

2010 NWT Traffic Collision Facts



Department of Transportation
Road Licensing and Safety Division
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Acknowledgements

This report was prepared by the Road Licensing and Safety Division of the Department of Transportation, Government of the Northwest Territories, in cooperation with the Planning, Policy and Environment Division.

If you have any comments or questions related to the content of this report, please contact the Road Licensing and Safety Division at telephone (867) 873-7406, or by facsimile at (867) 873-0120.

2010 QUICK FACTS REPORT

2010 Compared to 2009

	<u>2009</u>	<u>2010</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	581	498	-14.3
PERSONAL INJURY COLLISIONS	103	84	-18.4
FATAL COLLISIONS	5	3	-40.0
TOTAL REPORTED COLLISIONS	689	585	-15.1
NUMBER OF PERSONS KILLED	5	3	-40.0
NUMBER OF PERSONS INJURED	149	113	-24.2
NWT HIGHWAY SYSTEM COLLISIONS	152	113	-25.7
RURAL COLLISIONS	14	8	-42.9
COLLISIONS IN COMMUNITIES	523	464	-11.3
REGISTERED VEHICLES	33,036	33,688	2.0
LICENSED DRIVERS	24,449	24,785	1.4
NWT POPULATION [1]	43,439	43,759	0.7
COLLISIONS PER 100 LICENSED DRIVERS	2.82	2.36	-16.2
COLLISIONS PER 100 REGISTERED VEHICLES	2.09	1.74	-16.7
COLLISIONS PER 100 POPULATION	1.59	1.34	-15.7
COLLISIONS INVOLVING ALCOHOL	35	29	-17.1

[1] 2009 and 2010 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2011.

Introduction

The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories. Information in this publication is derived from the motor vehicle collision report forms that are completed by Royal Canadian Mounted Police detachments in accordance with Section 262 of the *Motor Vehicles Act*. The collection of this valuable data is made possible by the efforts and dedication of the many Royal Canadian Mounted Police officers across the Northwest Territories who complete the forms from their collision investigations.

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

Section 1 - Historical Trends

This section illustrates the 22-year history of collisions, victims and licensed drivers and vehicles. There were a total of 585 collisions reported in 2010, which is the lowest number ever since collision data was first collected in 1989. Reporting definitions have remained the same since 1989. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1997. This decline took place despite increases in population and an increased number of licensed drivers and registered vehicles. Total collisions and property-damage-only collisions, however, have generally been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and are subject to year-to-year fluctuations. The 3 traffic fatalities reported in 2010 are close to the 22-year average while the 113 persons injured in 2010 are fewer than the 22-year average.

Section 2 - Time of Occurrence

Section 2 shows the distribution of collisions by time of day, day of 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 more than 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 compared to vehicular (1%) and environmental (5%).

Section 4 - Environmental Factors

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

Most collisions occur under favourable conditions such as clear weather, daylight, and 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 2010, 817 drivers were involved in 585 collisions. This is an average of 1.40 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are nearly twice as likely to be involved in a collision 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 licence:

Stage 1 – Learner Class 7

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

Conditions

- A Learner must drive with a fully licensed driver who has a minimum of 24 months experience with a full Class 5 license.
- Time spent suspended will have to be made up before moving on to the next stage.
- A Learner cannot have any passengers other than the supervisor.

- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.
- A Learner must have a 0 blood alcohol content (BAC).
- A Learner is subject to a lower demerit point threshold.

Stage 2 – Probationary Class 5P

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

Conditions

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

Stage 3 – Full Class 5

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

Section 6 - Vehicle Factors

There were a total of 1,010 vehicles involved in 585 collisions in 2010. This is an average of 1.73 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

Section 7 - Victims and Occupant Restraints

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

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. The severity of injury is lower for victims using seat belts. In the Northwest Territories, only 7% of victims wearing seat belts were injured. On the other hand, 31% of the victims who were not wearing seat belts were injured.

The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. Based on surveys conducted on behalf of Transport Canada in 2009 and 2010, approximately 94% of occupants of light duty vehicles in urban areas of the Northwest Territories were restrained, but only 38% of those in non-urban areas were restrained. Child restraints in urban areas of the NWT were used 98% of the time in 2010, but only 56% of children were in a correctly installed device or one that is appropriate for the size and age of the child. The use of properly fitting child occupant restraints is essential to ensure child safety in the event of a collision.

Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2010:

- 17 pedestrians were injured;
- no pedestrians were killed;
- 29% of the pedestrians injured were under the age of 15;
- all pedestrians were injured within a community;
- 18% of pedestrians had been drinking or were impaired by alcohol.

Section 9 - Alcohol

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

- Drivers caught with .05 to .08 blood alcohol content automatically have their drivers licence suspended for 24 hours for a first offence or 30 days for further offences within a 2 year period.
- Novice drivers with any blood alcohol content automatically have their drivers licence suspended for 30 days.
- Drivers caught with over .08 blood alcohol content or who refuse to provide a breathalyzer sample automatically have their drivers licence suspended for 24 hours. They are given a 7 day temporary drivers permit and then further suspended for 90 days in addition to Criminal Code charges for impaired driving.
- Drivers convicted of impaired driving under the Criminal Code are automatically prohibited from driving for:
 - 1 year for a first conviction;
 - 3 years for a second conviction;
 - 5 years for a third conviction;
 - 5 or more years for additional convictions or if the offence caused a death.
- Drivers wishing to have their driving privileges reinstated after an administrative licence suspension are required to pay reinstatement fees and may be required to satisfy conditions including:
 - An alcohol dependency assessment;
 - A driver assessment;
 - Participation in a driver improvement program;
 - Participation in an alcohol dependency awareness program;
 - Participation in an alcohol treatment program;
 - Participation in an alcohol ignition interlock program, or
 - Any other condition the Registrar considers appropriate.

- Police have the authority to impound a vehicle for 30 days if the vehicle is operated by a driver whose driving privileges are suspended.

In 2010, there were 29 collisions involving alcohol, resulting in 16 persons being injured. There were 2 alcohol-related fatalities in 2010. These figures are significantly below the 22-year averages.

Section 10 - Off-Road Vehicles

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

- 55% of off-road vehicle collisions resulted in injuries;
- 20% of off-road vehicle drivers involved in collisions are 24 years of age or younger;
- 50% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- 50% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- all 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, which includes Yellowknife. The North Slave Region also accounted for 50% of persons injured. One fatality took place in the South Slave Region, while two fatalities occurred in the North Slave Region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 42. Highway 3 (Yellowknife Highway) accounted for 39% of collisions occurring on the eight numbered highways.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2009 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the Northwest Territories are less than the Canada average for three of the six indicators.

Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$1,000 in property damage. The Traffic Collision Information System (TCIS) only records reportable motor vehicle collisions that occur on, or adjacent to, roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

INCIDENT - Any set of events not under human control that includes at least one occurrence of injury or damage. It originates when human control is lost and terminates when control is regained, or in the absence of persons who are able to regain control when all persons and property are at rest.

