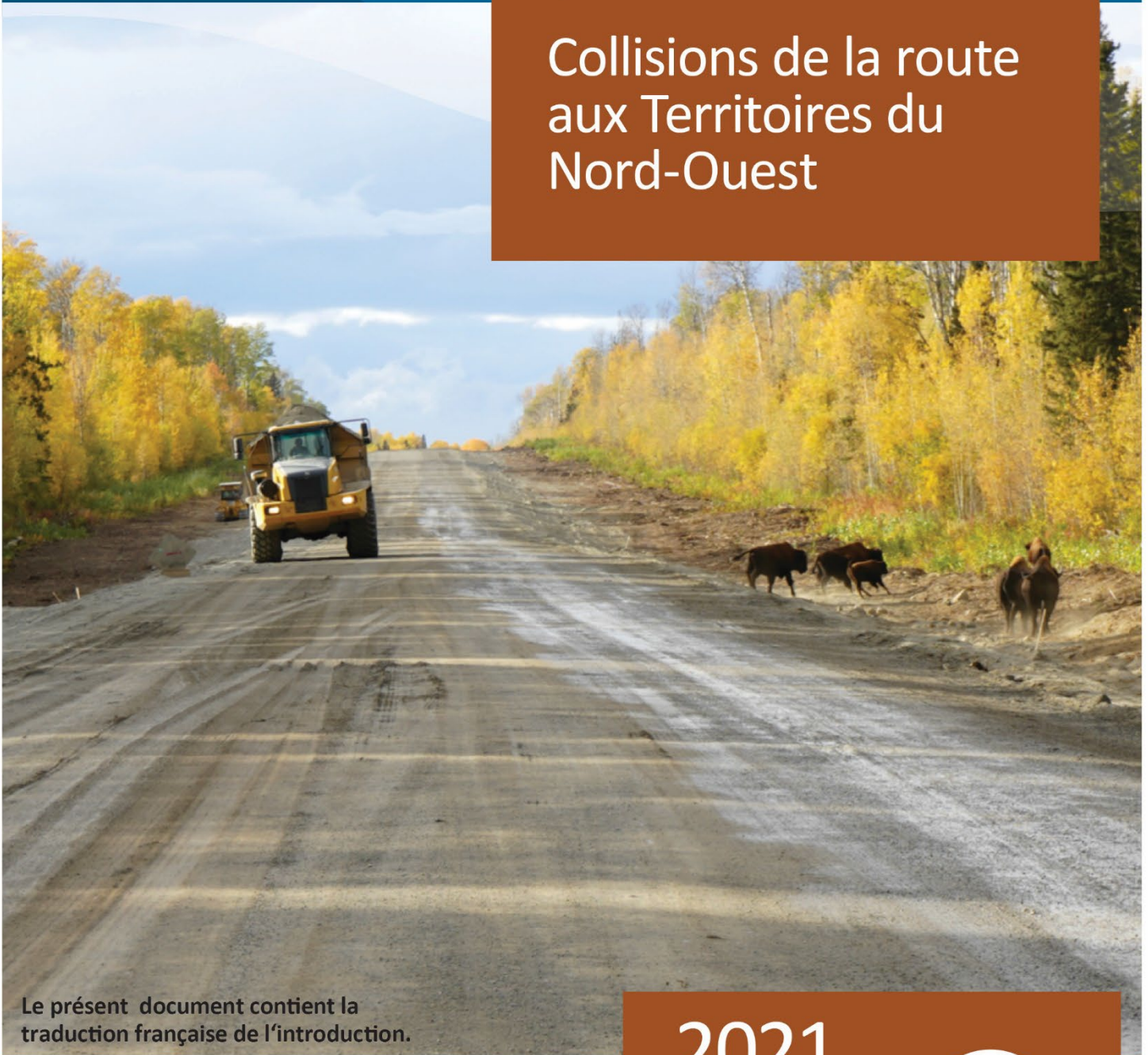


# Northwest Territories Traffic Collision Facts

## Collisions de la route aux Territoires du Nord-Ouest



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

2021



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# Introduction

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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.

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## 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

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## 2021 QUICK FACTS REPORT

### 2021 Compared to 2020

	<u>2020</u>	<u>2021</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	396	404	2.0
PERSONAL INJURY COLLISIONS	45	63	40.0
FATAL COLLISIONS	4	2	-50.0
TOTAL REPORTED COLLISIONS	445	469	5.4
NUMBER OF PERSONS KILLED	4	2	-50.0
NUMBER OF PERSONS INJURED	70	84	20.0
NWT HIGHWAY SYSTEM COLLISIONS	78	68	-12.8
RURAL COLLISIONS	4	5	25.0
COLLISIONS IN COMMUNITIES	363	396	9.1
REGISTERED VEHICLES	38,730	42,170	8.9
LICENSED DRIVERS	26,305	26,654	1.3
NWT POPULATION [1]	45,161	45,504	0.8
COLLISIONS PER 100 LICENSED DRIVERS	1.69	1.76	4.0
COLLISIONS PER 100 REGISTERED VEHICLES	1.15	1.11	-3.2
COLLISIONS PER 100 POPULATION	0.99	1.03	4.6
COLLISIONS INVOLVING ALCOHOL	30	22	-26.7

[1] 2020 and 2021 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2022.



# Section Summaries

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## Section 1 - Historical Trends

This section illustrates the 33-year history of collisions, victims and licensed drivers and vehicles. There was a total of 469 collisions reported in 2021. 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 two traffic fatalities reported in 2021 is less than the 33-year average, while the 84 persons injured in 2021 is considerably less than the historic average.

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## 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 three times as prevalent in injury and fatal collisions (14%) than in all collisions (5%). Driver error accounts for 73% of all factors in collisions, as compared to vehicle condition (1%) and environmental condition (3%).

---

## Section 4 - Environmental Factors

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

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

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## Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2021, 678 drivers were involved in 469

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collisions. This is an average of 1.45 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 twice as likely to be involved in a collision as drivers aged 45 to 54 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.

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## **Section 6 - Vehicle Factors**

There was a total of 840 vehicles involved in 469 collisions in 2021. This is an average of 1.79 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

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## **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. Only 3% of restrained occupants sustained injuries in 2021. On the other hand, 37% of unrestrained occupants suffered injuries. 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.

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## Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2021:

- 13 pedestrians were injured;
- 0 pedestrians were killed;
- 11 of the 13 pedestrians injured were over the age of 25;
- All of the pedestrians were injured within a community;
- 4 pedestrians were under the influence of alcohol.

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## 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 licence 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 licence suspended for 30 days.
- Drivers caught with over .08 blood alcohol content or who refuse to provide a breathalyzer sample automatically have their driver's licence suspended for 24 hours, are 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 2021, there were 22 collisions involving alcohol, resulting in 12 persons being injured. There were two alcohol-related fatalities in 2021. Alcohol-related injuries are significantly below the 33-year average.

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## 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:

- 83% of off-road vehicle collisions resulted in injuries;
  - All of the off-road vehicle drivers involved in collisions were 25 years of age or older;
  - One-third of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
  - Half of off-road vehicle drivers or passengers in collisions were wearing helmets;
  - 83% 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. 66% of collisions took place in the North Slave region. The North Slave region also accounted for 55% of persons injured. One fatality took place in the North Slave region while the other took place in the Beaufort Delta region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 53. Highway 3 (Yellowknife Highway) accounted for 37% of collisions occurring on the nine numbered highways.

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## Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2020 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, skateboards and persons pushing or pulling vehicles. A pedestrian does NOT include persons jumping or falling from a vehicle in motion.

**ALCOHOL IMPAIRED** – driver was tested for alcohol and had a blood alcohol concentration at or above the legal limit of 80 mg%.

**ALCOHOL INVOLVED** – driver was not tested but alcohol was determined by the investigating officer to be a contributing factor. This also includes drivers

tested for alcohol and had a blood alcohol concentration greater than zero but less than the legal limit.

**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 ten 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.

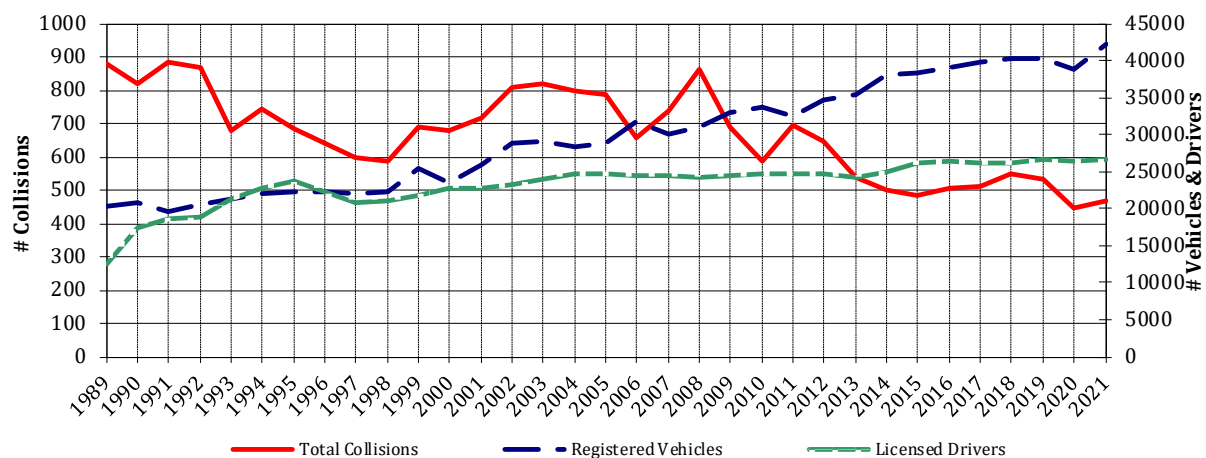
**INJURY COLLISION (Personal Injury)** - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

**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

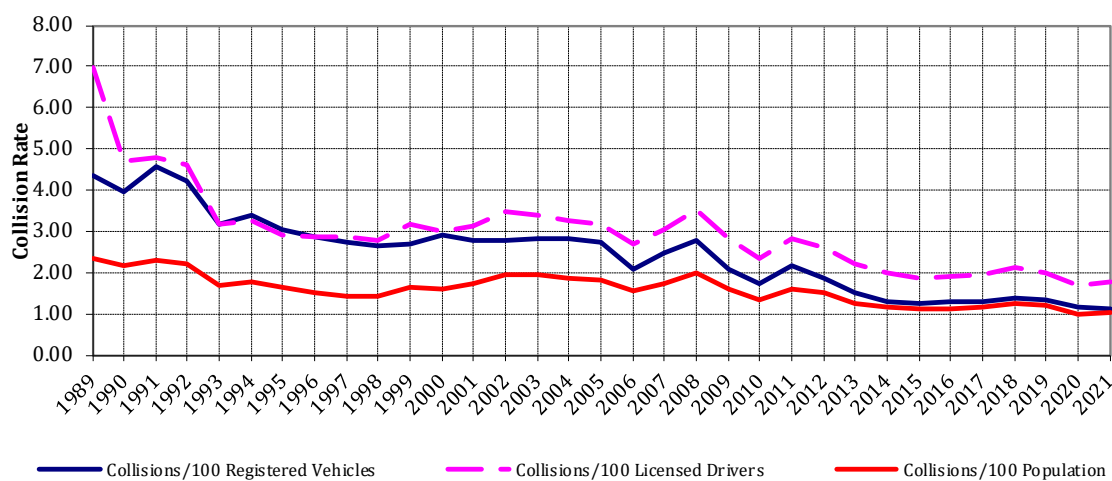


### 3 Year Summary

	2019	2020	2021	% Change
Registered Vehicles	40,269	38,730	42,170	8.9
Licensed Drivers	26,691	26,305	26,654	1.3
Total Collisions	535	445	469	5.4

