

Northwest Territories Traffic Collision Facts

Collisions de la route aux Territoires du Nord-Ouest



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

2022



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Introduction

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

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

This publication contains useful information on issues such as drinking and driving, unsafe speed, young and old drivers, and use of occupant restraints that affect crashes and their severities. This report is organized into twelve sections. The contents of each section are described below.

Introduction (français)

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

Les renseignements contenus dans la présente publication proviennent des rapports 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

2022 QUICK FACTS REPORT

2022 Compared to 2021

	<u>2021</u>	<u>2022</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	404	360	-10.9
PERSONAL INJURY COLLISIONS	63	66	4.8
FATAL COLLISIONS	2	1	-50.0
TOTAL REPORTED COLLISIONS	469	427	-9.0
NUMBER OF PERSONS KILLED	2	1	-50.0
NUMBER OF PERSONS INJURED	82	83	1.2
NWT HIGHWAY SYSTEM COLLISIONS	68	83	22.1
RURAL COLLISIONS	5	6	20.0
COLLISIONS IN COMMUNITIES	396	338	-14.6
REGISTERED VEHICLES	42,170	41,930	-0.6
LICENSED DRIVERS	26,654	26,471	-0.7
NWT POPULATION [1]	45,504	45,605	0.2
COLLISIONS PER 100 LICENSED DRIVERS	1.76	1.61	-8.3
COLLISIONS PER 100 REGISTERED VEHICLES	1.11	1.02	-8.4
COLLISIONS PER 100 POPULATION	1.03	0.94	-9.2
COLLISIONS INVOLVING ALCOHOL	22	26	18.2

[1] 2021 and 2022 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2023.

Section Summaries

Section 1 - Historical Trends

This section illustrates the 34-year history of collisions, victims and licensed drivers and vehicles. There was a total of 427 collisions reported in 2022. This is the lowest number of collisions since the inception of TCIS in 1989. 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. There was only one traffic fatality reported in 2022 which is less than the 34-year average, while the 83 persons injured in 2022 is considerably less than the historic average.

Section 2 - Time of Occurrence

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

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

Section 3 - Major Contributing Factors

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

Driver condition is about three times as prevalent in injury and fatal collisions (19%) than in all collisions (6%). Driver error accounts for 73% of all factors in collisions, as compared to vehicle condition (less than 1%) and environmental condition (2%).

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

Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2022, 611 drivers were involved in 427

collisions. This is an average of 1.43 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 more than twice as likely to be involved in a collision as drivers aged 35 to 44 years. On August 1, 2005, the Graduated Driver Licensing Program was introduced to make the process of learning to drive a safer experience. New drivers are required to go through three stages to obtain a full Class 5 license:

STAGE 1 – LEARNER CLASS 7

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

Conditions

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

STAGE 2 – PROBATIONARY CLASS 5P

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

Conditions

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

STAGE 3 – FULL CLASS 5

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

Section 6 - Vehicle Factors

There was a total of 765 vehicles involved in 427 collisions in 2022. This is an average of 1.79 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

Section 7 - Victims and Occupant Restraints

The TCIS attempts to capture information on all road users involved in collisions, whether they are injured or not.

This data can be used to calculate exposure rates for road users by injury severity, age, road user class, gender and many other variables.

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. Unrestrained occupants are three times more likely to suffer injuries compared to restrained occupants. The severity of injury is lower for victims using seat belts.

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

Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2022:

- 9 pedestrians were injured;
- no pedestrians were killed;
- 8 of the 9 pedestrians injured were over the age of 25;
- All of the pedestrians were injured within a community;
- None of the pedestrians were under the influence of alcohol.

Section 9 - Alcohol

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

- Drivers caught with .05 to .08 blood alcohol content automatically have their driver's license suspended for 24 hours for a first offence or 30 days for further offences within a two-year period.
- Novice drivers with any blood alcohol content automatically have their driver's license suspended for 30 days.
- Drivers caught with over .08 blood alcohol content or who refuse to provide a breathalyzer sample automatically have their driver's license suspended for 24 hours, are 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 2022, there were 26 collisions involving alcohol, resulting in 17 persons being injured. There was one alcohol-related fatality in 2022. Alcohol-related injuries are significantly below the 34-year average.

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:

- 33% of off-road vehicle collisions resulted in injuries;
 - 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;
 - 80% 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. 63% of collisions took place in the North Slave region. The North Slave region also accounted for 49% of persons injured. One fatality 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 27% of collisions occurring on the ten numbered highways.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2021 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 five 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.

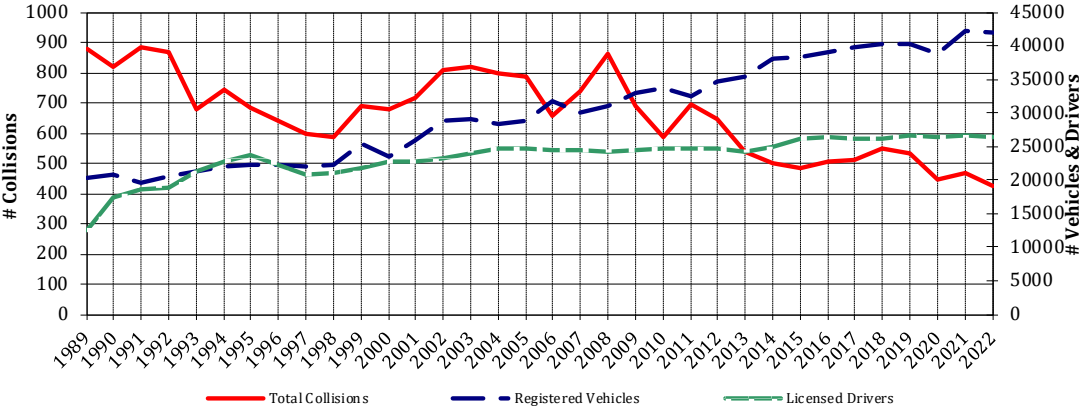
INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

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

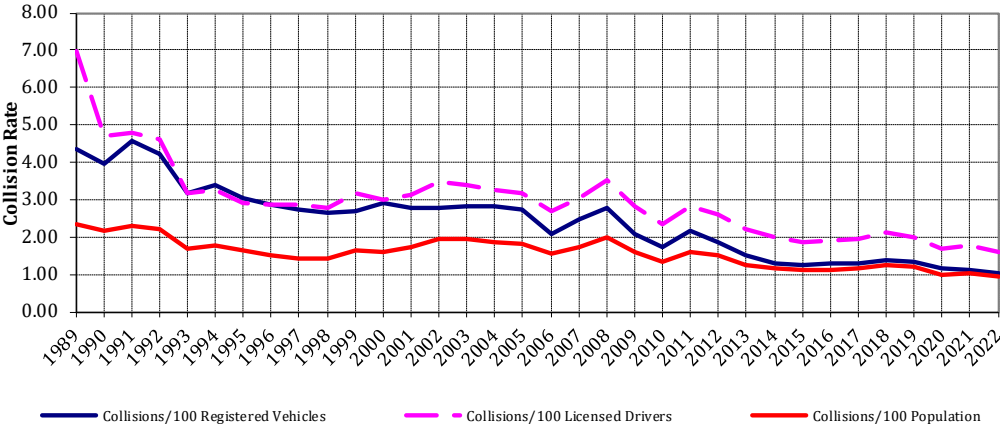


3 Year Summary

	2020	2021	2022	% Change
Registered Vehicles	38,730	42,170	41,930	-0.6
Licensed Drivers	26,305	26,654	26,471	-0.7
Total Collisions	445	469	427	-9.0

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2



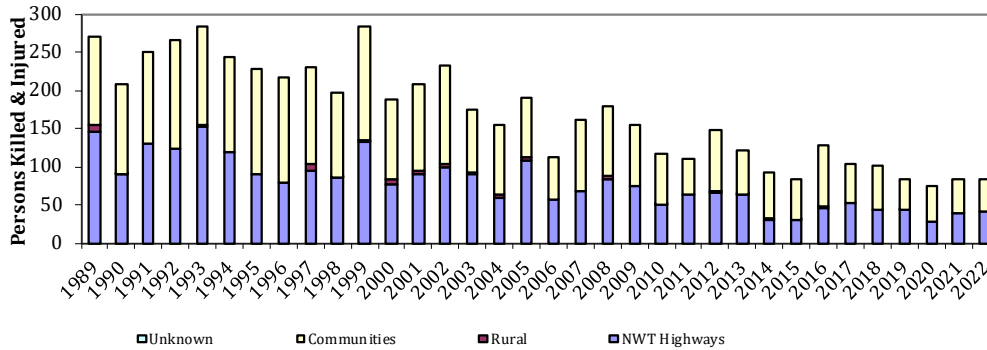
3 Year Summary

	2020	2021	2022	% Change
Collisions/100 Registered Vehicles	1.15	1.11	1.02	-8.4
Collisions/100 Licensed Drivers	1.69	1.76	1.61	-8.3
Collisions/100 Population	0.99	1.03	0.94	-9.2

Historical Trends – Section 1

Trends in Injuries & Fatalities

Figure 1.3

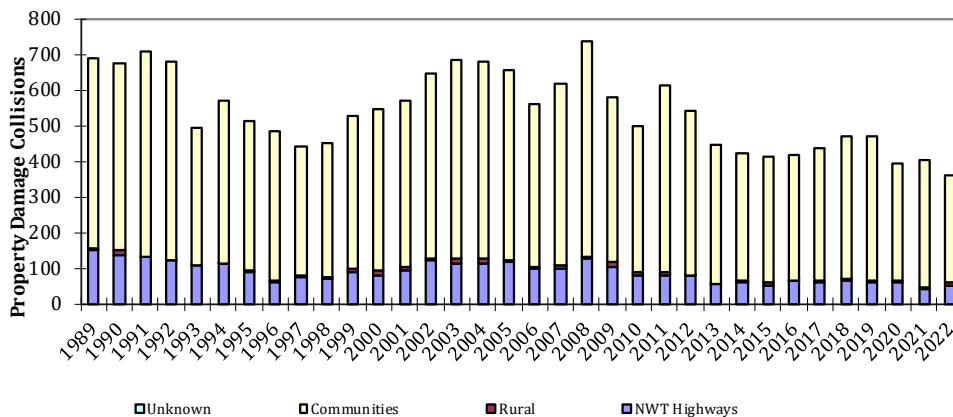


3 Year Summary

	Persons Injured				Persons Killed			
	2020	2021	2022	Average	2020	2021	2022	Average
NWT Highways	23	36	40	33	4	2	1	2
Rural	0	0	0	0	0	0	0	0
Communities	47	46	43	45	0	0	0	0
Total	70	82	83	78	4	2	1	2

Trends in Property Damage Collisions

Figure 1.4



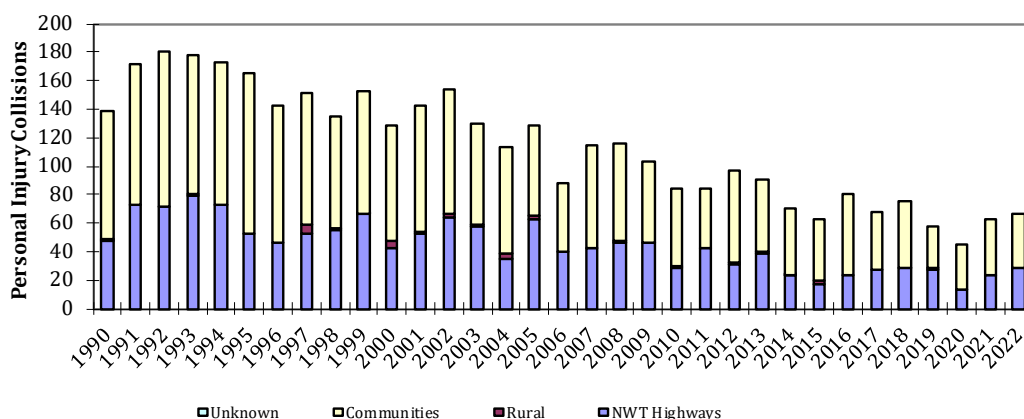
3 Year Summary

	Property Damage Collisions			
	2020	2021	2022	Average
NWT Highways	61	42	54	52
Rural	4	5	6	5
Communities	331	357	300	329
Total	396	404	360	387

Historical Trends – Section 1

Trends in Personal Injury Collisions

Figure 1.5

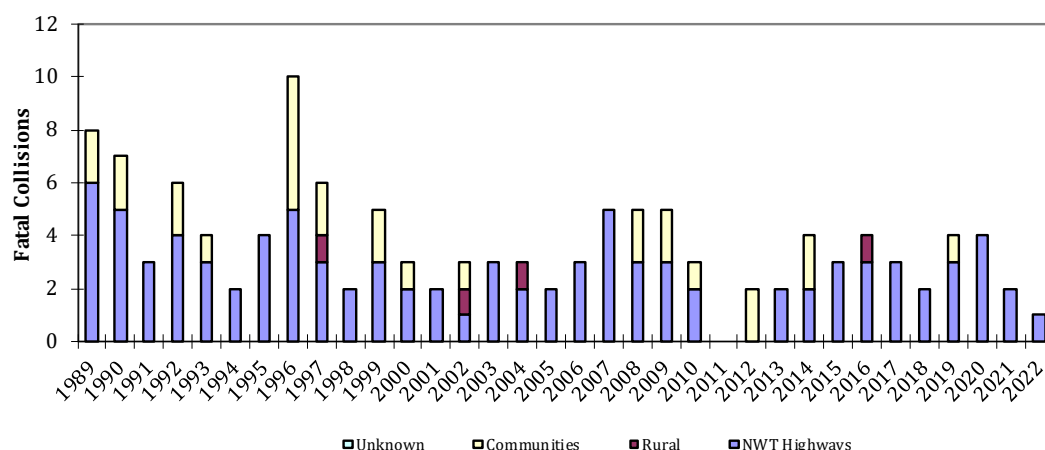


3 Year Summary

	Personal Injury Collisions			
	2020	2021	2022	Average
NWT Highways	13	24	28	22
Rural	0	0	0	0
Communities	32	39	38	36
Total	45	63	66	58