Excluded are events which are known to be the result of deliberate intent, legal intervention or natural disasters. As an example, if a vehicle catches fire due to mechanical failure and the driver is able to stop the car, this is not a traffic collision because control of the vehicle was never lost.

VEHICLE - is any vehicle designed to travel on land that is drawn, propelled, or driven by any kind of power, including muscular power, but does not include a device designed to run exclusively on rails.

MOTOR VEHICLE - is a vehicle propelled or driven by power other than by wind, gravity or muscular power and includes a trailer, but does not include:

- (a) an aircraft or a marine vehicle,
- (b) a device that runs or is designed to run exclusively on rails,
- (c) a mechanically propelled wheelchair or mobility device.

PEDESTRIAN - is a person on foot, in a wheelchair or mobility device and includes a child in a carriage or carried by a person on foot, persons on ice skates, skis, roller blades, skate boards and persons pushing or pulling vehicles. A pedestrian does NOT include persons jumping or falling from a vehicle in motion.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure incurred by normal operation such as a tire blowout or broken fan belt.

ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley, or bridge designed and intended for, or used by, the general public for the passage of vehicles and pedestrians. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It also includes winter/ice roads, trails, privately maintained roads, driveways, and parking lots on which the general public may travel.

NWT HIGHWAY COLLISION – a collision occurring on one of the eight numbered highways or on an Access or Winter road maintained by the Department of Transportation.

COMMUNITY COLLISION – a collision occurring within the corporate limits of a community but not on any of the roads on the NWT Highway system.

RURAL COLLISION – a collision occurring outside of the corporate limits of a community and off of any of the roads on the NWT Highway system.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in the *Motor Vehicles Act* (\$1,000) with no personal injuries or deaths.

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

FATAL COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons. Death must be the result of injuries incurred from the collision. This excludes death from natural causes such as heart attacks.

Quick Facts - Inside Front Cover

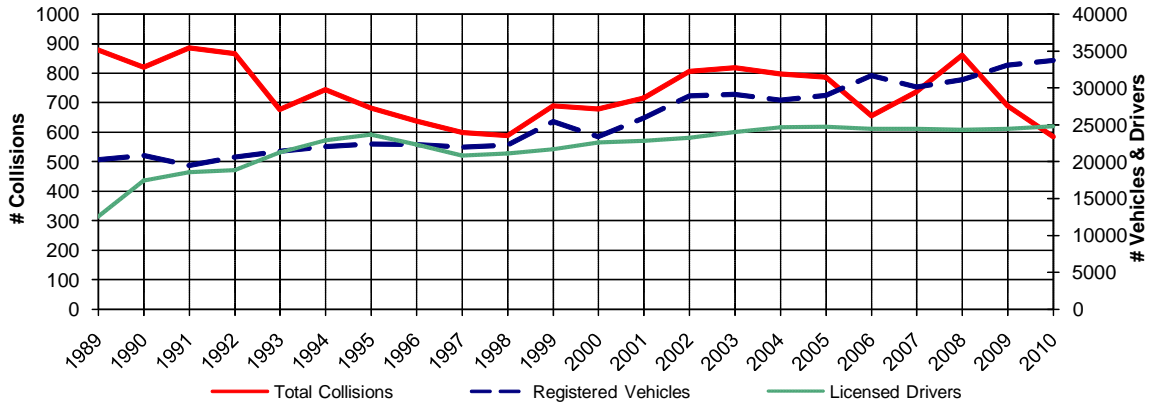
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Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

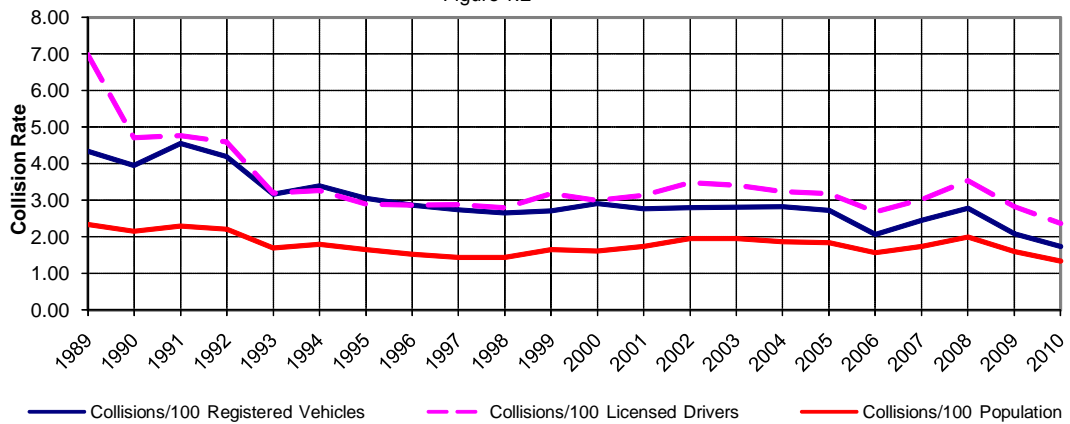


3 Year Summary

	2008	2009	2010	% Change
Registered Vehicles	31,042	33,036	33,688	2.0
Licensed Drivers	24,323	24,449	24,785	1.4
Total Collisions	861	689	585	-15.1

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

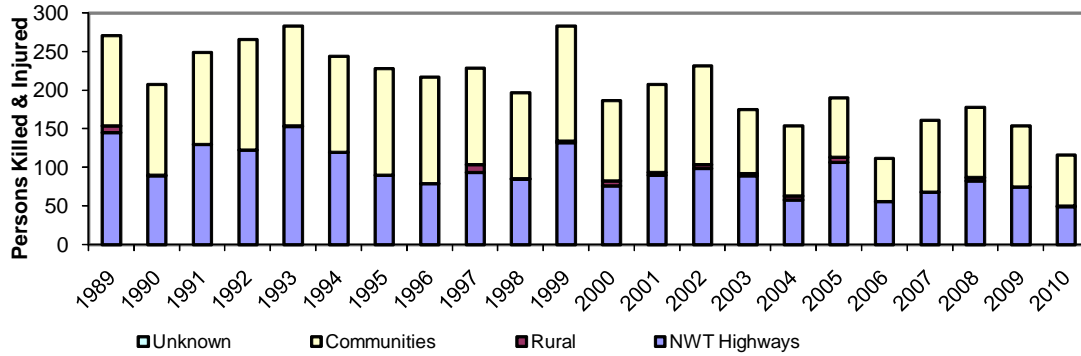


3 Year Summary

	2008	2009	2010	% Change
Collisions/100 Registered Vehicles	2.77	2.09	1.74	-16.7
Collisions/100 Licensed Drivers	3.54	2.82	2.36	-16.2
Collisions/100 Population	1.99	1.59	1.34	-15.7