## Trends in Collision Rates by Vehicles, Drivers and Population

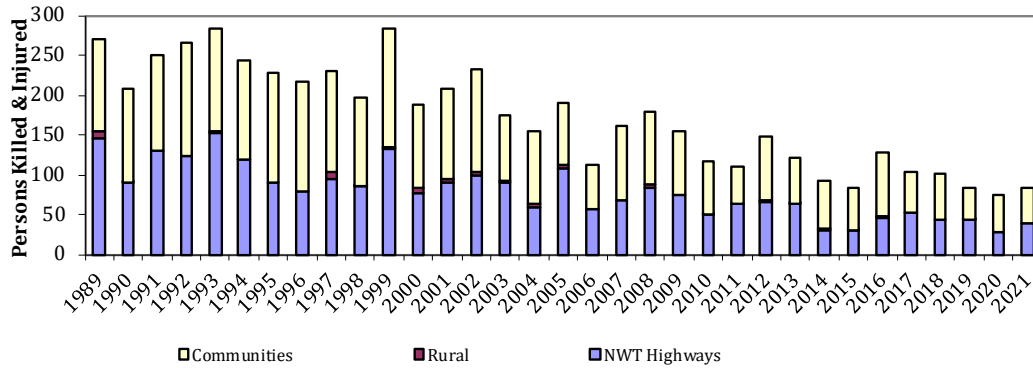
Figure 1.2



# Historical Trends – Section 1

## Trends in Injuries & Fatalities

Figure 1.3

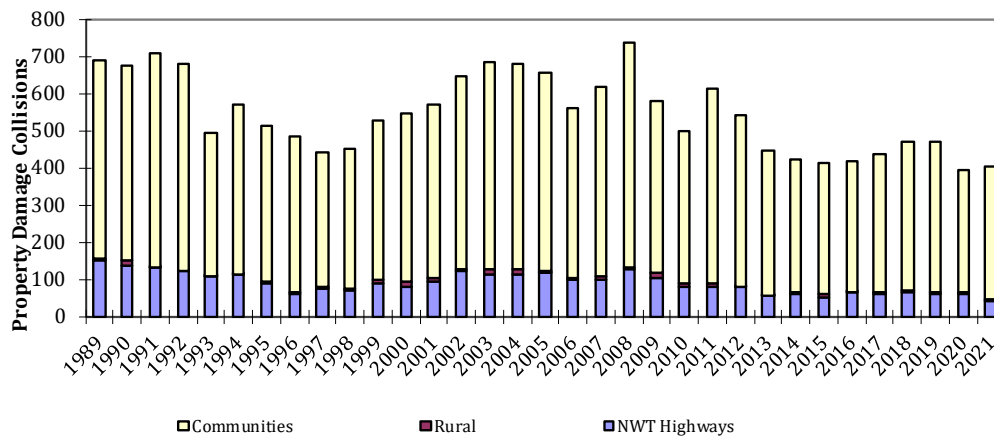


### 3 Year Summary

	Persons Injured				Persons Killed			
	2019	2020	2021	Average	2019	2020	2021	Average
NWT Highways	38	23	36	32	5	4	2	4
Rural	1	0	0	0	0	0	0	0
Communities	38	47	46	44	1	0	0	0
<b>Total</b>	<b>77</b>	<b>70</b>	<b>82</b>	<b>76</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>4</b>

## Trends in Property Damage Collisions

Figure 1.4



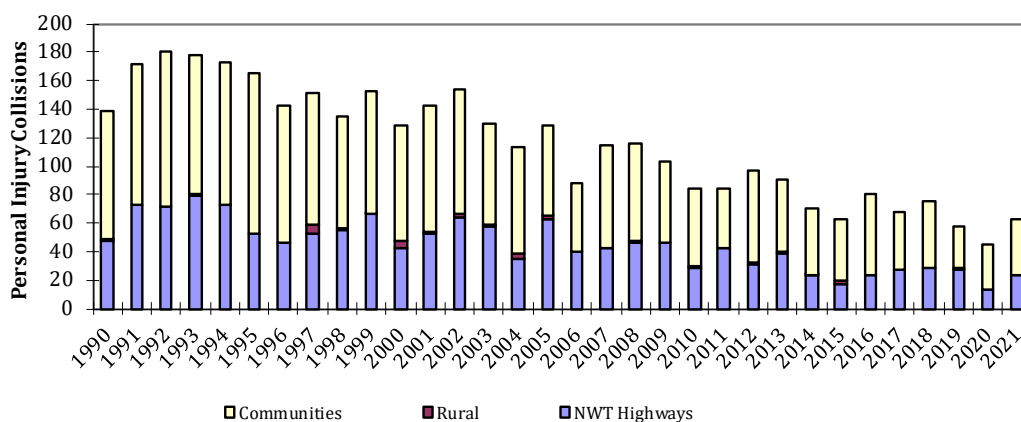
### 3 Year Summary

	Property Damage Collisions			
	2019	2020	2021	Average
NWT Highways	62	61	42	55
Rural	3	4	5	4
Communities	408	331	357	365
<b>Total</b>	<b>473</b>	<b>396</b>	<b>404</b>	<b>424</b>

# Historical Trends – Section 1

**Trends in Personal Injury Collisions**

Figure 1.5

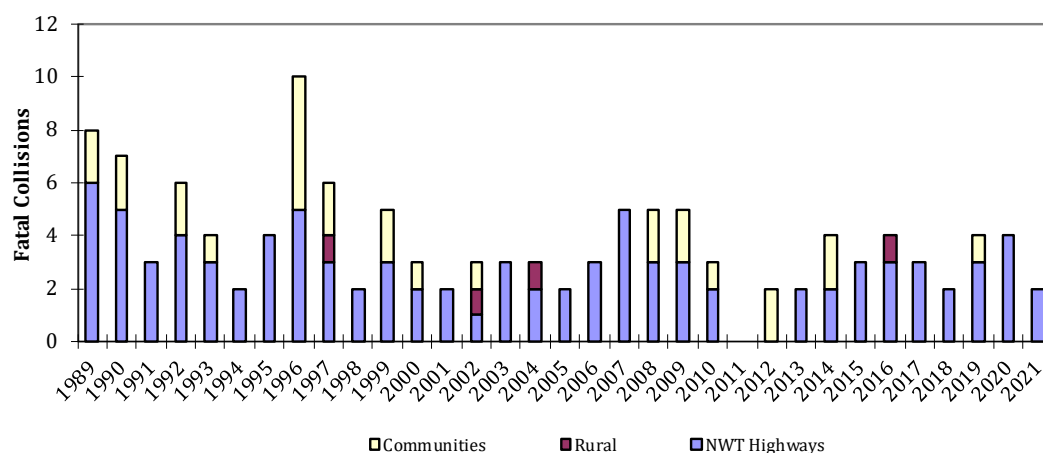


## 3 Year Summary

Personal Injury Collisions				
	2019	2020	2021	Average
NWT Highways	27	13	24	21
Rural	1	0	0	0
Communities	30	32	39	34
<b>Total</b>	<b>58</b>	<b>45</b>	<b>63</b>	<b>55</b>

**Trends in Fatal Collisions**

Figure 1.6



## 3 Year Summary

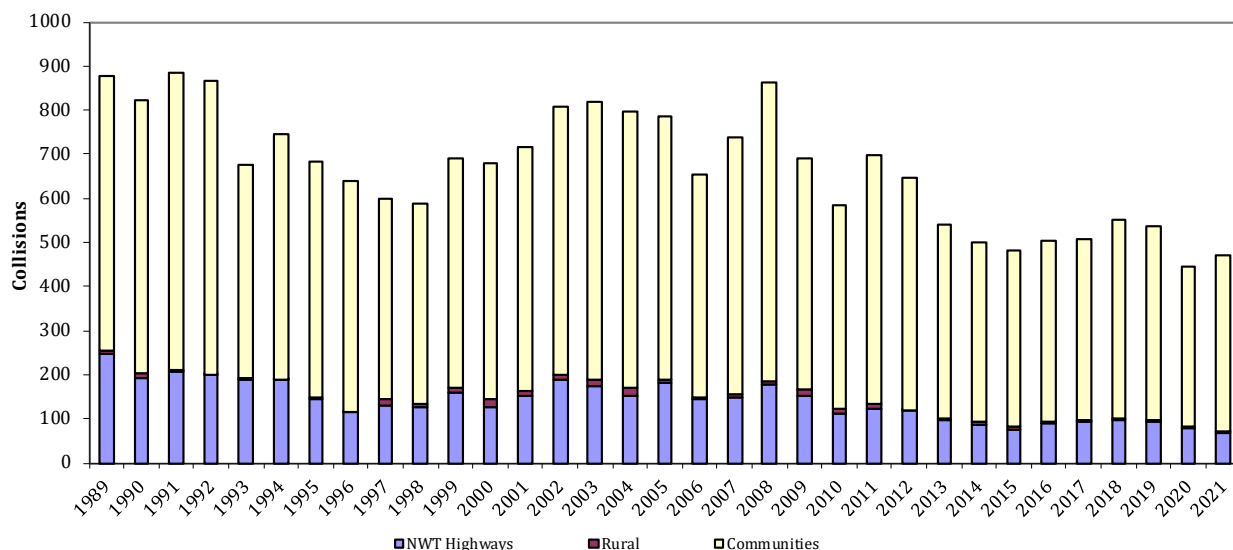
Fatal Collisions				
	2019	2020	2021	Average
NWT Highways	3	4	2	3
Rural	0	0	0	0
Communities	1	0	0	0
<b>Total</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>3</b>



# Historical Trends – Section 1

**Trends in All Reported Collisions**

Figure 1.7



## 3 Year Summary

	2019	2020	2021	Average
NWT Highways	92	78	68	79
Rural	4	4	5	4
Communities	439	363	396	399
<b>Total</b>	<b>535</b>	<b>445</b>	<b>469</b>	<b>483</b>

## Property Damage Collisions by Month and Year

Figure 1.8

Month	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Avg. 11 to 20	2021
January	75	75	56	56	37	46	44	54	50	53	55	43
February	69	56	49	57	44	46	42	62	52	55	53	42
March	61	63	50	35	34	40	51	47	50	36	47	45
April	42	36	38	28	26	44	25	29	23	24	32	28
May	31	32	20	32	27	32	19	18	30	19	26	28
June	38	31	32	25	34	22	34	36	23	15	29	31
July	36	26	31	17	29	25	22	31	36	19	27	23
August	39	23	17	28	30	26	32	35	36	23	29	25
September	34	32	35	22	22	26	32	34	41	27	31	25
October	43	57	24	26	34	31	38	40	26	37	36	25
November	70	54	43	49	50	31	52	44	46	34	47	41
December	75	57	54	51	49	52	41	43	60	54	54	48
<b>Total</b>	<b>613</b>	<b>542</b>	<b>449</b>	<b>426</b>	<b>416</b>	<b>421</b>	<b>432</b>	<b>473</b>	<b>473</b>	<b>396</b>	<b>464</b>	<b>404</b>

# Historical Trends – Section 1

**Personal Injury Collisions by Month and Year**

Figure 1.9

Month	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Avg. 11 to 20	2021
January	9	12	9	7	8	8	3	4	5	7	7	4
February	6	7	9	8	3	6	6	9	5	4	6	6
March	6	9	9	5	2	7	9	5	3	2	6	3
April	8	4	6	2	2	7	2	4	4	2	4	3
May	5	7	4	2	5	4	4	4	1	3	4	2
June	8	12	6	10	4	9	3	9	9	5	8	4
July	10	9	12	6	3	10	7	10	6	4	8	7
August	7	6	9	8	13	5	11	5	6	4	7	11
September	5	6	4	4	3	2	4	9	4	2	4	6
October	9	4	10	6	6	5	7	7	4	6	6	5
November	6	13	8	5	7	8	7	5	5	2	7	5
December	5	14	4	7	7	9	11	4	6	4	7	7
<b>Total</b>	<b>84</b>	<b>103</b>	<b>90</b>	<b>70</b>	<b>63</b>	<b>80</b>	<b>74</b>	<b>75</b>	<b>58</b>	<b>45</b>	<b>74</b>	<b>63</b>

**Fatal Collisions by Month and Year**

Figure 1.10

Month	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Avg. 11 to 20	2021
January	0	0	0	0	0	0	0	0	0	0	0.0	0
February	0	0	1	0	0	0	0	0	1	1	0.3	0
March	0	0	1	0	0	2	0	1	0	0	0.4	0
April	0	0	0	0	0	0	0	0	0	1	0.1	0
May	0	0	0	1	1	0	2	1	0	1	0.6	0
June	0	1	0	0	0	1	0	0	0	0	0.2	1
July	0	0	0	1	0	0	0	0	1	0	0.2	0
August	0	0	0	0	0	1	0	0	1	0	0.2	1
September	0	0	0	0	1	0	0	0	0	0	0.1	0
October	0	1	0	2	1	0	1	0	1	0	0.6	0
November	0	0	0	0	0	0	0	0	0	0	0.0	0
December	0	0	0	0	0	0	0	0	0	1	0.1	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>2.8</b>	<b>2</b>

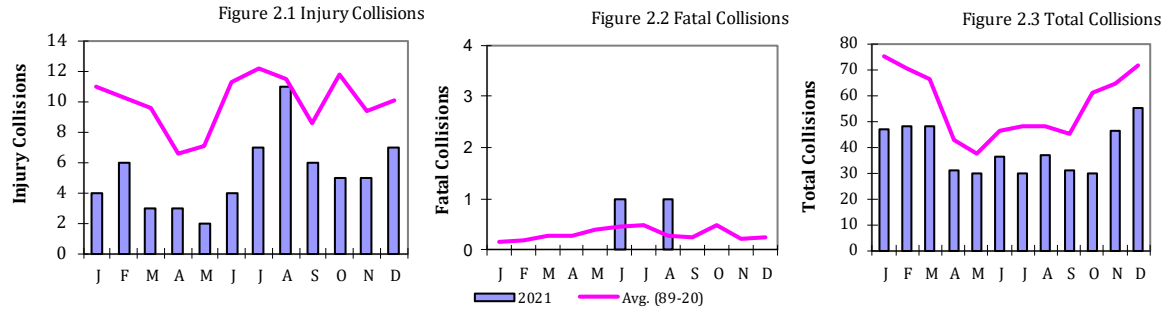
**Total Collisions by Month and Year**

Figure 1.11

Month	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Avg. 11 to 20	2021
January	84	87	65	63	45	54	47	58	55	60	62	47
February	75	63	59	65	47	52	48	71	58	60	60	48
March	67	72	60	40	36	49	60	53	53	38	53	48
April	50	40	42	30	28	51	27	33	27	27	36	31
May	36	39	24	35	33	36	25	23	31	23	31	30
June	46	44	38	35	38	32	37	45	32	20	37	36
July	46	35	43	24	32	35	29	41	43	23	35	30
August	46	29	26	36	43	32	43	40	43	27	37	37
September	39	38	39	26	26	28	36	43	45	29	35	31
October	52	62	34	34	41	36	46	47	31	43	43	30
November	76	67	51	54	57	39	59	49	51	36	54	46
December	80	71	58	58	56	61	52	47	66	59	61	55
<b>Total</b>	<b>697</b>	<b>647</b>	<b>539</b>	<b>500</b>	<b>482</b>	<b>505</b>	<b>509</b>	<b>550</b>	<b>535</b>	<b>445</b>	<b>541</b>	<b>469</b>

