the 32-year average while the 70 persons injured in 2020 is considerably less than the 32-year average.

Section 2 - Time of Occurrence

Section 2 shows the distribution of collisions by time of day, week and 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 nearly five times as prevalent in injury and fatal collisions (29%) than in all collisions (6%). Driver error accounts for 67.6% of all factors in collisions, as compared to vehicle condition (1.3%) and environmental condition (4.7%).

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 2020, 641 drivers were involved in 445

collisions. This is an average of 1.44 drivers per collision. Details on driver age, gender, condition, action and class of license is presented.

Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 19 years are nearly twice as likely to be involved in a collision as 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 license:

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 blood alcohol content.
- 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 was a total of 799 vehicles involved in 445 collisions in 2020. This is an average of 1.80 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

Section 7 - Victims and Occupant Restraints

The 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. Unrestrained occupants are twice as likely to sustain injuries compared to restrained occupants. The severity of injury is lower for victims using seat belts.

The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. Based on a survey conducted on behalf of Transport Canada in 2010, approximately 98% of children were restrained in the NWT. 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 2020:

- 7 pedestrians were injured;
- two pedestrians were killed;
- 5 of the 7 pedestrians injured were over the age of 25;
- 7 of the pedestrians were injured within a community;
- one pedestrian was impaired by alcohol.

Section 9 - Alcohol

On December 1, 2004, new measures were introduced to reduce impaired driving in the NWT:

- Drivers caught with .05 to .08 blood alcohol content automatically have their driver's license suspended for 24 hours for a first offence or 30 days for further offences within a two-year period.
- Novice drivers with any blood alcohol content automatically have their driver's license 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 license suspended for 24 hours, are then given a seven 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 license 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 2020, there were 30 collisions involving alcohol, resulting in 20 persons being injured. There were two alcohol-related fatalities in 2020. These figures are significantly below the 32-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 NWT. From the figures presented in this section, the facts below should be noted:

- 70% of off-road vehicle collisions resulted in injuries;
 - 55% of off-road vehicle drivers involved in collisions were 20 years of age or younger;
 - 22% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
 - Less than 20% of off-road vehicle drivers or passengers in collisions were wearing helmets;
 - two-thirds 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. 70% of collisions took place in the North Slave Region. The North Slave Region also accounted for 56% of persons injured. All four fatalities took place in the North Slave Region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 38. Highway 3 (Yellowknife Highway) accounted for 41% of collisions occurring on the nine numbered highways.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2019 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown; per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the NWT 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 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: an aircraft or a marine vehicle, a device that runs or is designed to run exclusively on rails, 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 nine numbered highways or on an access or winter road maintained by the GNWT.

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.

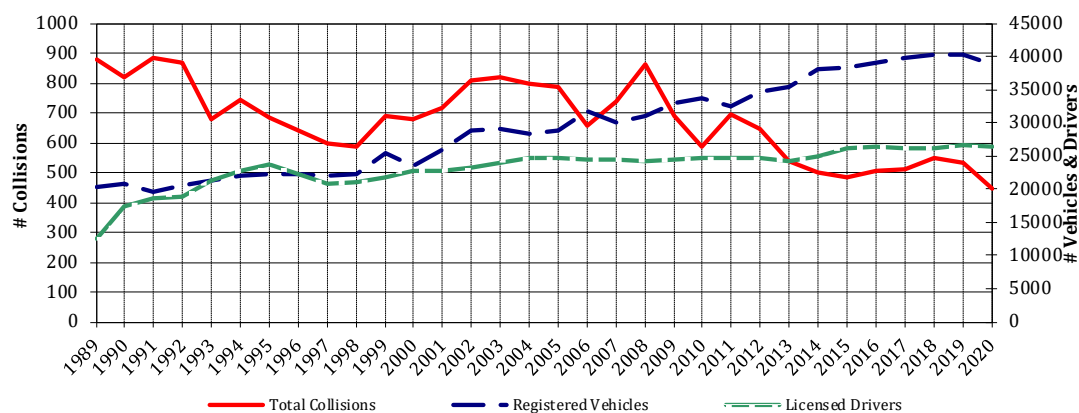
INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

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.

Historical Trends – Section 1

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

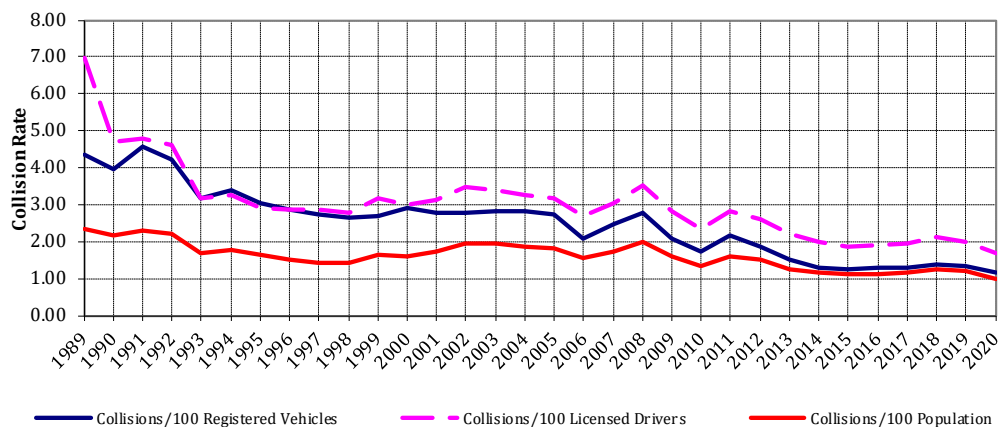


3 Year Summary

	2018	2019	2020	% Change
Registered Vehicles	40,347	40,269	38,730	-3.8
Licensed Drivers	26,146	26,691	26,305	-1.4
Total Collisions	550	535	445	-16.8

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2



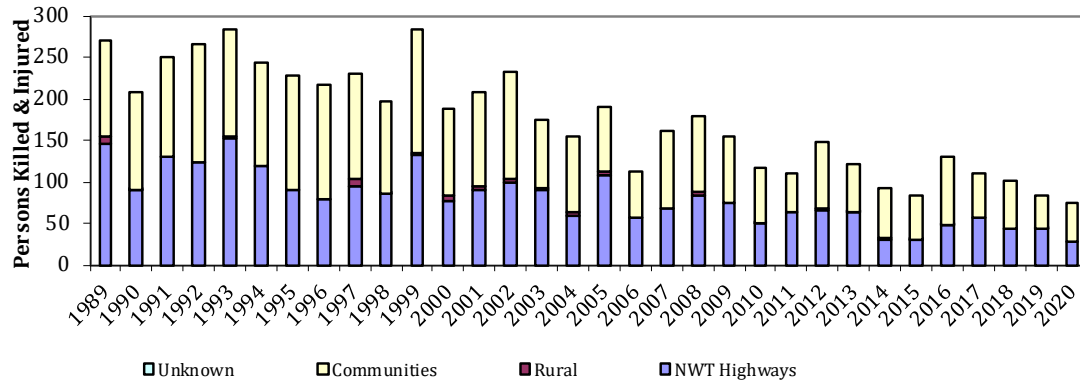
3 Year Summary

	2018	2019	2020	% Change
Collisions/100 Registered Vehicles	1.36	1.33	1.15	-13.5
Collisions/100 Licensed Drivers	2.10	2.00	1.69	-15.6
Collisions/100 Population	1.23	1.19	0.99	-17.4

Historical Trends – Section 1

Trends in Injuries & Fatalities

Figure 1.3

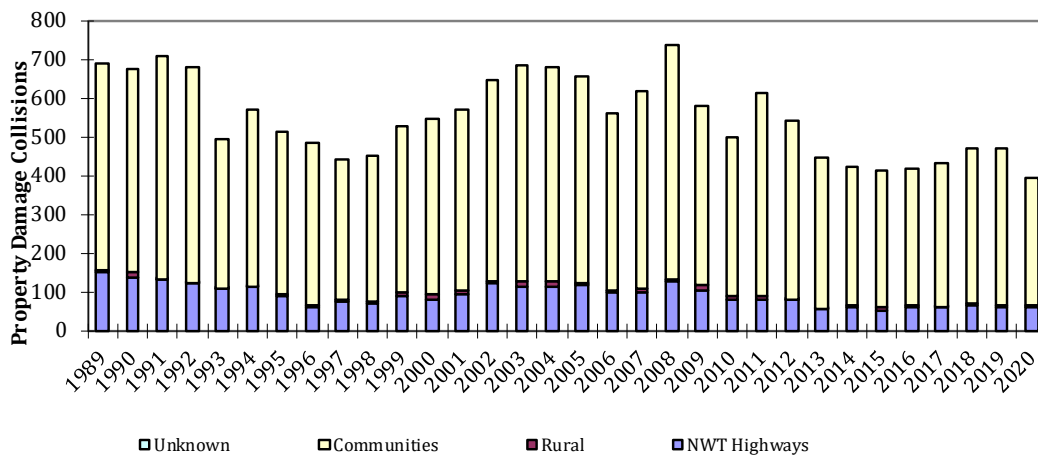


3 Year Summary

	Persons Injured				Persons Killed			
	2018	2019	2020	Average	2018	2019	2020	Average
NWT Highways	42	38	23	34	2	5	4	4
Rural	0	1	0	0	0	0	0	0
Communities	58	38	47	48	0	1	0	0
Total	100	77	70	82	2	6	4	4

Trends in Property Damage Collisions

Figure 1.4



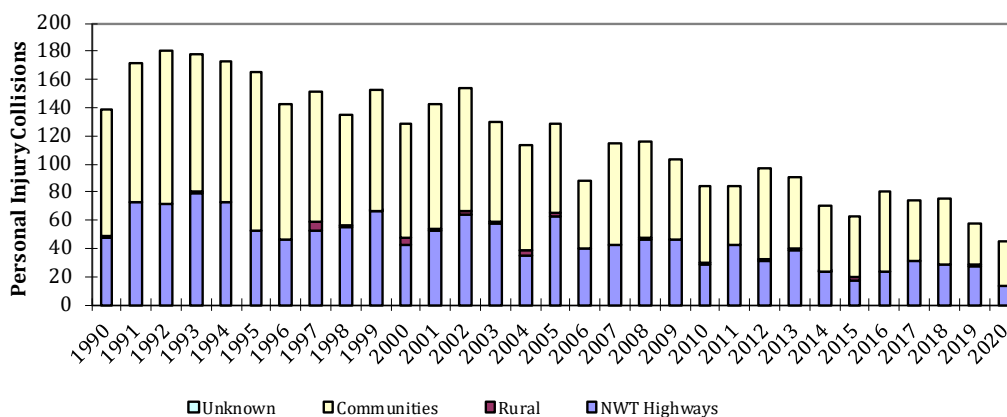
3 Year Summary

	Property Damage Collisions			
	2018	2019	2020	Average
NWT Highways	67	62	61	63
Rural	4	3	4	4
Communities	402	408	331	380
Total	473	473	396	447

Historical Trends – Section 1

Trends in Personal Injury Collisions

Figure 1.5

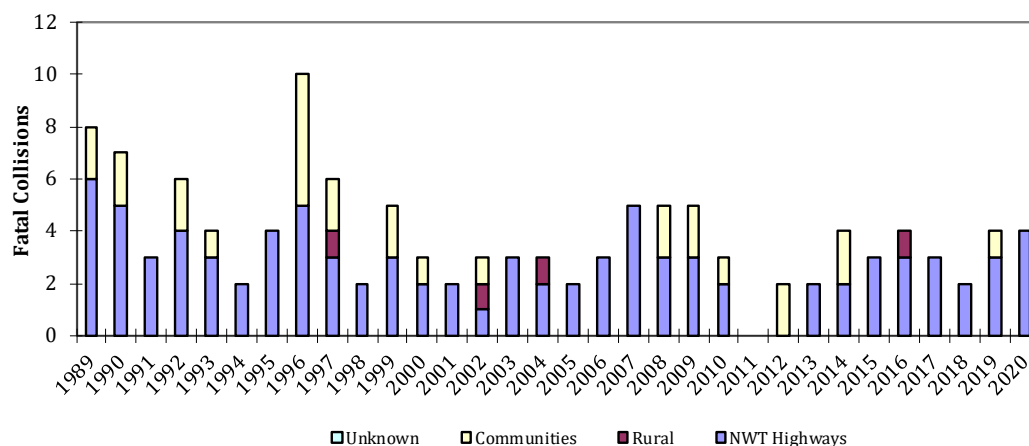


3 Year Summary

	Personal Injury Collisions			
	2018	2019	2020	Average
NWT Highways	28	27	13	23
Rural	0	1	0	0
Communities	47	30	32	36
Total	75	58	45	59

Trends in Fatal Collisions

Figure 1.6



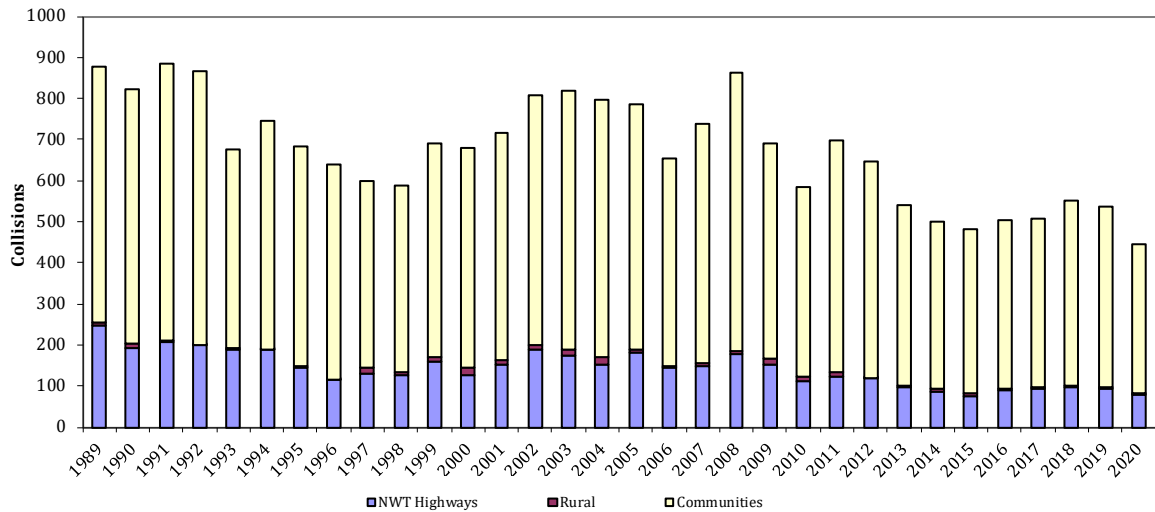
3 Year Summary

	Fatal Collisions			
	2018	2019	2020	Average
NWT Highways	2	3	4	3
Rural	0	0	0	0
Communities	0	1	0	0
Total	2	4	4	3