Trends in Injuries & Fatalities

Figure 1.3

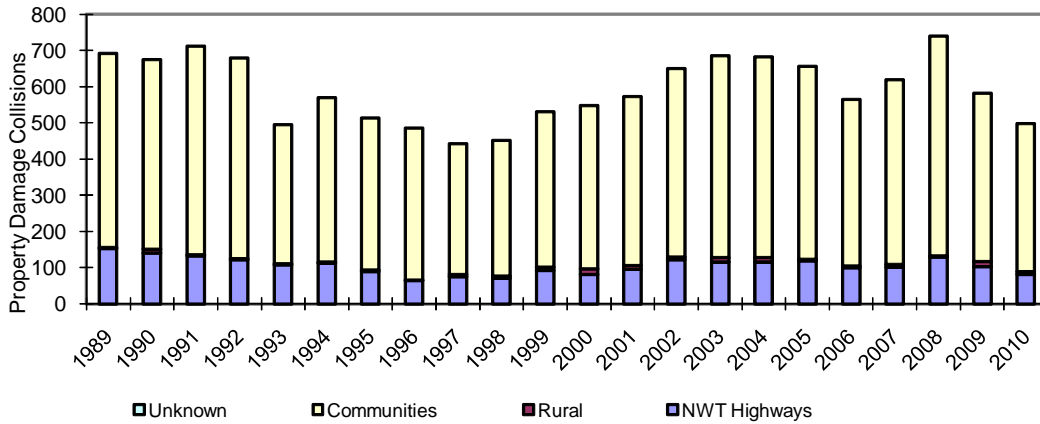


3 Year Summary

	Persons Injured				Persons Killed			
	2008	2009	2010	Average	2008	2009	2010	Average
NWT Highways	80	72	47	66	3	3	2	3
Rural	4	0	1	2	0	0	0	0
Communities	89	77	65	77	2	2	1	2
Total	173	149	113	145	5	5	3	4

Trends in Property Damage Collisions

Figure 1.4

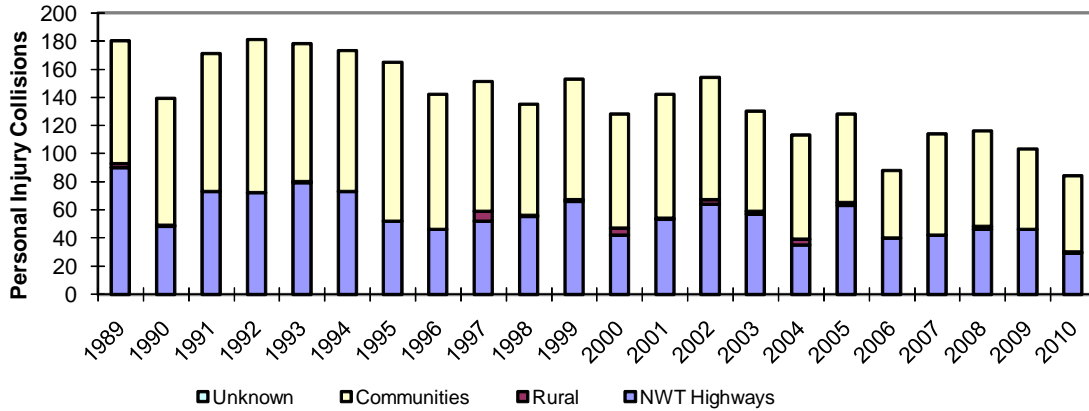


3 Year Summary

	Property Damage Collisions			
	2008	2009	2010	Average
NWT Highways	130	103	82	105
Rural	3	14	7	8
Communities	607	464	409	493
Total	740	581	498	606

Trends in Personal Injury Collisions

Figure 1.5

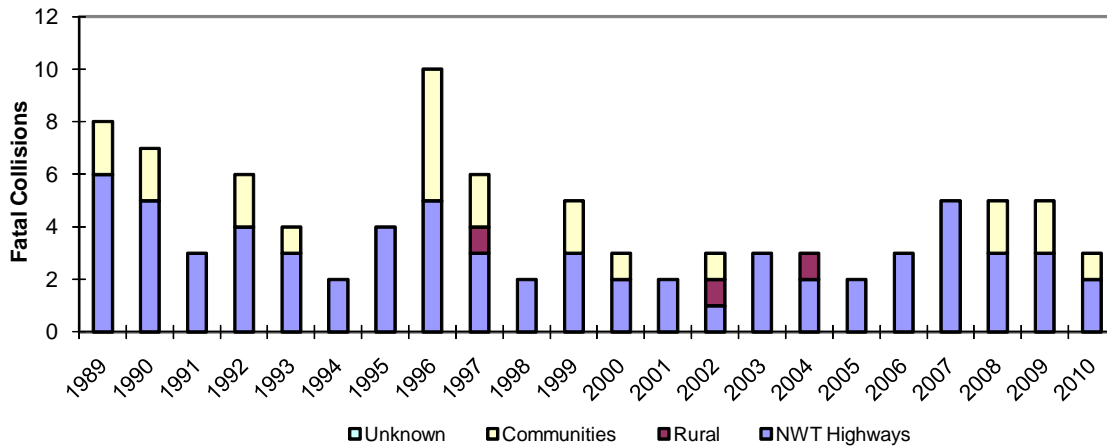


3 Year Summary

	Personal Injury Collisions			
	2008	2009	2010	Average
NWT Highways	46	46	29	40
Rural	2	0	1	1
Communities	68	57	54	60
Total	116	103	84	101

Trends in Fatal Collisions

Figure 1.6

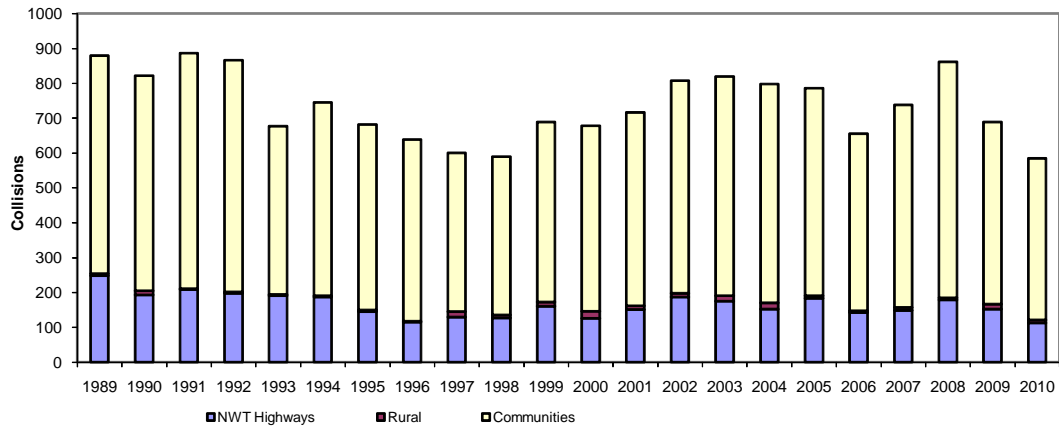


3 Year Summary

	Fatal Collisions			
	2008	2009	2010	Average
NWT Highways	3	3	2	3
Rural	0	0	0	0
Communities	2	2	1	2
Total	5	5	3	4