# Time of Occurrence – Section 2

## Collisions by Month of Occurrence



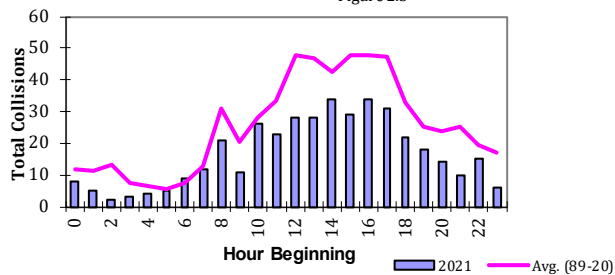
## Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	43	4	0	47	5	0
February	42	6	0	48	8	0
March	45	3	0	48	3	0
April	28	3	0	31	4	0
May	28	2	0	30	3	0
June	31	4	1	36	8	1
July	23	7	0	30	8	0
August	25	11	1	37	13	1
September	25	6	0	31	8	0
October	25	5	0	30	5	0
November	41	5	0	46	5	0
December	48	7	0	55	12	0
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>82</b>	<b>2</b>

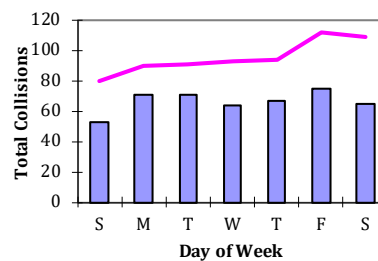
## Total Collisions by Time of Day

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.	3	0	0	0	2	2	1	8	1.7
1 to 2 a.m.	0	3	0	1	0	1	0	5	1.1
2 to 3 a.m.	0	0	0	0	1	0	1	2	0.4
3 to 4 a.m.	0	0	1	0	0	1	1	3	0.6
4 to 5 a.m.	0	1	0	1	2	0	0	4	0.9
5 to 6 a.m.	1	0	1	2	0	1	0	5	1.1
6 to 7 a.m.	2	2	2	1	2	0	0	9	1.9
7 to 8 a.m.	1	1	1	1	3	4	1	12	2.6
8 to 9 a.m.	1	3	5	4	4	4	0	21	4.5
9 to 10 a.m.	0	2	2	0	1	1	5	11	2.4
10 to 11 a.m.	5	5	1	4	2	4	5	26	5.6
11 to 12 a.m.	2	2	4	5	6	3	1	23	4.9
12 to 1 p.m.	7	3	4	2	4	6	2	28	6.0
1 to 2 p.m.	3	6	3	6	5	5	0	28	6.0
2 to 3 p.m.	4	8	5	1	3	6	7	34	7.3
3 to 4 p.m.	4	3	2	7	3	5	5	29	6.2
4 to 5 p.m.	5	4	5	6	3	6	5	34	7.3
5 to 6 p.m.	2	1	9	5	6	2	6	31	6.7
6 to 7 p.m.	1	1	4	2	5	4	5	22	4.7
7 to 8 p.m.	0	4	5	4	3	0	2	18	3.9
8 to 9 p.m.	1	3	2	2	1	4	1	14	3.0
9 to 10 p.m.	2	1	1	0	2	2	2	10	2.1
10 to 11 p.m.	2	2	1	1	1	5	3	15	3.2
11 to 12 p.m.	0	2	0	1	1	1	1	6	1.3
Not Stated	7	14	13	8	7	8	11	68	14.6
<b>Total</b>	<b>53</b>	<b>71</b>	<b>71</b>	<b>64</b>	<b>67</b>	<b>75</b>	<b>65</b>	<b>466</b>	
<b>%</b>	<b>11.4</b>	<b>15.2</b>	<b>15.2</b>	<b>13.7</b>	<b>14.4</b>	<b>16.1</b>	<b>13.9</b>	<b>100.0</b>	

\* 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	% of Total	
				Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	12	7	2	21	4.5
Under Influence - Drugs	1	0	0	1	0.2
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>22</b>	<b>4.7</b>

### Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Following Too Closely	15	4	0	19	4.1
Distracted, Inattentive	28	7	0	35	7.5
Driving Too Fast for Conditions	44	4	0	48	10.2
Improper Turning or Passing	20	1	0	21	4.5
Failed to Yield Right-of-Way	29	13	0	42	9.0
Disobeyed Traffic Control/Officer	1	4	0	5	1.1
Driving on Wrong Side of Road	0	1	0	1	0.2
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	109	4	0	113	24.1
Lost Control	49	10	0	59	12.6
Other Driver Action	0	0	0	0	0.0
<b>Total</b>	<b>295</b>	<b>48</b>	<b>0</b>	<b>343</b>	<b>73.1</b>

### Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	3	0	0	3	0.6
<b>Total</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0.6</b>

## 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	10	1	0	11	2.3
Road Surface or Condition	2	3	0	5	1.1
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	1	0	0	1	0.2
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>3.6</b>

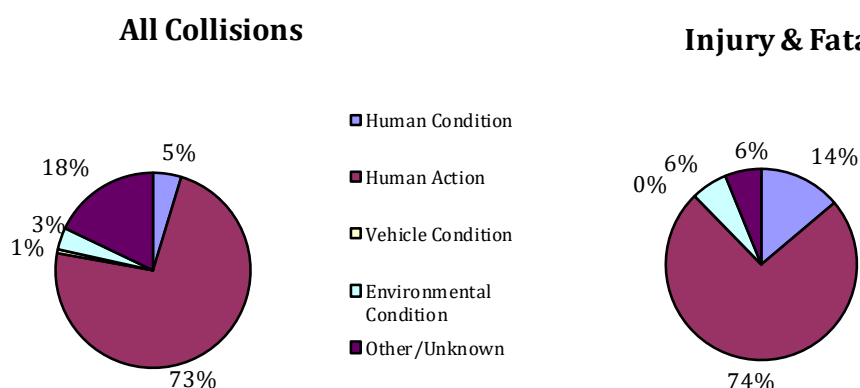
**Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown**

Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unspecified	0	2	0	2	0.4
Unknown	80	2	0	82	17.5
<b>Total</b>	<b>80</b>	<b>4</b>	<b>0</b>	<b>84</b>	<b>17.9</b>
<b>Total All Factors</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>

**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	11	10	0	21	4.5
Under Influence - Drugs	0	1	0	1	0.2
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>4.7</b>

### 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	17	0	19	4.1
Distracted, Inattentive	7	28	0	35	7.5
Driving Too Fast for Conditions	9	38	1	48	10.2
Improper Turning or Passing	3	18	0	21	4.5
Failed to Yield Right-of-Way	2	40	0	42	9.0
Disobeyed Traffic Control/Officer	0	5	0	5	1.1
Driving on Wrong Side of Road	1	0	0	1	0.2
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	110	2	113	24.1
Lost Control	20	39	0	59	12.6
Other Driver Action	0	0	0	0	0.0
<b>Total</b>	<b>45</b>	<b>295</b>	<b>3</b>	<b>343</b>	<b>73.1</b>

### 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	0	0	0	0.0
Other Vehicle Contributing Factor	0	3	0	3	0.6
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0.6</b>

## 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	11	0	0	11	2.3
Road Surface or Condition	0	5	0	5	1.1
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	1	0	1	0.2
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>3.6</b>

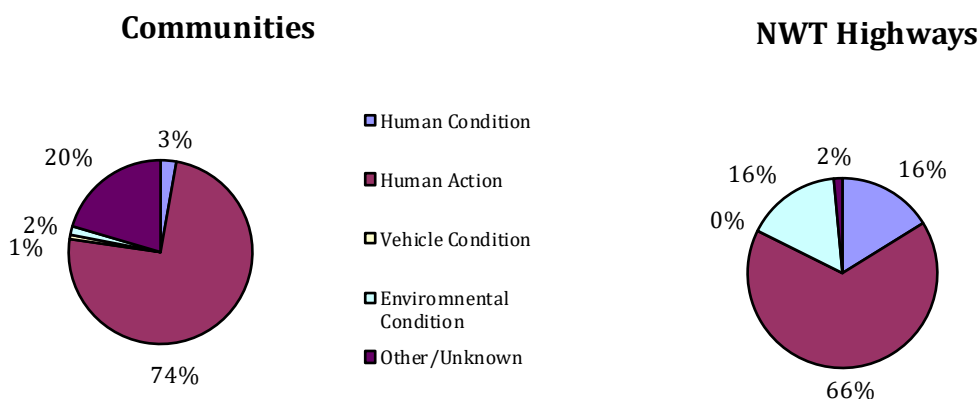
**Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown**

Figure 3.11

Factor	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Unspecified	0	2	0	2	0.4
Unknown	1	79	2	82	17.5
<b>Total</b>	<b>1</b>	<b>81</b>	<b>2</b>	<b>84</b>	<b>17.9</b>
<b>Total All Factors</b>	<b>68</b>	<b>396</b>	<b>5</b>	<b>469</b>	<b>100.0</b>

**Major Contributing Factors in Collisions - Communities and NWT Highways**

Figure 3.12

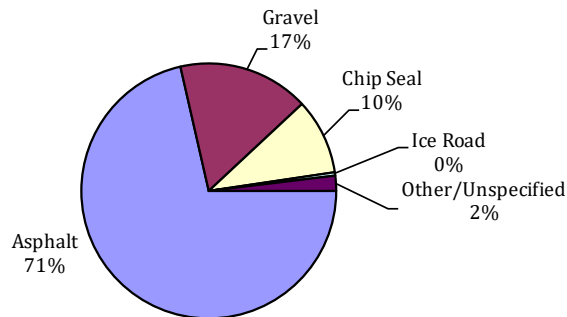


# Environmental Factors – Section 4

**Collisions by Road Surface Type and Severity**

Figure 4.1

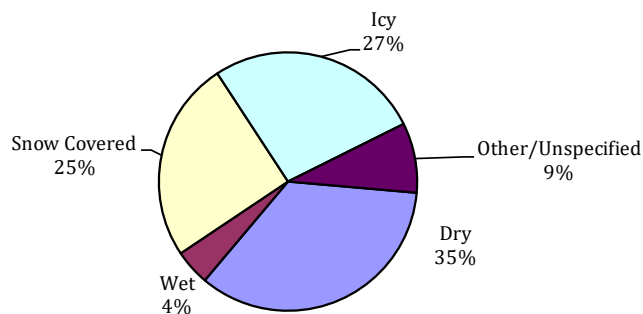
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	298	37	0	335	71.4
Concrete	2	0	0	2	0.4
Gravel (Crushed Stone)	66	11	1	78	16.6
Earth, Dirt	0	0	0	0	0.0
Chip Seal	30	14	1	45	9.6
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	1	1	0	2	0.4
Unspecified	7	0	0	7	1.5
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>



**Collisions by Road Surface Environmental Condition and Severity**

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	134	28	1	163	34.8
Wet	17	3	1	21	4.5
Snow (Fresh, Loose)	97	11	0	108	23.0
Slush, Wet Snow	10	0	0	10	2.1
Icy	110	16	0	126	26.9
Loose Sand/Gravel/Dirt	9	5	0	14	3.0
Muddy	0	0	0	0	0.0
Fresh Oil	1	0	0	1	0.2
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	26	0	0	26	5.5
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100</b>

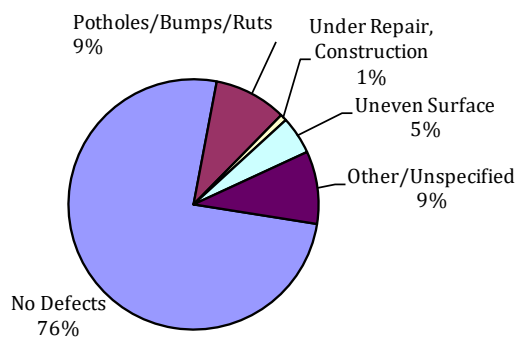


## Environmental Factors – Section 4

**Collisions by Road Defect and Severity**

Figure 4.3

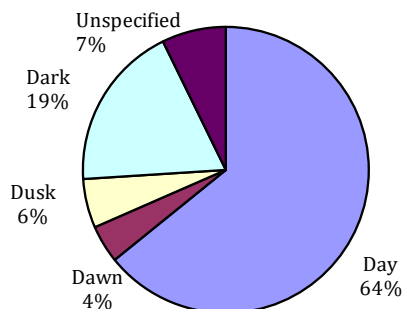
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	304	49	1	354	75.5
Potholes/Bumps/Ruts	40	3	1	44	9.4
Under Repair, Construction	3	1	0	4	0.9
Uneven Pavement Surface	17	6	0	23	4.9
Worn	2	1	0	3	0.6
Obscured or Faded Markings	3	0	0	3	0.6
Other	0	0	0	0	0.0
Unspecified	35	3	0	38	8.1
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>