Historical Trends – Section 1

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2018	2019	2020	Average
NWT Highways	97	92	78	89
Rural	4	4	4	4
Communities	449	439	363	417
Total	550	535	445	510

Property Damage Collisions by Month and Year

Figure 1.8

Month	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Avg. 10 to 19	2020
January	60	75	75	56	56	37	46	44	54	50	55	53
February	40	69	56	49	57	44	46	42	62	52	52	55
March	48	61	63	50	35	34	40	51	47	50	48	36
April	35	42	36	38	28	26	44	25	29	23	33	24
May	23	31	32	20	32	27	32	19	18	30	26	19
June	34	38	31	32	25	34	22	34	36	23	31	15
July	47	36	26	31	17	29	25	22	31	36	30	19
August	29	39	23	17	28	30	26	32	35	36	30	23
September	34	34	32	35	22	22	26	32	34	41	31	27
October	49	43	57	24	26	34	31	38	40	26	37	37
November	42	70	54	43	49	50	31	52	44	46	48	34
December	57	75	57	54	51	49	52	41	43	60	54	54
Total	498	613	542	449	426	416	421	432	473	473	474	396

Historical Trends – Section 1

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Avg. 10 to 19	2020
January	11	9	12	9	7	8	8	3	4	5	8	7
February	5	6	7	9	8	3	6	6	9	5	6	4
March	6	6	9	9	5	2	7	9	5	3	6	2
April	6	8	4	6	2	2	7	2	4	4	5	2
May	7	5	7	4	2	5	4	4	4	1	4	3
June	5	8	12	6	10	4	9	3	9	9	8	5
July	6	10	9	12	6	3	10	7	10	6	8	4
August	9	7	6	9	8	13	5	11	5	6	8	4
September	4	5	6	4	4	3	2	4	9	4	5	2
October	9	9	4	10	6	6	5	7	7	4	7	6
November	10	6	13	8	5	7	8	7	5	5	7	2
December	6	5	14	4	7	7	9	11	4	6	7	4
Total	84	84	103	90	70	63	80	74	75	58	78	45

Fatal Collisions by Month and Year

Figure 1.10

Month	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Avg. 10 to 19	2020
January	0	0	0	0	0	0	0	0	0	0	0.0	0
February	0	0	0	1	0	0	0	0	0	1	0.2	1
March	0	0	0	1	0	0	2	0	1	0	0.4	0
April	0	0	0	0	0	0	0	0	0	0	0.0	1
May	0	0	0	0	1	1	0	2	1	0	0.5	1
June	0	0	1	0	0	0	1	0	0	0	0.2	0
July	1	0	0	0	1	0	0	0	0	1	0.3	0
August	0	0	0	0	0	0	1	0	0	1	0.2	0
September	0	0	0	0	0	1	0	0	0	0	0.1	0
October	0	0	1	0	2	1	0	1	0	1	0.6	0
November	1	0	0	0	0	0	0	0	0	0	0.1	0
December	1	0	0	0	0	0	0	0	0	0	0.1	1
Total	3	0	2	2	4	3	4	3	2	4	2.7	4

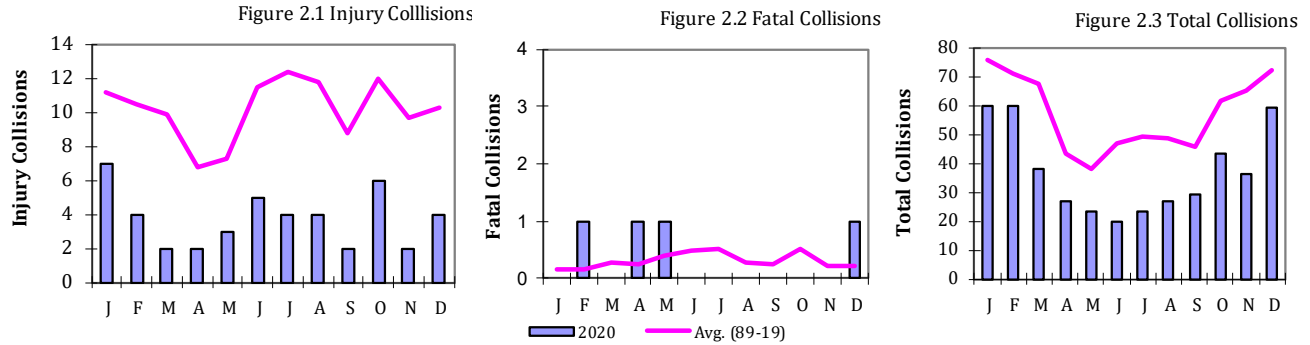
Total Collisions by Month and Year

Figure 1.11

Month	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Avg. 10 to 19	2020
January	71	84	87	65	63	45	54	47	58	55	63	60
February	45	75	63	59	65	47	52	48	71	58	58	60
March	54	67	72	60	40	36	49	60	53	53	54	38
April	41	50	40	42	30	28	51	27	33	27	37	27
May	30	36	39	24	35	33	36	25	23	31	31	23
June	39	46	44	38	35	38	32	37	45	32	39	20
July	54	46	35	43	24	32	35	29	41	43	38	23
August	38	46	29	26	36	43	32	43	40	43	38	27
September	38	39	38	39	26	26	28	36	43	45	36	29
October	58	52	62	34	34	41	36	46	47	31	44	43
November	53	76	67	51	54	57	39	59	49	51	56	36
December	64	80	71	58	58	56	61	52	47	66	61	59
Total	585	697	647	539	500	482	505	509	550	535	555	445

Time of Occurrence – Section 2

Collisions by Month of Occurrence



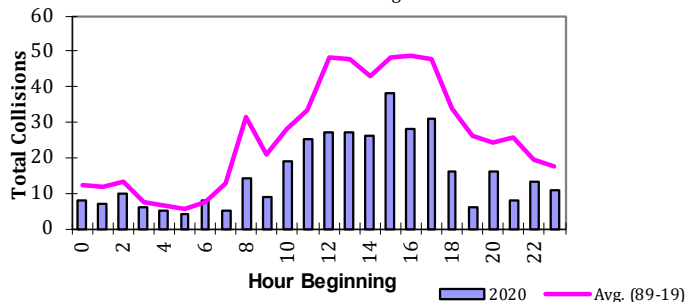
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	53	7	0	60	8	0
February	55	4	1	60	7	1
March	36	2	0	38	3	0
April	24	2	1	27	7	1
May	19	3	1	23	6	1
June	15	5	0	20	6	0
July	19	4	0	23	5	0
August	23	4	0	27	5	0
September	27	2	0	29	6	0
October	37	6	0	43	7	0
November	34	2	0	36	6	0
December	54	4	1	59	4	1
Total	396	45	4	445	70	4

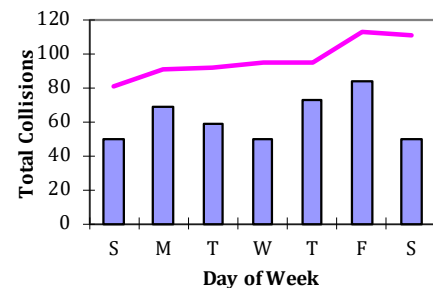
Total Collisions by Time of Day

Figure 2.5



Total Collisions by Day of Week

Figure 2.6



Time of Occurrence – Section 2

Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	2	0	1	1	2	2	0	8	1.8
1 to 2 a.m.	1	1	0	0	0	2	3	7	1.6
2 to 3 a.m.	4	3	0	2	0	1	0	10	2.3
3 to 4 a.m.	3	1	2	0	0	0	0	6	1.4
4 to 5 a.m.	0	2	0	0	3	0	0	5	1.1
5 to 6 a.m.	1	0	0	1	1	0	1	4	0.9
6 to 7 a.m.	3	1	1	1	0	1	1	8	1.8
7 to 8 a.m.	0	1	2	0	0	2	0	5	1.1
8 to 9 a.m.	1	2	4	0	4	2	1	14	3.2
9 to 10 a.m.	1	0	1	0	2	4	1	9	2.1
10 to 11 a.m.	0	5	3	5	3	3	0	19	4.4
11 to 12 a.m.	6	2	1	4	5	4	3	25	5.7
12 to 1 p.m.	3	3	5	4	4	4	4	27	6.2
1 to 2 p.m.	3	3	3	2	6	6	4	27	6.2
2 to 3 p.m.	3	5	1	3	8	5	1	26	6.0
3 to 4 p.m.	4	4	6	5	7	9	3	38	8.7
4 to 5 p.m.	5	6	3	2	6	5	1	28	6.4
5 to 6 p.m.	0	4	5	4	6	7	5	31	7.1
6 to 7 p.m.	2	1	4	4	0	4	1	16	3.7
7 to 8 p.m.	0	3	0	1	0	1	1	6	1.4
8 to 9 p.m.	1	4	3	1	2	3	2	16	3.7
9 to 10 p.m.	0	5	0	0	1	0	2	8	1.8
10 to 11 p.m.	0	1	5	0	1	4	2	13	3.0
11 to 12 p.m.	0	1	0	1	3	4	2	11	2.5
Not Stated	7	11	9	9	9	11	12	68	15.6
Total	50	69	59	50	73	84	50	435	
%	11.5	15.9	13.6	11.5	16.8	19.3	11.5	100.0	

* Excludes collisions in which Day of Week was unknown.

Major Contributing Factors – Section 3

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	15	12	2	29	6.5
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	15	12	2	29	6.5

Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Following Too Closely	26	2	0	28	6.3
Distracted, Inattentive	21	2	0	23	5.2
Driving Too Fast for Conditions	31	5	0	36	8.1
Improper Turning or Passing	13	3	0	16	3.6
Failed to Yield Right-of-Way	43	5	0	48	10.8
Disobeyed Traffic Control/Officer	3	1	0	4	0.9
Driving on Wrong Side of Road	2	0	0	2	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	82	1	0	83	18.7
Lost Control	52	9	0	61	13.7
Other Driver Action	0	0	0	0	0.0
Total	273	28	0	301	67.6

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of 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	0	0	0	0.0
Visibility Obstructed	1	0	0	1	0.2
Other Vehicle Contributing Factor	5	0	0	5	1.1
Total	6	0	0	6	1.3

Major Contributing Factors – Section 3

Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal on Roadway	14	1	0	15	3.4
Road Surface or Condition	2	1	0	3	0.7
Obstruction/Debris on Road	1	0	0	1	0.2
View Obstructed, Glare, Reflection	0	0	2	2	0.4
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	17	2	2	21	4.7

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

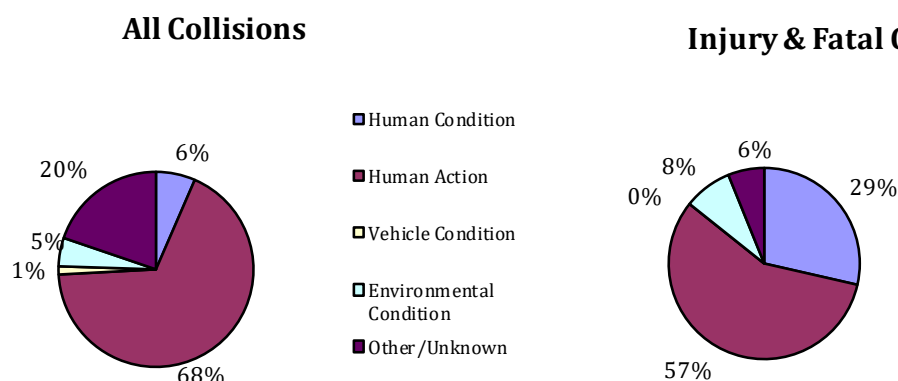
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unspecified	0	0	0	0	0.0
Unknown	85	3	0	88	19.8
Total	85	3	0	88	19.8

Total All Factors	396	45	4	445	100.0
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Major Contributing Factors by Collision Severity

Figure 3.6



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

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

Major Contributing Factors – Section 3

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

Figure 3.7

Human Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	12	17	0	29	6.5
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	12	17	0	29	6.5

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

Figure 3.8

Human Action	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Following Too Closely	2	25	1	28	6.3
Distracted, Inattentive	3	20	0	23	5.2
Driving Too Fast for Conditions	6	30	0	36	8.1
Improper Turning or Passing	3	13	0	16	3.6
Failed to Yield Right-of-Way	4	44	0	48	10.8
Disobeyed Traffic Control/Officer	0	4	0	4	0.9
Driving on Wrong Side of Road	0	2	0	2	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	82	0	83	18.7
Lost Control	28	32	1	61	13.7
Other Driver Action	0	0	0	0	0.0
Total	47	252	2	301	67.6

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

Figure 3.9

Vehicle Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Defective Brakes	0	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	0	0	0	0.0
Visibility Obstructed	0	1	0	1	0.2
Other Vehicle Contributing Factor	0	5	0	5	1.1
Total	0	6	0	6	1.3

Major Contributing Factors – Section 3

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

Figure 3.10

Environmental Condition	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Animal on Roadway	15	0	0	15	3.4
Road Surface or Condition	0	3	0	3	0.7
Obstruction/Debris on Road	1	0	0	1	0.2
View Obstructed, Glare, Reflection	2	0	0	2	0.4
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	18	3	0	21	4.7

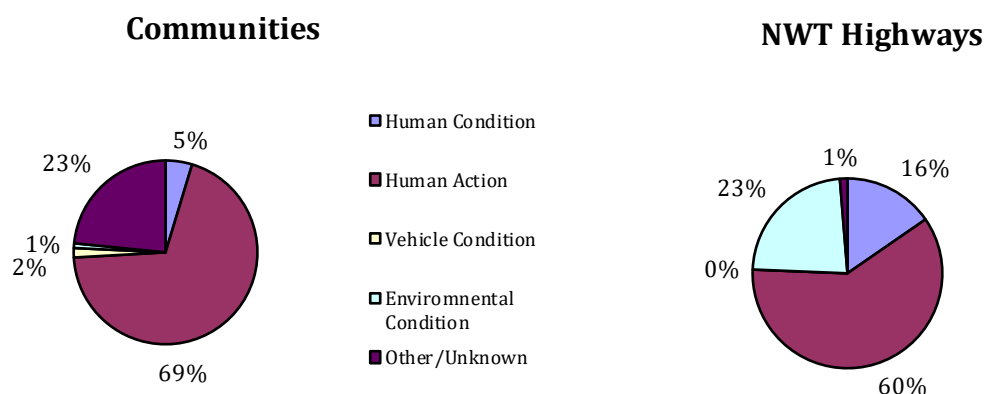
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Unspecified	0	0	0	0	0.0
Unknown	1	85	2	88	19.8
Total	1	85	2	88	19.8
Total All Factors	78	363	4	445	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12