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2008	2009	2010	Average
NWT Highways	179	152	113	148
Rural	5	14	8	9
Communities	677	523	464	555
Total	861	689	585	712

Property Damage Collisions by Month and Year

Figure 1.8

Month	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Avg. 00 to 09	2010
January	60	50	85	91	90	75	62	58	101	94	77	60
February	49	65	64	76	85	87	54	72	68	63	68	40
March	45	59	64	82	58	65	45	84	91	65	66	48
April	33	35	35	47	37	52	42	33	44	46	40	35
May	34	34	42	41	27	39	29	26	38	34	34	23
June	27	39	41	47	51	43	30	45	33	38	39	34
July	31	22	38	38	32	52	45	39	37	31	37	47
August	36	38	53	34	35	42	34	39	53	30	39	29
September	34	32	40	43	49	53	41	43	43	29	41	34
October	58	65	61	47	59	47	33	50	56	48	52	49
November	53	61	64	69	66	51	90	54	82	42	63	42
December	87	72	63	72	93	50	59	76	94	61	73	57
Total	547	572	650	687	682	656	564	619	740	581	630	498

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Avg. 00 to 09	2010
January	17	13	11	9	15	10	12	6	10	15	12	11
February	14	14	6	25	8	8	4	15	16	5	12	5
March	9	7	8	11	7	10	8	9	10	13	9	6
April	4	7	5	7	11	3	10	7	7	7	7	6
May	9	8	9	10	9	5	4	3	11	8	8	7
June	9	14	15	9	10	15	8	10	10	8	11	5
July	11	6	19	12	9	17	6	11	9	7	11	6
August	7	16	16	11	18	15	8	13	7	6	12	9
September	9	10	13	6	10	9	5	12	6	7	9	4
October	12	21	22	15	6	13	9	9	10	10	13	9
November	10	10	15	7	3	16	10	8	10	9	10	10
December	17	16	15	8	7	7	4	11	10	8	10	6
Total	128	142	154	130	113	128	88	114	116	103	122	84

Fatal Collisions by Month and Year

Figure 1.10

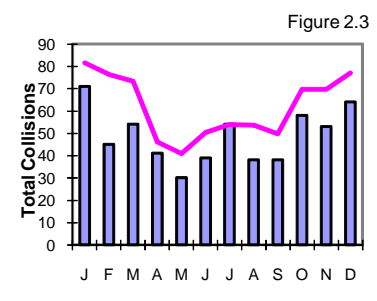
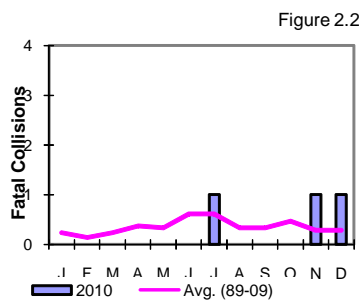
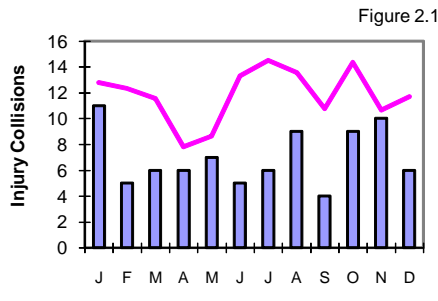
Month	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Avg. 00 to 09	2010
January	1	1	0	1	0	0	1	0	0	0	0.4	0
February	0	0	1	0	1	0	0	0	0	1	0.3	0
March	0	0	0	0	0	0	0	0	0	0	0.0	0
April	0	1	0	0	0	0	0	0	0	0	0.1	0
May	0	0	0	0	0	1	0	1	0	1	0.3	0
June	0	0	0	1	1	1	0	0	0	0	0.3	0
July	0	0	0	0	0	0	1	1	2	1	0.5	1
August	1	0	0	0	0	0	0	0	0	0	0.1	0
September	0	0	0	0	0	0	0	2	2	0	0.4	0
October	1	0	1	0	0	0	1	0	0	2	0.5	0
November	0	0	1	0	0	0	0	0	1	0	0.2	1
December	0	0	0	1	1	0	0	1	0	0	0.3	1
Total	3	2	3	3	3	2	3	5	5	5	3.4	3

Total Collisions by Month and Year

Figure 1.11

Month	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Avg. 00 to 09	2010
January	78	64	96	101	105	85	75	64	111	109	89	71
February	63	79	71	101	94	95	58	87	84	69	80	45
March	54	66	72	93	65	75	53	93	101	78	75	54
April	37	43	40	54	48	55	52	40	51	53	47	41
May	43	42	51	51	36	45	33	30	49	43	42	30
June	36	53	56	57	62	59	38	55	43	46	51	39
July	42	28	57	50	41	69	52	51	48	39	48	54
August	44	54	69	45	53	57	42	52	60	36	51	38
September	43	42	53	48	59	62	46	57	51	36	50	38
October	71	86	84	62	65	60	43	59	66	60	66	58
November	63	71	80	76	69	67	100	62	93	51	73	53
December	104	88	78	81	101	57	63	88	104	69	83	64
Total	678	716	807	819	798	786	655	738	861	689	755	585

Collisions by Month of Occurrence



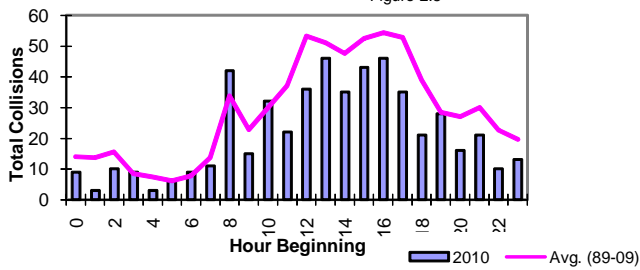
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	60	11	0	71	18	0
February	40	5	0	45	6	0
March	48	6	0	54	7	0
April	35	6	0	41	7	0
May	23	7	0	30	7	0
June	34	5	0	39	5	0
July	47	6	1	54	10	1
August	29	9	0	38	14	0
September	34	4	0	38	4	0
October	49	9	0	58	14	0
November	42	10	1	53	12	1
December	57	6	1	64	9	1
Total	498	84	3	585	113	3