**Collisions by Light Condition and Severity**

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	260	39	2	301	64.2
Dawn	17	3	0	20	4.3
Dusk	19	7	0	26	5.5
Dark	74	14	0	88	18.8
Unspecified	34	0	0	34	7.2
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>

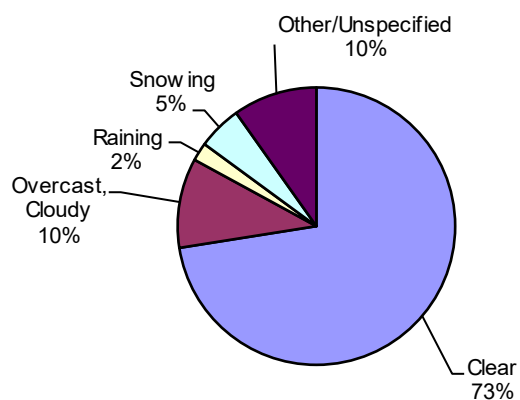


## Environmental Factors – Section 4

### Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	297	42	1	340	72.5
Overcast, Cloudy (No Precipitation)	33	15	1	49	10.4
Raining	9	1	0	10	2.1
Snowing	22	2	0	24	5.1
Freezing Rain/Sleet/Hail	2	0	0	2	0.4
Visibility Limitations (fog, dust, etc.)	5	3	0	8	1.7
Strong Winds	2	0	0	2	0.4
Other	0	0	0	0	0.0
Unspecified	34	0	0	34	7.2
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>



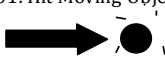
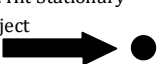
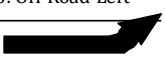
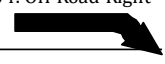
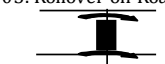
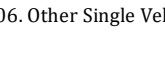
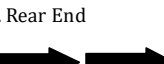
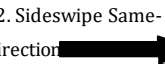
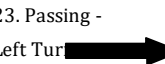
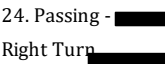
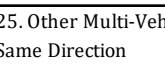
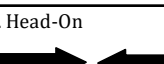
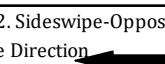
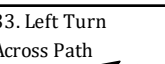
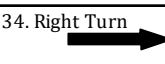
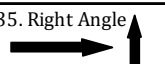
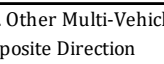

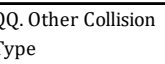
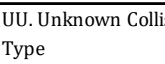
# Environmental Factors – Section 4

## Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	9	1	0	10	2.1
b) With Other Animal	2	0	0	2	0.4
c) With Pedestrian	1	12	0	13	2.8
d) Other	1	0	0	1	0.2
02. Hit Stationary Object	29	0	0	29	6.2
03. Off Road Left					
a) With Rollover	7	2	0	9	1.9
b) No Rollover	8	2	0	10	2.1
04. Off Road Right					
a) With Rollover	6	8	2	16	3.4
b) No Rollover	7	3	0	10	2.1
05. Rollover on Roadway	3	2	0	5	1.1
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	54	7	0	61	13.0
22. Sideswipe - Same Direction	13	1	0	14	3.0
23. Passing - Left Turn	1	0	0	1	0.2
24. Passing - Right Turn	2	0	0	2	0.4
25. Other Multi-Vehicle Same Direction	2	0	0	2	0.4
31. Head-On	3	1	0	4	0.9
32. Sideswipe - Opposite Direction	6	1	0	7	1.5
33. Left Turn Across Path	13	4	0	17	3.6
34. Right Turn Including Conflict	4	3	0	7	1.5
35. Right Angle	44	12	0	56	11.9
36. Other Multi-Vehicle Opposite Direction	9	0	0	9	1.9
41. Hit Parked Vehicle	180	4	0	184	39.2
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>

### \*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 





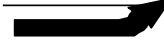


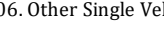
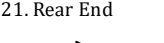
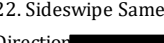
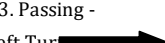
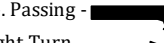
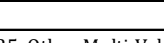
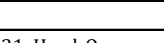
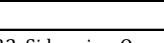
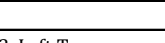
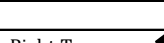
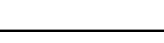



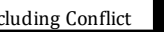
# Environmental Factors – Section 4

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	10	0	0	10	2.1
b) With Other Animal	2	0	0	2	0.4
c) With Pedestrian	0	13	0	13	2.8
d) Other	0	1	0	1	0.2
02. Hit Stationary Object	1	27	1	29	6.2
03. Off Road Left					
a) With Rollover	6	2	1	9	1.9
b) No Rollover	6	4	0	10	2.1
04. Off Road Right					
a) With Rollover	15	1	0	16	3.4
b) No Rollover	7	3	0	10	2.1
05. Rollover on Roadway	3	2	0	5	1.1
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	5	56	0	61	13.0
22. Sideswipe - Same Direction	3	11	0	14	3.0
23. Passing - Left Turn	0	1	0	1	0.2
24. Passing - Right Turn	0	2	0	2	0.4
25. Other Multi-Vehicle Same Direction	0	2	0	2	0.4
31. Head-On	0	4	0	4	0.9
32. Sideswipe - Opposite Direction	1	6	0	7	1.5
33. Left Turn Across Path	3	14	0	17	3.6
34. Right Turn Including Conflict	0	7	0	7	1.5
35. Right Angle	3	53	0	56	11.9
36. Other Multi-Vehicle Opposite Direction	0	9	0	9	1.9
41. Hit Parked Vehicle	3	178	3	184	39.2
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>68</b>	<b>396</b>	<b>5</b>	<b>469</b>	<b>100.0</b>

## \*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	186	27	2	215	45.8
Intersection - Two Public Roadways	82	25	0	107	22.8
Intersection - Parking Lot, Driveway	62	9	0	71	15.1
Railroad Level Crossing	1	0	0	1	0.2
Bridge, Overpass, Viaduct	2	0	0	2	0.4
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Parking Lot	65	2	0	67	14.3
Unknown	6	0	0	6	1.3
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>

**Collisions by Collision Site and Road System**

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	55	156	4	215	45.8
Intersection - Two Public Roadways	9	98	0	107	22.8
Intersection - Parking Lot, Driveway	2	69	0	71	15.1
Railroad Level Crossing	0	1	0	1	0.2
Bridge, Overpass, Viaduct	2	0	0	2	0.4
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Parking Lot	0	66	1	67	14.3
Unknown	0	6	0	6	1.3
<b>Total</b>	<b>68</b>	<b>396</b>	<b>5</b>	<b>469</b>	<b>100.0</b>

**Collisions by Roadway Alignment and Severity**

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	341	39	1	381	81.2
Straight with Grade	17	7	0	24	5.1
Curved and Level	20	8	0	28	6.0
Curve with Grade	14	6	1	21	4.5
Top of Hill or Grade	4	0	0	4	0.9
Bottom of Hill or Grade	1	3	0	4	0.9
Other	0	0	0	0	0.0
Unknown	7	0	0	7	1.5
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>

# 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	4	0	0	4	0.9
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	207	46	2	255	54.4
Undivided, Two-Way, Multi Lane	23	7	0	30	6.4
Divided, Barrier Median	4	1	0	5	1.1
Divided with Median, No Barrier	21	7	0	28	6.0
Divided, Divider Unspecified	0	0	0	0	0.0
Other	139	2	0	141	30.1
Unknown	6	0	0	6	1.3
<b>Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>

**Collisions by Sequence of Events and Severity**

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	3	0	0	3	0.6
Hit Building	6	0	0	6	1.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	1	0	0	1	0.2
Hit Utility Pole, Lamp Pole	6	0	0	6	1.3
Hit Curb	0	0	0	0	0.0
Hit Post	1	0	0	1	0.2
Hit Traffic Barrier	1	0	0	1	0.2
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	2	0	0	2	0.4
Hit Other Type Fixed Object	1	0	0	1	0.2
<b>Sub Total Fixed Objects</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>4.5</b>
<b>Moveable Objects</b>					
Another Road Vehicle	331	33	0	364	77.6
Bison	9	1	0	10	2.1
Other Animal	2	0	0	2	0.4
Pedestrian	1	12	0	13	2.8
Other Moveable Object	1	0	0	1	0.2
<b>Sub Total Moveable Objects</b>	<b>344</b>	<b>46</b>	<b>0</b>	<b>390</b>	<b>83.2</b>
<b>Non-Collision Events</b>					
Ran Off Road	15	0	0	15	3.2
Rollover	16	12	2	30	6.4
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
<b>Sub Total Non-Collision Events</b>	<b>31</b>	<b>12</b>	<b>2</b>	<b>45</b>	<b>9.6</b>
<b>Other/Unknown Event</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>2.8</b>
<b>Grand Total</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>100.0</b>

# Environmental Factors – Section 4

## Collisions by Sequence of Events and Road System

Figure 4.13

	NWT Highways	In Communities	Rural	Total	%
<b>Non-Moving Objects</b>					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	3	0	3	0.6
Hit Building	0	6	0	6	1.3
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	1	1	0.2
Hit Utility Pole, Lamp Pole	0	6	0	6	1.3
Hit Curb	0	0	0	0	0.0
Hit Post	0	1	0	1	0.2
Hit Traffic Barrier	0	1	0	1	0.2
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	0	2	0	2	0.4
Hit Other Type Fixed Object	0	1	0	1	0.2
<b>Sub Total Fixed Objects</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>21</b>	<b>4.5</b>
<b>Moveable Objects</b>					
Another Road Vehicle	18	343	3	364	77.6
Bison	10	0	0	10	2.1
Other Animal	2	0	0	2	0.4
Pedestrian	0	13	0	13	2.8
Other Moveable Object	0	1	0	1	0.2
<b>Sub Total Moveable Objects</b>	<b>30</b>	<b>357</b>	<b>3</b>	<b>390</b>	<b>83.2</b>
<b>Non-Collision Events</b>					
Ran Off Road	0	0	0	0	0.0
Rollover	24	5	1	30	6.4
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
<b>Sub Total Non-Collision Events</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>30</b>	<b>6.4</b>
<b>Unknown Event</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>28</b>	<b>6.0</b>
<b>Grand Total</b>	<b>68</b>	<b>396</b>	<b>5</b>	<b>469</b>	<b>100.0</b>

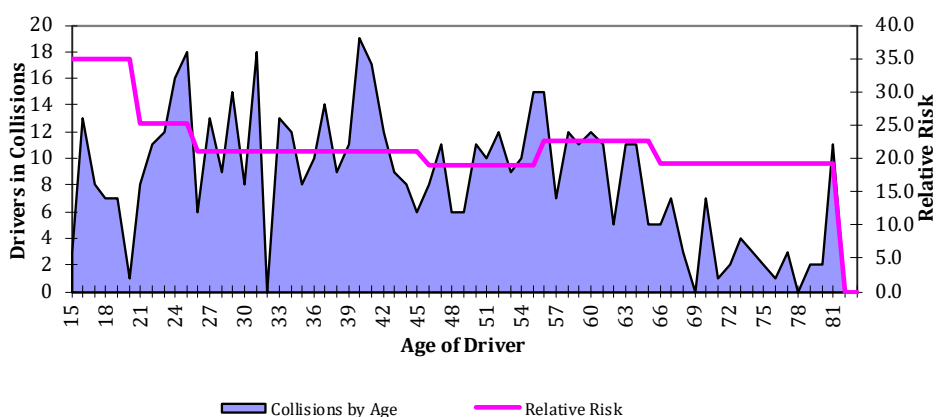
## Driver Factors – Section 5

**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	119	1,028	1,896	5,707	5,548	4,673	4,646	3,037	0	26,654
Drivers in Collisions	5	35	48	120	117	89	105	58	101	678

**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	29.6	21.1	17.3	16.0	17.1	20.0	15.8	21.8
Personal Injury & Fatal	5.2	4.2	3.7	5.0	1.9	2.6	3.3	3.6
<b>Total</b>	<b>34.9</b>	<b>25.3</b>	<b>21.0</b>	<b>21.1</b>	<b>19.0</b>	<b>22.6</b>	<b>19.1</b>	<b>25.4</b>
<b>Relative Risk*</b>	<b>1.4</b>	<b>1.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.7</b>	<b>0.9</b>	<b>0.8</b>	<b>1.0</b>