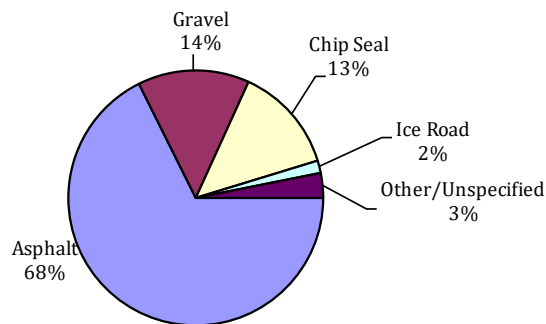


Environmental Factors – Section 4

Collisions by Road Surface Type and Severity

Figure 4.1

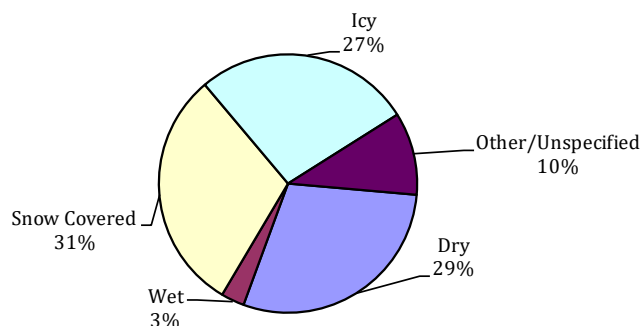
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	277	24	0	301	67.6
Concrete	1	0	0	1	0.2
Gravel (Crushed Stone)	52	11	0	63	14.2
Earth, Dirt	0	0	0	0	0.0
Chip Seal	47	9	4	60	13.5
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	6	1	0	7	1.6
Unspecified	13	0	0	13	2.9
Total	396	45	4	445	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	109	19	2	130	29.2
Wet	11	2	0	13	2.9
Snow (Fresh, Loose)	115	6	1	122	27.4
Slush, Wet Snow	12	1	0	13	2.9
Icy	106	14	1	121	27.2
Loose Sand/Gravel/Dirt	8	3	0	11	2.5
Muddy	2	0	0	2	0.4
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	33	0	0	33	7.4
Total	396	45	4	445	100

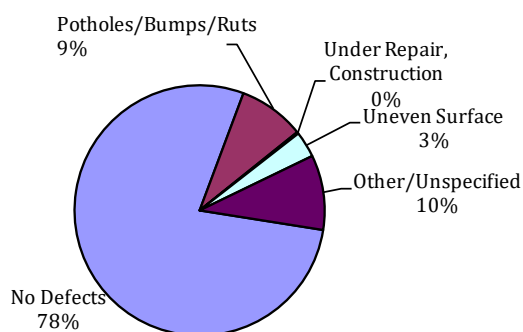


Environmental Factors – Section 4

Collisions by Road Defect and Severity

Figure 4.3

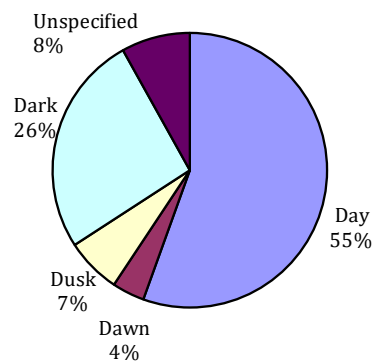
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	311	34	3	348	78.2
Potholes/Bumps/Ruts	31	7	0	38	8.5
Under Repair, Construction	1	0	0	1	0.2
Uneven Pavement Surface	11	3	1	15	3.4
Worn	3	1	0	4	0.9
Obscured or Faded Markings	6	0	0	6	1.3
Other	0	0	0	0	0.0
Unspecified	33	0	0	33	7.4
Total	396	45	4	445	100.0



Collisions by Light Condition and Severity

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	226	20	1	247	55.5
Dawn	14	2	1	17	3.8
Dusk	24	4	1	29	6.5
Dark	97	18	1	116	26.1
Unspecified	35	1	0	36	8.1
Total	396	45	4	445	100.0

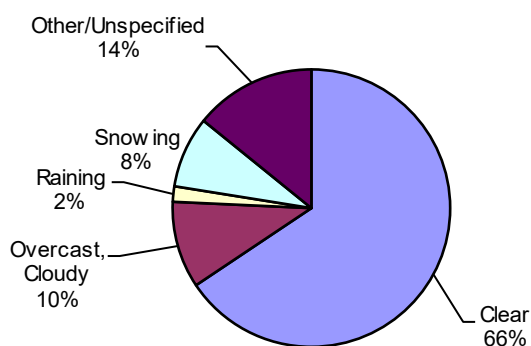


Environmental Factors – Section 4

Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	262	28	2	292	65.6
Overcast, Cloudy (No Precipitation)	39	6	0	45	10.1
Raining	7	1	0	8	1.8
Snowing	32	4	1	37	8.3
Freezing Rain/Sleet/Hail	0	1	0	1	0.2
Visibility Limitations (fog, dust, etc.)	8	3	1	12	2.7
Strong Winds	0	1	0	1	0.2
Other	0	0	0	0	0.0
Unspecified	48	1	0	49	11.0
Total	396	45	4	445	100.0








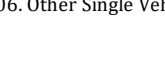
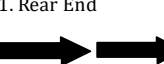
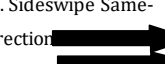
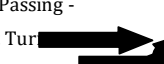
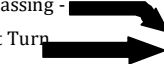
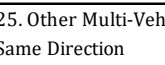
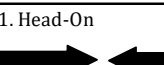
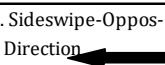
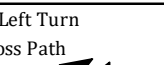
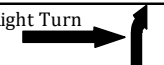
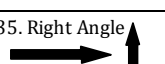
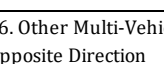
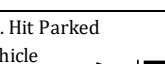
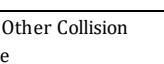
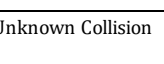
Environmental Factors – Section 4

Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	14	0	0	14	3.1
b) With Other Animal	1	1	0	2	0.4
c) With Pedestrian	0	6	1	7	1.6
d) Other	4	0	0	4	0.9
02. Hit Stationary Object	20	3	0	23	5.2
03. Off Road Left					
a) With Rollover	5	5	0	10	2.2
b) No Rollover	6	1	0	7	1.6
04. Off Road Right					
a) With Rollover	7	2	2	11	2.5
b) No Rollover	15	6	0	21	4.7
05. Rollover on Roadway	1	0	0	1	0.2
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	42	8	0	50	11.2
22. Sideswipe - Same Direction	15	0	0	15	3.4
23. Passing - Left Turn	1	2	0	3	0.7
24. Passing - Right Turn	1	0	0	1	0.2
25. Other Multi-Vehicle Same Direction	4	0	0	4	0.9
31. Head-On	1	0	0	1	0.2
32. Sideswipe - Opposite Direction	9	0	0	9	2.0
33. Left Turn Across Path	19	3	0	22	4.9
34. Right Turn Including Conflict	4	0	0	4	0.9
35. Right Angle	51	7	0	58	13.0
36. Other Multi-Vehicle Opposite Direction	10	0	0	10	2.2
41. Hit Parked Vehicle	166	1	1	168	37.8
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	396	45	4	445	100.0

*Collision Configurations

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











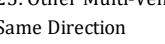

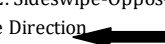
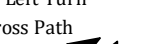
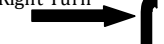
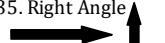
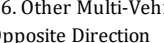
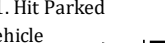
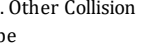
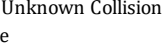
Environmental Factors – Section 4

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	14	0	0	14	3.1
b) With Other Animal	2	0	0	2	0.4
c) With Pedestrian	1	6	0	7	1.6
d) Other	1	3	0	4	0.9
02. Hit Stationary Object	4	19	0	23	5.2
03. Off Road Left					
a) With Rollover	6	4	0	10	2.2
b) No Rollover	4	3	0	7	1.6
04. Off Road Right					
a) With Rollover	10	1	0	11	2.5
b) No Rollover	14	7	0	21	4.7
05. Rollover on Roadway	1	0	0	1	0.2
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	2	47	1	50	11.2
22. Sideswipe - Same Direction	3	12	0	15	3.4
23. Passing - Left Turn	2	1	0	3	0.7
24. Passing - Right Turn	0	1	0	1	0.2
25. Other Multi-Vehicle Same Direction	0	4	0	4	0.9
31. Head-On	0	1	0	1	0.2
32. Sideswipe - Opposite Direction	5	3	1	9	2.0
33. Left Turn Across Path	0	22	0	22	4.9
34. Right Turn Including Conflict	0	4	0	4	0.9
35. Right Angle	3	55	0	58	13.0
36. Other Multi-Vehicle Opposite Direction	2	8	0	10	2.2
41. Hit Parked Vehicle	4	162	2	168	37.8
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	78	363	4	445	100.0

*Collision Configurations

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

Environmental Factors – Section 4

Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	192	20	4	216	48.5
Intersection - Two Public Roadways	81	20	0	101	22.7
Intersection - Parking Lot, Driveway	60	3	0	63	14.2
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	49	2	0	51	11.5
Unknown	13	0	0	13	2.9
Total	396	45	4	445	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	65	147	4	216	48.5
Intersection - Two Public Roadways	9	92	0	101	22.7
Intersection - Parking Lot, Driveway	3	60	0	63	14.2
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	51	0	51	11.5
Unknown	0	13	0	13	2.9
Total	78	363	4	445	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	301	30	2	333	74.8
Straight with Grade	33	4	2	39	8.8
Curved and Level	28	8	0	36	8.1
Curve with Grade	18	3	0	21	4.7
Top of Hill or Grade	2	0	0	2	0.4
Bottom of Hill or Grade	1	0	0	1	0.2
Other	0	0	0	0	0.0
Unknown	13	0	0	13	2.9
Total	396	45	4	445	100.0

Environmental Factors – Section 4

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	5	0	0	5	1.1
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	211	36	4	251	56.4
Undivided, Two-Way, Multi Lane	26	4	0	30	6.7
Divided, Barrier Median	0	0	0	0	0.0
Divided with Median, No Barrier	21	2	0	23	5.2
Divided, Divider Unspecified	0	0	0	0	0.0
Other	120	3	0	123	27.6
Unknown	13	0	0	13	2.9
Total	396	45	4	445	100.0

Collisions by Sequence of Events and Severity

Figure 4.12

	Property Damage	Personal Injury	Fatal	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	3	0	0	3	0.7
Hit Building	1	0	0	1	0.2
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	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	0	0	0	0.0
Hit Curb	0	0	0	0	0.0
Hit Post	0	0	0	0	0.0
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	2	0	0	2	0.4
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	6	0	0	6	1.3
Moveable Objects					
Another Road Vehicle	323	21	1	345	77.5
Bison	14	0	0	14	3.1
Other Animal	1	1	0	2	0.4
Pedestrian	0	6	1	7	1.6
Other Moveable Object	4	0	0	4	0.9
Sub Total Moveable Objects	342	28	2	372	83.6
Non-Collision Events					
Ran Off Road	21	0	0	21	4.7
Rollover	13	7	2	22	4.9
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	34	7	2	43	9.7
Other/Unknown Event	14	10	0	24	5.4
Grand Total	396	45	4	445	100.0

Environmental Factors – Section 4

Collisions by Sequence of Events and Road System

Figure 4.13

	NWT Highways	In Communities	Rural	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	3	0	3	0.7
Hit Building	0	1	0	1	0.2
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	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	0	0	0	0.0
Hit Curb	0	0	0	0	0.0
Hit Post	0	0	0	0	0.0
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	0	2	0	2	0.4
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	0	6	0	6	1.3
Moveable Objects					
Another Road Vehicle	21	320	4	345	77.5
Bison	14	0	0	14	3.1
Other Animal	2	0	0	2	0.4
Pedestrian	1	6	0	7	1.6
Other Moveable Object	1	3	0	4	0.9
Sub Total Moveable Objects	39	329	4	372	83.6
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	17	5	0	22	4.9
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	17	5	0	22	4.9
Unknown Event	22	23	0	45	10.1
Grand Total	78	363	4	445	100.0

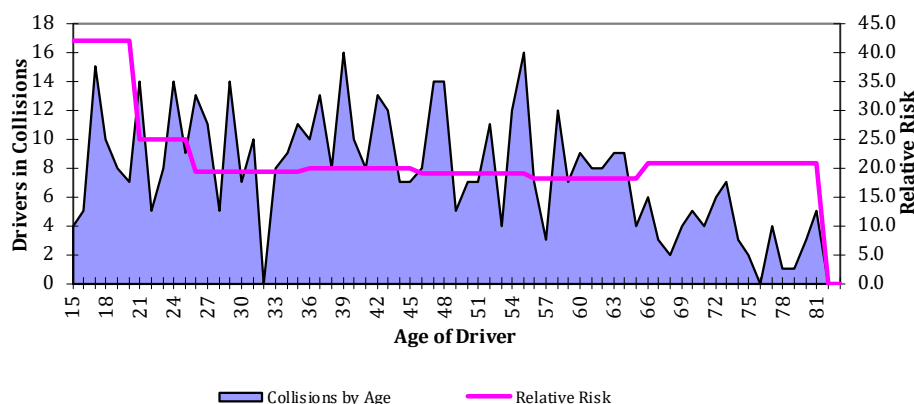
Driver Factors – Section 5

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	105	944	1,925	5,629	5,438	4,671	4,680	2,913	0	26,305
Drivers in Collisions	6	38	48	109	108	89	84	60	99	641

Drivers in Collisions and Relative Risk by Driver Age



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

Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	32.4	22.3	16.5	17.1	17.3	16.2	18.5	21.7
Personal Injury & Fatal	9.5	2.6	2.8	2.8	1.7	1.7	2.1	2.7
Total	41.9	24.9	19.4	19.9	19.1	17.9	20.6	24.4
Relative Risk*	1.7	1.0	0.8	0.8	0.8	0.7	0.8	1.0

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

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

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.7 times more likely to be involved in a collision than the average driving population. On average, 4% of 15 to 19 year olds were involved in collisions, compared to 2% of 35 to 44 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 16	Class 2	Class 26	Class 3	Class 36	Class 4	Class 46	Class 5	Class 56	Class 5P	Class 6	Class 7	Not Req'd. Licence	No Stated	Total
Under 16	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	6
16	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5
17	0	0	0	0	0	0	0	0	4	0	11	0	0	0	0	15
18	0	0	0	0	0	0	0	0	6	0	1	0	2	0	1	10
19	0	0	0	0	0	0	0	0	4	0	1	0	1	2	0	8
20	0	0	0	0	0	0	0	0	3	1	0	0	0	1	2	7
21-24	1	0	0	0	1	0	0	0	31	0	2	0	5	0	1	41
25-34	3	1	0	0	1	0	7	0	83	2	6	0	3	0	3	109
35-44	14	0	0	0	4	1	6	0	70	4	2	0	2	0	4	108
45-54	4	3	0	0	5	1	11	0	58	3	0	0	0	2	2	89
55-64	12	1	0	0	1	1	11	0	56	1	0	0	0	0	1	84
65 and over	6	1	0	0	1	0	1	1	46	3	1	0	0	0	0	60
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	99
Drivers in Collisions	40	6	0	0	13	3	36	1	361	14	29	0	14	7	17	641
Total Licensed Drivers	986	328	121	41	692	131	936	103	18,581	1440	1146	1	1,799	N/A	N/A	26305
Relative Risk*	1.66480493	0.751	0.00	0.00	0.77	0.94	1.58	0.40	0.80	0.399	1.03847	0	0.32	N/A	N/A	1