Trends in Fatal Collisions

Figure 1.6



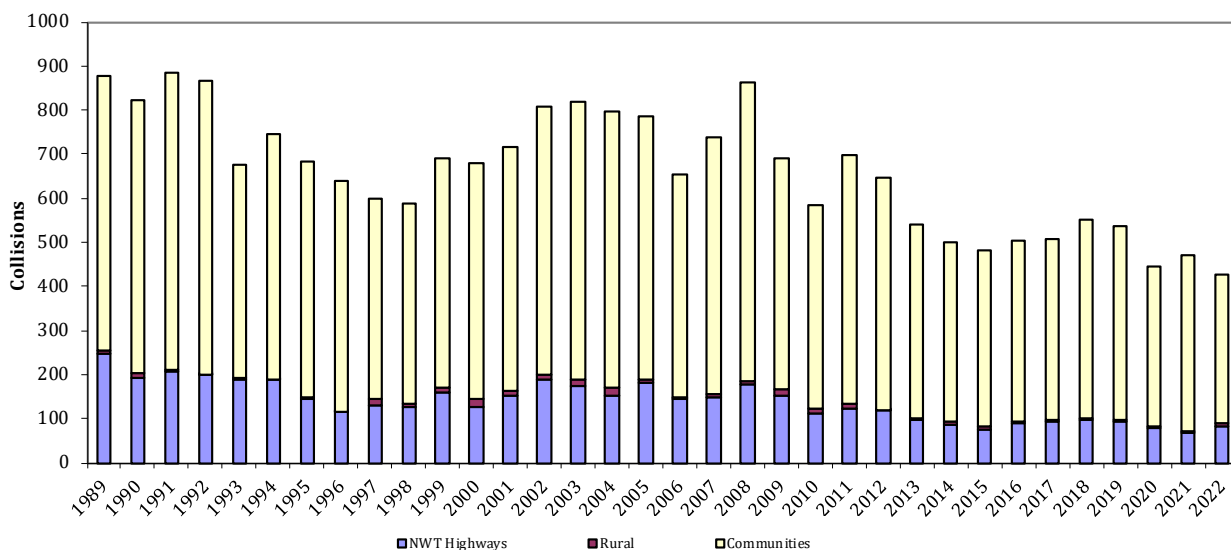
3 Year Summary

	Fatal Collisions			
	2020	2021	2022	Average
NWT Highways	4	2	1	2
Rural	0	0	0	0
Communities	0	0	0	0
Total	4	2	1	2

Historical Trends – Section 1

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2020	2021	2022	Average
NWT Highways	78	68	83	76
Rural	4	5	6	5
Communities	363	396	338	366
Total	445	469	427	447

Property Damage Collisions by Month and Year

Figure 1.8
Avg. 12 to 21

Month	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Avg. 12 to 21	2022
January	75	56	56	37	46	44	54	50	53	43	51	38
February	56	49	57	44	46	42	62	52	55	42	51	36
March	63	50	35	34	40	51	47	50	36	45	45	31
April	36	38	28	26	44	25	29	23	24	28	30	25
May	32	20	32	27	32	19	18	30	19	28	26	27
June	31	32	25	34	22	34	36	23	15	31	28	28
July	26	31	17	29	25	22	31	36	19	23	26	27
August	23	17	28	30	26	32	35	36	23	25	28	29
September	32	35	22	22	26	32	34	41	27	25	30	19
October	57	24	26	34	31	38	40	26	37	25	34	26
November	54	43	49	50	31	52	44	46	34	41	44	36
December	57	54	51	49	52	41	43	60	54	48	51	38
Total	542	449	426	416	421	432	473	473	396	404	443	360

Historical Trends – Section 1

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Avg. 12 to 21	2022
January	12	9	7	8	8	3	4	5	7	4	7	8
February	7	9	8	3	6	6	9	5	4	6	6	3
March	9	9	5	2	7	9	5	3	2	3	5	2
April	4	6	2	2	7	2	4	4	2	3	4	4
May	7	4	2	5	4	4	4	1	3	2	4	4
June	12	6	10	4	9	3	9	9	5	4	7	3
July	9	12	6	3	10	7	10	6	4	7	7	9
August	6	9	8	13	5	11	5	6	4	11	8	8
September	6	4	4	3	2	4	9	4	2	6	4	4
October	4	10	6	6	5	7	7	4	6	5	6	7
November	13	8	5	7	8	7	5	5	2	5	7	4
December	14	4	7	7	9	11	4	6	4	7	7	10
Total	103	90	70	63	80	74	75	58	45	63	72	66

Fatal Collisions by Month and Year

Figure 1.10

Month	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Avg. 12 to 21	2022
January	0	0	0	0	0	0	0	0	0	0	0.0	0
February	0	1	0	0	0	0	0	1	1	0	0.3	0
March	0	1	0	0	2	0	1	0	0	0	0.4	0
April	0	0	0	0	0	0	0	0	1	0	0.1	0
May	0	0	1	1	0	2	1	0	1	0	0.6	0
June	1	0	0	0	1	0	0	0	0	1	0.3	0
July	0	0	1	0	0	0	0	1	0	0	0.2	0
August	0	0	0	0	1	0	0	1	0	1	0.3	0
September	0	0	0	1	0	0	0	0	0	0	0.1	0
October	1	0	2	1	0	1	0	1	0	0	0.6	1
November	0	0	0	0	0	0	0	0	0	0	0.0	0
December	0	0	0	0	0	0	0	0	1	0	0.1	0
Total	2	2	4	3	4	3	2	4	4	2	3.0	1

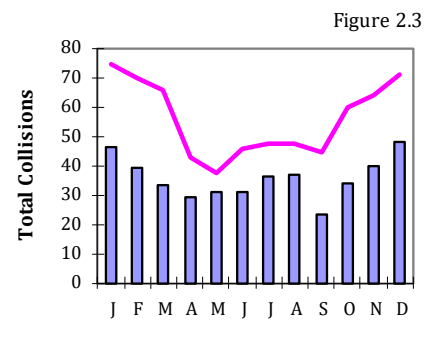
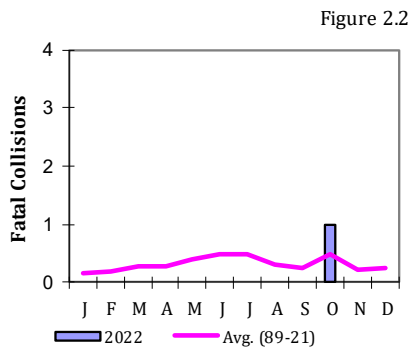
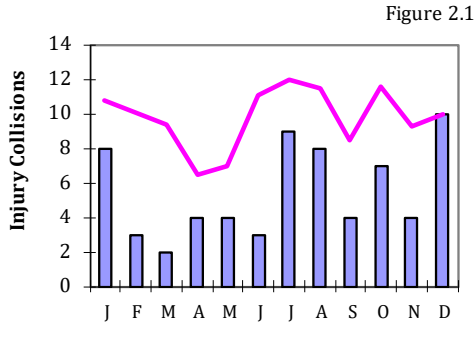
Total Collisions by Month and Year

Figure 1.11

Month	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Avg. 12 to 21	2022
January	87	65	63	45	54	47	58	55	60	47	58	46
February	63	59	65	47	52	48	71	58	60	48	57	39
March	72	60	40	36	49	60	53	53	38	48	51	33
April	40	42	30	28	51	27	33	27	27	31	34	29
May	39	24	35	33	36	25	23	31	23	30	30	31
June	44	38	35	38	32	37	45	32	20	36	36	31
July	35	43	24	32	35	29	41	43	23	30	34	36
August	29	26	36	43	32	43	40	43	27	37	36	37
September	38	39	26	26	28	36	43	45	29	31	34	23
October	62	34	34	41	36	46	47	31	43	30	40	34
November	67	51	54	57	39	59	49	51	36	46	51	40
December	71	58	58	56	61	52	47	66	59	55	58	48
Total	647	539	500	482	505	509	550	535	445	469	518	427

Time of Occurrence – Section 2

Collisions by Month of Occurrence



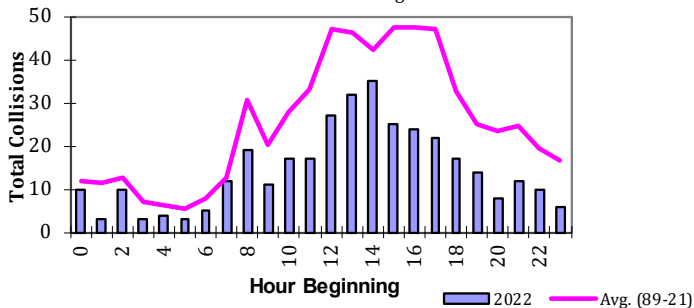
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	38	8	0	46	10	0
February	36	3	0	39	6	0
March	31	2	0	33	2	0
April	25	4	0	29	5	0
May	27	4	0	31	5	0
June	28	3	0	31	4	0
July	27	9	0	36	9	0
August	29	8	0	37	11	0
September	19	4	0	23	4	0
October	26	7	1	34	10	1
November	36	4	0	40	6	0
December	38	10	0	48	11	0
Total	360	66	1	427	83	1

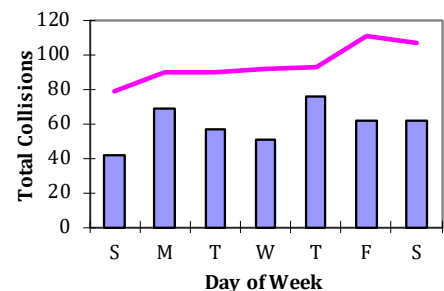
Total Collisions by Time of Day

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.	1	1	0	2	0	5	1	10	2.4
1 to 2 a.m.	0	0	0	2	0	1	0	3	0.7
2 to 3 a.m.	4	0	1	2	0	0	3	10	2.4
3 to 4 a.m.	0	0	0	1	0	0	2	3	0.7
4 to 5 a.m.	1	2	0	0	0	0	1	4	1.0
5 to 6 a.m.	0	0	0	0	1	1	1	3	0.7
6 to 7 a.m.	0	2	0	1	1	1	0	5	1.2
7 to 8 a.m.	0	2	2	2	1	3	2	12	2.9
8 to 9 a.m.	1	2	3	3	4	4	2	19	4.5
9 to 10 a.m.	0	5	2	1	1	1	1	11	2.6
10 to 11 a.m.	0	3	3	1	6	3	1	17	4.1
11 to 12 a.m.	1	1	2	3	9	1	0	17	4.1
12 to 1 p.m.	1	4	5	2	6	3	6	27	6.4
1 to 2 p.m.	4	3	3	2	8	6	6	32	7.6
2 to 3 p.m.	3	3	2	5	7	7	8	35	8.4
3 to 4 p.m.	1	4	5	1	3	8	3	25	6.0
4 to 5 p.m.	1	4	7	2	5	3	2	24	5.7
5 to 6 p.m.	1	4	7	4	4	1	1	22	5.3
6 to 7 p.m.	4	1	2	5	1	2	2	17	4.1
7 to 8 p.m.	3	2	2	0	1	3	3	14	3.3
8 to 9 p.m.	1	2	2	1	1	0	1	8	1.9
9 to 10 p.m.	2	1	1	2	1	1	4	12	2.9
10 to 11 p.m.	2	2	0	2	2	0	2	10	2.4
11 to 12 p.m.	0	1	1	0	2	1	1	6	1.4
Not Stated	11	20	7	7	12	7	9	73	17.4
Total	42	69	57	51	76	62	62	419	
%	10.0	16.5	13.6	12.2	18.1	14.8	14.8	100.0	

* Excludes collisions in which Day of Week was unknown.

Major Contributing Factors – Section 3

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	12	12	1	25	5.9
Under Influence - Drugs	2	0	0	2	0.5
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
Total	14	12	1	27	6.3

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	6	2	0	8	1.9
Distracted, Inattentive	20	4	0	24	5.6
Driving Too Fast for Conditions	31	8	0	39	9.1
Improper Turning or Passing	33	2	0	35	8.2
Failed to Yield Right-of-Way	25	10	0	35	8.2
Disobeyed Traffic Control/Officer	3	3	0	6	1.4
Driving on Wrong Side of Road	0	2	0	2	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	91	3	0	94	22.0
Lost Control	52	17	0	69	16.2
Other Driver Action	0	0	0	0	0.0
Total	261	51	0	312	73.1

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	2	0	0	2	0.5
Total	2	0	0	2	0.5

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	% of Total	
				Total	Factors
Animal on Roadway	11	1	0	12	2.8
Road Surface or Condition	3	0	0	3	0.7
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	14	1	0	15	3.5

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

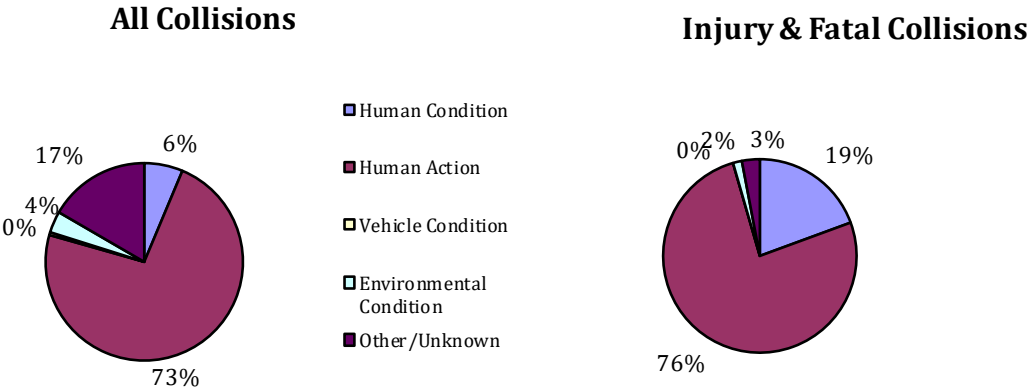
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	0	1	0	1	0.2
Unknown	69	1	0	70	16.4
Total	69	2	0	71	16.6