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

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

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.4 times more likely to be involved in a collision than the average driving population. On average, 3% 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.	No Licence	Not Stated	Total
Under 16	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	5
16	0	0	0	0	0	0	0	0	3	0	5	0	5	0	0	0	13
17	0	0	0	0	0	0	0	0	2	0	5	0	0	0	1	0	8
18	0	0	0	0	0	0	0	0	3	0	2	0	0	1	0	1	7
19	0	0	0	0	0	0	0	0	4	0	2	0	1	0	0	0	7
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
21-24	1	0	0	0	1	0	0	0	38	1	3	0	1	0	2	0	47
25-34	8	0	0	0	3	0	8	0	78	1	8	0	3	4	7	0	120
35-44	10	0	1	0	6	0	7	0	88	2	0	0	3	0	0	0	117
45-54	8	1	0	0	3	0	17	0	55	2	0	0	0	1	1	1	89
55-64	8	2	0	0	9	0	14	0	68	3	0	0	0	1	0	0	105
65 and over	1	0	0	0	1	0	6	0	48	1	0	0	0	1	0	0	58
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	99	101
Drivers in Collisions	36	3	1	0	23	0	52	0	387	10	25	0	16	12	12	101	678
Total Licensed Drivers	988	316	108	42	718	126	926	103	18,767	1396	1190	1	1,973	N/A	N/A	N/A	26654
Relative Risk*	1.43	0.37	0.36	0.00	1.26	0.00	2.21	0.00	0.81	0.28	0.83	0.00	0.32	N/A	N/A	N/A	1.00

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

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	3	6	4	5	4	0	29	76	95	68	84	44	2	420	61.9
Fatigued, Fell Asleep	0	0	0	0	0	0	0	1	0	2	2	1	0	6	0.9
Inexperience	1	3	1	0	0	1	2	2	1	0	0	0	0	11	1.6
Under Influence - Alcohol	0	0	0	0	0	0	4	9	2	3	2	2	1	23	3.4
Under Influence - Drugs	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.1
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	1	4	3	2	3	0	12	30	19	16	17	11	98	216	31.9
Total	5	13	8	7	7	1	47	120	117	89	105	58	101	678	
%	0.7	1.9	1.2	1.0	1.0	0.1	6.9	17.7	17.3	13.1	15.5	8.6	14.9		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	0	5	2	3	2	0	12	30	42	32	31	21	1	181	26.7	
Following Too Closely	0	0	0	0	1	0	1	8	5	3	3	1	0	22	3.2	
Distracted, Inattentive	0	1	1	1	0	0	5	8	3	6	10	6	0	41	6.0	
Driving Too Fast	1	3	1	1	1	0	7	15	9	9	8	3	1	59	8.7	
Improper Turning or Passing	0	0	1	1	0	1	0	5	3	4	4	2	0	21	3.1	
Failing to Yield Right of Way	1	1	0	0	0	0	1	9	11	2	7	7	4	43	6.3	
Disobeying Traffic Control/Officer	1	0	0	0	0	0	0	2	1	1	0	0	1	6	0.9	
Driving on Wrong Side of Road	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0.3	
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
Backing Unsafely	1	1	2	0	3	0	8	18	25	16	27	10	8	119	17.6	
Lost Control	0	2	1	0	0	0	7	20	6	12	9	7	2	66	9.7	
Other Driver Action	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0.3	
Unknown	1	0	0	1	0	0	6	4	11	3	5	1	84	116	17.1	
Total	5	13	8	7	7	1	47	120	117	89	105	58	101	678		
%	0.7	1.9	1.2	1.0	1.0	0.1	6.9	17.7	17.3	13.1	15.5	8.6	14.9	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	154	23	1	178	21.2
Passenger Van	28	3	1	32	3.8
Light Utility Vehicle	202	16	0	218	26.0
Pickup Truck	246	30	0	276	32.9
Panel/Cargo Van	9	4	0	13	1.5
Other Truck/Van <= 4536 kg	2	1	0	3	0.4
Unit Truck > 4536 kg	11	1	0	12	1.4
Road Tractor	4	3	0	7	0.8
School Bus	0	0	0	0	0.0
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	1	0	0	1	0.1
Intercity Bus	0	0	0	0	0.0
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	1	3	0	4	0.5
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	0	1	0	1	0.1
Bicycle	1	6	0	7	0.8
Motor Home	0	0	0	0	0.0
Farm Equipment	0	0	0	0	0.0
Construction Equipment	2	2	0	4	0.5
Fire Engine	0	0	0	0	0.0
Snowmobile	2	4	0	6	0.7
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	78	0	0	78	9.3
<b>Total</b>	<b>741</b>	<b>97</b>	<b>2</b>	<b>840</b>	<b>100.0</b>

**Number of Vehicles in Collisions by Vehicle Condition and Severity**

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	531	80	1	612	72.9
Defective Brakes	2	1	0	3	0.4
Defective Steering	0	0	0	0	0.0
Defective Lighting	0	1	0	1	0.1
Tire Blown Out	1	0	0	1	0.1
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	0	1	0	1	0.1
Visibility Obstructed	8	0	0	8	1.0
Other Defective Vehicular Parts	6	1	0	7	0.8
Other Vehicular Factor	0	0	0	0	0.0
Unknown	193	13	1	207	24.6
<b>Total</b>	<b>741</b>	<b>97</b>	<b>2</b>	<b>840</b>	<b>100.0</b>

## 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	204	63	2	269	32.0
Turning Left	38	9	0	47	5.6
Turning Right	23	5	0	28	3.3
Making U-Turn	9	0	0	9	1.1
Changing Lanes	2	0	0	2	0.2
Merging	2	1	0	3	0.4
Reversing	127	5	0	132	15.7
Overtaking	2	0	0	2	0.2
Negotiating Curve	14	3	0	17	2.0
Slowing or Stopped in Traffic	50	4	0	54	6.4
Starting in Traffic	0	0	0	0	0.0
Leaving Roadside	4	1	0	5	0.6
Stopped/Parked Legally	181	3	0	184	21.9
Stopped/Parked Illegally	5	2	0	7	0.8
Swerving to Avoid Collision	4	1	0	5	0.6
Run-away or Roll-away Vehicle	3	0	0	3	0.4
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	73	0	0	73	8.7
<b>Total</b>	<b>741</b>	<b>97</b>	<b>2</b>	<b>840</b>	<b>100.0</b>

**Number of Vehicles in Collisions by Vehicle Year and Severity**

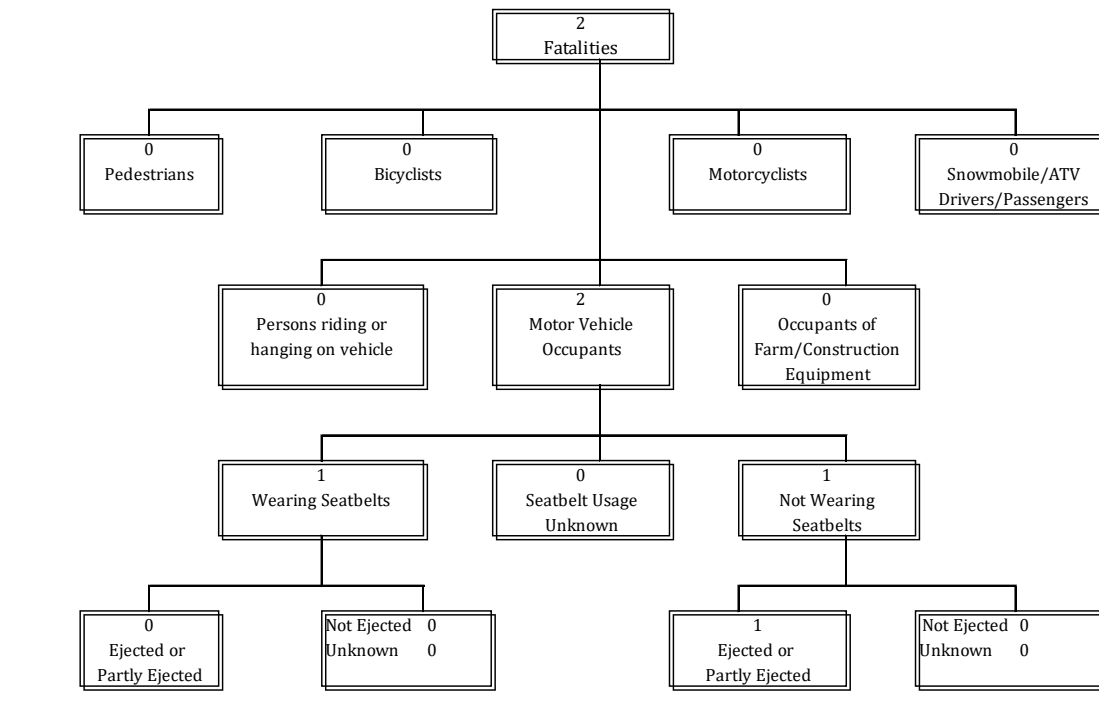
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2022	2	1	0	3	0.4
2021	46	4	0	50	6.0
2020	82	6	0	88	10.5
2019	76	4	0	80	9.5
2018	63	8	0	71	8.5
2017	54	8	0	62	7.4
2016	39	6	0	45	5.4
2015	39	2	0	41	4.9
2014	40	6	0	46	5.5
2013	28	6	0	34	4.0
2012	22	3	0	25	3.0
2011	15	3	0	18	2.1
2010 & Older	135	30	2	167	19.9
Unspecified	100	10	0	110	13.1
<b>Total</b>	<b>741</b>	<b>97</b>	<b>2</b>	<b>840</b>	<b>100.0</b>

# Victims and Occupant Restraints – Section 7

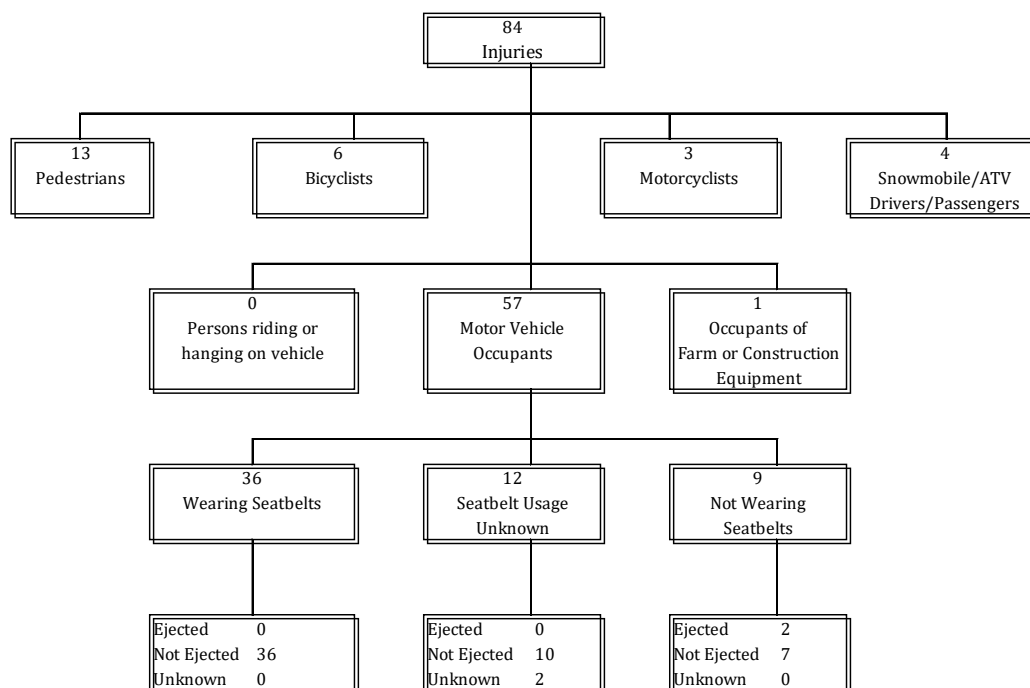
**Fatalities Classification**  
(January 1 to December 31, 2021)

Figure 7.1



**Injuries Classification**  
(January 1 to December 31, 2021)

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	0	5	11	11	3	4	7	1	42	50.0
Motor Vehicle Passenger	0	2	1	4	2	4	0	0	1	1	15	17.9
Pedestrian	1	0	1	0	5	3	1	2	0	0	13	15.5
Bicyclist	0	2	1	0	1	0	1	0	0	1	6	7.1
Motorcyclist (includes passengers)	0	0	0	1	0	1	1	0	0	0	3	3.6
ATV Operators & Passengers	0	0	0	0	1	0	0	0	0	0	1	1.2
Snowmobile Operators & Passengers	0	0	0	0	1	0	0	1	1	0	3	3.6
Farm/Construction Equipment	0	0	0	0	0	0	0	1	0	0	1	1.2
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>10</b>	<b>21</b>	<b>19</b>	<b>6</b>	<b>8</b>	<b>9</b>	<b>3</b>	<b>84</b>	<b>100.0</b>

**Persons Killed by Road User Class and Age Group**

Figure 7.4

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	0	0	0	0	0	0	0	0	0	0.0
Motor Vehicle Passenger	0	0	0	1	0	1	0	0	0	0	2	100.0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes 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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100.0</b>