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

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	3	4	10	8	4	2	27	83	83	68	61	50	2	405	63.2
Fatigued, Fell Asleep	0	0	0	0	0	0	0	1	2	0	0	2	0	5	0.8
Inexperience	2	0	4	2	2	1	4	4	1	3	0	1	0	24	3.7
Under Influence - Alcohol	0	0	0	0	0	3	0	10	4	4	4	3	2	30	4.7
Under Influence - Drugs	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0.3
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	1	1	1	0	2	1	9	11	17	14	19	3	95	174	27.1
Total	6	5	15	10	8	7	41	109	108	89	84	60	99	641	
%	0.9	0.8	2.3	1.6	1.2	1.1	6.4	17.0	16.8	13.9	13.1	9.4	15.4	100.0	

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

														Not		
Driver Action	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Stated	Total	%	
Driving Properly	1	2	3	2	2	0	14	26	42	35	32	21	2	182	28.4	
Following Too Closely	0	0	0	0	1	0	4	5	10	2	6	2	2	32	5.0	
Distracted, Inattentive	1	0	0	2	0	1	3	12	4	4	3	1	0	31	4.8	
Driving Too Fast	1	1	4	2	1	3	5	8	5	7	2	2	0	41	6.4	
Improper Turning or Passing	0	0	0	0	0	0	2	5	2	4	4	1	1	19	3.0	
Failing to Yield Right of Way	2	0	1	1	1	1	2	13	10	4	9	5	1	50	7.8	
Disobeying Traffic Control/Officer	1	0	0	0	0	0	0	0	1	1	0	0	1	4	0.6	
Driving on Wrong Side of Road	0	0	0	0	0	0	0	0	1	1	1	0	0	3	0.5	
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
Backing Unsafely	0	1	2	2	0	1	2	18	15	14	15	13	6	89	13.9	
Lost Control	0	1	4	1	3	1	6	19	11	7	6	10	2	71	11.1	
Other Driver Action	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.2	
Unknown	0	0	1	0	0	0	3	2	7	10	6	5	84	118	18.4	
Total	6	5	15	10	8	7	41	109	108	89	84	60	99	641		
%	0.9	0.8	2.3	1.6	1.2	1.1	6.4	17.0	16.8	13.9	13.1	9.4	15.4		100.0	

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	139	14	1	154	19.3
Passenger Van	24	1	0	25	3.1
Light Utility Vehicle	215	15	1	231	28.9
Pickup Truck	234	24	2	260	32.5
Panel/Cargo Van	10	0	0	10	1.3
Other Truck/Van <= 4536 kg	3	0	0	3	0.4
Unit Truck > 4536 kg	4	0	0	4	0.5
Road Tractor	12	2	3	17	2.1
School Bus	1	0	0	1	0.1
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	0	0	0	0	0.0
Intercity Bus	1	1	0	2	0.3
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	0	0	0	0.0
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	3	0	4	0.5
Bicycle	0	1	0	1	0.1
Motor Home	0	0	0	0	0.0
Farm Equipment	0	0	0	0	0.0
Construction Equipment	2	0	0	2	0.3
Fire Engine	0	0	0	0	0.0
Snowmobile	2	4	0	6	0.8
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	78	1	0	79	9.9
Total	726	66	7	799	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	538	53	7	598	74.8
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lighting	0	0	0	0	0.0
Tire Blown Out	1	0	0	1	0.1
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	5	0	0	5	0.6
Other Defective Vehicular Parts	8	1	0	9	1.1
Other Vehicular Factor	0	0	0	0	0.0
Unknown	174	12	0	186	23.3
Total	726	66	7	799	100.0

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	219	34	4	257	32.2
Turning Left	44	11	0	55	6.9
Turning Right	22	2	0	24	3.0
Making U-Turn	3	0	0	3	0.4
Changing Lanes	6	0	0	6	0.8
Merging	1	1	0	2	0.3
Reversing	96	1	0	97	12.1
Overtaking	4	2	0	6	0.8
Negotiating Curve	22	6	0	28	3.5
Slowing or Stopped in Traffic	44	7	0	51	6.4
Starting in Traffic	1	0	0	1	0.1
Leaving Roadside	4	0	0	4	0.5
Stopped/Parked Legally	170	1	3	174	21.8
Stopped/Parked Illegally	3	0	0	3	0.4
Swerving to Avoid Collision	1	1	0	2	0.3
Run-away or Roll-away Vehicle	5	0	0	5	0.6
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	81	0	0	81	10.1
Total	726	66	7	799	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

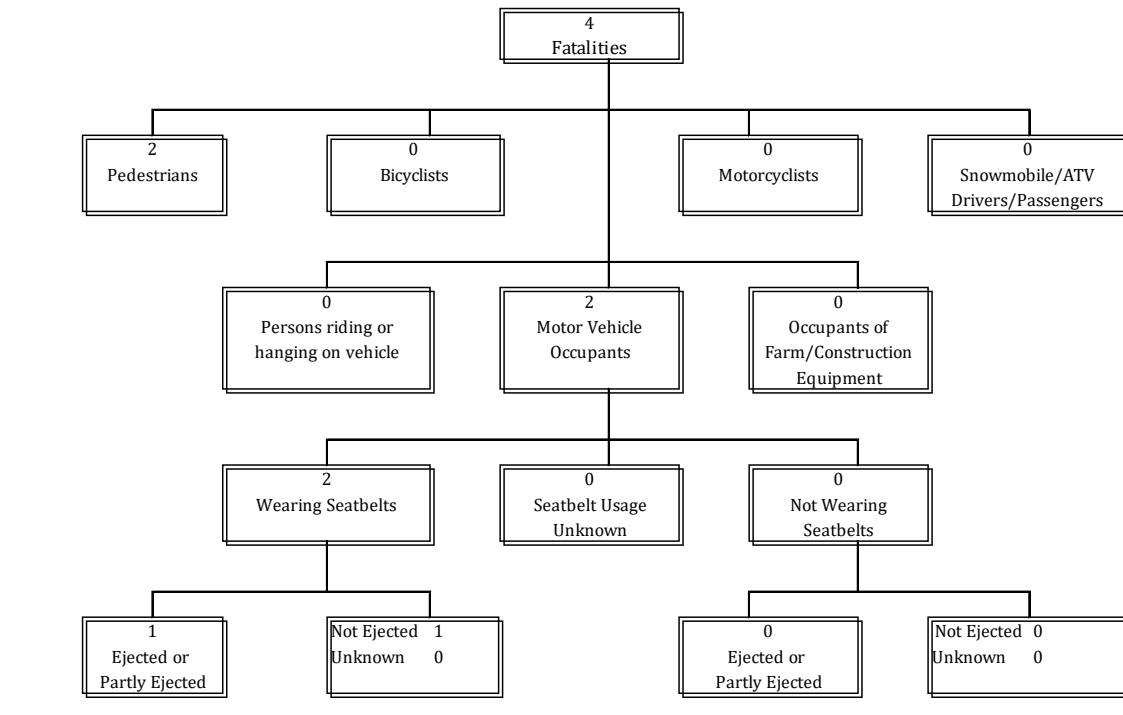
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2021	0	0	0	0	0.0
2020	27	1	1	29	3.6
2019	82	4	0	86	10.8
2018	68	9	0	77	9.6
2017	67	2	0	69	8.6
2016	40	9	0	49	6.1
2015	41	3	1	45	5.6
2014	35	3	0	38	4.8
2013	28	3	0	31	3.9
2012	33	6	0	39	4.9
2011	21	1	0	22	2.8
2010	25	0	1	26	3.3
2009 & Older	161	19	4	184	23.0
Unspecified	98	6	0	104	13.0
Total	726	66	7	799	100.0

Victims and Occupant Restraints – Section 7

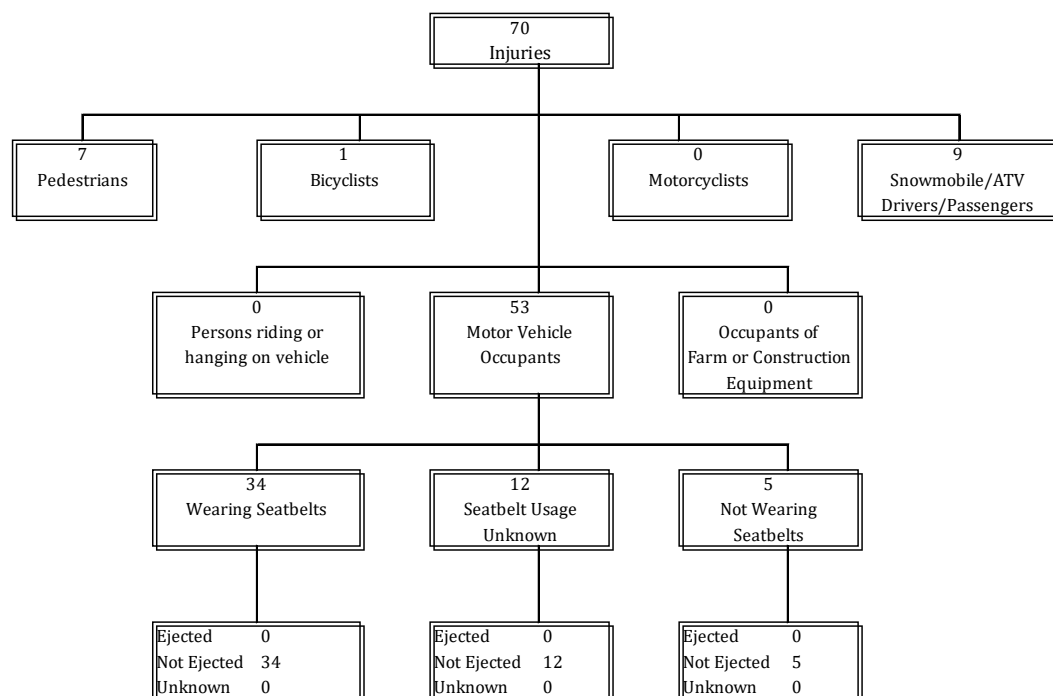
Fatalities Classification
(January 1 to December 31, 2020)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2020)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	3	2	9	8	1	5	5	1	34	48.6
Motor Vehicle Passenger	0	1	6	3	3	2	1	2	1	0	19	27.1
Pedestrian	0	1	1	0	2	1	1	1	0	0	7	10.0
Bicyclist	0	0	1	0	0	0	0	0	0	0	1	1.4
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	2	1	0	1	0	0	1	0	0	5	7.1
Snowmobile Operators & Passengers	0	0	2	0	0	0	2	0	0	0	4	5.7
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	4	14	5	15	11	5	9	6	1	70	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	0	0	0	0	1	0	0	0	1	25.0
Motor Vehicle Passenger	0	0	0	1	0	0	0	0	0	0	1	25.0
Pedestrian	0	0	0	0	0	0	2	0	0	0	2	50.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	1	0	0	3	0	0	0	4	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	21	12	1	34	1	0	0	1
Motor Vehicle Passenger	2	17	0	19	0	1	0	1
Pedestrian	3	4	0	7	2	0	0	2
Bicyclist	1	0	0	1	0	0	0	0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0
ATV Operators & Passengers	3	2	0	5	0	0	0	0
Snowmobile Operators & Passengers	2	2	0	4	0	0	0	0
Farm/Construction Equipment	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	32	37	1	70	3	1	0	4

Victims and Occupant Restraints – Section 7

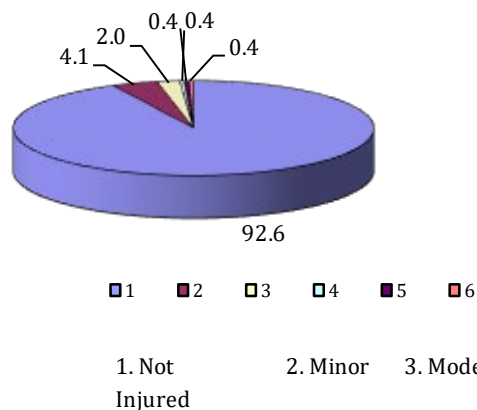
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	39	1	442	10	306	798	93.6
Minimal Injuries	4	0	20	0	8	32	3.8
Minor Injuries	1	0	10	0	2	13	1.5
Major (Hospital Admission)	0	0	2	0	2	4	0.5
Fatal	0	0	2	0	0	2	0.2
Injured - Extent Unknown	2	0	2	0	0	4	0.5
Total	46	1	478	10	318	853	100.0

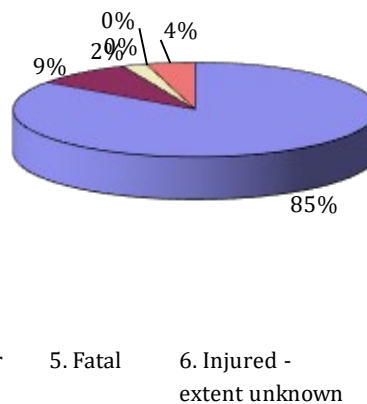
* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Restraints Used



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 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	6	20	36	44	81	81	61	58	44	22	453
Minimal Injuries	0	1	5	2	3	2	2	4	1	0	20
Minor Injuries	0	0	2	0	2	2	0	1	3	0	10
Major (Hospital Admission)	0	0	0	1	1	0	0	0	0	0	2
Fatal	0	0	0	1	0	0	1	0	0	0	2
Injured - Extent Unknown	0	0	0	0	1	1	0	0	0	0	2
Total	6	21	43	48	88	86	64	63	48	22	489