Total All Factors	360	66	1	427	100.0
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Major Contributing Factors by Collision Severity

Figure 3.6



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

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

Major Contributing Factors – Section 3

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

Figure 3.7

Human Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	9	16	0	25	5.9
Under Influence - Drugs	1	1	0	2	0.5
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
Total	10	17	0	27	6.3

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	4	3	1	8	1.9
Distracted, Inattentive	2	21	1	24	5.6
Driving Too Fast for Conditions	9	30	0	39	9.1
Improper Turning or Passing	3	32	0	35	8.2
Failed to Yield Right-of-Way	6	29	0	35	8.2
Disobeyed Traffic Control/Officer	0	6	0	6	1.4
Driving on Wrong Side of Road	0	2	0	2	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	93	1	94	22.0
Lost Control	31	36	2	69	16.2
Other Driver Action	0	0	0	0	0.0
Total	55	252	5	312	73.1

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	2	0	2	0.5
Total	0	2	0	2	0.5

Major Contributing Factors – Section 3

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

Figure 3.10

Environmental Condition	NWT			Rural	Total	% of Total Factors
	Highways	Communities	In			
Animal on Roadway	12	0	0	0	12	2.8
Road Surface or Condition	2	1	0	0	3	0.7
Obstruction/Debris on Road	0	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0	0.0
Weather or Other Acts of God	0	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0	0.0
Total	14	1	0	0	15	3.5

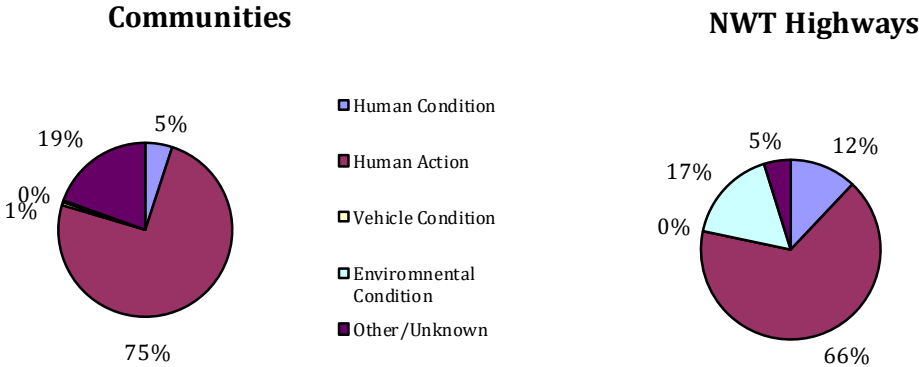
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT			Rural	Total	% of Total Factors
	Highways	Communities	In			
Unspecified	0	1	0	0	1	0.2
Unknown	4	65	1	1	70	16.4
Total	4	66	1	1	71	16.6
Total All Factors	83	338	6	6	427	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12



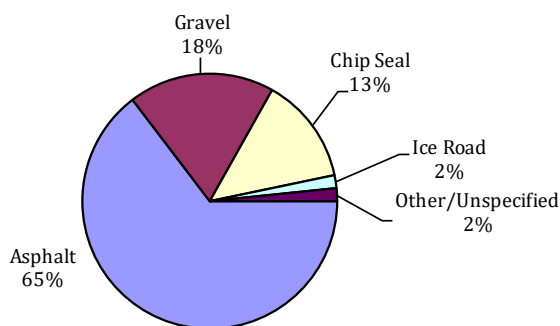
	Communities	NWT Highways
Human Condition	5.0	12.0
Human Action	74.6	66.3
Vehicle Condition	0.6	0.0
Environmental Condition	0.3	16.9
Other/Unknown	19.5	4.8

Environmental Factors – Section 4

Collisions by Road Surface Type and Severity

Figure 4.1

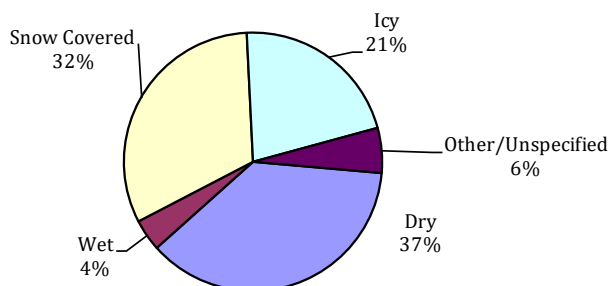
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	246	30	0	276	64.6
Concrete	2	0	0	2	0.5
Gravel (Crushed Stone)	66	12	1	79	18.5
Earth, Dirt	0	0	0	0	0.0
Chip Seal	35	23	0	58	13.6
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	6	1	0	7	1.6
Unspecified	5	0	0	5	1.2
Total	360	66	1	427	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	129	28	1	158	37.0
Wet	16	1	0	17	4.0
Snow (Fresh, Loose)	111	11	0	122	28.6
Slush, Wet Snow	12	2	0	14	3.3
Icy	71	21	0	92	21.5
Loose Sand/Gravel/Dirt	5	3	0	8	1.9
Muddy	2	0	0	2	0.5
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	14	0	0	14	3.3
Total	360	66	1	427	100

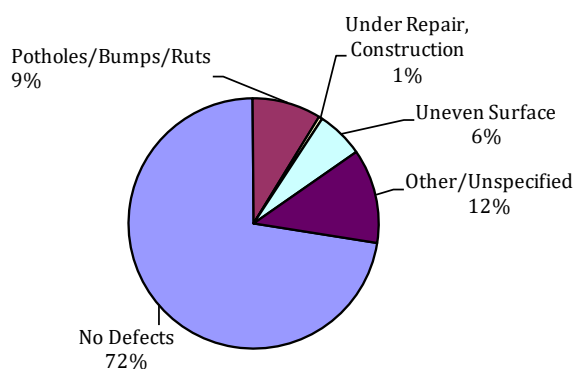


Environmental Factors – Section 4

Collisions by Road Defect and Severity

Figure 4.3

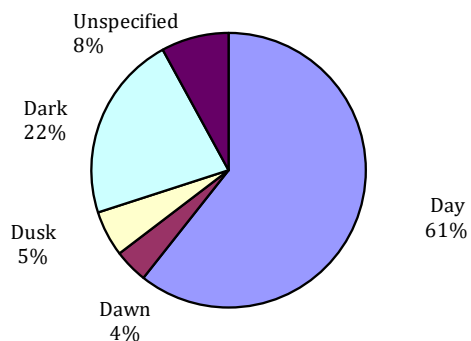
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	264	44	1	309	72.4
Potholes/Bumps/Ruts	30	8	0	38	8.9
Under Repair, Construction	2	0	0	2	0.5
Uneven Pavement Surface	20	6	0	26	6.1
Worn	9	4	0	13	3.0
Obscured or Faded Markings	10	1	0	11	2.6
Other	1	0	0	1	0.2
Unspecified	24	3	0	27	6.3
Total	360	66	1	427	100.0



Collisions by Light Condition and Severity

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	215	44	0	259	60.7
Dawn	14	3	0	17	4.0
Dusk	18	4	1	23	5.4
Dark	79	15	0	94	22.0
Unspecified	34	0	0	34	8.0
Total	360	66	1	427	100.0

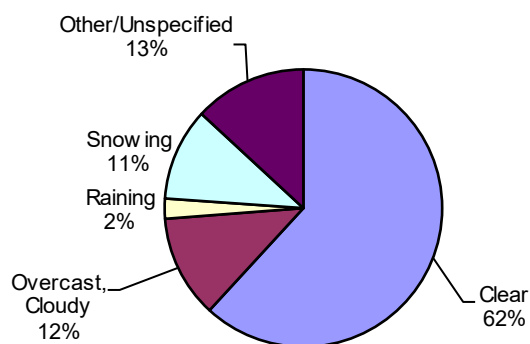


Environmental Factors – Section 4

Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	221	43	0	264	61.8
Overcast, Cloudy (No Precipitation)	37	13	1	51	11.9
Raining	10	0	0	10	2.3
Snowing	40	6	0	46	10.8
Freezing Rain/Sleet/Hail	2	1	0	3	0.7
Visibility Limitations (fog, dust, etc.)	4	1	0	5	1.2
Strong Winds	3	1	0	4	0.9
Other	0	0	0	0	0.0
Unspecified	43	1	0	44	10.3
Total	360	66	1	427	100.0



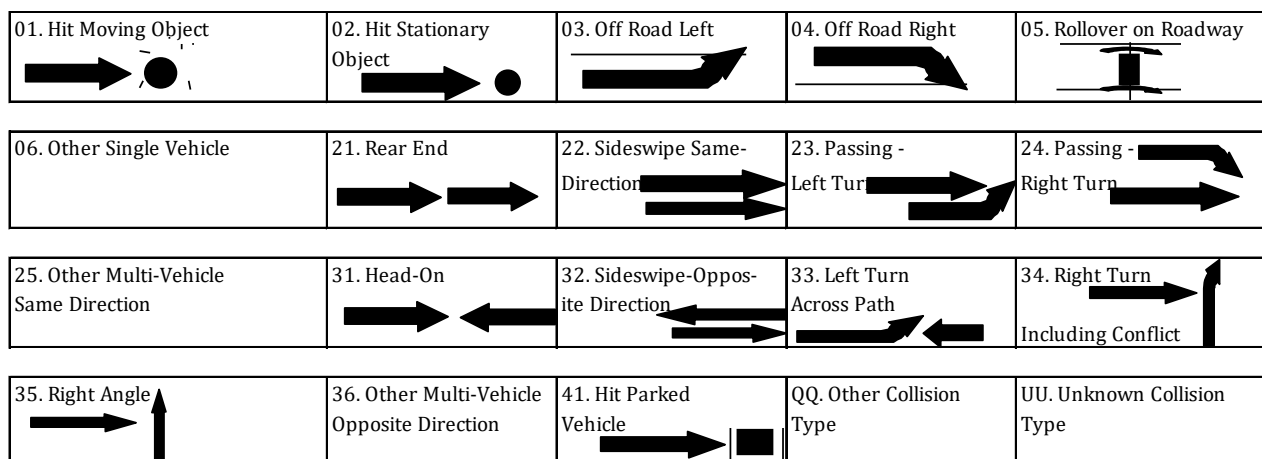
Environmental Factors – Section 4

Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	8	1	0	9	2.1
b) With Other Animal	4	0	0	4	0.9
c) With Pedestrian	0	8	0	8	1.9
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	13	3	0	16	3.7
03. Off Road Left					
a) With Rollover	7	4	0	11	2.6
b) No Rollover	6	3	0	9	2.1
04. Off Road Right					
a) With Rollover	6	7	0	13	3.0
b) No Rollover	16	9	0	25	5.9
05. Rollover on Roadway	0	2	0	2	0.5
06. Other Single Vehicle	0	0	1	1	0.2
21. Rear End	36	7	0	43	10.1
22. Sideswipe - Same Direction	17	1	0	18	4.2
23. Passing - Left Turn	1	1	0	2	0.5
24. Passing - Right Turn	4	1	0	5	1.2
25. Other Multi-Vehicle Same Direction	2	0	0	2	0.5
31. Head-On	1	1	0	2	0.5
32. Sideswipe - Opposite Direction	10	0	0	10	2.3
33. Left Turn Across Path	5	4	0	9	2.1
34. Right Turn Including Conflict	3	2	0	5	1.2
35. Right Angle	35	7	0	42	9.8
36. Other Multi-Vehicle Opposite Direction	10	0	0	10	2.3
41. Hit Parked Vehicle	176	5	0	181	42.4
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	360	66	1	427	100.0

*Collision Configurations



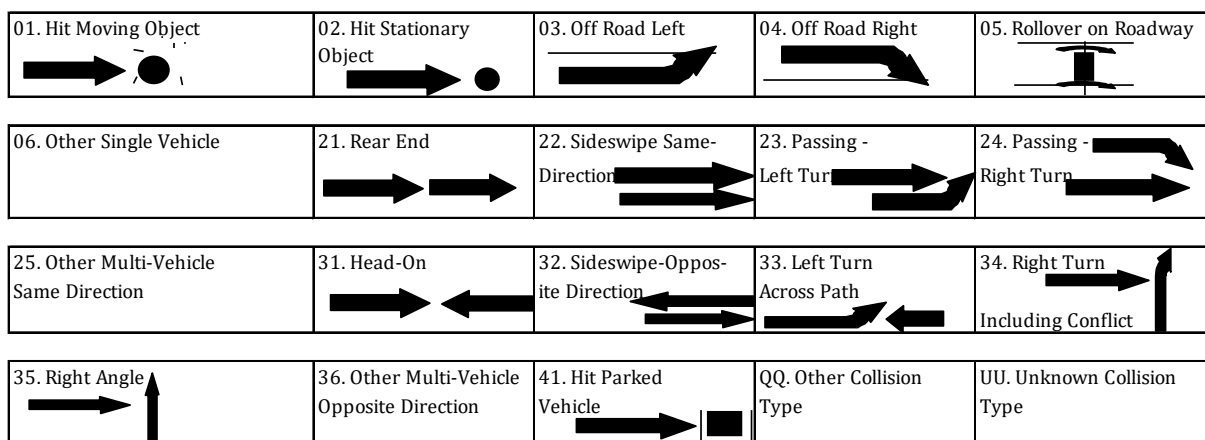
Environmental Factors – Section 4

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	9	0	0	9	2.1
b) With Other Animal	4	0	0	4	0.9
c) With Pedestrian	0	8	0	8	1.9
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	0	15	1	16	3.7
03. Off Road Left					
a) With Rollover	11	0	0	11	2.6
b) No Rollover	6	2	1	9	2.1
04. Off Road Right					
a) With Rollover	10	2	1	13	3.0
b) No Rollover	16	9	0	25	5.9
05. Rollover on Roadway	1	1	0	2	0.5
06. Other Single Vehicle	1	0	0	1	0.2
21. Rear End	8	34	1	43	10.1
22. Sideswipe - Same Direction	0	18	0	18	4.2
23. Passing - Left Turn	1	1	0	2	0.5
24. Passing - Right Turn	0	5	0	5	1.2
25. Other Multi-Vehicle Same Direction	0	2	0	2	0.5
31. Head-On	0	2	0	2	0.5
32. Sideswipe - Opposite Direction	6	4	0	10	2.3
33. Left Turn Across Path	1	8	0	9	2.1
34. Right Turn Including Conflict	0	5	0	5	1.2
35. Right Angle	5	37	0	42	9.8
36. Other Multi-Vehicle Opposite Direction	2	8	0	10	2.3
41. Hit Parked Vehicle	2	177	2	181	42.4
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	83	338	6	427	100.0