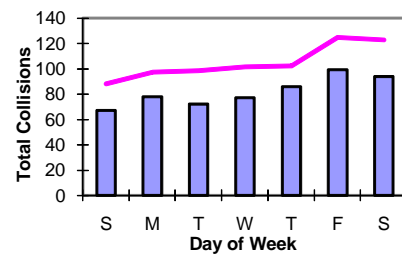
Total Collisions by Time of Day

Figure 2.5



Total Collisions by Day of Week

Figure 2.6



Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	2	1	0	0	1	3	2	9	1.6
1 to 2 a.m.	1	0	0	1	1	0	0	3	0.5
2 to 3 a.m.	2	1	0	2	2	0	3	10	1.7
3 to 4 a.m.	2	0	2	1	2	0	2	9	1.6
4 to 5 a.m.	0	0	1	0	0	2	0	3	0.5
5 to 6 a.m.	1	0	0	0	3	2	0	6	1.0
6 to 7 a.m.	2	0	1	1	1	2	2	9	1.6
7 to 8 a.m.	0	2	2	1	3	2	1	11	1.9
8 to 9 a.m.	2	5	12	4	7	9	3	42	7.3
9 to 10 a.m.	1	5	2	4	0	3	0	15	2.6
10 to 11 a.m.	3	5	2	9	4	3	6	32	5.6
11 to 12 a.m.	1	1	5	2	3	5	5	22	3.8
12 to 1 p.m.	1	4	8	4	4	8	7	36	6.3
1 to 2 p.m.	5	5	5	5	6	9	11	46	8.0
2 to 3 p.m.	4	4	2	7	6	5	7	35	6.1
3 to 4 p.m.	10	6	4	4	5	9	5	43	7.5
4 to 5 p.m.	8	6	5	9	7	5	6	46	8.0
5 to 6 p.m.	2	7	4	2	9	6	5	35	6.1
6 to 7 p.m.	2	5	1	1	5	2	5	21	3.7
7 to 8 p.m.	4	4	3	4	4	4	5	28	4.9
8 to 9 p.m.	0	1	3	2	2	3	5	16	2.8
9 to 10 p.m.	4	4	0	3	3	5	2	21	3.7
10 to 11 p.m.	1	4	0	1	2	0	2	10	1.7
11 to 12 p.m.	1	3	0	5	0	2	2	13	2.3
Not Stated	8	5	10	5	6	10	8	52	9.1
Total	67	78	72	77	86	99	94	573	
%	11.7	13.6	12.6	13.4	15.0	17.3	16.4	100.0	

* Excludes collisions in which Day of Week was unknown.

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fatigued, Fell Asleep	3	0	0	3	0.5
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	17	10	2	29	5.0
Under Influence - Drugs	0	2	0	2	0.3
Sudden Illness, Lost Consciousness	1	2	0	3	0.5
Other Driver Condition	0	0	0	0	0.0
Total	21	14	2	37	6.3

Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Following Too Closely	18	3	1	22	3.8
Distracted, Inattentive	55	14	0	69	11.8
Driving Too Fast for Conditions	52	11	0	63	10.8
Improper Turning or Passing	21	0	0	21	3.6
Failed to Yield Right-of-Way	26	12	0	38	6.5
Disobeyed Traffic Control/Officer	2	1	0	3	0.5
Driving on Wrong Side of Road	1	1	0	2	0.3
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	123	3	0	126	21.5
Lost Control	57	23	0	80	13.7
Other Driver Action	0	0	0	0	0.0
Total	355	68	1	424	72.5

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	1	0	0	1	0.2
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	5	0	0	5	0.9
Total	6	0	0	6	1.0

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

Figure 3.7

Human Condition	Road System			Total	% of Total Factors
	NWT Highways	In Communities	Rural		
Fatigued, Fell Asleep	2	1	0	3	0.5
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	6	22	1	29	5.0
Under Influence - Drugs	0	2	0	2	0.3
Sudden Illness, Lost Consciousness	0	3	0	3	0.5
Other Driver Condition	0	0	0	0	0.0
Total	8	28	1	37	6.3

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

Figure 3.8

Human Action	Road System			Total	% of Total Factors
	NWT Highways	In Communities	Rural		
Following Too Closely	1	21	0	22	3.8
Distracted, Inattentive	8	60	1	69	11.8
Driving Too Fast for Conditions	17	46	0	63	10.8
Improper Turning or Passing	3	18	0	21	3.6
Failed to Yield Right-of-Way	2	36	0	38	6.5
Disobeyed Traffic Control/Officer	0	3	0	3	0.5
Driving on Wrong Side of Road	1	1	0	2	0.3
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	2	122	2	126	21.5
Lost Control	40	37	3	80	13.7
Other Driver Action	0	0	0	0	0.0
Total	74	344	6	424	72.5

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

Figure 3.9

Vehicle Condition	Road System			Total	% of Total Factors
	NWT 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	1	0	0	1	0.2
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	1	4	0	5	0.9
Total	2	4	0	6	1.0

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

Figure 3.10

Environmental Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Animal on Roadway	24	0	0	24	4.1
Road Surface or Condition	2	2	0	4	0.7
Obstruction/Debris on Road	1	0	0	1	0.2
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	27	2	0	29	5.0

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

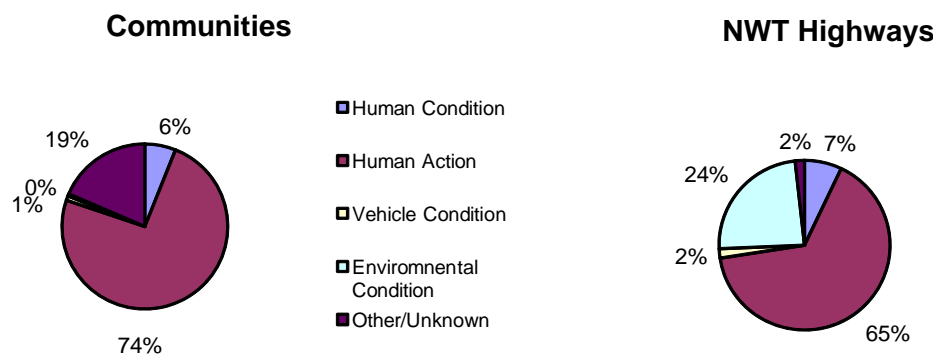
Figure 3.11

Factor	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Unspecified	0	0	0	0	0.0
Unknown	2	86	1	89	15.2
Total	2	86	1	89	15.2

Total All Factors	113	464	8	585	100.0
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Major Contributing Factors in Collisions - Communities and NWT Highways

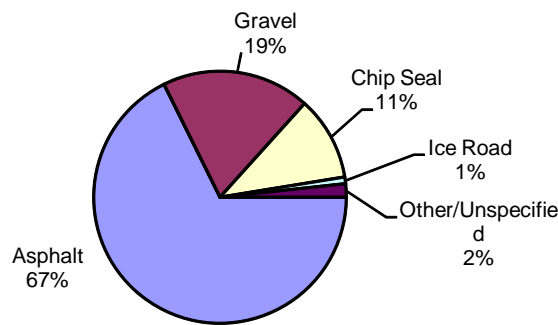
Figure 3.12



Collisions by Road Surface Type and Severity

Figure 4.1

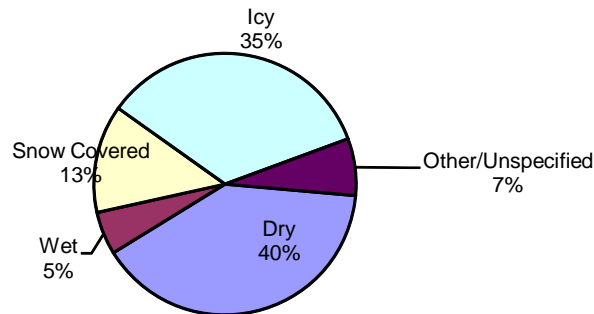
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	346	49	1	396	67.7
Concrete	1	0	0	1	0.2
Gravel (Crushed Stone)	90	21	0	111	19.0
Earth, Dirt	1	1	0	2	0.3
Chip Seal	48	13	2	63	10.8
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	5	0	0	5	0.9
Unspecified	7	0	0	7	1.2
Total	498	84	3	585	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