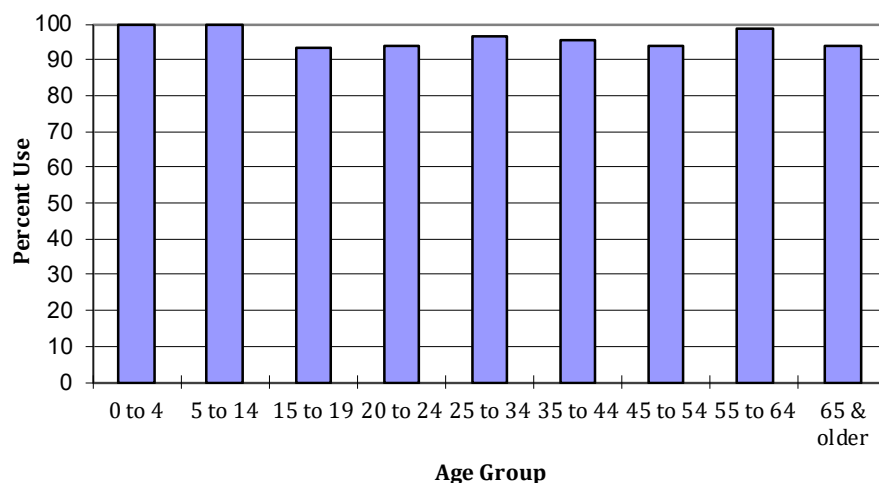
Restraints Not Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	0	0	2	1	2	2	4	1	2	25	39
Minimal Injuries	0	0	0	0	1	2	0	0	1	0	4
Minor Injuries	0	0	0	1	0	0	0	0	0	0	1
Major (Hospital Admission)	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	1	1	0	0	0	0	0	0	2
Total	0	0	3	3	3	4	4	1	3	25	46

* 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	1	0	2	1	1	1	0	0	7	77.8
Killed	0	0	0	0	0	0	2	0	0	0	2	22.2
Total	0	1	1	0	2	1	3	1	0	0	9	
%	0.0	11.1	11.1	0.0	22.2	11.1	33.3	11.1	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	1	0	0	0	0	0	1	11.1
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Crossing Intersection - No Traffic Control</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
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
<u>Walking Along Roadway Against Traffic</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3</u>	<u>33.3</u>
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
<u>Walking on Travelled Part of Roadway Against Traffic</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
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
<u>Coming from Behind Moving Vehicle</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Running into Roadway	0	0	1	0	0	0	0	1	0	0	2	22.2
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Getting On/Off Other Vehicles</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
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	1	0	0	0	1	11.1
<u>Playing on Roadway</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
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
<u>Unknown</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>22.2</u>
Total	0	1	1	0	2	1	3	1	0	0	9	100.0

Pedestrians – Section 8

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	7	7	77.8
Rural	2	0	2	22.2
Unspecified	0	0	0	0.0
Total	2	7	9	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	2	4	6	66.7
At Intersection of At Least Two Roadways	0	3	3	33.3
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	2	7	9	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	1	1	2	22.2
Had Been Drinking	0	1	1	11.1
Impaired by Alcohol	1	0	1	11.1
Unknown	0	5	5	55.6
Total	2	7	9	100.0

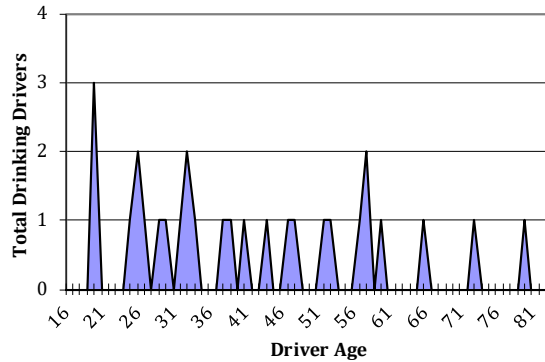
Alcohol – Section 9

Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1

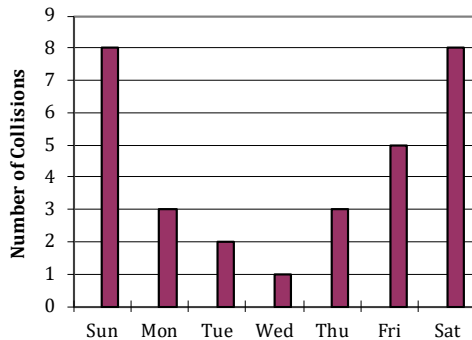
Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	0	0	0
16	0	0	0	0
17	0	0	0	0
18	0	0	0	0
19	0	0	0	0
20	2	1	0	3
21 to 24	0	0	0	0
25 to 34	6	4	0	10
35 to 44	3	1	0	4
45 to 54	3	1	0	4
55 to 64	4	0	0	4
65 & Older	1	2	0	3
Not Stated	0	0	2	2
Total	19	9	2	30

Drinking Drivers by Driver Age



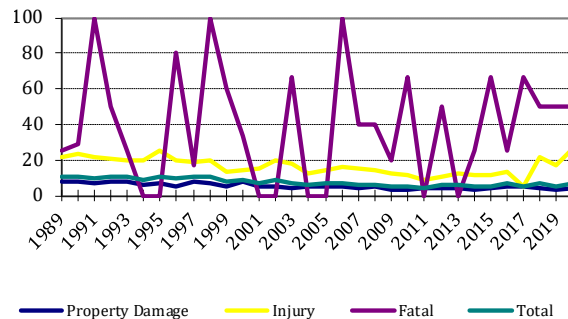
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



Number of Collisions and Victims Involving Alcohol

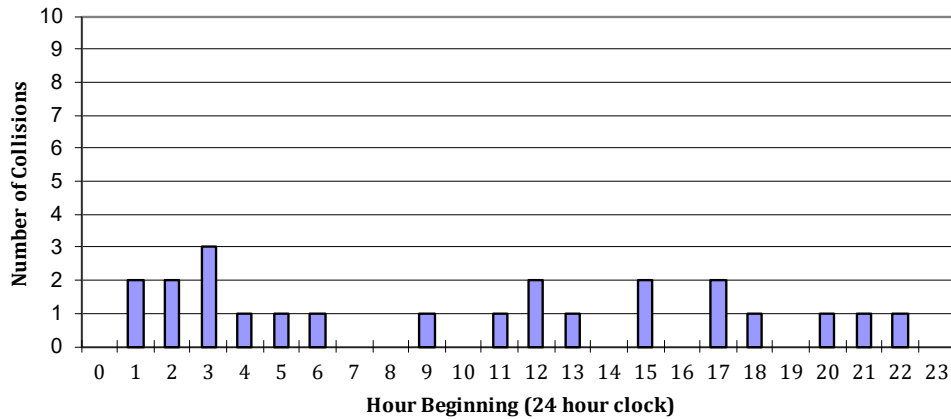
Figure 9.4

Number of Collisions							Number of Victims			
Year	Property Damage	Personal Injury	Fatal	Total	% of Total Collisions	Injured	Killed	Total	% of Total Victims	
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	
2016	21	11	1	33	6.5	19	1	20	15.6	
2017	20	4	2	26	5.3	8	2	10	9.0	
2018	21	16	1	38	6.9	27	1	28	27.5	
2019	16	10	2	28	5.2	15	3	18	21.7	
2020	16	12	2	30	6.7	20	2	22	29.7	
Average	19	10	1	30	5.6	16	1	18	17.4	

Alcohol – Section 9

Number of Alcohol Related Collisions by Time of Day

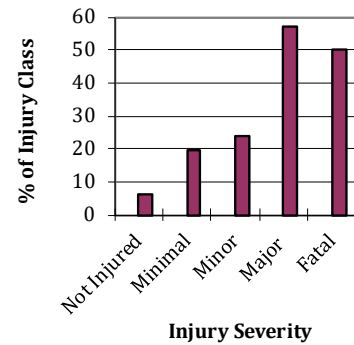
Figure 9.5



Injury Severity by Alcohol Involvement

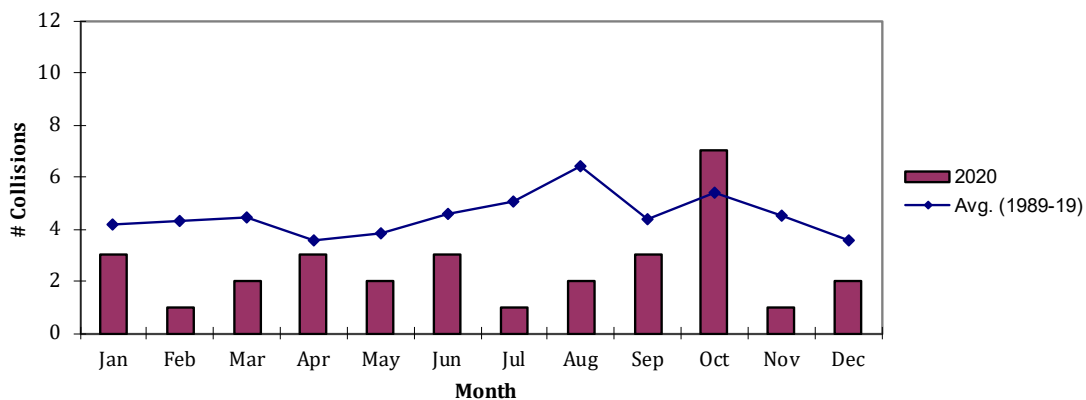
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	48	754	802	6.0
Minimal Injuries	7	29	36	19.4
Minor	5	16	21	23.8
Major	4	3	7	57.1
Fatal	2	2	4	50.0
Injured - Extent Unknown	4	2	6	66.7
Total	70	806	876	8.0



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

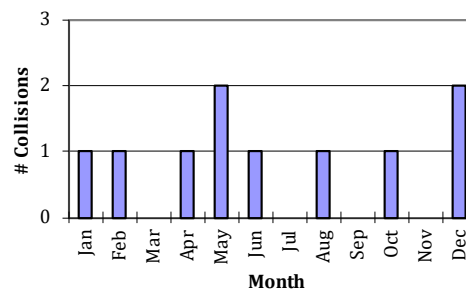
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	1	0	0	1	0	0
February	0	1	0	1	1	0
March	0	0	0	0	0	0
April	1	0	0	1	0	0
May	0	2	0	2	4	0
June	0	1	0	1	2	0
July	0	0	0	0	0	0
August	0	1	0	1	1	0
September	0	0	0	0	0	0
October	1	0	0	1	0	0
November	0	0	0	0	0	0
December	0	2	0	2	2	0
Total	3	7	0	10	10	0

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	4	5	9
Killed	0	0	0
Injured	4	5	9
Total Vehicles Involved	6	4	10
Fatal	0	0	0
Injury	4	3	7
Property Damage	2	1	3

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	0	1	0	2	22.2
15 to 19	1	1	0	1	0	0	3	33.3
20 to 24	1	0	0	0	0	0	1	11.1
25 to 34	0	0	0	1	0	0	1	11.1
35 to 44	0	0	0	0	0	0	0	0.0
45 to 54	1	1	0	0	0	0	2	22.2
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	4	2	0	2	1	0	9	100.0

Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	1	2	0	3	33.3
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	3	0	3	33.3
Under Influence - Alcohol	0	2	0	2	22.2
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	1	0	0	1	11.1
Total	2	7	0	9	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	1	0	1	11.1
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	1	0	1	11.1
Driving Too Fast for Conditions	0	2	0	2	22.2
Improper Turning or Passing	0	1	0	1	11.1
Failed to Yield Right-of-Way	2	0	0	2	22.2
Disobeyed Traffic Control or Officer	0	1	0	1	11.1
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	0	1	0	1	11.1
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	2	7	0	9	100.0

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	0	3	1	4	30.8
Minimal Injuries	1	1	1	3	23.1
Minor Injuries	0	2	0	2	15.4
Major (Hospital Admission)	1	1	0	2	15.4
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	2	0	2	15.4
Total	2	9	2	13	100.0

Geographic Distribution – Section 11

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Beaufort Delta Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	1	0	0	1	0	0
Fort McPherson	3	0	0	3	0	0
Ulukhaktok	0	0	0	0	0	0
Inuvik	18	5	0	23	6	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	4	4	0	8	6	0
Sub Total						
Beaufort Delta Region	26	9	0	35	12	0

B - Sahtu Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Deline	5	0	0	5	0	0
Fort Good Hope	0	0	0	0	0	0
Norman Wells	1	0	0	1	0	0
Tulita	0	0	0	0	0	0
Sub Total						
Sahtu Region	6	0	0	6	0	0

C - Dehcho Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	3	1	0	4	4	0
Fort Simpson	16	3	0	19	3	0
Sub Total						
Dehcho Region	19	4	0	23	7	0

D - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	31	5	0	36	7	0
Fort Providence	12	1	0	13	1	0
Fort Resolution	0	0	0	0	0	0
Fort Smith	16	3	0	19	4	0
Lutsel K'e	0	0	0	0	0	0
Sub Total						
South Slave Region	59	9	0	68	12	0

E - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Behchoko/Wha Ti	15	1	3	19	5	3
Yellowknife	271	22	1	294	34	1
Sub Total						
North Slave Region	286	23	4	313	39	4

Total - All Regions	396	45	4	445	70	4
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Geographic Distribution – Section 11

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Beaufort Delta Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2020 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Aklavik	1	198	170	696	0.51	0.59	0.14
Fort McPherson	3	339	389	933	0.88	0.77	0.32
Ulukhaktok	0	65	42	477	0.00	0.00	0.00
Inuvik	23	1,844	1,980	3,399	1.25	1.16	0.68
Sachs Harbour	0	37	38	114	0.00	0.00	0.00
Tuktoyaktuk	8	346	334	1,312	2.31	2.40	0.61
Sub Total							
Beaufort Delta Region	35	2,829	2,953	6,931	1.24	1.19	0.50

B - Sahtu Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2020 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Deline	5	202	154	603	2.48	3.25	0.83
Fort Good Hope	0	215	161	761	0.00	0.00	0.00
Norman Wells	1	460	842	735	0.22	0.12	0.14
Tulita	0	193	204	517	0.00	0.00	0.00
Sub Total							
Sahtu Region	6	1,070	1,361	2,616	0.56	0.44	0.23

C - Deh Cho Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2020 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Fort Liard	4	242	238	561	1.65	1.68	0.71
Fort Simpson	19	887	1,209	1,707	2.14	1.57	1.11
Sub Total							
Dehcho Region	23	1,129	1,447	2,268	2.04	1.59	1.01

D - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2020 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Hay River	36	2,839	7,810	4,238	1.27	0.46	0.85
Fort Providence	13	306	450	706	4.25	2.89	1.84
Fort Resolution	0	259	373	549	0.00	0.00	0.00
Fort Smith	19	1,630	2,210	2,586	1.17	0.86	0.73
Lutsel K'e	0	99	70	330	0.00	0.00	0.00
Sub Total							
South Slave Region	68	5,133	10,913	8,409	1.32	0.62	0.81

E - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2020 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Behchoko/Whati	19	1,124	1,152	2,956	1.69	1.65	0.64
Yellowknife	294	15,020	20,904	21,896	1.96	1.41	1.34
Sub Total							
North Slave Region	313	16,144	22,056	24,852	1.94	1.42	1.26