*Collision Configurations



Environmental Factors – Section 4

Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	168	34	1	203	47.5
Intersection - Two Public Roadways	68	22	0	90	21.1
Intersection - Parking Lot, Driveway	59	7	0	66	15.5
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	2	0	0	2	0.5
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	58	3	0	61	14.3
Unknown	5	0	0	5	1.2
Total	360	66	1	427	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	65	134	4	203	47.5
Intersection - Two Public Roadways	11	78	1	90	21.1
Intersection - Parking Lot, Driveway	4	62	0	66	15.5
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	2	0	0	2	0.5
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	1	59	1	61	14.3
Unknown	0	5	0	5	1.2
Total	83	338	6	427	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	289	45	1	335	78.5
Straight with Grade	20	2	0	22	5.2
Curved and Level	22	13	0	35	8.2
Curve with Grade	16	4	0	20	4.7
Top of Hill or Grade	1	2	0	3	0.7
Bottom of Hill or Grade	6	0	0	6	1.4
Other	0	0	0	0	0.0
Unknown	6	0	0	6	1.4
Total	360	66	1	427	100.0

Environmental Factors – Section 4

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	3	0	0	3	0.7
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	201	51	1	253	59.3
Undivided, Two-Way, Multi Lane	23	4	0	27	6.3
Divided, Barrier Median	3	0	0	3	0.7
Divided with Median, No Barrier	19	4	0	23	5.4
Divided, Divider Unspecified	0	0	0	0	0.0
Other	106	7	0	113	26.5
Unknown	5	0	0	5	1.2
Total	360	66	1	427	100.0

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	1	0	0	1	0.2
Hit Building	2	0	0	2	0.5
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	1	0	0	1	0.2
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	1	0	0	1	0.2
Hit Curb	0	0	0	0	0.0
Hit Post	2	0	0	2	0.5
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	1	0	0	1	0.2
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	8	0	0	8	1.9
Moveable Objects					
Another Road Vehicle	300	29	0	329	77.0
Bison	8	1	0	9	2.1
Other Animal	4	0	0	4	0.9
Pedestrian	0	8	0	8	1.9
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	312	38	0	350	82.0
Non-Collision Events					
Ran Off Road	22	0	0	22	5.2
Rollover	13	13	0	26	6.1
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	35	13	0	48	11.2
Other/Unknown Event	5	15	1	21	4.9
Grand Total	360	66	1	427	100.0

Environmental Factors – Section 4

Collisions by Sequence of Events and Road System

Figure 4.13

	NWT Highways	In Communities	Rural	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	1	0	1	0.2
Hit Building	0	2	0	2	0.5
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.2
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	1	0	1	0.2
Hit Curb	0	0	0	0	0.0
Hit Post	0	2	0	2	0.5
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	0	1	0	1	0.2
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	0	8	0	8	1.9
Moveable Objects					
Another Road Vehicle	25	301	3	329	77.0
Bison	9	0	0	9	2.1
Other Animal	4	0	0	4	0.9
Pedestrian	0	8	0	8	1.9
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	38	309	3	350	82.0
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	22	3	1	26	6.1
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	22	3	1	26	6.1
Unknown Event	23	18	2	43	10.1
Grand Total	83	338	6	427	100.0

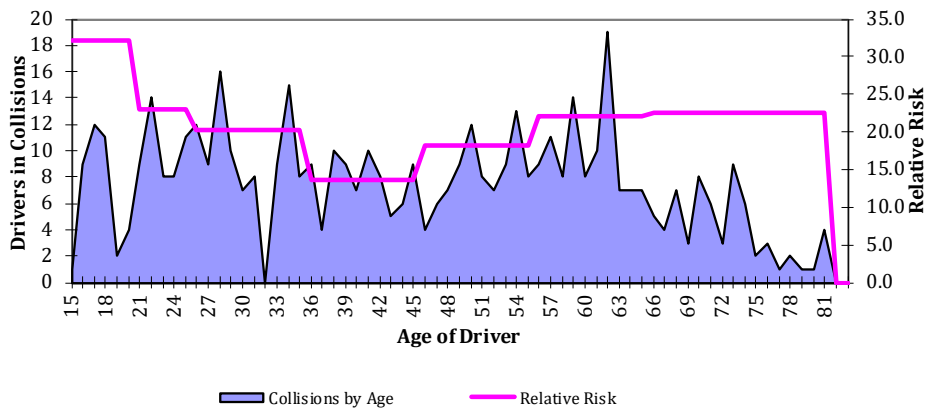
Driver Factors – Section 5

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	109	1,039	1,876	5,520	5,542	4,637	4,562	3,186	0	26,471
Drivers in Collisions	3	34	43	112	76	84	101	72	86	611

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	28.7	17.1	16.3	11.4	15.1	18.0	19.5	19.5
Personal Injury & Fatal	3.5	5.9	4.0	2.3	3.0	4.2	3.1	3.6
Total	32.2	22.9	20.3	13.7	18.1	22.1	22.6	23.1
Relative Risk*	1.4	1.0	0.9	0.6	0.8	1.0	1.0	1.0

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

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

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.4 times more likely to be involved in a collision than the average driving population. On average, 3% of 15 to 19 year olds were involved in collisions, compared to 1% of 35 to 44 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 16	Class 2	Class 26	Class 3	Class 36	Class 4	Class 46	Class 5	Class 56	Class 5P	Class 6	Class 7	Not Req'd. Licence	No Stated	Not Stated	Total
Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
16	0	0	0	0	0	0	0	0	1	0	8	0	0	0	0	0	9
17	0	0	0	0	0	0	0	0	5	0	4	0	2	0	0	1	12
18	0	0	0	0	0	0	0	0	7	0	4	0	0	0	0	0	11
19	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
20	0	0	0	0	0	0	0	0	2	0	1	0	0	0	1	0	4
21-24	1	0	0	0	1	0	0	0	28	0	4	0	3	0	2	0	39
25-34	5	0	1	0	1	0	7	0	86	1	3	0	3	0	3	2	112
35-44	7	0	0	0	2	0	4	0	58	0	0	0	2	0	2	1	76
45-54	12	0	1	0	4	0	11	0	50	2	1	0	0	1	2	0	84
55-64	8	6	0	0	3	0	14	0	63	5	1	0	0	1	0	0	101
65 and over	7	2	3	0	1	0	1	0	54	4	0	0	0	0	0	0	72
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	85	86
Drivers in Collisions	40	8	5	0	12	0	37	0	356	12	26	0	10	6	10	89	611
Total Licensed Drivers	957	310	107	42	740	119	907	96	18,677	1378	1242	1	1,895	N/A	N/A	N/A	26471
Relative Risk*	1.81	1.12	2.02	0.00	0.70	0.00	1.77	0.00	0.83	0.38	0.91	0	0.23	N/A	N/A	N/A	1

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

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	1	3	6	6	1	3	20	81	65	62	82	57	0	387	63.3
Fatigued, Fell Asleep	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0.3
Inexperience	2	5	2	3	0	0	1	2	0	0	1	0	0	16	2.6
Under Influence - Alcohol	0	0	1	0	1	1	3	10	4	6	0	1	0	27	4.4
Under Influence - Drugs	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0.3
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	1	1	0	0	2	0	0	4	0.7
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	1	2	2	0	0	13	17	7	15	16	14	86	173	28.3
Total	3	9	12	11	2	4	39	112	76	84	101	72	86	611	
%	0.5	1.5	2.0	1.8	0.3	0.7	6.4	18.3	12.4	13.7	16.5	11.8	14.1		100.0

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action													Not	Total	%
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Stated		
Driving Properly	0	3	4	1	0	0	8	30	31	26	39	15	3	160	26.2
Following Too Closely	0	0	0	1	0	0	2	1	2	1	3	0	0	10	1.6
Distracted, Inattentive	0	2	1	0	0	0	3	6	5	1	2	6	0	26	4.3
Driving Too Fast	0	1	0	2	0	2	4	14	6	4	3	8	1	45	7.4
Improper Turning or Passing	0	0	0	1	0	0	1	10	1	7	10	4	3	37	6.1
Failing to Yield Right of Way	2	0	0	1	0	1	3	6	4	8	6	6	1	38	6.2
Disobeying Traffic Control/Officer	0	1	0	0	0	0	1	3	0	1	1	0	0	7	1.1
Driving on Wrong Side of Road	1	0	0	0	0	0	1	0	0	1	1	0	0	4	0.7
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	1	4	3	1	0	4	17	11	16	15	19	7	98	16.0
Lost Control	0	1	3	1	1	1	10	22	13	12	14	9	0	87	14.2
Other Driver Action	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.2
Unknown	0	0	0	1	0	0	2	3	3	6	7	5	71	98	16.0
Total	3	9	12	11	2	4	39	112	76	84	101	72	86	611	
%	0.5	1.5	2.0	1.8	0.3	0.7	6.4	18.3	12.4	13.7	16.5	11.8	14.1		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	140	23	0	163	21.3
Passenger Van	25	4	0	29	3.8
Light Utility Vehicle	140	26	0	166	21.7
Pickup Truck	247	32	1	280	36.6
Panel/Cargo Van	7	1	0	8	1.0
Other Truck/Van <= 4536 kg	4	0	0	4	0.5
Unit Truck > 4536 kg	7	2	0	9	1.2
Road Tractor	13	2	0	15	2.0
School Bus	2	0	0	2	0.3
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	1	0	0	1	0.1
Intercity Bus	2	0	0	2	0.3
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	1	5	0	6	0.8
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	0	1	0	1	0.1
Bicycle	1	3	0	4	0.5
Motor Home	4	0	0	4	0.5
Farm Equipment	0	0	0	0	0.0
Construction Equipment	4	0	0	4	0.5
Fire Engine	0	0	0	0	0.0
Snowmobile	4	0	0	4	0.5
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	63	0	0	63	8.2
Total	665	99	1	765	100.0

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	495	73	1	569	74.4
Defective Brakes	0	2	0	2	0.3
Defective Steering	1	0	0	1	0.1
Defective Lighting	0	0	0	0	0.0
Tire Blown Out	0	1	0	1	0.1
Unsecured Load, Spilled Load	1	0	0	1	0.1
Oversized Load, Overload	2	0	0	2	0.3
Visibility Obstructed	5	0	0	5	0.7
Other Defective Vehicular Parts	4	0	0	4	0.5
Other Vehicular Factor	0	0	0	0	0.0
Unknown	157	23	0	180	23.5
Total	665	99	1	765	100.0

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	182	52	1	235	30.7
Turning Left	24	11	0	35	4.6
Turning Right	26	5	0	31	4.1
Making U-Turn	3	1	0	4	0.5
Changing Lanes	9	0	0	9	1.2
Merging	1	0	0	1	0.1
Reversing	103	3	0	106	13.9
Overtaking	3	1	0	4	0.5
Negotiating Curve	21	11	0	32	4.2
Slowing or Stopped in Traffic	39	6	0	45	5.9
Starting in Traffic	1	0	0	1	0.1
Leaving Roadside	6	2	0	8	1.0
Stopped/Parked Legally	175	7	0	182	23.8
Stopped/Parked Illegally	5	0	0	5	0.7
Swerving to Avoid Collision	4	0	0	4	0.5
Run-away or Roll-away Vehicle	2	0	0	2	0.3
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	61	0	0	61	8.0
Total	665	99	1	765	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

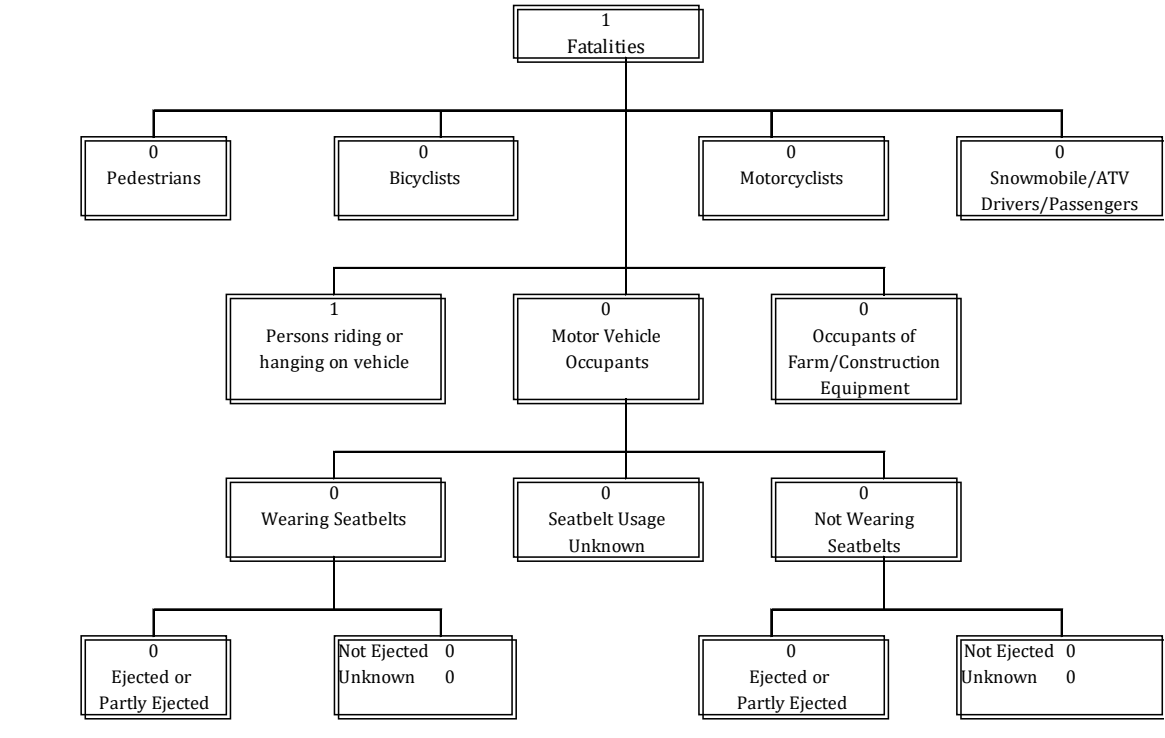
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2023	1	2	0	3	0.4
2022	27	10	0	37	4.8
2021	49	6	0	55	7.2
2020	38	7	0	45	5.9
2019	61	8	0	69	9.0
2018	49	5	0	54	7.1
2017	44	8	0	52	6.8
2016	35	7	0	42	5.5
2015	29	2	0	31	4.1
2014	29	3	0	32	4.2
2013	20	7	0	27	3.5
2012	24	2	0	26	3.4
2011 & Older	174	27	1	202	26.4
Unspecified	85	5	0	90	11.8
Total	665	99	1	765	100.0