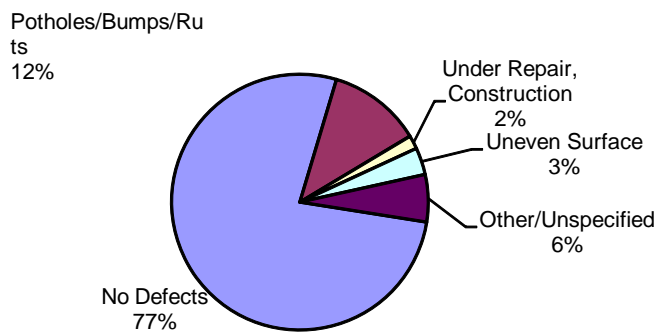
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	204	28	1	233	39.8
Wet	25	6	0	31	5.3
Snow (Fresh, Loose)	62	10	2	74	12.6
Slush, Wet Snow	4	0	0	4	0.7
Icy	169	33	0	202	34.5
Loose Sand/Gravel/Dirt	14	6	0	20	3.4
Muddy	3	1	0	4	0.7
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	1	0	0	1	0.2
Unspecified	16	0	0	16	2.7
Total	498	84	3	585	100



Collisions by Road Defect and Severity

Figure 4.3

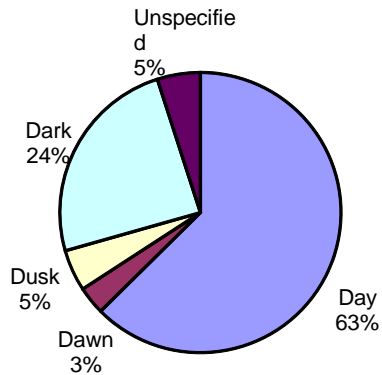
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	391	58	2	451	77.1
Potholes/Bumps/Ruts	54	14	1	69	11.8
Under Repair, Construction	6	4	0	10	1.7
Uneven Pavement Surface Worn	17	3	0	20	3.4
Obscured or Faded Markings	9	2	0	11	1.9
Other	2	2	0	4	0.7
Unspecified	4	1	0	5	0.9
Unspecified	15	0	0	15	2.6
Total	498	84	3	585	100.0



Collisions by Light Condition and Severity

Figure 4.4

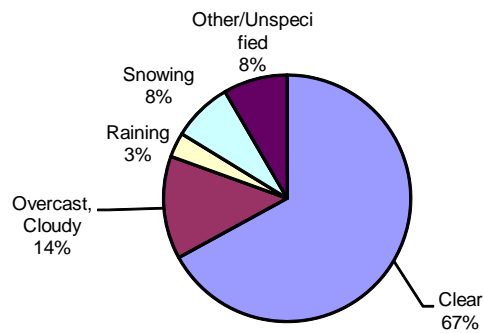
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	308	57	1	366	62.6
Dawn	17	2	0	19	3.2
Dusk	21	6	1	28	4.8
Dark	123	19	1	143	24.4
Unspecified	29	0	0	29	5.0
Total	498	84	3	585	100.0



Collisions by Weather Condition and Severity

Figure 4.5

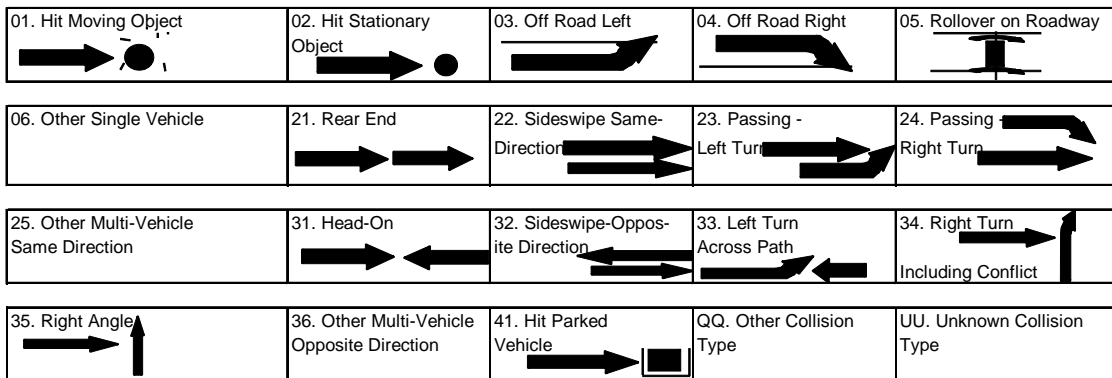
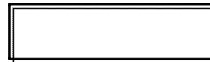
Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	335	55	2	392	67.0
Overcast, Cloudy (No Precipitation)	66	13	0	79	13.5
Raining	16	3	0	19	3.2
Snowing	34	12	0	46	7.9
Freezing Rain/Sleet/Hail	2	0	0	2	0.3
Visibility Limitations (fog, dust, etc.)	10	1	1	12	2.1
Strong Winds	2	0	0	2	0.3
Other	0	0	0	0	0.0
Unspecified	33	0	0	33	5.6
Total	498	84	3	585	100.0



Collisions by Configuration and Severity

Figure 4.6

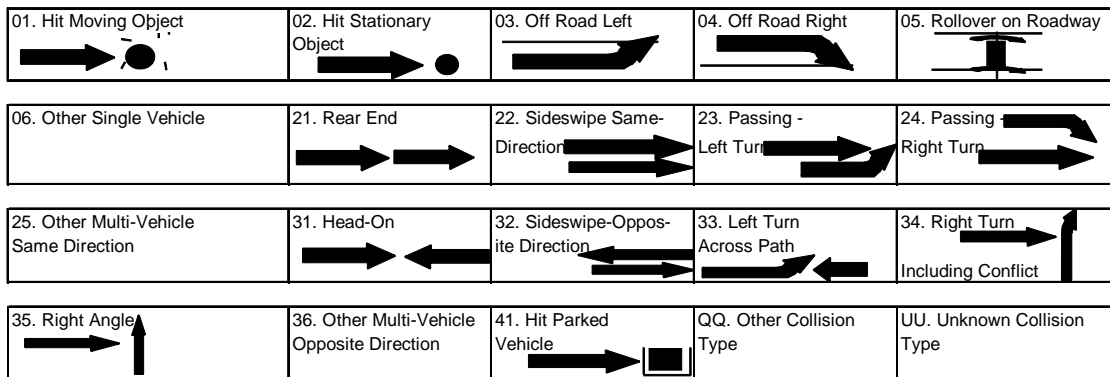
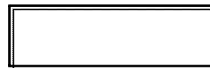
Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	18	2	0	20	3.4
b) With Other Animal	8	0	0	8	1.4
c) With Pedestrian	1	16	0	17	2.9
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	41	2	0	43	7.4
03. Off Road Left					
a) With Rollover	8	6	0	14	2.4
b) No Rollover	13	4	1	18	3.1
04. Off Road Right					
a) With Rollover	8	10	1	19	3.2
b) No Rollover	19	8	0	27	4.6
05. Rollover on Roadway	4	1	0	5	0.9
06. Other Single Vehicle	2	0	0	2	0.3
21. Rear End	52	16	0	68	11.6
22. Sideswipe - Same Direction	12	1	0	13	2.2
23. Passing - Left Turn	5	0	0	5	0.9
24. Passing - Right Turn	2	1	0	3	0.5
25. Other Multi-Vehicle Same Direction	5	0	0	5	0.9
31. Head-On	3	1	0	4	0.7
32. Sideswipe - Opposite Direction	9	1	1	11	1.9
33. Left Turn Across Path	6	3	0	9	1.5
34. Right Turn Including Conflict	8	2	0	10	1.7
35. Right Angle	61	7	0	68	11.6
36. Other Multi-Vehicle Opposite Direction	5	0	0	5	0.9
41. Hit Parked Vehicle	208	3	0	211	36.1
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	498	84	3	585	100.0