Total - All Regions	445	26,305	38,730	45,161	1.69	1.15	0.99
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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
	32.0	3 Oct 2020	Property Damage	Sideswipe - Opposite Direction	0	0
	74.0	12 Oct 2020	Property Damage	Ran Off Road - Left	0	0
	153.0	7 Feb 2020	Property Damage	Sideswipe - Opposite Direction	0	0
	192.5	26 Jul 2020	Property Damage	Ran Off Road - Left	0	0
	355.0	4 Sep 2020	Property Damage	Single Vehicle Rollover	0	0
	520.0	30 Jun 2020	Injury	Ran Off Road - Right	1	0
	584.0	29 Feb 2020	Property Damage	Ran Off Road - Right	0	0
	598.0	12 Mar 2020	Property Damage	Sideswipe - Opposite Direction	0	0
	631.0	5 Dec 2020	Property Damage	Ran Off Road - Right	0	0
	668.0	26 Jun 2020	Injury	Ran Off Road - Right	1	0
Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	2	0	10	2	0
Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	15.0	28 May 2020	Property Damage	Collision with Moving Object	0	0
	36.0	26 Oct 2020	Property Damage	Ran Off Road - Right	0	0
	37.0	4 Jun 2020	Property Damage	Other Multi-Vehicle Different Direction	0	0
	37.0	1 Dec 2020	Property Damage	Right Angle	0	0
	37.4	19 Jul 2020	Injury	Single Vehicle Rollover	2	0
	37.4	3 Nov 2020	Property Damage	Other Multi-Vehicle Different Direction	0	0
	42.7	8 Nov 2020	Property Damage	Collision with Fixed Object	0	0
	43.8	6 Jan 2020	Property Damage	Collision with Fixed Object	0	0
	47.0	31 May 2020	Injury	Collision with Fixed Object	2	0
Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	7	2	0	9	4	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	31.0	14 Feb 2020	Property Damage	Sideswipe - Same Direction	0	0
	46.0	24 Dec 2020	Property Damage	Collision with Bison	0	0
	51.4	20 Jan 2020	Property Damage	Collision with Bison	0	0
	60.0	3 Apr 2020	Property Damage	Ran Off Road - Right	0	0
	61.0	23 Sep 2020	Property Damage	Collision with Bison	0	0
	80.0	10 Jul 2020	Property Damage	Collision with Bison	0	0
	95.0	2 May 2020	Property Damage	Collision with Bison	0	0
	101.0	26 Dec 2020	Property Damage	Collision with Bison	0	0
	121.0	2 Dec 2020	Property Damage	Collision with Bison	0	0
	136.0	21 Oct 2020	Property Damage	Collision with Bison	0	0
	182.0	5 Feb 2020	Property Damage	Collision with Bison	0	0
	207.0	28 Aug 2020	Property Damage	Collision with Bison	0	0
	224.0	22 Apr 2020	Fatal	Single Vehicle Rollover	4	1
	230.0	11 Oct 2020	Property Damage	Collision with Bison	0	0
	240.0	5 Jan 2020	Property Damage	Single Vehicle Rollover	0	0
	243.9	31 Mar 2020	Property Damage	Single Vehicle Rollover	0	0
	245.0	19 Sep 2020	Property Damage	Passing - Left Turn	0	0
	248.0	13 Oct 2020	Property Damage	Collision with Bison	0	0
	270.0	6 Jun 2020	Property Damage	Ran Off Road - Left	0	0
	271.0	31 Dec 2020	Fatal	Collision with Pedestrian	0	1
	298.7	12 Feb 2020	Fatal	Collision with Parked Vehicle	0	1
	314.5	31 May 2020	Fatal	Single Vehicle Rollover	0	1
	318.0	UU Dec 2020	Property Damage	Ran Off Road - Right	0	0
	329.0	14 Jul 2020	Property Damage	Collision with Other Animal	0	0
	332.2	19 Oct 2020	Injury	Collision with Parked Vehicle	1	0
	336.0	1 Jan 2020	Injury	Right Angle	1	0
	336.0	29 Jul 2020	Injury	Ran Off Road - Right	1	0
	336.7	2 Feb 2020	Injury	Right Angle	2	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	20	4	4	28	9	4

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	25 Sep 2020	Property Damage	Rear End	0	0
	16.8	31 Dec 2020	Property Damage	Single Vehicle Rollover	0	0
	24.0	23 Mar 2020	Property Damage	Ran Off Road - Right	0	0
	45.0	26 Apr 2020	Property Damage	Collision with Fixed Object	0	0

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

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	10.0	14 Feb 2020	Property Damage	Single Vehicle Rollover	0	0
	38.0	24 Oct 2020	Property Damage	Ran Off Road - Right	0	0
	166.0	7 Mar 2020	Property Damage	Rear End	0	0
	196.0	9 Aug 2020	Property Damage	Collision with Bison	0	0
	246.0	4 Jul 2020	Injury	Single Vehicle Rollover	1	0
	256.0	4 Dec 2020	Injury	Passing - Left Turn	1	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	2	0	6	2	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	18.0	3 Jan 2020	Property Damage	Single Vehicle Rollover	0	0

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

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	46.6	4 Dec 2020	Property Damage	Ran Off Road - Left	0	0
	54.0	29 Oct 2020	Property Damage	Collision with Bison	0	0
	81.0	20 Sep 2020	Injury	Collision with Other Animal	4	0
	150.0	31 Dec 2020	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	4	0
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	122.0	15 Aug 2020	Property Damage	Single Vehicle Rollover	0	0
	188.0	6 Aug 2020	Property Damage	Single Vehicle Rollover	0	0
	243.0	14 Feb 2020	Property Damage	Sideswipe - Same Direction	0	0
	267.8	18 Aug 2020	Property Damage	Ran Off Road - Right	0	0
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	0	0	4	0	0
Highway #10 (Inuvik Tuktoyaktuk Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	70.0	7 Apr 2020	Property Damage	Sideswipe - Opposite Direction	0	0
	70.0	29 Jun 2020	Property Damage	Ran Off Road - Right	0	0
Summary Highway #10	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	0	0	2	0	0

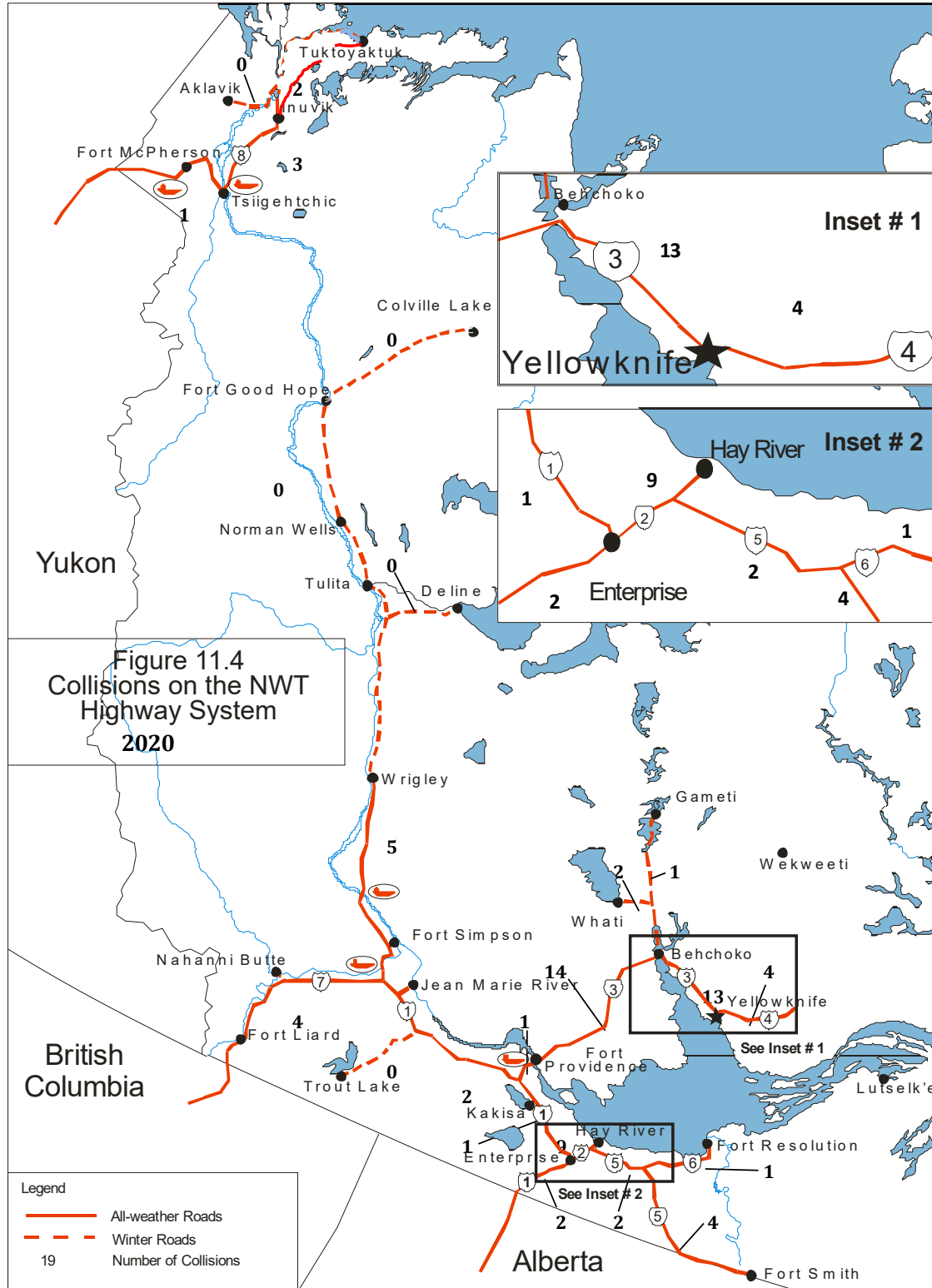
Geographic Distribution – Section 11

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Dettah Access Road	5 Jul 2020	Injury	Single Vehicle Rollover	1	0
Fort Simpson Access Road	24 Apr 2020	Property Damage	Sideswipe - Same Direction	0	0
Jean Marie River Access Road	16 Dec 2020	Property Damage	Ran Off Road - Right	0	0
Rae Access Road	8 Jun 2020	Property Damage	Collision with Parked Vehicle	0	0
Rae Access Road	23 Nov 2020	Injury	Single Vehicle Rollover	1	0
Vee Lake Access Road	14 Aug 2020	Property Damage	Single Vehicle Rollover	0	0
Yellowknife Access Road	10 Sep 2020	Property Damage	Collision with Parked Vehicle	0	0
Rae Lakes Winter Access Road	11 Apr 2020	Property Damage	Single Vehicle Rollover	0	0
Wha Ti Winter Access Road	3 Feb 2020	Property Damage	Sideswipe - Opposite Direction	0	0
Wha Ti Winter Access Road	22 Feb 2020	Property Damage	Ran Off Road - Right	0	0

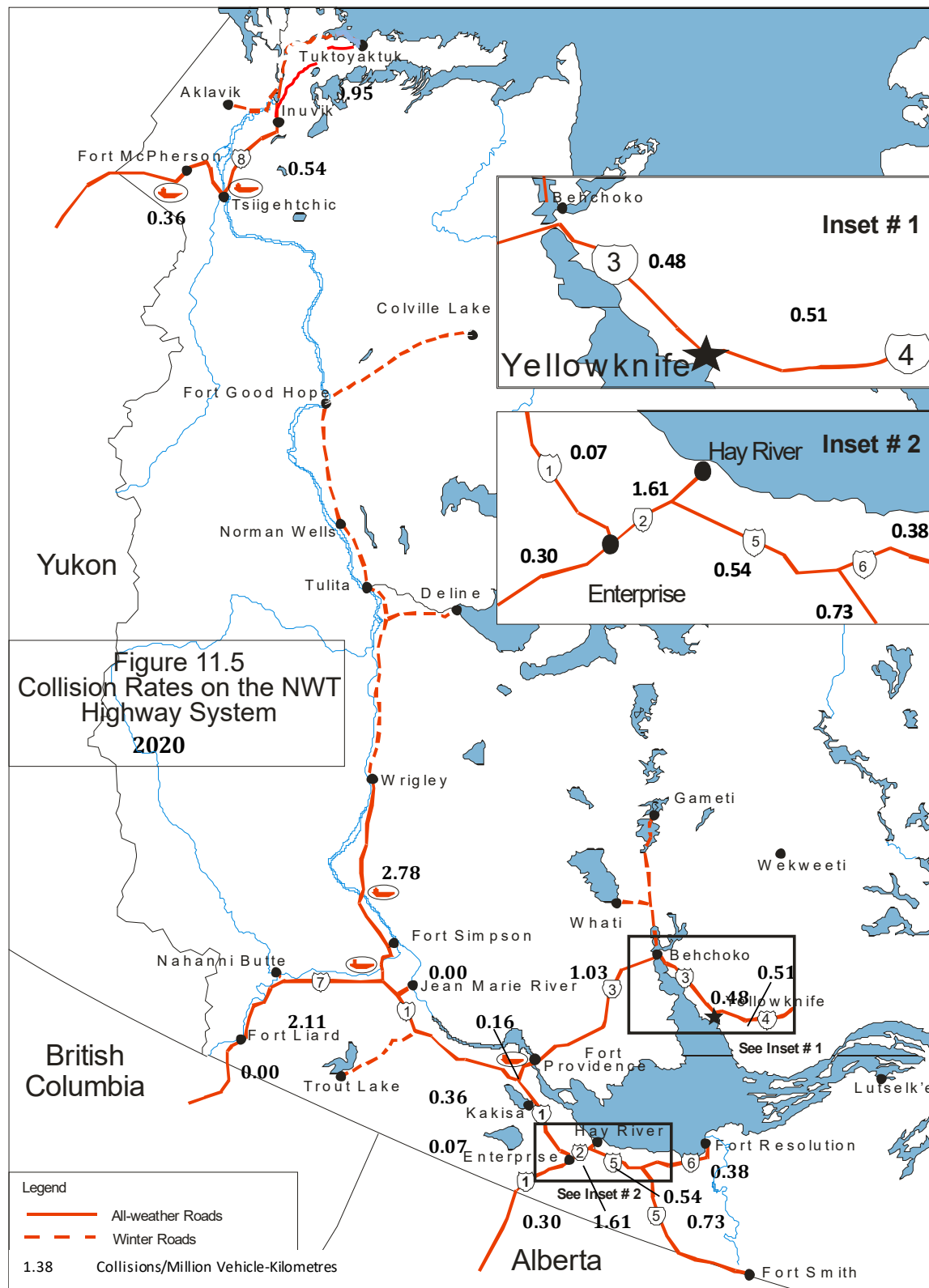
Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	2	0	10	2	0

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	61	13	4	78	23	4

Geographic Distribution – Section 11



Geographic Distribution – Section 11



National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2019 [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	4.7	374.5	4.4	345.1	6.6	526.4
Newfoundland & Labrador	7.6	510.6	7.2	480.3	10.3	690.3
Prince Edward Island	9.5	384.7	9.4	378.4	13.3	536.9
Nova Scotia	7.4	740.2	5.9	590.3	10.1	1,002.6
New Brunswick	6.4	345.5	5.5	294.5	9.0	484.3
Quebec	3.9	408.6	4.1	429.3	5.8	608.7
Ontario	3.9	318.2	3.8	307.7	5.4	435.8
Manitoba	5.5	844.7	4.9	743.0	8.1	1,239.8
Saskatchewan	6.1	351.8	4.6	270.1	8.9	514.3
Alberta	5.5	344.3	3.7	228.5	7.4	460.6
British Columbia	6.1	315.2	6.4	381.7	7.5	446.1
Yukon	24.1	383.3	14.0	223.3	34.4	546.9
Northwest Territories	13.4	171.8	13.9	177.8	22.5	288.5
Nunavut	5.2	64.7	47.6	595.2	74.2	928

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2019. Published by Transport Canada.