Victims and Occupant Restraints – Section 7

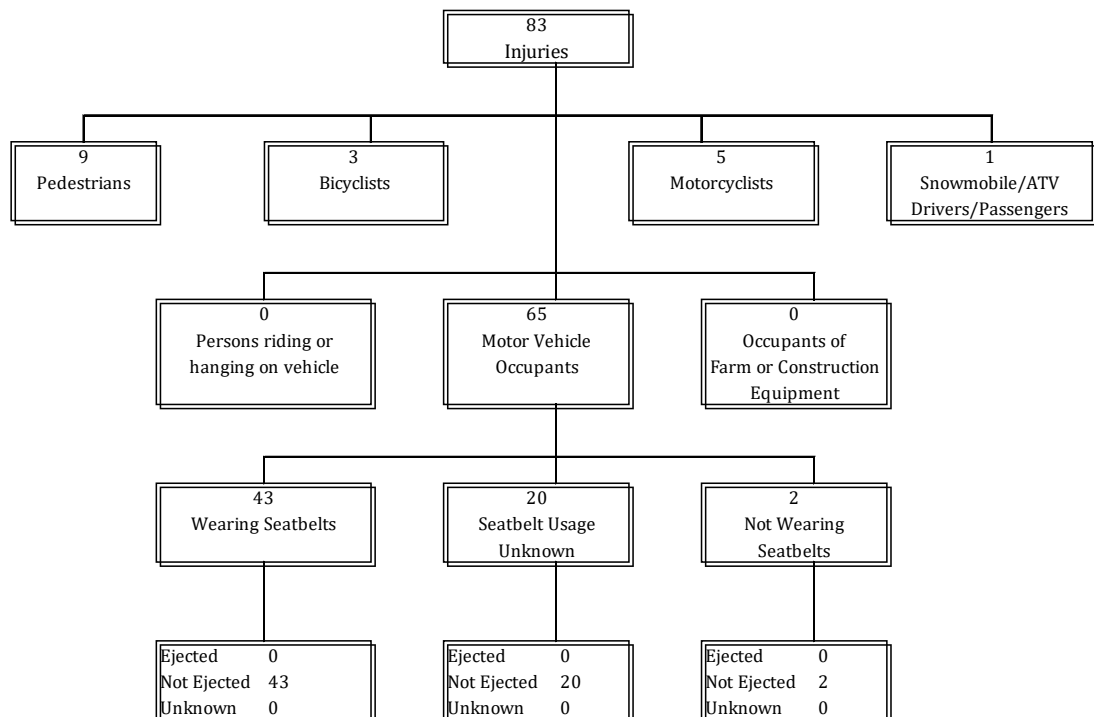
Fatalities Classification
(January 1 to December 31, 2022)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2022)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	2	7	14	7	5	7	6	0	48	57.8
Motor Vehicle Passenger	0	0	2	2	4	3	3	1	0	2	17	20.5
Pedestrian	0	0	1	0	4	2	1	0	1	0	9	10.8
Bicyclist	0	0	1	0	0	0	1	1	0	0	3	3.6
Motorcyclist (includes passengers)	0	0	0	0	1	0	1	2	1	0	5	6.0
ATV Operators & Passengers	0	0	0	0	1	0	0	0	0	0	1	1.2
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	6	9	24	12	11	11	8	2	83	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	0	0	0	0	0	0	0	0	0	0.0
Motor Vehicle Passenger	0	0	0	0	1	0	0	0	0	0	1	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
Total	0	0	0	0	1	0	0	0	0	0	1	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	28	20	0	48	0	0	0	0
Motor Vehicle Passenger	9	8	0	17	1	0	0	1
Pedestrian	4	5	0	9	0	0	0	0
Bicyclist	2	1	0	3	0	0	0	0
Motorcyclist (includes passengers)	5	0	0	5	0	0	0	0
ATV Operators & Passengers	0	1	0	1	0	0	0	0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0
Farm/Construction Equipment	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	48	35	0	83	1	0	0	1

Victims and Occupant Restraints – Section 7

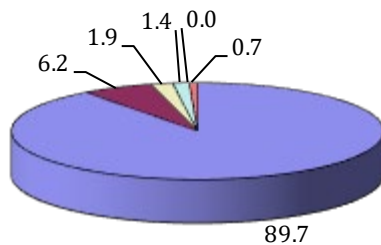
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	27	0	371	5	281	684	91.2
Minimal Injuries	1	0	26	0	12	39	5.2
Minor Injuries	1	0	8	0	5	14	1.9
Major (Hospital Admission)	0	0	6	0	1	7	0.9
Fatal	1	0	0	0	0	1	0.1
Injured - Extent Unknown	0	0	3	0	2	5	0.7
Total	30	0	414	5	301	750	100.0

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

Restraints Used



1 2 3 4 5 6

1. Not Injured

2. Minor

3. Moderate

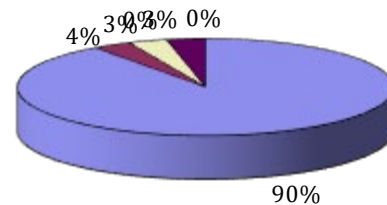
4. Major

5. Fatal

6. Injured - extent unknown

Restraints Not Used

Figure 7.7



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

Injury Classification

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

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	5	6	44	23	70	48	55	72	46	7	376
Minimal Injuries	0	0	2	6	5	6	2	2	3	0	26
Minor Injuries	0	0	0	1	4	0	1	2	0	0	8
Major (Hospital Admission)	0	0	0	0	3	1	0	1	1	0	6
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	1	0	1	1	0	0	3
Total	5	6	46	30	83	55	59	78	50	7	419

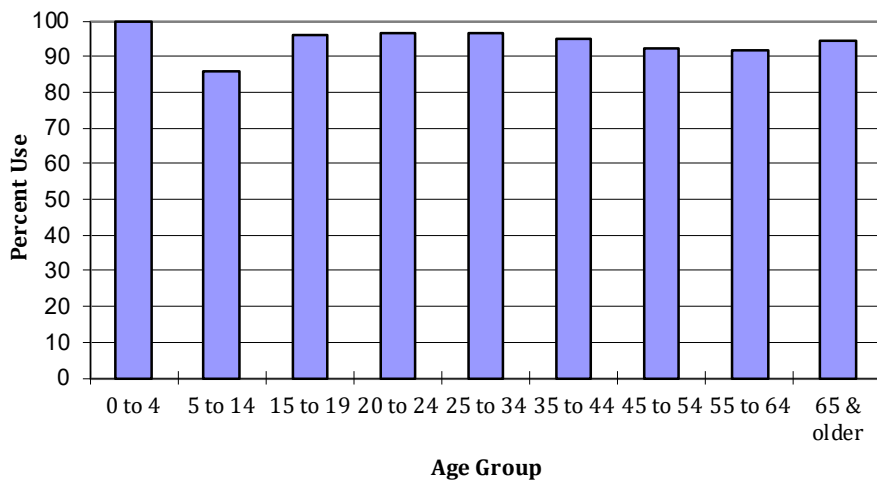
Restraints Not Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	0	1	2	0	2	3	5	7	2	5	27
Minimal Injuries	0	0	0	0	0	0	0	0	1	0	1
Minor Injuries	0	0	0	1	0	0	0	0	0	0	1
Major (Hospital Admission)	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	1	0	0	0	0	0	1
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	2	1	3	3	5	7	3	5	30

* 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	0	0	1	0	4	2	1	0	1	0	9	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	1	0	4	2	1	0	1	0	9	
%	0.0	0.0	11.1	0.0	44.4	22.2	11.1	0.0	11.1	0.0	100.0	

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

Pedestrian Action	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Crossing Intersection With Traffic Control, With Right-of-Way	0	0	0	0	1	1	0	0	1	0	3	33.3
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Crossing Intersection - No Traffic Control</u>	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	1	0	0	0	0	0	1	11.1
<u>Walking Along Roadway Against Traffic</u>	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
On Sidewalk, Median, Safety Zone	0	0	0	0	1	0	0	0	0	0	1	11.1
<u>Walking on Travelled Part of Roadway Against Traffic</u>	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	1	0	0	0	1	11.1
<u>Coming from Behind Moving Vehicle</u>	0	0	0	0	1	0	0	0	0	0	1	11.1
Running into Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Getting On/Off Other Vehicles</u>	0	0	1	0	0	0	0	0	0	0	1	11.1
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
<u>Playing on Roadway</u>	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
<u>Unknown</u>	0	0	0	0	0	1	0	0	0	0	1	11.1
Total	0	0	1	0	4	2	1	0	1	0	9	100.0

Pedestrians – Section 8

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	9	9	100.0
Rural	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	0	9	9	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	0	2	2	22.2
At Intersection of At Least Two Roadways	0	3	3	33.3
Intersection With Parking Lot/Driveway/Alley	0	1	1	11.1
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	3	3	33.3
Unspecified	0	0	0	0.0
Total	0	9	9	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

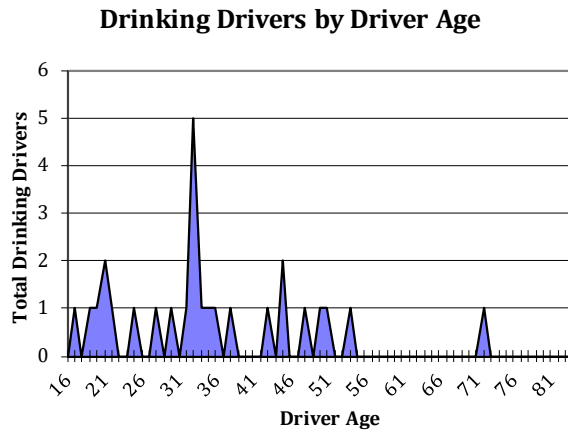
Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	6	6	66.7
Had Been Drinking	0	0	0	0.0
Impaired by Alcohol	0	0	0	0.0
Unknown	0	3	3	33.3
Total	0	9	9	100.0

Alcohol – Section 9

Drinking Drivers in Collisions by Driver Age and Gender

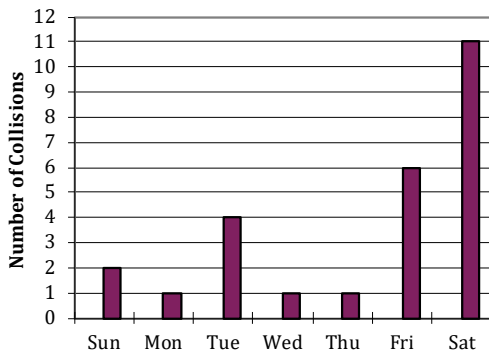
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	0	0	0
16	0	0	0	0
17	1	0	0	1
18	0	0	0	0
19	0	1	0	1
20	1	0	0	1
21 to 24	3	0	0	3
25 to 34	4	6	0	10
35 to 44	4	0	0	4
45 to 54	6	0	0	6
55 to 64	0	0	0	0
65 & Older	1	0	0	1
Not Stated	0	0	0	0
Total	20	7	0	27



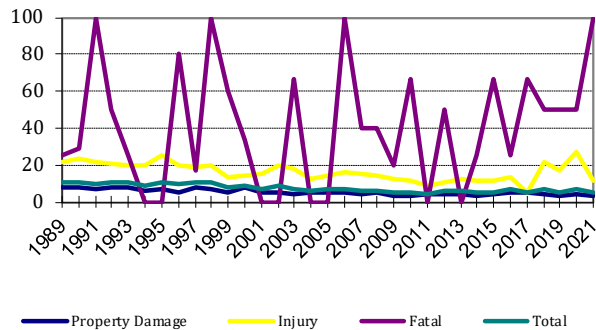
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



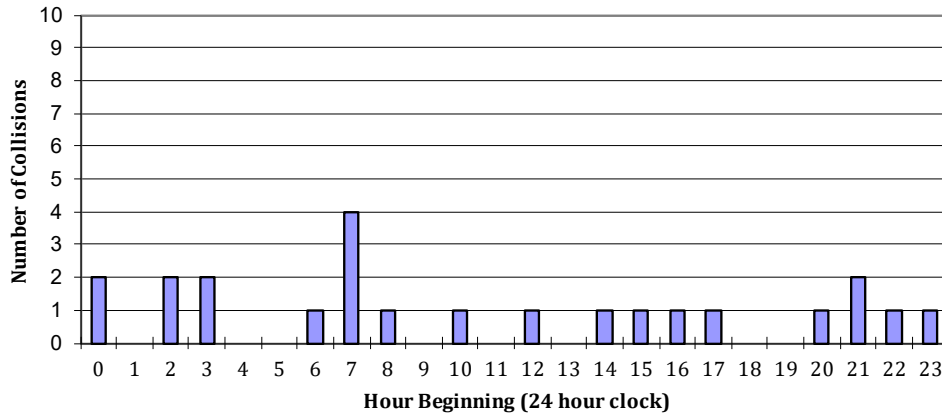
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	% of Total Victims
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	16.7
2022	12	13	1	26	6.1	17	1	18	21.4
Average	18	10	1	29	5.7	17	1	18	18.8