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	20	0	0	20	3.4
b) With Other Animal	8	0	0	8	1.4
c) With Pedestrian	0	17	0	17	2.9
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	5	37	1	43	7.4
03. Off Road Left					
a) With Rollover	12	2	0	14	2.4
b) No Rollover	11	6	1	18	3.1
04. Off Road Right					
a) With Rollover	16	3	0	19	3.2
b) No Rollover	14	12	1	27	4.6
05. Rollover on Roadway	4	0	1	5	0.9
06. Other Single Vehicle	2	0	0	2	0.3
21. Rear End	5	63	0	68	11.6
22. Sideswipe - Same Direction	0	13	0	13	2.2
23. Passing - Left Turn	2	3	0	5	0.9
24. Passing - Right Turn	0	3	0	3	0.5
25. Other Multi-Vehicle Same Direction	0	5	0	5	0.9
31. Head-On	0	4	0	4	0.7
32. Sideswipe - Opposite Direction	5	5	1	11	1.9
33. Left Turn Across Path	1	8	0	9	1.5
34. Right Turn Including Conflict	0	10	0	10	1.7
35. Right Angle	3	64	1	68	11.6
36. Other Multi-Vehicle Opposite Direction	0	4	1	5	0.9
41. Hit Parked Vehicle	5	205	1	211	36.1
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	113	464	8	585	100.0



Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	244	38	3	285	48.7
Intersection - Two Public Roadways	98	33	0	131	22.4
Intersection - Parking Lot, Driveway	83	11	0	94	16.1
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	0	1	0	1	0.2
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	69	1	0	70	12.0
Unknown	4	0	0	4	0.7
Total	498	84	3	585	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	98	182	5	285	48.7
Intersection - Two Public Roadways	11	120	0	131	22.4
Intersection - Parking Lot, Driveway	2	92	0	94	16.1
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	0	0	1	0.2
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	1	66	3	70	12.0
Unknown	0	4	0	4	0.7
Total	113	464	8	585	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	402	55	2	459	78.5
Straight with Grade	34	9	0	43	7.4
Curved and Level	29	11	0	40	6.8
Curve with Grade	16	4	1	21	3.6
Top of Hill or Grade	6	4	0	10	1.7
Bottom of Hill or Grade	6	1	0	7	1.2
Other	0	0	0	0	0.0
Unknown	5	0	0	5	0.9
Total	498	84	3	585	100.0

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	2	0	0	2	0.3
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	279	64	3	346	59.1
Undivided, Two-Way, Multi Lane	21	6	0	27	4.6
Divided, Barrier Median	4	1	0	5	0.9
Divided with Median, No Barrier	20	8	0	28	4.8
Divided, Divider Unspecified	0	0	0	0	0.0
Other	168	5	0	173	29.6
Unknown	4	0	0	4	0.7
Total	498	84	3	585	100.0

Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	1	0	0	1	0.2
Hit Building	4	0	0	4	0.7
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	1	0	0	1	0.2
Hit Utility Pole, Lamp Pole	3	0	0	3	0.5
Hit Curb	1	0	0	1	0.2
Hit Post	4	0	0	4	0.7
Hit Traffic Barrier	1	0	0	1	0.2
Hit Fixed Object Part of Road Structure	1	0	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	3	0	0	3	0.5
Hit Other Type Fixed Object	6	0	0	6	1.0
Sub Total Fixed Objects	26	0	0	26	4.4
Moveable Objects					
Another Road Vehicle	376	35	1	412	70.4
Bison	18	2	0	20	3.4
Other Animal	8	0	0	8	1.4
Pedestrian	1	16	0	17	2.9
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	403	53	1	457	78.1
Non-Collision Events					
Ran Off Road	32	0	0	32	5.5
Rollover	20	17	1	38	6.5
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	52	17	1	70	12.0
Other/Unknown Event	17	14	1	32	5.5
Grand Total	498	84	3	585	100.0

Collision Sequence of Events by Road System

Figure 4.13

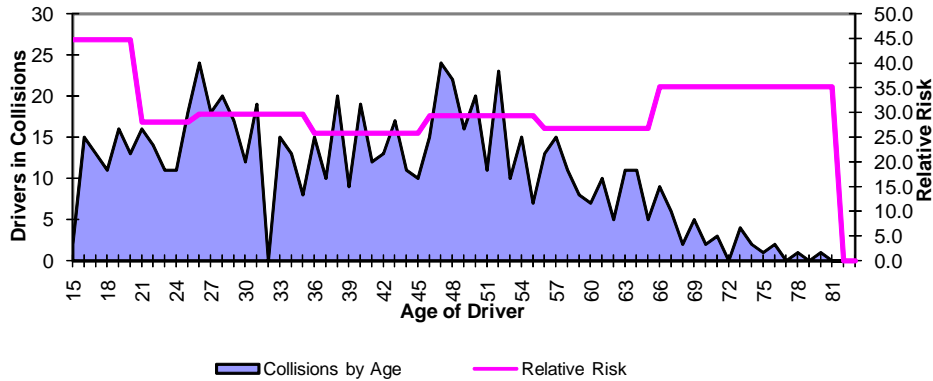
	NWT Highways	In Communities	Rural	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	1	0	0	1	0.2
Hit Building	0	4	0	4	0.7
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.2
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	1	0	1	0.2
Hit Utility Pole, Lamp Pole	0	2	1	3	0.5
Hit Curb	0	1	0	1	0.2
Hit Post	0	4	0	4	0.7
Hit Traffic Barrier	0	1	0	1	0.2
Hit Fixed Object Part of Road Structure	0	1	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	0	3	0	3	0.5
Hit Other Type Fixed Object	0	6	0	6	1.0
Sub Total Fixed Objects	1	24	1	26	4.4
Moveable Objects					
Another Road Vehicle	21	387	4	412	70.4
Bison	20	0	0	20	3.4
Other Animal	8	0	0	8	1.4
Pedestrian	0	17	0	17	2.9
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	49	404	4	457	78.1
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	32	5	1	38	6.5
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	32	5	1	38	6.5
Unknown Event	31	31	2	64	10.9
Grand Total	113	464	8	585	100.0