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

Appendix A1 – Collision Report Form Side I

Northwest Territories Accident Report		02. POLICE DETACHMENT		03. CASE NUMBER		PAGE		OF	
1. In	2. Near	Community of		01. Highway Number		02. Highway Number		03. Date of Collision	
At Intersection With		Or		Or		Or		11. NO. KILLED	
If Not At Intersection		Or		Or		Or		12. NO. INJURED	
Special Reference		If Location Can Be Described More Precisely, Enter Here		N S E W		metres		13. NO. VEHICLES	
14. 01. Hit Moving Object		03. Off Road Left		05. Rollover on Roadway		06. Other Single Vehicle		14. COLLISION SEVERITY	
02. Hit Stationary Object		04. Off Road Right		07. Other Single Vehicle		08. Other Multiple Vehicle		15. HIT AND RUN	
TYPE		09. Ped.		10. Ped.		11. Ped.		16. Other Collision	
29. VEH. SEQUENCE		30. TOTAL OCCUPANTS		31. VEH. SEQUENCE		32. TOTAL OCCUPANTS		33. FIRST IMPACT LOCATION	
LAST NAME		FIRST NAME(S)		LAST NAME		FIRST NAME(S)		34. DAMAGE SEVERITY	
ADDRESS		ADDRESS		DATE OF BIRTH		SEX		35. DAMAGE SEVERITY	
36. DRIVER'S LICENCE #		37. CLASS		38. PROV		39. STATE		36. MEDICAL TREATMENT	
34. YEAR		35. VIN		36. YEAR		37. VIN		37. EJECTION LOCATION	
38. LICENCE PLATE #		39. VIN		38. YEAR		39. VIN		38. SAFETY EQUIPMENT	
LAST NAME		FIRST NAME(S)		LAST NAME		FIRST NAME(S)		39. SAFETY EQUIPMENT	
ADDRESS		ADDRESS		HOME PHONE		WORK PHONE		40. PROPER USE	
INSURANCE COMPANY		INSURANCE COMPANY		INSURANCE COMPANY		INSURANCE COMPANY		41. AIR BAG DEPLOYED	
POLICY NUMBER		POLICY NUMBER		POLICY NUMBER		POLICY NUMBER		42. AIR BAG DEPLOYED	
29. Veh. Seq. #		30. Sex		31. Age		32. Ejection Location		43. AIR BAG DEPLOYED	
33. F. Female		34. M. Male		35. U. Unk.		36. Ejection Location		44. AIR BAG DEPLOYED	
37. F. Female		38. M. Male		39. U. Unk.		40. Ejection Location		45. AIR BAG DEPLOYED	
41. F. Female		42. M. Male		43. U. Unk.		44. Ejection Location		46. AIR BAG DEPLOYED	
45. F. Female		46. M. Male		47. U. Unk.		48. Ejection Location		47. AIR BAG DEPLOYED	
49. F. Female		50. M. Male		51. U. Unk.		52. Ejection Location		48. AIR BAG DEPLOYED	
53. F. Female		54. M. Male		55. U. Unk.		56. Ejection Location		49. AIR BAG DEPLOYED	
57. F. Female		58. M. Male		59. U. Unk.		60. Ejection Location		50. AIR BAG DEPLOYED	
61. F. Female		62. M. Male		63. U. Unk.		64. Ejection Location		51. AIR BAG DEPLOYED	
65. F. Female		66. M. Male		67. U. Unk.		68. Ejection Location		52. AIR BAG DEPLOYED	
69. F. Female		70. M. Male		71. U. Unk.		72. Ejection Location		53. AIR BAG DEPLOYED	
73. F. Female		74. M. Male		75. U. Unk.		76. Ejection Location		54. AIR BAG DEPLOYED	
77. F. Female		78. M. Male		79. U. Unk.		80. Ejection Location		55. AIR BAG DEPLOYED	
81. F. Female		82. M. Male		83. U. Unk.		84. Ejection Location		56. AIR BAG DEPLOYED	
85. F. Female		86. M. Male		87. U. Unk.		88. Ejection Location		57. AIR BAG DEPLOYED	
89. F. Female		90. M. Male		91. U. Unk.		92. Ejection Location		58. AIR BAG DEPLOYED	
93. F. Female		94. M. Male		95. U. Unk.		96. Ejection Location		59. AIR BAG DEPLOYED	
97. F. Female		98. M. Male		99. U. Unk.		100. Ejection Location		60. AIR BAG DEPLOYED	
101. F. Female		102. M. Male		103. U. Unk.		104. Ejection Location		61. AIR BAG DEPLOYED	
105. F. Female		106. M. Male		107. U. Unk.		108. Ejection Location		62. AIR BAG DEPLOYED	
109. F. Female		110. M. Male		111. U. Unk.		112. Ejection Location		63. AIR BAG DEPLOYED	
113. F. Female		114. M. Male		115. U. Unk.		116. Ejection Location		64. AIR BAG DEPLOYED	
117. F. Female		118. M. Male		119. U. Unk.		120. Ejection Location		65. AIR BAG DEPLOYED	
121. F. Female		122. M. Male		123. U. Unk.		124. Ejection Location		66. AIR BAG DEPLOYED	
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133. F. Female		134. M. Male		135. U. Unk.		136. Ejection Location		69. AIR BAG DEPLOYED	
137. F. Female		138. M. Male		139. U. Unk.		140. Ejection Location		70. AIR BAG DEPLOYED	
139. F. Female		140. M. Male		141. U. Unk.		142. Ejection Location		71. AIR BAG DEPLOYED	
143. F. Female		144. M. Male		145. U. Unk.		146. Ejection Location		72. AIR BAG DEPLOYED	
147. F. Female		148. M. Male		149. U. Unk.		150. Ejection Location		73. AIR BAG DEPLOYED	
149. F. Female		150. M. Male		151. U. Unk.		152. Ejection Location		74. AIR BAG DEPLOYED	
153. F. Female		154. M. Male		155. U. Unk.		156. Ejection Location		75. AIR BAG DEPLOYED	
157. F. Female		158. M. Male		159. U. Unk.		160. Ejection Location		76. AIR BAG DEPLOYED	
159. F. Female		160. M. Male		161. U. Unk.		162. Ejection Location		77. AIR BAG DEPLOYED	
163. F. Female		164. M. Male		165. U. Unk.		166. Ejection Location		78. AIR BAG DEPLOYED	
167. F. Female		168. M. Male		169. U. Unk.		170. Ejection Location		79. AIR BAG DEPLOYED	
169. F. Female		170. M. Male		171. U. Unk.		172. Ejection Location		80. AIR BAG DEPLOYED	
173. F. Female		174. M. Male		175. U. Unk.		176. Ejection Location		81. AIR BAG DEPLOYED	
177. F. Female		178. M. Male		179. U. Unk.		180. Ejection Location		82. AIR BAG DEPLOYED	
179. F. Female		180. M. Male		181. U. Unk.		182. Ejection Location		83. AIR BAG DEPLOYED	
183. F. Female		184. M. Male		185. U. Unk.		186. Ejection Location		84. AIR BAG DEPLOYED	
187. F. Female		188. M. Male		189. U. Unk.		190. Ejection Location		85. AIR BAG DEPLOYED	
189. F. Female		190. M. Male		191. U. Unk.		192. Ejection Location		86. AIR BAG DEPLOYED	
193. F. Female		194. M. Male		195. U. Unk.		196. Ejection Location		87. AIR BAG DEPLOYED	
197. F. Female		198. M. Male		199. U. Unk.		200. Ejection Location		88. AIR BAG DEPLOYED	
199. F. Female		200. M. Male		201. U. Unk.		202. Ejection Location		89. AIR BAG DEPLOYED	
203. F. Female		204. M. Male		205. U. Unk.		206. Ejection Location		90. AIR BAG DEPLOYED	
207. F. Female		208. M. Male		209. U. Unk.		210. Ejection Location		91. AIR BAG DEPLOYED	
209. F. Female		210. M. Male		211. U. Unk.		212. Ejection Location		92. AIR BAG DEPLOYED	
213. F. Female		214. M. Male		215. U. Unk.		216. Ejection Location		93. AIR BAG DEPLOYED	
217. F. Female		218. M. Male		219. U. Unk.		220. Ejection Location		94. AIR BAG DEPLOYED	
219. F. Female		220. M. Male		221. U. Unk.		222. Ejection Location		95. AIR BAG DEPLOYED	
223. F. Female		224. M. Male		225. U. Unk.		226. Ejection Location		96. AIR BAG DEPLOYED	
227. F. Female		228. M. Male		229. U. Unk.		230. Ejection Location		97. AIR BAG DEPLOYED	
229. F. Female		230. M. Male		231. U. Unk.		232. Ejection Location		98. AIR BAG DEPLOYED	
233. F. Female		234. M. Male		235. U. Unk.		236. Ejection Location		99. AIR BAG DEPLOYED	
237. F. Female		238. M. Male		239. U. Unk.		240. Ejection Location		100. AIR BAG DEPLOYED	
239. F. Female		240. M. Male		241. U. Unk.		242. Ejection Location		101. AIR BAG DEPLOYED	
243. F. Female		244. M. Male		245. U. Unk.		246. Ejection Location		102. AIR BAG DEPLOYED	
247. F. Female		248. M. Male		249. U. Unk.		250. Ejection Location		103. AIR BAG DEPLOYED	
249. F. Female		250. M. Male		251. U. Unk.		252. Ejection Location		104. AIR BAG DEPLOYED	
253. F. Female		254. M. Male		255. U. Unk.		256. Ejection Location		105. AIR BAG DEPLOYED	
257. F. Female		258. M. Male		259. U. Unk.		260. Ejection Location		106. AIR BAG DEPLOYED	
259. F. Female		260. M. Male		261. U. Unk.		262. Ejection Location		107. AIR BAG DEPLOYED	
263. F. Female		264. M. Male		265. U. Unk.		266. Ejection Location		108. AIR BAG DEPLOYED	
267. F. Female		268. M. Male		269. U. Unk.		270. Ejection Location		109. AIR BAG DEPLOYED	
269. F. Female		270. M. Male		271. U. Unk.		272. Ejection Location		110. AIR BAG DEPLOYED	
273. F. Female		274. M. Male		275. U. Unk.		276. Ejection Location		111. AIR BAG DEPLOYED	
277. F. Female		278. M. Male		279. U. Unk.		280. Ejection Location		112. AIR BAG DEPLOYED	
279. F. Female		280. M. Male		281. U. Unk.		282. Ejection Location		113. AIR BAG DEPLOYED	
283. F. Female		284. M. Male		285. U. Unk.		286. Ejection Location		114. AIR BAG DEPLOYED	
287. F. Female		288. M. Male		289. U. Unk.		290. Ejection Location		115. AIR BAG DEPLOYED	
289. F. Female		290. M. Male		291. U. Unk.		292. Ejection Location		116. AIR BAG DEPLOYED	
293. F. Female		294. M. Male		295. U. Unk.		296. Ejection Location		117. AIR BAG DEPLOYED	
297. F. Female		298. M. Male		299. U. Unk.		300. Ejection Location		118. AIR BAG DEPLOYED	
299. F. Female		300. M. Male		301. U. Unk.		302. Ejection Location		119. AIR BAG DEPLOYED	
303. F. Female		304. M. Male		305. U. Unk.		306. Ejection Location		120. AIR BAG DEPLOYED	
307. F. Female		308. M. Male		309. U. Unk.		310. Ejection Location		121. AIR BAG DEPLOYED	
309. F. Female		310. M. Male		311. U. Unk.		312. Ejection Location		122. AIR BAG DEPLOYED	
313. F. Female		314. M. Male		315. U. Unk.		316. Ejection Location		123. AIR BAG DEPLOYED	
317. F. Female		318. M. Male		319. U. Unk.		320. Ejection Location		124. AIR BAG DEPLOYED	
319. F. Female		320. M. Male		321. U. Unk.		322. Ejection Location		125. AIR BAG DEPLOYED	
323. F. Female		324. M. Male		325. U. Unk.		326. Ejection Location		126. AIR BAG DEPLOYED	
327. F. Female		328. M. Male		329. U. Unk.		330. Ejection Location		127. AIR BAG DEPLOYED	
329. F. Female		330. M. Male		331. U. Unk.		332. Ejection Location		128. AIR BAG DEPLOYED	
333. F. Female		334. M. Male		335. U. Unk.		336. Ejection Location		129. AIR BAG DEPLOYED	
337. F. Female		338. M. Male		339. U. Unk.		340. Ejection Location		130. AIR BAG DEPLOYED	
339. F. Female		340. M. Male		341. U. Unk.		342. Ejection Location		131. AIR BAG DEPLOYED	
343. F. Female		344. M. Male		345. U. Unk.		346. Ejection Location		132. AIR BAG DEPLOYED	
347. F. Female		348. M. Male		349. U. Unk.		350. Ejection Location		133. AIR BAG DEPLOYED	
349. F. Female		350. M. Male		351. U. Unk.		352. Ejection Location		134. AIR BAG DEPLOYED	
353. F. Female		354. M. Male		355. U. Unk.		356. Ejection Location		135. AIR BAG DEPLOYED	
357. F. Female		358. M. Male		359. U. Unk.		360. Ejection Location		136. AIR BAG DEPLOYED	
359. F. Female		360. M. Male		361. U. Unk.		362. Ejection Location		137. AIR BAG DEPLOYED	
363. F. Female		364. M. Male		365. U. Unk.		366. Ejection Location		138. AIR BAG DEPLOYED	
367. F. Female		368. M. Male		369. U. Unk.		370. Ejection Location		139. AIR BAG DEPLOYED	
369. F. Female		370. M. Male		371. U. Unk.		372. Ejection Location		140. AIR BAG DEPLOYED	
373. F. Female		374. M. Male		375. U. Unk.		376. Ejection Location		141. AIR BAG DEPLOYED	
377. F. Female		378. M. Male		379. U. Unk.		380. Ejection Location		142. AIR BAG DEPLOYED	
379. F. Female		380. M. Male		381. U. Unk.		382. Ejection Location		143. AIR BAG DEPLOYED	
383. F. Female		384. M. Male		385. U. Unk.		386. Ejection Location		144. AIR BAG DEPLOYED	
387. F. Female		388. M. Male		389. U. Unk.		390. Ejection Location		145. AIR BAG DEPLOYED	
389. F. Female		390. M. Male		391. U. Unk.		392. Ejection Location		146. AIR BAG DEPLOYED	
393. F. Female		394. M. Male		395. U. Unk.		396. Ejection Location		147. AIR BAG DEPLOYED	
397. F. Female		398. M. Male		399. U. Unk.		400. Ejection Location		148. AIR BAG DEPLOYED	
399. F. Female		400. M. Male		401. U. Unk.		402. Ejection Location		149. AIR BAG DEPLOYED	
403. F. Female		404. M. Male		405. U. Unk.		406. Ejection Location		150. AIR BAG DEPLOYED	
407. F. Female		408. M. Male		409. U. Unk.		410. Ejection Location		151. AIR BAG DEPLOYED	
409. F. Female		410. M. Male		411. U. Unk.		412. Ejection Location		152. AIR BAG DEPLOYED	
413. F. Female		414. M. Male		415. U. Unk.		416. Ejection Location		153. AIR BAG DEPLOYED	
417. F. Female		418. M. Male		419. U. Unk.		420. Ejection Location		154. AIR BAG DEPLOYED	
419. F. Female		420. M. Male		421. U. Unk.		422. Ejection Location		155. AIR BAG DEPLOYED	
423. F. Female		424. M. Male		425. U. Unk.		426. Ejection Location		156. AIR BAG DEPLOYED	
427. F. Female		428. M. Male		429. U. Unk.		430. Ejection Location		157. AIR BAG DEPLOYED	
429. F. Female		430. M. Male		431. U. Unk.		432. Ejection Location		158. AIR BAG DEPLOYED	
433. F. Female		434. M. Male		435. U. Unk.		436. Ejection Location		159. AIR BAG DEPLOYED	
437. F. Female		438. M. Male		439. U. Unk.		440. Ejection Location		160. AIR BAG DEPLOYED	
439. F. Female		440. M. Male		441. U. Unk.		442. Ejection Location		161. AIR BAG DEPLOYED	
443. F. Female		444. M. Male		445. U. Unk.		446. Ejection Location		162. AIR BAG DEPLOYED	
447. F. Female		448. M. Male		449. U. Unk.		450. Ejection Location		163. AIR BAG DEPLOYED	
449. F. Female		450. M. Male		451. U. Unk.		452. Ejection Location		164. AIR BAG DEPLOYED	
453. F. Female		454. M. Male		455. U. Unk.		456. Ejection Location		165. AIR BAG DEPLOYED	