Number of Alcohol Related Collisions by Time of Day

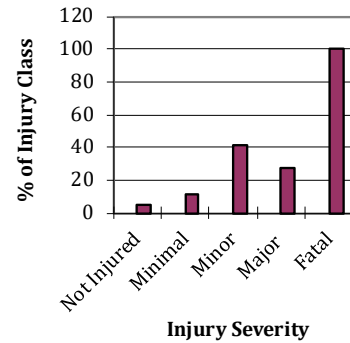
Figure 9.5



Injury Severity by Alcohol Involvement

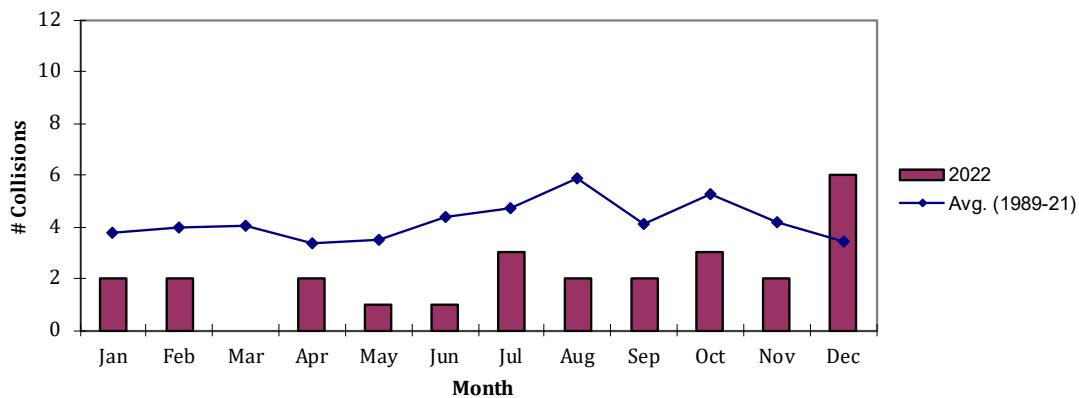
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	32	659	691	4.6
Minimal Injuries	5	38	43	11.6
Minor	9	13	22	40.9
Major	3	8	11	27.3
Fatal	1	0	1	100.0
Injured - Extent Unknown	0	7	7	0.0
Total	50	725	775	6.5



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Month and Severity

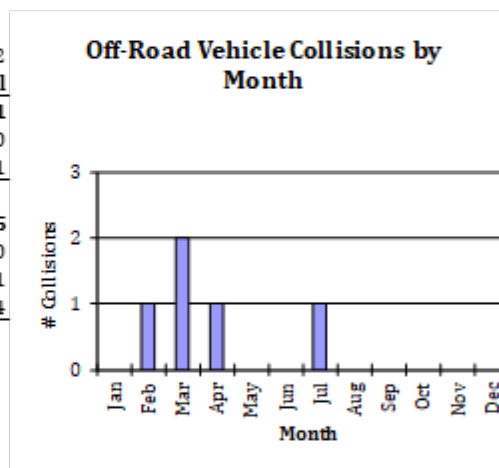
Figure 10.1

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	0	0	0	0	0	0
February	1	0	0	1	0	0
March	2	0	0	2	0	0
April	1	0	0	1	0	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	0	1	0	1	1	0
August	0	0	0	0	0	0
September	0	0	0	0	0	0
October	0	0	0	0	0	0
November	0	0	0	0	0	0
December	0	0	0	0	0	0
Total	4	1	0	5	1	0

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	0	1	1
Killed	0	0	0
Injured	0	1	1
Total Vehicles Involved	4	1	5
Fatal	0	0	0
Injury	0	1	1
Property Damage	4	0	4



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

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	1	0	0	0	0	0	1	33.3
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	0	0	0	0	1	0	1	33.3
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	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	0	0	1	0	0	0	1	33.3
Total	1	0	1	0	1	0	3	100.0

Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	0	0	0	0	0.0
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	1	0	0	1	33.3
Under Influence - Alcohol	0	1	0	1	33.3
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	1	0	0	1	33.3
Total	2	1	0	3	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	0	0	0	0.0
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	1	0	0	1	33.3
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	1	0	0	1	33.3
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	0	1	0	1	33.3
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	2	1	0	3	100.0

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	0	1	1	2	66.7
Minimal Injuries	0	0	0	0	0.0
Minor Injuries	1	0	0	1	33.3
Major (Hospital Admission)	0	0	0	0	0.0
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	0	0	0	0.0
Total	1	1	1	3	100.0

Geographic Distribution – Section 11

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Beaufort Delta Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	2	1	0	3	1	0
Fort McPherson	4	3	0	7	6	0
Ulukhaktok	0	1	0	1	1	0
Inuvik	26	2	1	29	2	1
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	5	1	0	6	1	0
Sub Total						
Beaufort Delta Region	37	8	1	46	11	1

B - Sahtu Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Deline	3	0	0	3	0	0
Fort Good Hope	4	0	0	4	0	0
Norman Wells	2	1	0	3	1	0
Tulita	2	0	0	2	0	0
Sub Total						
Sahtu Region	11	1	0	12	1	0

C - Dehcho Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	2	2	0	4	2	0
Fort Simpson	15	1	0	16	1	0
Sub Total						
Dehcho Region	17	3	0	20	3	0

D - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	44	12	0	56	17	0
Fort Providence	8	2	0	10	3	0
Fort Resolution	0	0	0	0	0	0
Fort Smith	7	4	0	11	6	0
Lutsel K'e	0	1	0	1	1	0
Sub Total						
South Slave Region	59	19	0	78	27	0

E - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Behchoko/Wha Ti	21	4	0	25	5	0
Yellowknife	215	31	0	246	36	0
Sub Total						
North Slave Region	236	35	0	271	41	0

Total - All Regions	360	66	1	427	83	1
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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 (2022 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	3	209	159	708	1.44	1.89	0.42
Fort McPherson	7	334	410	964	2.10	1.71	0.73
Ulukhaktok	1	64	44	499	1.56	2.27	0.20
Inuvik	29	1,813	2,009	3,214	1.60	1.44	0.90
Sachs Harbour	0	39	47	118	0.00	0.00	0.00
Tuktoyaktuk	6	366	334	1,385	1.64	1.80	0.43
Sub Total							
Beaufort Delta Region	46	2,825	3,003	6,888	1.63	1.53	0.67

B - Sahtu Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2022 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Deline	3	206	183	633	1.46	1.64	0.47
Fort Good Hope	4	237	212	789	1.69	1.89	0.51
Norman Wells	3	440	869	704	0.68	0.35	0.43
Tulita	2	191	208	543	1.05	0.96	0.37
Sub Total							
Sahtu Region	12	1,074	1,472	2,669	1.12	0.82	0.45

C - Deh Cho Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2022 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	4	384	259	523	1.04	1.54	0.76
Fort Simpson	16	763	1,268	1,646	2.10	1.26	0.97
Sub Total							
Dehcho Region	20	1,147	1,527	2,169	1.74	1.31	0.92

D - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2022 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	56	2,755	8,374	4,258	2.03	0.67	1.32
Fort Providence	10	328	469	747	3.05	2.13	1.34
Fort Resolution	0	256	395	556	0.00	0.00	0.00
Fort Smith	11	1,659	2,449	2,607	0.66	0.45	0.42
Lutsel K'e	1	104	62	356	0.96	1.61	0.28
Sub Total							
South Slave Region	78	5,102	11,749	8,524	1.53	0.66	0.92

E - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2022 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Behchoko/Whati	25	1,249	1,274	3,027	2.00	1.96	0.83
Yellowknife	246	15,074	22,905	21,947	1.63	1.07	1.12
Sub Total							
North Slave Region	271	16,323	24,179	24,974	1.66	1.12	1.09

Total - All Regions	427	26,471	41,930	45,605	1.61	1.02	0.94
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2022.

[2] 2022 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2023.

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
	8.0	3 Oct 2022	Injury	Single Vehicle Rollover	2	0
	10.0	4 Mar 2022	Injury	Single Vehicle Rollover	1	0
	20.0	19 Aug 2022	Property Damage	Ran Off Road - Left	0	0
	30.0	18 Apr 2022	Injury	Single Vehicle Rollover	1	0
	32.0	8 May 2022	Property Damage	Sideswipe - Opposite Direction	0	0
	100.0	22 Oct 2022	Injury	Ran Off Road - Right	2	0
	126.2	7 May 2022	Property Damage	Single Vehicle Rollover	0	0
	135.7	19 Aug 2022	Property Damage	Ran Off Road - Right	0	0
	150.0	10 Jul 2022	Injury	Ran Off Road - Right	1	0
	174.0	1 Aug 2022	Property Damage	Rear End	0	0
	235.0	22 Jan 2022	Property Damage	Rear End	0	0
	267.0	17 Feb 2022	Property Damage	Single Vehicle Rollover	0	0
	409.8	24 Jun 2022	Property Damage	Collision with Other Animal	0	0
	449.0	8 Oct 2022	Property Damage	Collision with Other Animal	0	0
	489.8	11 Mar 2022	Property Damage	Rear End	0	0
	551.8	31 Oct 2022	Property Damage	Ran Off Road - Right	0	0
	657.0	22 Jun 2022	Property Damage	Ran Off Road - Right	0	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	12	5	0	17	7	0

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	11 Apr 2022	Injury	Single Vehicle Rollover	1	0
	2.0	18 Aug 2022	Property Damage	Ran Off Road - Right	0	0
	32.0	2 May 2022	Injury	Left Turn Across Path	1	0
	37.0	18 Jun 2022	Property Damage	Other Multi-Vehicle Different Direction	0	0
	37.3	19 Feb 2022	Injury	Rear End	3	0
	38.3	11 Feb 2022	Property Damage	Right Angle	0	0
	39.5	9 Feb 2022	Injury	Right Angle	2	0
	42.5	20 Jan 2022	Property Damage	Right Angle	0	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	4	0	8	7	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	46.0	19 Sep 2022	Property Damage	Collision with Bison	0	0
	55.0	9 May 2022	Property Damage	Collision with Bison	0	0
	70.0	10 Nov 2022	Property Damage	Single Vehicle Rollover	0	0
	91.4	7 Jun 2022	Injury	Single Vehicle Rollover	2	0
	100.0	6 Jan 2022	Property Damage	Sideswipe - Opposite Direction	0	0
	140.0	20 Jun 2022	Property Damage	Single Vehicle Rollover	0	0
	200.0	30 Oct 2022	Property Damage	Collision with Bison	0	0
	203.0	19 Nov 2022	Property Damage	Collision with Bison	0	0
	206.0	9 Apr 2022	Property Damage	Single Vehicle Rollover	0	0
	234.0	21 Oct 2022	Property Damage	Collision with Bison	0	0
	244.0	31 Jan 2022	Property Damage	Ran Off Road - Right	0	0
	250.0	28 Aug 2022	Injury	Passing - Left Turn	1	0
	270.0	22 Jul 2022	Property Damage	Ran Off Road - Left	0	0
	270.0	19 Aug 2022	Injury	Ran Off Road - Left	2	0
	280.0	4 Sep 2022	Property Damage	Collision with Other Animal	0	0
	280.0	17 Nov 2022	Property Damage	Collision with Bison	0	0
	292.0	28 Dec 2022	Property Damage	Rear End	0	0
	304.2	29 Oct 2022	Injury	Right Angle	1	0
	316.0	3 Jun 2022	Property Damage	Collision with Other Animal	0	0
	336.7	11 Aug 2022	Property Damage	Rear End	0	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	16	4	0	20	6	0

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	13.0	1 Aug 2022	Injury	Ran Off Road - Right	1	0
	27.0	21 Nov 2022	Injury	Ran Off Road - Right	2	0
	30.0	14 Aug 2022	Injury	Ran Off Road - Left	1	0
	38.0	23 Jul 2022	Injury	Single Vehicle Rollover	1	0
	54.5	13 Dec 2022	Property Damage	Ran Off Road - Right	0	0

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

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.2	7 Mar 2022	Property Damage	Right Angle	0	0
	5.0	22 Nov 2022	Injury	Rear End	1	0
	23.0	15 Dec 2022	Property Damage	Sideswipe - Opposite Direction	0	0
	61.0	5 Apr 2022	Injury	Single Vehicle Rollover	1	0
	62.0	8 Sep 2022	Property Damage	Ran Off Road - Right	0	0
	142.0	7 Aug 2022	Injury	Collision with Bison	2	0
	246.0	28 Dec 2022	Injury	Collision with Parked Vehicle	1	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	4	0	7	5	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
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Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	0	0	0	0	0	0

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	18 Mar 2022	Property Damage	Ran Off Road - Right	0	0
	40.0	6 Dec 2022	Property Damage	Collision with Bison	0	0
	50.0	12 Oct 2022	Property Damage	Collision with Bison	0	0
	71.0	15 Jul 2022	Injury	Ran Off Road - Right	1	0
	164.0	21 Aug 2022	Injury	Single Vehicle Rollover	1	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	2	0	5	2	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	65.0	10 Sep 2022	Property Damage	Ran Off Road - Right	0	0
	75.0	3 Aug 2022	Injury	Single Vehicle Rollover	2	0
	85.9	27 Jan 2022	Injury	Single Vehicle Rollover	1	0
	142.6	21 Jan 2022	Injury	Single Vehicle Rollover	3	0
	174.3	23 Feb 2022	Property Damage	Single Vehicle Rollover	0	0
	261.8	25 Jun 2022	Property Damage	Ran Off Road - Right	0	0
	272.5	22 Apr 2022	Property Damage	Other Multi-Vehicle Different Directi	0	0

Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	3	0	7	6	0

Highway #9 (Tli Cho Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	8.0	18 Dec 2022	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #9	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	0	0	1	0	0

Highway #10 (Inuvik Tuktoyaktuk Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	10.0	8 Oct 2022	Fatal	Other Single Vehicle Collision	0	1
	46.0	15 Dec 2022	Property Damage	Sideswipe - Opposite Direction	0	0
	113.6	25 Jul 2022	Property Damage	Single Vehicle Rollover	0	0
	129.0	15 Oct 2022	Injury	Ran Off Road - Right	1	0

Summary Highway #10	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	1	1	4	1	1

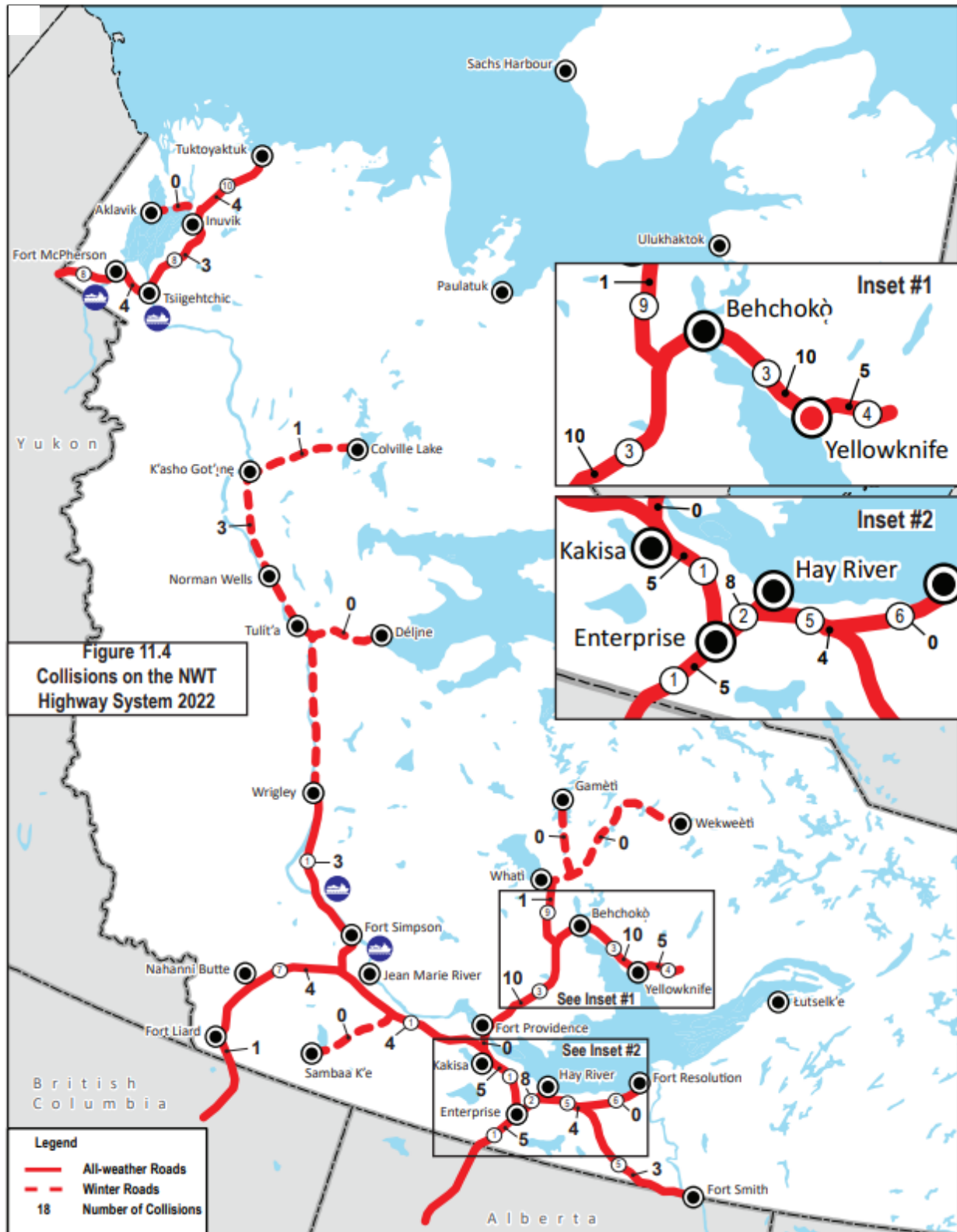
Geographic Distribution – Section 11

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Cassidy Point Access Road	23 Sep 2022	Property Damage	Ran Off Road - Left	0	0
Dettah Access Road	10 Nov 2022	Property Damage	Single Vehicle Rollover	0	0
Fort Simpson Access Road	4 Jul 2022	Injury	Rear End	1	0
Inuvik Access Road	8 Jan 2022	Property Damage	Ran Off Road - Left	0	0
Vee Lake Access Road	30 Jan 2022	Property Damage	Collision with Parked Vehicle	0	0
Colville Lake Winter Access Road	18 Apr 2022	Property Damage	Single Vehicle Rollover	0	0
Mackenzie Highway Winter Road	22 Feb 2022	Property Damage	Sideswipe - Opposite Direction	0	0
Mackenzie Highway Winter Road	18 Mar 2022	Property Damage	Single Vehicle Rollover	0	0
Mackenzie Highway Winter Road	20 Mar 2022	Property Damage	Sideswipe - Opposite Direction	0	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	1	0	9	1	0

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	54	28	1	83	40	1

Geographic Distribution – Section 11



Geographic Distribution – Section 11



National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2021 [1]

Figure 12.1

Province/ Territory	Casualty Rates					
	Per 100,000 Population		Per Billion Vehicle Kilometres [2]		Per 100,000 Licensed Drivers	
	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
Canada	4.7	284.0	4.8	290	6.5	392.8
Newfoundland & Labrador	6.7	408.5	7.4	448	8.9	539.1
Prince Edward Island	10.5	287.0	12.0	326	13.9	378.4
Nova Scotia	7.7	537.2	7.4	515	9.8	680.4
New Brunswick	8.6	342.7	8.5	341	12.1	484.3
Quebec	4.0	321.1	4.9	387	5.9	470.5
Ontario	3.8	216.4	4.2	241	5.1	293.3
Manitoba	5.6	545.5	3.8	366	8.1	786.4
Saskatchewan	7.2	388.2	6.4	346	10.4	557.7
Alberta	6.2	296.5	4.2	201	8.2	395.3
British Columbia	5.7	269.9	6.7	314	7.9	370.8
Yukon	4.7	377.0	2.8	222	5.8	464.5
Northwest Territories	4.4	180.2	4.6	189	7.5	307.6
Nunavut	2.6	40.9	23.8	381	9.2	146.7

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2021. Published by Transport Canada.