**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	24	18	0	42	0	0	0	0
Motor Vehicle Passenger	5	10	0	15	1	1	0	2
Pedestrian	8	5	0	13	0	0	0	0
Bicyclist	2	3	1	6	0	0	0	0
Motorcyclist (includes passengers)	2	1	0	3	0	0	0	0
ATV Operators & Passengers	1	0	0	1	0	0	0	0
Snowmobile Operators & Passengers	3	0	0	3	0	0	0	0
Farm/Construction Equipment	1	0	0	1	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
<b>Total</b>	<b>46</b>	<b>37</b>	<b>1</b>	<b>84</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>

# Victims and Occupant Restraints – Section 7

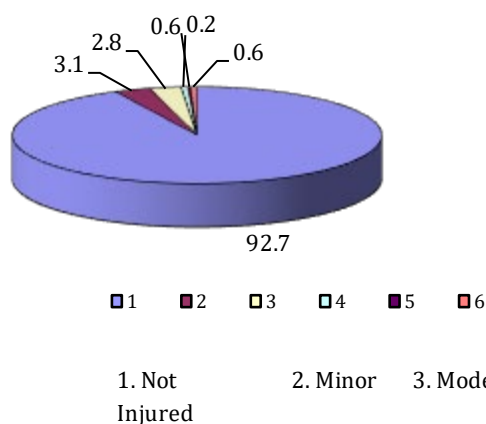
## Motor Vehicle\* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	17	1	461	9	301	789	93.0
Minimal Injuries	3	0	16	0	5	24	2.8
Minor Injuries	6	0	14	0	3	23	2.7
Major (Hospital Admission)	0	0	3	0	0	3	0.4
Fatal	1	0	1	0	0	2	0.2
Injured - Extent Unknown	0	0	3	0	4	7	0.8
<b>Total</b>	<b>27</b>	<b>1</b>	<b>498</b>	<b>9</b>	<b>313</b>	<b>848</b>	<b>100.0</b>

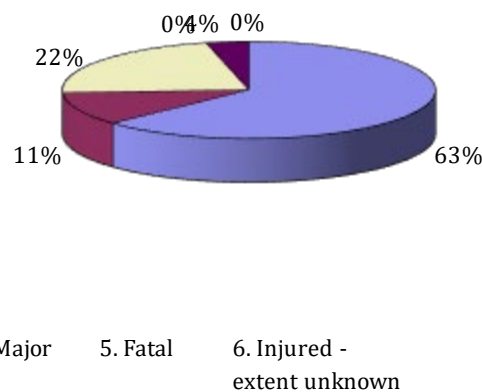
\* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

### 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

	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
<b>Injury Severity</b>											
Not Injured	9	18	29	38	89	82	70	78	41	17	471
Minimal Injuries	0	2	0	2	3	6	0	1	1	1	16
Minor Injuries	0	0	1	2	3	1	3	1	3	0	14
Major (Hospital Admission)	0	0	0	1	1	1	0	0	0	0	3
Fatal	0	0	0	1	0	0	0	0	0	0	1
Injured - Extent Unknown	0	0	0	0	0	1	0	0	2	0	3
<b>Total</b>	<b>9</b>	<b>20</b>	<b>30</b>	<b>44</b>	<b>96</b>	<b>91</b>	<b>73</b>	<b>80</b>	<b>47</b>	<b>18</b>	<b>508</b>

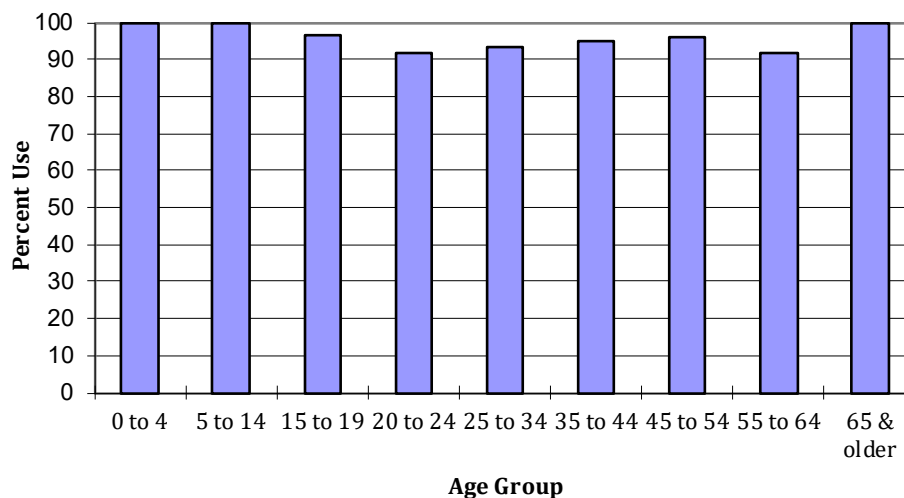
### Restraints Not Used

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
<b>Injury Severity</b>											
Not Injured	0	0	1	0	5	1	3	7	0	0	17
Minimal Injuries	0	0	0	2	0	1	0	0	0	0	3
Minor Injuries	0	0	0	2	2	2	0	0	0	0	6
Major (Hospital Admission)	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	1	0	0	0	0	1
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>27</b>

\* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, farm/construction equipment, and motor vehicle occupants where restraint use is unknown.

## 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	1	0	1	0	5	3	1	2	0	0	13	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	
%	7.7	0.0	7.7	0.0	38.5	23.1	7.7	15.4	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	2	0	0	1	0	0	3	23.1
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	1	0	1	0	0	0	0	0	2	15.4
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	1	0	0	1	7.7
Crossing Roadway Not at Intersection	0	0	0	0	1	2	0	0	0	0	3	23.1
Walking Along Roadway Against Traffic	0	0	0	0	0	0	1	0	0	0	1	7.7
Walking Along Roadway With Traffic	0	0	0	0	0	1	0	0	0	0	1	7.7
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	1	0	0	0	1	0	0	0	0	0	2	15.4
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100.0</b>



## 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	13	13	100.0
Rural	0	0	0	0.0
Unspecified	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>100.0</b>

### Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	0	5	5	38.5
At Intersection of At Least Two Roadways	0	8	8	61.5
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
<b>Total</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>100.0</b>

### Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

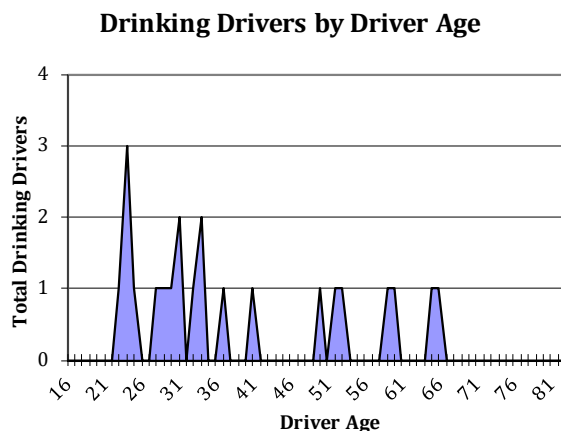
Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	4	4	30.8
Had Been Drinking	0	4	4	30.8
Impaired by Alcohol	0	0	0	0.0
Unknown	0	5	5	38.5
<b>Total</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>100.0</b>

# Alcohol – Section 9

Drinking Drivers in Collisions by Driver Age and Gender

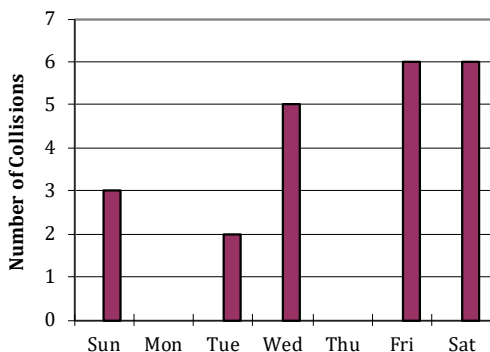
Figure 9.1

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	0	0	0	0
21 to 24	4	0	0	4
25 to 34	4	5	0	9
35 to 44	1	1	0	2
45 to 54	3	0	0	3
55 to 64	2	0	0	2
65 & Older	1	1	0	2
Not Stated	0	0	1	1
<b>Total</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>23</b>



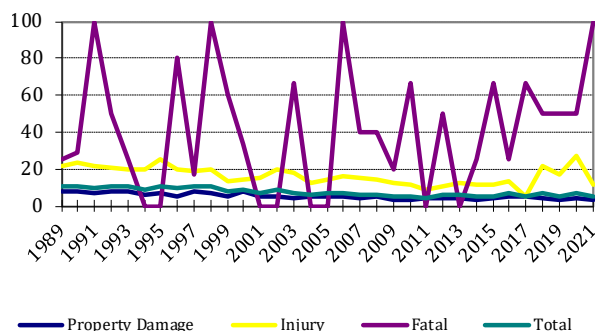
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



Number of Collisions and Victims Involving Alcohol

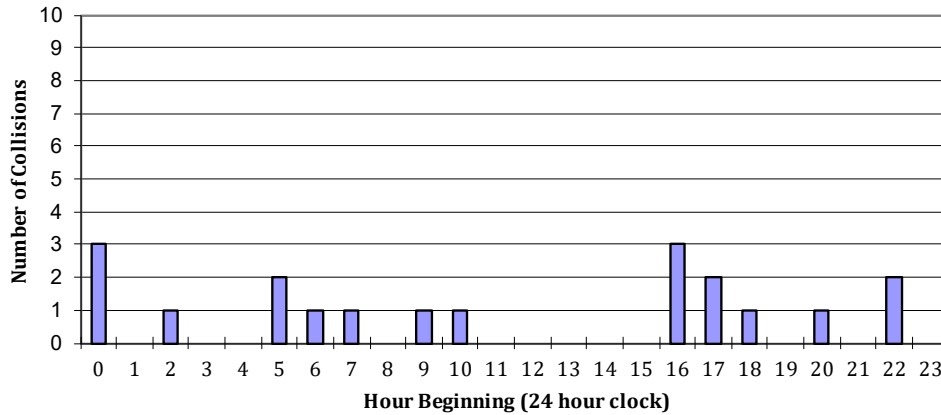
Figure 9.4

Number of Collisions							Number of Victims			
Year	Property Damage	Personal Injury	Fatal	Total	% of Total Collisions	Injured	Killed	Total	% of Total Victims	
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	
2021	13	7	2	22	4.7	12	2	14	16.3	
Average	19	9	1	29	5.5	16	1	17	17.4	

# Alcohol – Section 9

**Number of Alcohol Related Collisions by Time of Day**

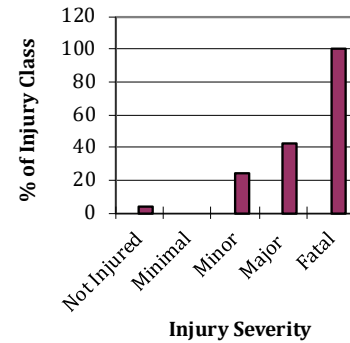
Figure 9.5



**Injury Severity by Alcohol Involvement**

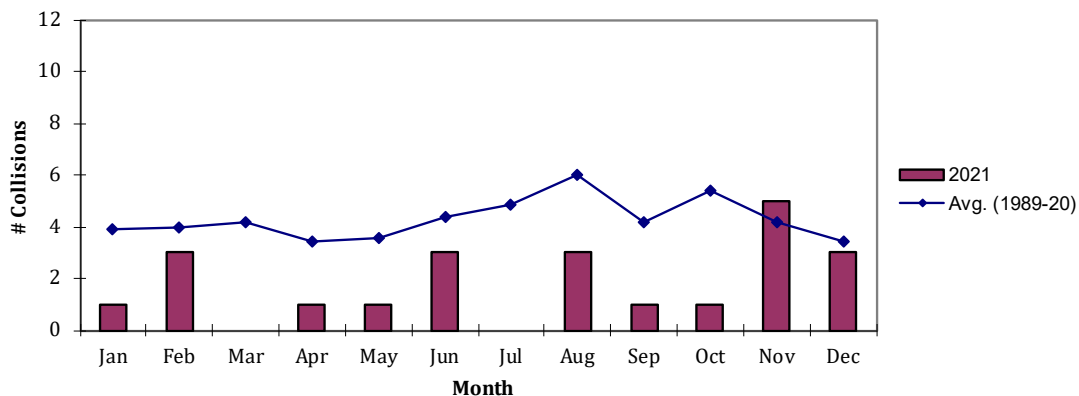
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	26	771	797	3.3
Minimal Injuries	0	32	32	0.0
Minor	8	25	33	24.2
Major	3	4	7	42.9
Fatal	2	0	2	100.0
Injured - Extent Unknown	1	11	12	8.3
<b>Total</b>	<b>40</b>	<b>843</b>	<b>883</b>	<b>4.5</b>