Appendix A2 – Collision Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection <input type="checkbox"/> 2. Intersection <input type="checkbox"/> 3. Interchange <input type="checkbox"/> 4. Roundabout <input type="checkbox"/> 5. Parking Lot/Driveaway/Alley <input type="checkbox"/> 6. Road Level Crossing <input type="checkbox"/> 7. Bridge, Overpass, Viaduct <input type="checkbox"/> 8. Tunnel or Underpass <input type="checkbox"/> 9. 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"/>		36. VEHICLE USE 01. Taxi <input type="checkbox"/> 02. School Bus <input type="checkbox"/> 03. Other Bus <input type="checkbox"/> 04. Military <input type="checkbox"/> 05. Police Cruiser <input type="checkbox"/> 06. Other Police <input type="checkbox"/> 07. Ambulance <input type="checkbox"/> 08. Hearse <input type="checkbox"/> 09. Tow Truck <input type="checkbox"/> 10. Delivery Vehicle <input type="checkbox"/> 11. Road Maintenance <input type="checkbox"/> 12. Utilities Maintenance <input type="checkbox"/> 13. Fire Response <input type="checkbox"/> 14. No Special Use <input type="checkbox"/> 15. Other <input type="checkbox"/>		40. VEHICLE SPEED 1. Stopped in Traffic <input type="checkbox"/> 2. Parked <input type="checkbox"/> 3. Other <input type="checkbox"/>		44-46. VEHICLE EVENTS 01. Slid/Skidded On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overturned, 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"/> 10. Other <input type="checkbox"/>		48. DRIVER ACTION 21. Following Too Closely <input type="checkbox"/> 22. Distracted, Inattentive <input type="checkbox"/> 23. Driving Too Fast For Conditions <input type="checkbox"/> 24. Improper Turning or Passing <input type="checkbox"/> 25. Failed to Yield Right of Way <input type="checkbox"/> 26. Disobeyed Traffic Control Device/Police Officer <input type="checkbox"/> 27. Driving On Wrong Side of Road <input type="checkbox"/> 28. Backing Unsafely <input type="checkbox"/> 29. Lost Control <input type="checkbox"/> 30. Driving Properly <input type="checkbox"/> 31. Other <input type="checkbox"/>		50. ENVIRONMENTAL FACTORS 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 Obscured, Glare, Reflection <input type="checkbox"/> 55. Weather or Acts of God <input type="checkbox"/> 56. No Environmental Factors <input type="checkbox"/> 57. Other <input type="checkbox"/>		52. 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. Radioactive <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> 10. Not a Dangerous Good <input type="checkbox"/> 11. Other <input type="checkbox"/>		53. LOAD STATUS 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> 3. Other <input type="checkbox"/>		54. COMMERCIAL VEHICLES 1. Full/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> 3. Other <input type="checkbox"/>		55. BLOOD ALCOHOL CONCENTRATION 000-500 BAC (mg%) of Driver <input type="checkbox"/> 600. Not Tested, Driver/Pedestrian <input type="checkbox"/> 610. Not Tested Due to Injury, Alcohol Use Suspected <input type="checkbox"/> 620. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> 998. No Alcohol Suspected <input type="checkbox"/> 999. Passenger <input type="checkbox"/>		56. 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"/>		57. CHARGES LAID Y. Charges Laid Against Driver <input type="checkbox"/> N. Charges Not Laid <input type="checkbox"/> U. Unknown <input type="checkbox"/>																																																																																																																					
17. WEATHER CONDITION 1. Clear and Sunny <input type="checkbox"/> 2. Overcast/Cloudy - No Precipitation <input type="checkbox"/> 3. Rain <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"/>		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 01. Traffic Signals - Oper. <input type="checkbox"/> 02. Traffic Signals - Flashing <input type="checkbox"/> 03. Stop Sign <input type="checkbox"/> 04. Yield Sign <input type="checkbox"/> 05. Warning Sign <input type="checkbox"/> 06. Pedestrian Crosswalk <input type="checkbox"/> 07. Police Officer <input type="checkbox"/> 08. School Guard/Flagman <input type="checkbox"/> 09. School Crossing <input type="checkbox"/> 10. Reduced Speed Zone <input type="checkbox"/> 11. No Passing Zone Sign <input type="checkbox"/> 12. Road Markings <input type="checkbox"/> 13. School Bus Stopped/Lights Flashing <input type="checkbox"/> 14. School Bus Stopped/Lights Not Flashing <input type="checkbox"/> 15. Rail Crossing With Signals and/or Gates <input type="checkbox"/> 16. Rail X-ing, Signs Only <input type="checkbox"/> 17. Unspec. Control Device <input type="checkbox"/> 18. No Control Present <input type="checkbox"/> 19. Other <input type="checkbox"/>		28. POSTED SPEED LIMIT 1. As Posted <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"/>		29. 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"/>		30. ROAD CLASSIFICATION I 1. Urban <input type="checkbox"/> 2. Rural <input type="checkbox"/>		31. ROAD CLASSIFICATION II 1. Urban <input type="checkbox"/> 2. Rural <input type="checkbox"/>		32. 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 Median <input type="checkbox"/> 6. Divided, With Barrier <input type="checkbox"/> 7. Divided, Type Unspecified <input type="checkbox"/> 8. Other (Parking Lot) <input type="checkbox"/>		33. VEHICLE TYPE 01. Passenger Car <input type="checkbox"/> 02. Passenger Van <input type="checkbox"/> 03. Light Utility Vehicle <input type="checkbox"/> 04. Pickup Truck, To 4500 kg <input type="checkbox"/> 05. Panel/Cargo Van, To 4500 kg <input type="checkbox"/> 06. Other Truck, Van, To 4500 kg <input type="checkbox"/> 07. Unit Truck, > 4500 kg <input type="checkbox"/> 08. Road Tractor <input type="checkbox"/> 09. School Bus <input type="checkbox"/>		34. DRIVER/PEDESTRIAN CONDITION 1. Fatigued/Fell Asleep <input type="checkbox"/> 2. Inexperience <input type="checkbox"/> 3. Under Influence - Alcohol <input type="checkbox"/> 4. Under Influence - Drugs <input type="checkbox"/> 5. Sudden Illness, Lost Consciousness <input type="checkbox"/> 6. Apparently Normal <input type="checkbox"/> 7. Other <input type="checkbox"/>		35. DRIVER/PEDESTRIAN 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"/>		36. DRIVER/PEDESTRIAN 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"/>		37. DRIVER/PEDESTRIAN 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"/>		38. DRIVER/PEDESTRIAN 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. DRIVER/PEDESTRIAN 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"/>		40. DRIVER/PEDESTRIAN 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"/>		41. DRIVER/PEDESTRIAN 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"/>		42. DRIVER/PEDESTRIAN 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"/>		43. DRIVER/PEDESTRIAN 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"/>		44. DRIVER/PEDESTRIAN 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"/>		45. DRIVER/PEDESTRIAN 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"/>		46. DRIVER/PEDESTRIAN 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"/>		47. DRIVER/PEDESTRIAN 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"/>		48. DRIVER/PEDESTRIAN 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"/>		49. DRIVER/PEDESTRIAN 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"/>		50. DRIVER/PEDESTRIAN 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"/>		51. DRIVER/PEDESTRIAN 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"/>		52. DRIVER/PEDESTRIAN 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"/>		53. DRIVER/PEDESTRIAN 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"/>		54. DRIVER/PEDESTRIAN 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"/>		55. DRIVER/PEDESTRIAN 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"/>		56. DRIVER/PEDESTRIAN 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"/>		57. DRIVER/PEDESTRIAN 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"/>		58. DRIVER/PEDESTRIAN 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"/>		59. DRIVER/PEDESTRIAN 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"/>		60. DRIVER/PEDESTRIAN 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"/>		61. DRIVER/PEDESTRIAN 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"/>		62. DRIVER/PEDESTRIAN 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"/>		63. DRIVER/PEDESTRIAN 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"/>		64. DRIVER/PEDESTRIAN 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"/>		65. DRIVER/PEDESTRIAN 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"/>		66. DRIVER/PEDESTRIAN 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"/>		67. DRIVER/PEDESTRIAN 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"/>		68. DRIVER/PEDESTRIAN 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"/>		69. DRIVER/PEDESTRIAN 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"/>		70. DRIVER/PEDESTRIAN 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"/>		71. DRIVER/PEDESTRIAN 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. 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Sudden Illness, Lost Consciousness <input type="checkbox"/> 6. Apparently Normal <input type="checkbox"/> 7. Other <input type="checkbox"/>		75. DRIVER/PEDESTRIAN 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"/>		76. DRIVER/PEDESTRIAN 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"/>		77. DRIVER/PEDESTRIAN 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"/>		78. DRIVER/PEDESTRIAN 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"/>		79. DRIVER/PEDESTRIAN 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"/>		80. DRIVER/PEDESTRIAN 1. 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Apparently Normal <input type="checkbox"/> 7. Other <input type="checkbox"/>		83. DRIVER/PEDESTRIAN 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"/>		84. DRIVER/PEDESTRIAN 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"/>		85. DRIVER/PEDESTRIAN 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"/>		86. DRIVER/PEDESTRIAN 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"/>		87. DRIVER/PEDESTRIAN 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"/>		88. DRIVER/PEDESTRIAN 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"/>		89. DRIVER/PEDESTRIAN 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"/>		90. DRIVER/PEDESTRIAN 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. 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Sudden Illness, Lost Consciousness <input type="checkbox"/> 6. Apparently Normal <input type="checkbox"/> 7. Other <input type="checkbox"/>		94. DRIVER/PEDESTRIAN 1. Fatigued/Fell Asleep <input type="checkbox"/> 2. Inexperience <input type="checkbox"/> 3	

Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the four fatal traffic collisions that took place in the Northwest Territories in 2020, resulting in four fatalities.

Region	Month	Description
North Slave	February	Tractor-trailer struck two parked pickup trucks and a parked tractor-trailer on Highway #3. A pedestrian working on a trailer attached to one of the pickup trucks was killed. Darkness and reduced visibility due to fog were contributing factors.
North Slave	April	Single vehicle rollover involving a passenger car on Highway #3. The left rear passenger died at the scene while the driver and three other passengers sustained moderate to serious injuries. Speed and alcohol were factors.
North Slave	May	Single vehicle rollover involving a sport-utility vehicle on Highway #3. The alcohol-impaired driver died at the scene.
North Slave	December	Alcohol-impaired pedestrian was struck by a tractor-trailer on Highway #3. The pedestrian died at the scene. Darkness and headlight glare from a parked pickup truck were also factors.

If you would like this information in another official language, call us.

English

Si vous voulez ces informations dans une autre langue officielle, contactez-nous.

French

Kīspin ki nitawihitīn ē nīhīyawihk ōma ācimōwin, tipwāsinān.

Cree

Tłıchq yatı k'èè. Dı wegodi newq dè, gots'o gonede.

Tłıchq

ʔerihł'is Dēne Sų́iné yatı t'a huts'elkēr xa beyáyatı theʔa ʔat'e, nuwe ts'ēn yółtı.

Chipewyan

Edı gondı dehgáh got'ıe zhatıé k'ée edat'éh enahddhę nıde naxets'é edahlı.

South Slavey

K'áhshó got'ıne xədə k'é hederı ʔedłht'é yerııwę nıde dúle.

North Slavey

Jii gwandak izhii ginjik vat'atr'ijáhch'uu zhit yınohthan jı', diits'at ginohkhii.

Gwich'in

Uvanittuaq ilitchurisukupku Inuvialuktun, ququaqluta.

Inuvialuktun

Ć'ᑦᑭᑎᑎᑦᑲᑦᑭᑦ ᐱᑦᑭᑭᑦᑭᑦ ᑕᑦᑭᑎᑎᑦᑲᑦᑭᑦ ᑭᑦᑭᑦᑭᑦᑭᑦ ᑭᑦᑭᑦᑭᑦᑭᑦ.

Inuktitut

Hapkua titiqqat pijumagupkit Inuinnaqtun, uvaptinnut hivajarlutit.

Inuinnaqtun

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