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

Appendix A1 – Collision Report Form Side I

Northwest Territories Accident Report		02. POLICE DETACHMENT		03. CASE NUMBER		REPORT TYPE		REPORT STATUS		08. HOUR		PAGE		OF	
1. In Community of	2. Near	01. Highway Number	02. Highway Number	03. Direction of Travel	04. Scene Attended	05. - 08. Date of Collision	09. Complete	10. Original	11. Complete	12. 00-23	13. U.U. Unk.	14. No. Killed	15. No. Injured	16. No. Other Collision	17. No. Other Collision
18. At Intersection With	19. If Not At Intersection	20. Street/Road/Avenue	21. Street/Road/Avenue	22. Direction of Travel	23. Scene Attended	24. - 27. Date of Collision	28. Complete	29. Original	30. Complete	31. 00-23	32. U.U. Unk.	33. No. Killed	34. No. Injured	35. No. Other Collision	36. No. Other Collision
37. At Intersection With	38. If Not At Intersection	39. Street/Road/Avenue	40. Street/Road/Avenue	41. Direction of Travel	42. Scene Attended	43. - 46. Date of Collision	47. Complete	48. Original	49. Complete	50. 00-23	51. U.U. Unk.	52. No. Killed	53. No. Injured	54. No. Other Collision	55. No. Other Collision
56. At Intersection With	57. If Not At Intersection	58. Street/Road/Avenue	59. Street/Road/Avenue	60. Direction of Travel	61. Scene Attended	62. - 65. Date of Collision	66. Complete	67. Original	68. Complete	69. 00-23	70. U.U. Unk.	71. No. Killed	72. No. Injured	73. No. Other Collision	74. No. Other Collision
75. At Intersection With	76. If Not At Intersection	77. Street/Road/Avenue	78. Street/Road/Avenue	79. Direction of Travel	80. Scene Attended	81. - 84. Date of Collision	85. Complete	86. Original	87. Complete	88. 00-23	89. U.U. Unk.	90. No. Killed	91. No. Injured	92. No. Other Collision	93. No. Other Collision
94. At Intersection With	95. If Not At Intersection	96. Street/Road/Avenue	97. Street/Road/Avenue	98. Direction of Travel	99. Scene Attended	100. - 103. Date of Collision	104. Complete	105. Original	106. Complete	107. 00-23	108. U.U. Unk.	109. No. Killed	110. No. Injured	111. No. Other Collision	112. No. Other Collision
113. At Intersection With	114. If Not At Intersection	115. Street/Road/Avenue	116. Street/Road/Avenue	117. Direction of Travel	118. Scene Attended	119. - 122. Date of Collision	123. Complete	124. Original	125. Complete	126. 00-23	127. U.U. Unk.	128. No. Killed	129. No. Injured	130. No. Other Collision	131. No. Other Collision
132. At Intersection With	133. If Not At Intersection	134. Street/Road/Avenue	135. Street/Road/Avenue	136. Direction of Travel	137. Scene Attended	138. - 141. Date of Collision	142. Complete	143. Original	144. Complete	145. 00-23	146. U.U. Unk.	147. No. Killed	148. No. Injured	149. No. Other Collision	150. No. Other Collision
151. At Intersection With	152. If Not At Intersection	153. Street/Road/Avenue	154. Street/Road/Avenue	155. Direction of Travel	156. Scene Attended	157. - 160. Date of Collision	161. Complete	162. Original	163. Complete	164. 00-23	165. U.U. Unk.	166. No. Killed	167. No. Injured	168. No. Other Collision	169. No. Other Collision
170. At Intersection With	171. If Not At Intersection	172. Street/Road/Avenue	173. Street/Road/Avenue	174. Direction of Travel	175. Scene Attended	176. - 179. Date of Collision	180. Complete	181. Original	182. Complete	183. 00-23	184. U.U. Unk.	185. No. Killed	186. No. Injured	187. No. Other Collision	188. No. Other Collision
189. At Intersection With	190. If Not At Intersection	191. Street/Road/Avenue	192. Street/Road/Avenue	193. Direction of Travel	194. Scene Attended	195. - 198. Date of Collision	199. Complete	200. Original	201. Complete	202. 00-23	203. U.U. Unk.	204. No. Killed	205. No. Injured	206. No. Other Collision	207. No. Other Collision
208. At Intersection With	209. If Not At Intersection	210. Street/Road/Avenue	211. Street/Road/Avenue	212. Direction of Travel	213. Scene Attended	214. - 217. Date of Collision	218. Complete	219. Original	220. Complete	221. 00-23	222. U.U. Unk.	223. No. Killed	224. No. Injured	225. No. Other Collision	226. No. Other Collision
227. At Intersection With	228. If Not At Intersection	229. Street/Road/Avenue	230. Street/Road/Avenue	231. Direction of Travel	232. Scene Attended	233. - 236. Date of Collision	237. Complete	238. Original	239. Complete	240. 00-23	241. U.U. Unk.	242. No. Killed	243. No. Injured	244. No. Other Collision	245. No. Other Collision
246. At Intersection With	247. If Not At Intersection	248. Street/Road/Avenue	249. Street/Road/Avenue	250. Direction of Travel	251. Scene Attended	252. - 255. Date of Collision	256. Complete	257. Original	258. Complete	259. 00-23	260. U.U. Unk.	261. No. Killed	262. No. Injured	263. No. Other Collision	264. No. Other Collision
265. At Intersection With	266. If Not At Intersection	267. Street/Road/Avenue	268. Street/Road/Avenue	269. Direction of Travel	270. Scene Attended	271. - 274. Date of Collision	272. Complete	273. Original	274. Complete	275. 00-23	276. U.U. Unk.	277. No. Killed	278. No. Injured	279. No. Other Collision	280. No. Other Collision
281. At Intersection With	282. If Not At Intersection	283. Street/Road/Avenue	284. Street/Road/Avenue	285. Direction of Travel	286. Scene Attended	287. - 290. Date of Collision	288. Complete	289. Original	290. Complete	291. 00-23	292. U.U. Unk.	293. No. Killed	294. No. Injured	295. No. Other Collision	296. No. Other Collision
297. At Intersection With	298. If Not At Intersection	299. Street/Road/Avenue	300. Street/Road/Avenue	301. Direction of Travel	302. Scene Attended	303. - 306. Date of Collision	304. Complete	305. Original	306. Complete	307. 00-23	308. U.U. Unk.	309. No. Killed	310. No. Injured	311. No. Other Collision	312. No. Other Collision
313. At Intersection With	314. If Not At Intersection	315. Street/Road/Avenue	316. Street/Road/Avenue	317. Direction of Travel	318. Scene Attended	319. - 322. Date of Collision	320. Complete	321. Original	322. Complete	323. 00-23	324. U.U. Unk.	325. No. Killed	326. No. Injured	327. No. Other Collision	328. No. Other Collision
329. At Intersection With	330. If Not At Intersection	331. Street/Road/Avenue	332. Street/Road/Avenue	333. Direction of Travel	334. Scene Attended	335. - 338. Date of Collision	336. Complete	337. Original	338. Complete	339. 00-23	340. U.U. Unk.	341. No. Killed	342. No. Injured	343. No. Other Collision	344. No. Other Collision
345. At Intersection With	346. If Not At Intersection	347. Street/Road/Avenue	348. Street/Road/Avenue	349. Direction of Travel	350. Scene Attended	351. - 354. Date of Collision	352. Complete	353. Original	354. Complete	355. 00-23	356. U.U. Unk.	357. No. Killed	358. No. Injured	359. No. Other Collision	360. No. Other Collision
361. At Intersection With	362. If Not At Intersection	363. Street/Road/Avenue	364. Street/Road/Avenue	365. Direction of Travel	366. Scene Attended	367. - 370. Date of Collision	368. Complete	369. Original	370. Complete	371. 00-23	372. U.U. Unk.	373. No. Killed	374. No. Injured	375. No. Other Collision	376. No. Other Collision
377. At Intersection With	378. If Not At Intersection	379. Street/Road/Avenue	380. Street/Road/Avenue	381. Direction of Travel	382. Scene Attended	383. - 386. Date of Collision	384. Complete	385. Original	386. Complete	387. 00-23	388. U.U. Unk.	389. No. Killed	390. No. Injured	391. No. Other Collision	392. No. Other Collision
393. At Intersection With	394. If Not At Intersection	395. Street/Road/Avenue	396. Street/Road/Avenue	397. Direction of Travel	398. Scene Attended	399. - 402. Date of Collision	400. Complete	401. Original	402. Complete	403. 00-23	404. U.U. Unk.	405. No. Killed	406. No. Injured	407. No. Other Collision	408. No. Other Collision
409. At Intersection With	410. If Not At Intersection	411. Street/Road/Avenue	412. Street/Road/Avenue	413. Direction of Travel	414. Scene Attended	415. - 418. Date of Collision	416. Complete	417. Original	418. Complete	419. 00-23	420. U.U. Unk.	421. No. Killed	422. No. Injured	423. No. Other Collision	424. No. Other Collision
425. At Intersection With	426. If Not At Intersection	427. Street/Road/Avenue	428. Street/Road/Avenue	429. Direction of Travel	430. Scene Attended	431. - 434. Date of Collision	432. Complete	433. Original	434. Complete	435. 00-23	436. U.U. Unk.	437. No. Killed	438. No. Injured	439. No. Other Collision	440. No. Other Collision
441. At Intersection With	442. If Not At Intersection	443. Street/Road/Avenue	444. Street/Road/Avenue	445. Direction of Travel	446. Scene Attended	447. - 450. Date of Collision	448. Complete	449. Original	450. Complete	451. 00-23	452. U.U. Unk.	453. No. Killed	454. No. Injured	455. No. Other Collision	456. No. Other Collision
457. At Intersection With	458. If Not At Intersection	459. Street/Road/Avenue	460. Street/Road/Avenue	461. Direction of Travel	462. Scene Attended	463. - 466. Date of Collision	464. Complete	465. Original	466. Complete	467. 00-23	468. U.U. Unk.	469. No. Killed	470. No. Injured	471. No. Other Collision	472. No. Other Collision
473. At Intersection With	474. If Not At Intersection	475. Street/Road/Avenue	476. Street/Road/Avenue	477. Direction of Travel	478. Scene Attended	479. - 482. Date of Collision	480. Complete	481. Original	482. Complete	483. 00-23	484. U.U. Unk.	485. No. Killed	486. No. Injured	487. No. Other Collision	488. No. Other Collision
489. At Intersection With	490. If Not At Intersection	491. Street/Road/Avenue	492. Street/Road/Avenue	493. Direction of Travel	494. Scene Attended	495. - 498. Date of Collision	496. Complete	497. Original	498. Complete	499. 00-23	500. U.U. Unk.	501. No. Killed	502. No. Injured	503. No. Other Collision	504. No. Other Collision
505. At Intersection With	506. If Not At Intersection	507. Street/Road/Avenue	508. Street/Road/Avenue	509. Direction of Travel	510. Scene Attended	511. - 514. Date of Collision	512. Complete	513. Original	514. Complete	515. 00-23	516. U.U. Unk.	517. No. Killed	518. No. Injured	519. No. Other Collision	520. No. Other Collision
521. At Intersection With	522. If Not At Intersection	523. Street/Road/Avenue	524. Street/Road/Avenue	525. Direction of Travel	526. Scene Attended	527. - 530. Date of Collision	528. Complete	529. Original	530. Complete	531. 00-23	532. U.U. Unk.	533. No. Killed	534. No. Injured	535. No. Other Collision	536. No. Other Collision
537. At Intersection With	538. If Not At Intersection	539. Street/Road/Avenue	540. Street/Road/Avenue	541. Direction of Travel	542. Scene Attended	543. - 546. Date of Collision	544. Complete	545. Original	546. Complete	547. 00-23	548. U.U. Unk.	549. No. Killed	550. No. Injured	551. No. Other Collision	552. No. Other Collision
553. At Intersection With	554. If Not At Intersection	555. Street/Road/Avenue	556. Street/Road/Avenue	557. Direction of Travel	558. Scene Attended	559. - 562. Date of Collision	560. Complete	561. Original	562. Complete	563. 00-23	564. U.U. Unk.	565. No. Killed	566. No. Injured	567. No. Other Collision	568. No. Other Collision
569. At Intersection With	570. If Not At Intersection	571. Street/Road/Avenue	572. Street/Road/Avenue	573. Direction of Travel	574. Scene Attended	575. - 578. Date of Collision	576. Complete	577. Original	578. Complete	579. 00-23	580. U.U. Unk.	581. No. Killed	582. No. Injured	583. No. Other Collision	584. No. Other Collision
585. At Intersection With	586. If Not At Intersection	587. Street/Road/Avenue	588. Street/Road/Avenue	589. Direction of Travel	590. Scene Attended	591. - 594. Date of Collision	592. Complete	593. Original	594. Complete	595. 00-23	596. U.U. Unk.	597. No. Killed	598. No. Injured	599. No. Other Collision	600. No. Other Collision
601. At Intersection With	602. If Not At Intersection	603. Street/Road/Avenue	604. Street/Road/Avenue	605. Direction of Travel	606. Scene Attended	607. - 610. Date of Collision	608. Complete	609. Original	610. Complete	611. 00-23	612. U.U. Unk.	613. No. Killed	614. No. Injured	615. No. Other Collision	616. No. Other Collision
617. At Intersection With	618. If Not At Intersection	619. Street/Road/Avenue	620. Street/Road/Avenue	621. Direction of Travel	622. Scene Attended	623. - 626. Date of Collision	624. Complete	625. Original	626. Complete	627. 00-23	628. U.U. Unk.	629. No. Killed	630. No. Injured	631. No. Other Collision	632. No. Other Collision
633. At Intersection With	634. If Not At Intersection	635. Street/Road/Avenue	636. Street/Road/Avenue	637. Direction of Travel	638. Scene Attended	639. - 642. Date of Collision	640. Complete	641. Original	642. Complete	643. 00-23	644. U.U. Unk.	645. No. Killed	646. No. Injured	647. No. Other Collision	648. No. Other Collision
649. At Intersection With	650. If Not At Intersection	651. Street/Road/Avenue	652. Street/Road/Avenue	653. Direction of Travel	654. Scene Attended	655. - 658. Date of Collision	656. Complete	657. Original	658. Complete	659. 00-23	660. U.U. Unk.	661. No. Killed	662. No. Injured	663. No. Other Collision	664. No. Other Collision
665. At Intersection With	666. If Not At Intersection	667. Street/Road/Avenue	668. Street/Road/Avenue	669. Direction of Travel	670. Scene Attended	671. - 674. Date of Collision	672. Complete	673. Original	674. Complete	675. 00-23	676. U.U. Unk.	677. No. Killed	678. No. Injured	679. No. Other Collision	680. No. Other Collision
681. At Intersection With	682. If Not At Intersection	683. Street/Road/Avenue	684. Street/Road/Avenue	685. Direction of Travel	686. Scene Attended	687. - 690. Date of Collision	688. Complete	689. Original	690. Complete	691. 00-23	692. U.U. Unk.	693. No. Killed	694. No. Injured	695. No. Other Collision	696. No. Other Collision
697. At Intersection With	698. If Not At Intersection	699. Street/Road/Avenue	700. Street/Road/Avenue	701. Direction of Travel	702. Scene Attended	703. - 706. Date of Collision	704. Complete	705. Original	706. Complete	707. 00-23	708. U.U. Unk.	709. No. Killed	710. No. Injured	711. No. Other Collision	712. No. Other Collision
713. At Intersection With	714. If Not At Intersection	715. Street/Road/Avenue	716. Street/Road/Avenue	717. Direction of Travel	718. Scene Attended	719. - 722. Date of Collision	720. Complete	721. Original	722. Complete	723. 00-23	724. U.U. Unk.	725. No. Killed	726. No. Injured	727. No. Other Collision	728. No. Other Collision
729. At Intersection With	730. If Not At Intersection	731. Street/Road/Avenue	732. Street/Road/Avenue	733. Direction of Travel	734. Scene Attended	735. - 738. Date of Collision	736. Complete	737. Original	738. Complete	739. 00-23	740. U.U. Unk.	741. No. Killed	742. No. Injured	743. No. Other Collision	744. No. Other Collision
745. At Intersection With	746. If Not At Intersection	747. Street/Road/Avenue	748. Street/Road/Avenue	749. Direction of Travel	750. Scene Attended	751. - 754. Date of Collision	752. Complete	753. Original	754. Complete	755. 00-23	756. U.U. Unk.	757. No. Killed	758. No. Injured	759. No. Other Collision	760. No. Other Collision
761. At Intersection With	762. If Not At Intersection	763. Street/Road/Avenue	764. Street/Road/Avenue	765. Direction of Travel	766. Scene Attended	767. - 770. Date of Collision	768. Complete	769. Original	770. Complete	771. 00-23	772. U.U. Unk.	773. No. Killed	774. No. Injured	775. No. Other Collision	776. No. Other Collision
777. At Intersection With	778. If Not At Intersection	779. Street/Road/Avenue	780. Street/Road/Avenue	781. Direction of Travel	782. Scene Attended	783. - 786. Date of Collision	784. Complete	785. Original	786. Complete	787. 00-23	788. U.U. Unk.	789. No. Killed	790. No. Injured	791. No. Other Collision	792. No. Other Collision
793. At Intersection With	794. If Not At Intersection	795. Street/Road/Avenue	796. Street/Road/Avenue	797. Direction of Travel	798. Scene Attended	799. - 802. Date of Collision	800. Complete	801. Original	802. Complete	803. 00-23	804. U.U. Unk.	805. No. Killed	806. No. Injured	807. No. Other Collision	808. No. Other Collision
809. At Intersection With	810. If Not At Intersection	811. Street/Road/Avenue	812. Street/Road/Avenue	813. Direction of Travel	814. Scene Attended	815. - 818. Date of Collision	816. Complete	817. Original	818. Complete	819. 00-23	820. U.U. Unk.	821. No. Killed	822. No. Injured	823. No. Other Collision	824. No. Other Collision
825. At Intersection With	826. If Not At Intersection	827. Street/Road/Avenue	828. Street/Road/Avenue	829. Direction of Travel	830. Scene Attended	831. - 834. Date of Collision	832. Complete	833. Original	834. Complete	835. 00-23	836. U.U. Unk.	837. No. Killed	838. No. Injured	839. No. Other Collision	840. No. Other Collision
841. At Intersection With	842. If Not At Intersection	843. Street/Road/Avenue	844. Street/Road/Avenue	845. Direction of Travel	846. Scene Attended	847. - 850. Date of Collision	848. Complete	849. Original	850. Complete	851. 00-23	852. U.U. Unk.	853. No. Killed	854. No. Injured	855. No. Other Collision	856. No. Other Collision
857. At Intersection With	858. If Not At Intersection	859. Street/Road/Avenue	860. Street/Road/Avenue	861. Direction of Travel	862. Scene Attended	863. - 866. Date of Collision	864. Complete	865. Original	866. Complete	867. 00-23	868. U.U. Unk.	869. No. Killed	870. No. Injured	871. No. Other Collision	872. No. Other Collision
873. At Intersection With	874. If Not At Intersection	875. Street/Road/Avenue	876. Street/Road/Avenue	877. Direction of Travel	878. Scene Attended	879. - 882. Date of Collision	880. Complete	881. Original	882. Complete	883. 00-23	884. U.U. Unk.	885. No. Killed	886. No. Injured	887. No. Other Collision	888. No. Other Collision
889. At Intersection With	890. If Not At Intersection	891. Street/Road/Avenue	892. Street/Road/Avenue	893. Direction of Travel	894. Scene Attended	895. - 898. Date of Collision	896. Complete	897. Original	898. Complete	899. 00-23	900. U.U. Unk.	901. No. Killed	902. No. Injured	9	

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

English

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

French

Kīspin ki nitawih̄tīn ē nīh̄yawih̄k ōma ācimōwin, tipwāsinān.

Cree

Tłıchq̄ yatı k'èè. Dı wegodı newq̄ dè, gots'ō gonede.

Tłıchq̄

ʔerih̄t'ís Dēne Sų́líné yatı t'a huts'elkēr xa beyáyatı theʔą ʔat'e, nuwe ts'ēn yóftı.

Chipewyan

Edı gondı dehgháh got'ıe zhatıé k'ée edat'éh enahddhę nıde naxets'é edahí.

South Slavey

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

North Slavey

Jii gwandak izhii ginjik vat'atr'ıjáhch'uu zhit yınohthan jı', diits'át ginohkhıi.

Gwich'in

Uvanittuaq ilitchurisukupku Inuvialuktun, ququaqłuta.

Inuvialuktun

Ć^bđ< ɳɳ^{sb}Δ^c ʌɾLJΔ^r Δ^ɔɳɳ<^{sb}ɾLɳɳ^b, ɳ<^cɳ^aɳ^c ɳ^bɳ<ɾ^aɳ^{sb}ɳɳ^c.

Inuktitut

Hapkua titiqqat pijumagupkit Inuinnaqtun, uvaptinnut hivajarłutit.

Inuinnaqtun

Indigenous Languages:

867 767-9082 Ext.31041

French:

867-767-9348

866-561-1664 Toll Free