**Alcohol-Involved Collisions by Month**

Figure 9.7



# Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

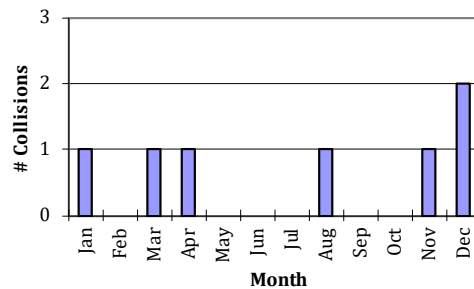
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	1	0	0	1	0	0
February	0	0	0	0	0	0
March	1	0	0	1	0	0
April	0	1	0	1	1	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	1	0	1	1	0
September	0	0	0	0	0	0
October	0	0	0	0	0	0
November	0	1	0	1	1	0
December	0	2	0	2	2	0
<b>Total</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
<b>Total Victims</b>	<b>3</b>	<b>1</b>	<b>4</b>
Killed	0	0	0
Injured	3	1	4
<b>Total Vehicles Involved</b>	<b>6</b>	<b>1</b>	<b>7</b>
Fatal	0	0	0
Injury	4	1	5
Property Damage	2	0	2

Off-Road Vehicle Collisions by Month



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

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	0	0	0	0	0	0	0	0.0
15 to 19	0	0	0	0	0	0	0	0.0
20 to 24	0	0	0	0	0	0	0	0.0
25 to 34	3	0	0	1	0	0	4	66.7
35 to 44	0	0	0	0	0	0	0	0.0
45 to 54	0	0	0	0	0	0	0	0.0
55 to 64	1	0	0	0	0	0	1	16.7
65 & Over	1	0	0	0	0	0	1	16.7
Unknown	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100.0</b>

# 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	1	0	2	33.3
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	1	0	1	16.7
Under Influence - Alcohol	0	2	0	2	33.3
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	1	0	1	16.7
Other Condition	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>100.0</b>

## Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	0	0	0	0.0
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	0	1	0	1	16.7
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	0	1	0	1	16.7
Disobeyed Traffic Control or Officer	0	2	0	2	33.3
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	1	1	0	2	33.3
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>100.0</b>

## Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	1	2	1	4	50.0
Minimal Injuries	0	0	0	0	0.0
Minor Injuries	1	0	0	1	12.5
Major (Hospital Admission)	1	1	1	3	37.5
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	0	0	0	0.0
<b>Total</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>100.0</b>

# 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	1	0	2	2	0
Fort McPherson	2	1	0	3	1	0
Ulukhaktok	0	0	0	0	0	0
Inuvik	33	7	1	41	10	1
Sachs Harbour	1	0	0	1	0	0
Tuktoyaktuk	2	0	0	2	0	0
<b>Sub Total</b>						
<b>Beaufort Delta Region</b>	<b>39</b>	<b>9</b>	<b>1</b>	<b>49</b>	<b>13</b>	<b>1</b>

### B - Sahtu Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Deline	5	1	0	6	1	0
Fort Good Hope	0	1	0	1	1	0
Norman Wells	2	0	0	2	0	0
Tulita	1	0	0	1	0	0
<b>Sub Total</b>						
<b>Sahtu Region</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>

### C - Dehcho Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	7	0	0	7	0	0
Fort Simpson	6	1	0	7	2	0
<b>Sub Total</b>						
<b>Dehcho Region</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>

### D - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	31	7	0	38	10	0
Fort Providence	5	5	0	10	6	0
Fort Resolution	2	1	0	3	1	0
Fort Smith	32	4	0	36	4	0
Lutsel K'e	0	0	0	0	0	0
<b>Sub Total</b>						
<b>South Slave Region</b>	<b>70</b>	<b>17</b>	<b>0</b>	<b>87</b>	<b>21</b>	<b>0</b>

### E - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Behchoko/Wha Ti	17	3	1	21	6	1
Yellowknife	257	31	0	288	40	0
<b>Sub Total</b>						
<b>North Slave Region</b>	<b>274</b>	<b>34</b>	<b>1</b>	<b>309</b>	<b>46</b>	<b>1</b>

<b>Total - All Regions</b>	<b>404</b>	<b>63</b>	<b>2</b>	<b>469</b>	<b>84</b>	<b>2</b>
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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 (2021 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Aklavik	2	211	194	684	0.95	1.03	0.29
Fort McPherson	3	354	397	927	0.85	0.76	0.32
Ulukhaktok	0	67	49	489	0.00	0.00	0.00
Inuvik	41	1,834	2,081	3,303	2.24	1.97	1.24
Sachs Harbour	1	39	44	109	2.56	2.27	0.92
Tuktoyaktuk	2	360	361	1,334	0.56	0.55	0.15
<b>Sub Total</b>							
<b>Beaufort Delta Region</b>	<b>49</b>	<b>2,865</b>	<b>3,126</b>	<b>6,846</b>	<b>1.71</b>	<b>1.57</b>	<b>0.72</b>

## B - Sahtu Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2021 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Deline	6	192	164	627	3.13	3.66	0.96
Fort Good Hope	1	226	182	760	0.44	0.55	0.13
Norman Wells	2	458	884	768	0.44	0.23	0.26
Tulita	1	199	197	513	0.50	0.51	0.19
<b>Sub Total</b>							
<b>Sahtu Region</b>	<b>10</b>	<b>1,075</b>	<b>1,427</b>	<b>2,668</b>	<b>0.93</b>	<b>0.70</b>	<b>0.37</b>

## C - Deh Cho Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2021 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Fort Liard	7	249	259	558	2.81	2.70	1.25
Fort Simpson	7	936	1,315	1,621	0.75	0.53	0.43
<b>Sub Total</b>							
<b>Dehcho Region</b>	<b>14</b>	<b>1,185</b>	<b>1,574</b>	<b>2,179</b>	<b>1.18</b>	<b>0.89</b>	<b>0.64</b>

## D - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2021 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Hay River	38	2,825	8,408	4,313	1.35	0.45	0.88
Fort Providence	10	313	503	753	3.19	1.99	1.33
Fort Resolution	3	258	440	548	1.16	0.68	0.55
Fort Smith	36	1,691	2,536	2,579	2.13	1.42	1.40
Lutsel K'e	0	101	57	335	0.00	0.00	0.00
<b>Sub Total</b>							
<b>South Slave Region</b>	<b>87</b>	<b>5,188</b>	<b>11,944</b>	<b>8,528</b>	<b>1.68</b>	<b>0.73</b>	<b>1.02</b>

## E - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2021 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Behchoko/Whati	21	1,192	1,209	2,901	1.76	1.74	0.72
Yellowknife	288	15,149	22,890	22,297	1.90	1.26	1.29
<b>Sub Total</b>							
<b>North Slave Region</b>	<b>309</b>	<b>16,341</b>	<b>24,099</b>	<b>25,198</b>	<b>1.89</b>	<b>1.28</b>	<b>1.23</b>

<b>Total - All Regions</b>	<b>469</b>	<b>26,654</b>	<b>42,170</b>	<b>45,504</b>	<b>1.76</b>	<b>1.11</b>	<b>1.03</b>
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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
	263.0	22 Dec 2021	Injury	Collision with Parked Vehicle	1	0
	274.0	14 Aug 2021	Injury	Single Vehicle Rollover	2	0
	364.0	5 Sep 2021	Injury	Single Vehicle Rollover	2	0
<b>Summary Highway #1</b>	<b>Property Damage Collisions</b>	<b>Personal Injury Collisions</b>	<b>Fatal Collisions</b>	<b>Total Collisions</b>	<b>Persons Injured</b>	<b>Persons Killed</b>
	0	3	0	3	5	0
Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	26.0	23 Aug 2021	Injury	Single Vehicle Rollover	1	0
	27.0	19 Aug 2021	Injury	Single Vehicle Rollover	1	0
	37.0	1 Nov 2021	Property Damage	Left Turn Across Path	0	0
	37.0	1 Dec 2021	Injury	Right Angle	1	0
	38.8	30 Mar 2021	Property Damage	Ran Off Road - Right	0	0
	43.2	20 Feb 2021	Property Damage	Rear End	0	0
	44.6	5 Feb 2021	Property Damage	Ran Off Road - Left	0	0
<b>Summary Highway #2</b>	<b>Property Damage Collisions</b>	<b>Personal Injury Collisions</b>	<b>Fatal Collisions</b>	<b>Total Collisions</b>	<b>Persons Injured</b>	<b>Persons Killed</b>
	4	3	0	7	3	0



## Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	45.0	19 Sep 2021	Injury	Collision with Bison	1	0
	48.0	30 Aug 2021	Property Damage	Single Vehicle Rollover	0	0
	75.0	12 Dec 2021	Injury	Rear End	1	0
	81.0	25 Jan 2021	Property Damage	Single Vehicle Rollover	0	0
	83.0	31 Dec 2021	Property Damage	Collision with Bison	0	0
	150.0	11 Jun 2021	Property Damage	Sideswipe - Same Direction	0	0
	155.0	3 Jul 2021	Property Damage	Single Vehicle Rollover	0	0
	208.0	16 Sep 2021	Property Damage	Collision with Bison	0	0
	232.0	21 Oct 2021	Property Damage	Collision with Bison	0	0
	240.0	7 Jul 2021	Property Damage	Collision with Fixed Object	0	0
	240.0	24 Sep 2021	Property Damage	Collision with Other Animal	0	0
	245.0	20 Aug 2021	Injury	Single Vehicle Rollover	1	0
	246.5	2 Nov 2021	Injury	Single Vehicle Rollover	1	0
	253.0	20 Jun 2021	Fatal	Single Vehicle Rollover	3	1
	255.0	7 Aug 2021	Property Damage	Ran Off Road - Right	0	0
	255.0	16 Dec 2021	Property Damage	Collision with Bison	0	0
	256.0	26 Feb 2021	Property Damage	Single Vehicle Rollover	0	0
	307.5	7 Jul 2021	Property Damage	Single Vehicle Rollover	0	0
	322.0	23 Oct 2021	Property Damage	Single Vehicle Rollover	0	0
	335.2	8 Sep 2021	Property Damage	Rear End	0	0
	336.5	30 Jul 2021	Injury	Ran Off Road - Right	1	0
	337.1	17 May 2021	Injury	Sideswipe - Same Direction	2	0
<b>Summary Highway #3</b>	<b>Property Damage Collisions</b>	<b>Personal Injury Collisions</b>	<b>Fatal Collisions</b>	<b>Total Collisions</b>	<b>Persons Injured</b>	<b>Persons Killed</b>
	15	6	1	22	10	1

# Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.0	29 Aug 2021	Injury	Single Vehicle Rollover	1	0
	15.0	28 Oct 2021	Injury	Ran Off Road - Left	1	0
	15.5	30 Jan 2021	Property Damage	Ran Off Road - Left	0	0

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

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.2	30 Nov 2021	Property Damage	Single Vehicle Rollover	0	0
	54.8	11 Dec 2021	Property Damage	Sideswipe - Same Direction	0	0
	140.5	16 Aug 2021	Property Damage	Collision with Bison	0	0
	144.0	23 Sep 2021	Property Damage	Ran Off Road - Left	0	0
	158.0	9 Nov 2021	Property Damage	Collision with Bison	0	0
	166.0	18 Nov 2021	Property Damage	Collision with Bison	0	0
	206.0	26 Dec 2021	Property Damage	Collision with Bison	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	7	0	0	7	0	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	36.0	23 Jan 2021	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
	0.0	12 Nov 2021	Property Damage	Collision with Parked Vehicle	0	0
	46.0	30 Aug 2021	Property Damage	Collision with Bison	0	0
	50.0	5 Nov 2021	Property Damage	Single Vehicle Rollover	0	0
	146.0	20 Feb 2021	Property Damage	Collision with Other Animal	0	0

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

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	65.4	19 Feb 2021	Injury	Ran Off Road - Left	1	0
	147.6	28 Aug 2021	Injury	Sideswipe - Opposite Direction	1	0
	211.0	19 Jul 2021	Injury	Single Vehicle Rollover	1	0
	236.3	24 Oct 2021	Property Damage	Single Vehicle Rollover	0	0
	250.0	26 Oct 2021	Injury	Single Vehicle Rollover	1	0
	259.3	16 Apr 2021	Property Damage	Right Angle	0	0
	268.7	28 Sep 2021	Property Damage	Left Turn Across Path	0	0

Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	4	0	7	4	0

Highway #10 (Inuvik Tuktoyaktuk Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.0	14 Aug 2021	Property Damage	Ran Off Road - Left	0	0
	3.0	27 Aug 2021	Property Damage	Ran Off Road - Right	0	0
	20.0	12 Sep 2021	Property Damage	Single Vehicle Rollover	0	0
	26.0	8 Aug 2021	Fatal	Single Vehicle Rollover	1	1
	30.0	6 Jun 2021	Injury	Single Vehicle Rollover	2	0

Summary Highway #10	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	1	1	5	3	1

# Geographic Distribution – Section 11

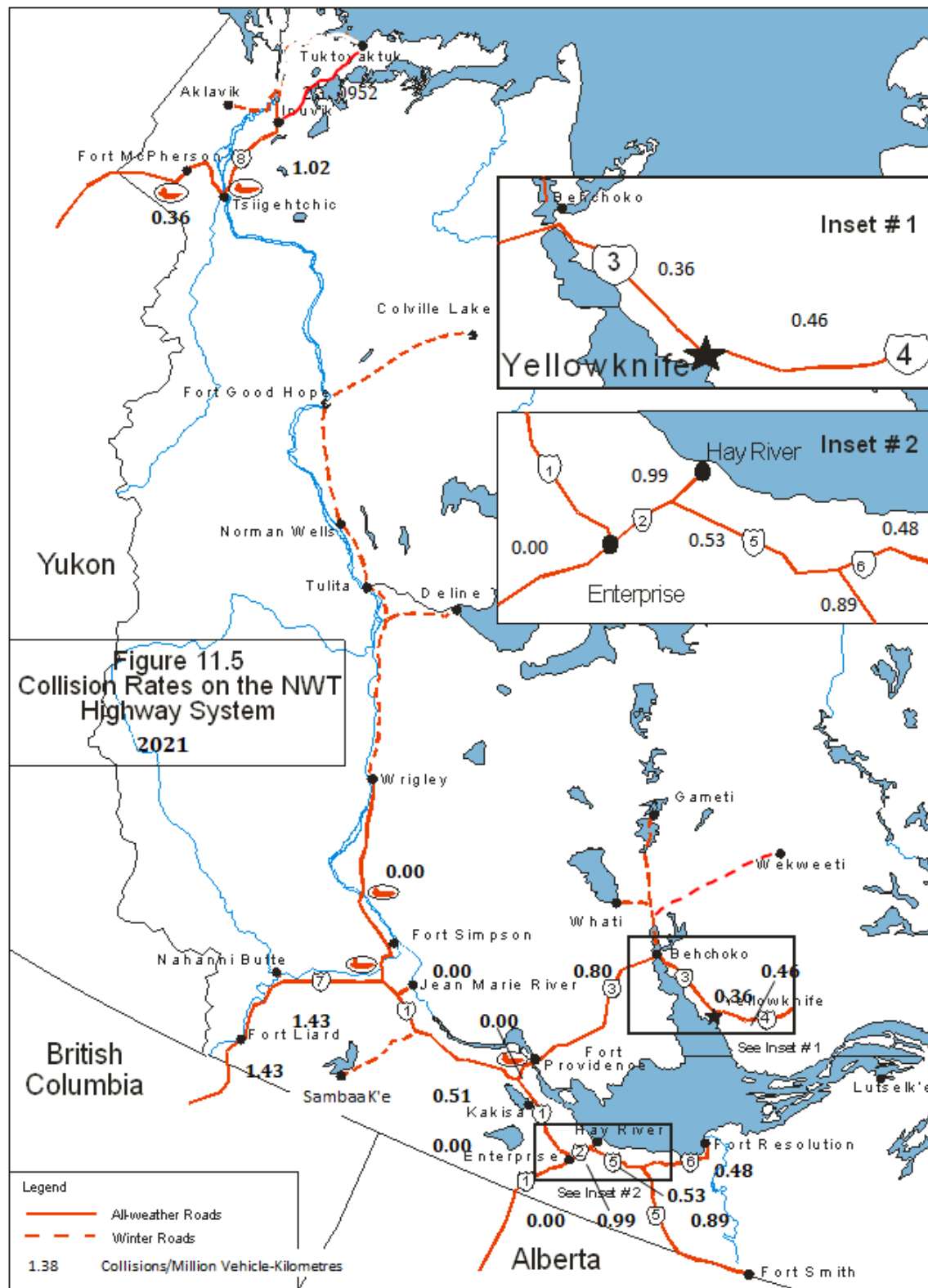
Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Dettah Access Road	30 Dec 2021	Injury	Collision with Parked Vehicle	4	0
Fort Providence Access Road	10 Sep 2021	Injury	Rear End	1	0
Hay River Reserve Access Road	14 Feb 2021	Property Damage	Right Angle	0	0
Hay River Reserve Access Road	27 May 2021	Injury	Ran Off Road - Right	1	0
Jean Marie River Access Road	29 Jan 2021	Property Damage	Ran Off Road - Right	0	0
Rae Access Road	28 Nov 2021	Property Damage	Single Vehicle Rollover	0	0
Yellowknife Access Road	27 Feb 2021	Property Damage	Rear End	0	0
Yellowknife Access Road	12 Jul 2021	Injury	Left Turn Across Path	1	0
Aklavik Winter Access Road	3 Apr 2021	Injury	Ran Off Road - Right	2	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	5	0	9	9	0

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	42	24	2	68	37	2



# Geographic Distribution – Section 11



# National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2020 [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
<b>Canada</b>	<b>4.6</b>	<b>267.0</b>	<b>4.7</b>	<b>272.7</b>	<b>6.5</b>	<b>376.7</b>
Newfoundland & Labrador	10.7	413.0	11.8	453.0	14.2	544.9
Prince Edward Island	9.3	287.0	10.6	325.8	12.9	398.4
Nova Scotia	6.2	519.9	6.0	498.3	8.0	667.4
New Brunswick	6.4	342.7	6.3	340.7	9.0	484.3
Quebec	4.0	281.3	4.8	338.8	6.0	423.0
Ontario	3.6	213.9	4.0	238.4	5.0	294.6
Manitoba	5.6	524.2	3.8	351.3	8.3	769.2
Saskatchewan	7.4	298.3	6.6	265.5	10.7	434.3
Alberta	6.0	269.6	4.0	182.3	8.1	364.7
British Columbia	4.8	243.1	5.6	283.1	6.8	344.0
Yukon	9.5	441.0	5.6	260.1	14.6	679.6
<b>Northwest Territories</b>	<b>8.9</b>	<b>155.0</b>	<b>9.2</b>	<b>160.9</b>	<b>15.2</b>	<b>266.1</b>
Nunavut	5.1	63.8	47.6	595.2	74.2	928

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2020. Published by Transport Canada.

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

Northwest Territories Accident Report		02. POLICE DETACHMENT		N I T I O		03. CASE NUMBER		PAGE		OF	
1. In	2. Near	Community of		(Give Park, Special Area Etc.)		REPORT TYPE		REPORT STATUS		08. HOUR	
On Km	On Km	Or	Street/Road/Avenue			1. Original 2. Continuation 3. Amendment 4. Correction		1. Complete 2. Incomplete		00-23 U.U. Unk.	
At Intersection With		Or	Street/Road/Avenue			04. SCENE ATTENDED		05. - 08. DATE OF COLLISION		11. NO. KILLED	
Km		metres		N S E W		1. Yes 2. No		W T m m d d U.U. Unknown		12. NO. INJURED	
If Location Can Be Described More Precisely, Enter Here						10. COLLISION SEVERITY		15. HIT AND RUN		Q.Q. Other Collision Type	
01. Hit Moving Object		03. OFF Road Left	05. Rollover on Roadway	21. Rear End	23. Passing - Left Turn	25. Other Multi-Vehicle Same Direction		1. Fatal 2. Injury 3. Property Damage 4. U.U. Unknown		1. Yes 2. No	
02. Hit Stationary Object		04. OFF Road Right	06. Other Single Vehicle	22. Sideswipe Same-Direction	24. Passing - Right Turn	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
TYPE		01. Hit Moving Object	03. OFF Road Left	05. Rollover on Roadway	21. Rear End	23. Passing - Left Turn		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
29. VEH. SEQUENCE		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
LAST NAME		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
ADDRESS		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
DATE OF BIRTH		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
DRIVER'S LICENCE #		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
58. STATUS		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
34. YEAR		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
LICENCE PLATE #		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
LAST NAME		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
ADDRESS		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
HOME PHONE		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
INSURANCE COMPANY		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
POLICY NUMBER		99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	99. Ped. U.U. Unk.	30. TOTAL OCCUPANTS	31. Head-On		32. Sideswipe Opposite Direction		36. Other Multi-Vehicle Opposite Direction	
29. Veh. Seq. #		55. Sex F. Female U.U. Unk.	56. Age 00 < 1 Yr. U.U. Unk.	61. Pos-162 Ejection U.U. Unk.	63. Eject-164 Medical U.U. Unk.	65. Safety Equip. U.U. Unk.		66. Air Bag Deployed U.U. Unk.		67. Air Bag Deployed U.U. Unk.	
30. Veh. Seq. #		55. Sex M. Male U.U. Unk.	56. Age 00 < 1 Yr. U.U. Unk.	61. Pos-162 Ejection U.U. Unk.	63. Eject-164 Medical U.U. Unk.	65. Safety Equip. U.U. Unk.		66. Air Bag Deployed U.U. Unk.		67. Air Bag Deployed U.U. Unk.	
31. Veh. Seq. #		55. Sex U. Unk.	56. Age 00 < 1 Yr. U.U. Unk.	61. Pos-162 Ejection U.U. Unk.	63. Eject-164 Medical U.U. Unk.	65. Safety Equip. U.U. Unk.		66. Air Bag Deployed U.U. Unk.		67. Air Bag Deployed U.U. Unk.	
32. Veh. Seq. #		55. Sex U. Unk.	56. Age 00 < 1 Yr. U.U. Unk.	61. Pos-162 Ejection U.U. Unk.	63. Eject-164 Medical U.U. Unk.	65. Safety Equip. U.U. Unk.		66. Air Bag Deployed U.U. Unk.		67. Air Bag Deployed U.U. Unk.	
33. Veh. Seq. #		55. Sex U. Unk.	56. Age 00 < 1 Yr. U.U. Unk.	61. Pos-162 Ejection U.U. Unk.	63. Eject-164 Medical U.U. Unk.	65. Safety Equip. U.U. Unk.		66. Air Bag Deployed U.U. Unk.		67. Air Bag Deployed U.U. Unk.	
34. Veh. Seq. #		55. Sex U. Unk.	56. Age 00 < 1 Yr. U.U. Unk.	61. Pos-162 Ejection U.U. Unk.	63. Eject-164 Medical U.U. Unk.	65. Safety Equip. U.U. Unk.		66. Air Bag Deployed U.U. Unk.		67. Air Bag Deployed U.U. Unk.	
35. Veh. Seq. #		55. Sex U. Unk.	56. Age 00 < 1 Yr. U.U. Unk.	61. Pos-162 Ejection U.U. Unk.	63. Eject-164 Medical U.U. Unk.	65. Safety Equip. U.U. Unk.		66. Air Bag Deployed U.U. Unk.		67. Air Bag Deployed U.U. Unk.	
36. Veh. Seq. #		55. Sex U. Unk.	56. Age 00 < 1 Yr. U.U. Unk.	61. Pos-162 Ejection U.U. Unk.	63. Eject-164 Medical U.U. Unk.	65. Safety Equip. U.U. Unk.		66. Air Bag Deployed U.U. Unk.		67. Air Bag Deployed U.U. Unk.	
37. Veh. Seq. #		55. Sex U. Unk.	56. Age 00 < 1 Yr. U.U. Unk.	61. Pos-162 Ejection U.U. Unk.							



## 2021 NWT Traffic Collision Facts | Données de 2021 sur les collisions de la route aux Territoires du Nord-Ouest

## Appendix A3 – Brief Description of Fatal Collisions

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The following is a brief description of the two fatal traffic collisions that took place in the Northwest Territories in 2021, resulting in two fatalities.

Region	Month	Description
North Slave	June	Single vehicle rollover on Highway #3 involving a passenger car. The right front passenger died at the scene while the driver and two other passengers were injured. The driver was impaired by alcohol.
Beaufort Delta	August	Single vehicle rollover involving a passenger van on Highway #10. A passenger died at the scene while the driver sustained injuries. The driver was impaired by alcohol. Seat belts were not worn.

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

English

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

French

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Kĩspin ki nitawih̄tĩn ē nĩh̄yawihk ōma ācimōwin, tipwāsinān.

Cree

---

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

Tłıchq

---

Perihtł'is Dēne Sų́líné yatı t'a huts'elkēr xa beyáyatı theᓐᓐ ᓐat'e, nuwe ts'en yóltı.

Chipewyan

---

Edı gondı dehgháh got'je zhatíe k'éé edat'éh enahddhę nıde naxets'é edahlı.

South Slavey

---

K'áshshó got'jne xədə k'é hederı Ɂedjhtł'é yerınıwę níde dúle.

North Slavey

---

Jii gwandak izhii ginjik vat'atr'ijąhch'uu zhit yinothan jì', diits'àt ginohkhìi.

Gwich'in

---

Uvanittuaq ilitchurisukupku Inuvialuktun, ququagluta.

Inuvialuktun

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Ċ<sup>b</sup>đĀ ĤĤ<sup>c</sup>bbΔ<sup>c</sup> ΛϼLJ&R<sup>c</sup> Δδ<sup>b</sup>ŋDϣ<sup>c</sup>ρLγŊ<sup>b</sup>, ▷ℳ<sup>c</sup>Ŋ<sup>a</sup>δ<sup>c</sup>▷đ<sup>c</sup>ϣ<sup>a</sup>ϱ<sup>c</sup>γŊ<sup>c</sup>.

Inuktitut

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Hapkua titiqqat pijumagupkit Inuinnaqtun, uvaptinnut hivajarlutit.

Inuinnaqtun

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