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	149	1,193	2,316	5,626	5,183	5,655	3,441	1,222	0	24,785
Drivers in Collisions	5	55	65	167	134	166	92	43	90	817

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	36.5	22.9	24.9	21.0	24.6	22.4	27.8	27.9
Personal Injury & Fatal	8.2	5.2	4.8	4.8	4.8	4.4	7.4	5.1
Total	44.7	28.1	29.7	25.9	29.4	26.7	35.2	33.0
Relative Risk*	1.4	0.9	0.9	0.8	0.9	0.8	1.1	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, 4% of 15 to 19 year olds were involved in collisions, compared to 3% of 35 to 44 year olds.

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

Figure 5.3
Number of Drivers Involved in Collisions by Licence Class and Age

Age Group	Class							Total
	1	2	3	4	5	6	7	
Under 16	0	0	0	0	0	0	1	5
16	0	0	0	0	14	0	0	15
17	0	0	0	0	11	0	0	13
18	0	0	0	0	9	0	1	11
19	0	0	0	0	14	0	0	16
20	0	0	0	0	12	0	0	13
21-24	0	0	2	4	40	0	1	52
25-34	13	0	8	7	128	0	2	167
35-44	12	0	6	11	98	0	1	134
45-54	19	5	8	20	110	0	2	166
55-64	12	0	5	9	62	0	1	92
65 and over	4	3	1	4	29	0	1	43
Not Stated	0	0	0	0	0	0	1	90
Drivers in Collisions	60	8	30	55	528	0	13	817
Total Licensed Drivers	1,369	168	758	1,201	19,456	3	1,830	24,785
Relative Risk*	1.33	1.44	1.20	1.39	0.82	0.00	0.20	1.00

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

Figure 5.4
Number of Drivers Involved in Collisions by Condition and Age

Driver Condition	Age															Total	%
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated				
Apparently Normal	4	12	7	5	13	7	40	139	121	155	84	42	0	629	77.0		
Fatigued, Fell Asleep	0	0	0	0	1	0	0	2	2	1	1	0	0	6	0.7		
Inexperience	0	1	4	4	2	2	4	4	2	1	1	0	0	25	3.1		
Under Influence - Alcohol	0	1	2	1	0	2	4	13	3	3	0	0	0	29	3.5		
Under Influence - Drugs	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0.2		
Sudden Illness, Lost Consciousness	0	0	0	0	0	1	0	1	1	0	0	0	0	3	0.4		
Other Condition	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.2		
Unknown	1	1	0	0	0	1	3	6	5	6	7	1	90	121	14.8		
Total	5	15	13	11	16	13	52	167	134	166	92	43	90	817			
%	0.6	1.8	1.6	1.3	2.0	1.6	6.4	20.4	16.4	20.3	11.3	5.3	11.0	100.0			

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action											Not Stated		Total	%	
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+			
Driving Properly	1	2	3	0	3	2	15	53	49	54	28	15	0	225	27.5
Following Too Closely	0	1	1	2	0	0	4	8	5	3	4	1	0	29	3.5
Distracted, Inattentive	0	3	2	3	2	0	3	14	14	15	10	10	0	76	9.3
Driving Too Fast	0	2	3	5	3	3	6	21	9	16	4	2	3	77	9.4
Improper Turning or Passing	0	0	0	0	1	1	2	3	3	9	2	1	1	23	2.8
Failing to Yield Right of Way	1	2	0	0	0	3	6	13	4	7	5	1	0	42	5.1
Disobeying Traffic Control/Officer	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0.4
Driving on Wrong Side of Road	0	0	0	0	1	0	0	2	0	0	1	0	0	4	0.5
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	1	3	2	1	4	1	6	22	27	29	24	6	3	129	15.8
Lost Control	0	2	2	0	2	3	9	21	16	27	8	6	0	96	11.8
Other Driver Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	2	0	0	0	0	0	1	8	7	6	6	0	83	113	13.8
Total	5	15	13	11	16	13	52	167	134	166	92	43	90	817	
%	0.6	1.8	1.6	1.3	2.0	1.6	6.4	20.4	16.4	20.3	11.3	5.3	11.0	100.0	

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	235	25	1	261	25.8
Passenger Van	48	10	0	58	5.7
Light Utility Vehicle	174	24	0	198	19.6
Pickup Truck	300	42	0	342	33.9
Panel/Cargo Van	14	6	0	20	2.0
Other Truck/Van <= 4536 kg	3	0	0	3	0.3
Unit Truck > 4536 kg	8	2	0	10	1.0
Road Tractor	11	3	2	16	1.6
School Bus	0	1	0	1	0.1
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	2	0	0	2	0.2
Intercity Bus	0	0	0	0	0.0
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	2	0	2	0.2
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	0	0	0	0	0.0
Bicycle	0	3	0	3	0.3
Motor Home	1	0	0	1	0.1
Farm Equipment	0	0	0	0	0.0
Construction Equipment	5	1	0	6	0.6
Fire Engine	0	0	0	0	0.0
Snowmobile	4	6	1	11	1.1
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	76	0	0	76	7.5
Total	881	125	4	1010	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	732	110	3	845	83.7
Defective Brakes	2	0	0	2	0.2
Defective Steering	0	0	0	0	0.0
Defective Lighting	0	1	0	1	0.1
Tire Blown Out	2	0	0	2	0.2
Unsecured Load, Spilled Load	1	0	0	1	0.1
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	2	2	0	4	0.4
Other Defective Vehicular Parts	7	1	0	8	0.8
Other Vehicular Factor	0	0	0	0	0.0
Unknown	135	11	1	147	14.6
Total	881	125	4	1010	100.0

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	231	70	3	304	30.1
Turning Left	46	12	0	58	5.7
Turning Right	36	5	0	41	4.1
Making U-Turn	6	0	0	6	0.6
Changing Lanes	3	0	0	3	0.3
Merging	0	0	0	0	0.0
Reversing	135	6	0	141	14.0
Overtaking	4	0	0	4	0.4
Negotiating Curve	32	9	1	42	4.2
Slowing or Stopped in Traffic	82	17	0	99	9.8
Starting in Traffic	1	0	0	1	0.1
Leaving Roadside	7	1	0	8	0.8
Stopped/Parked Legally	205	4	0	209	20.7
Stopped/Parked Illegally	8	0	0	8	0.8
Swerving to Avoid Collision	4	1	0	5	0.5
Run-away or Roll-away Vehicle	3	0	0	3	0.3
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	78	0	0	78	7.7
Total	881	125	4	1010	100.0

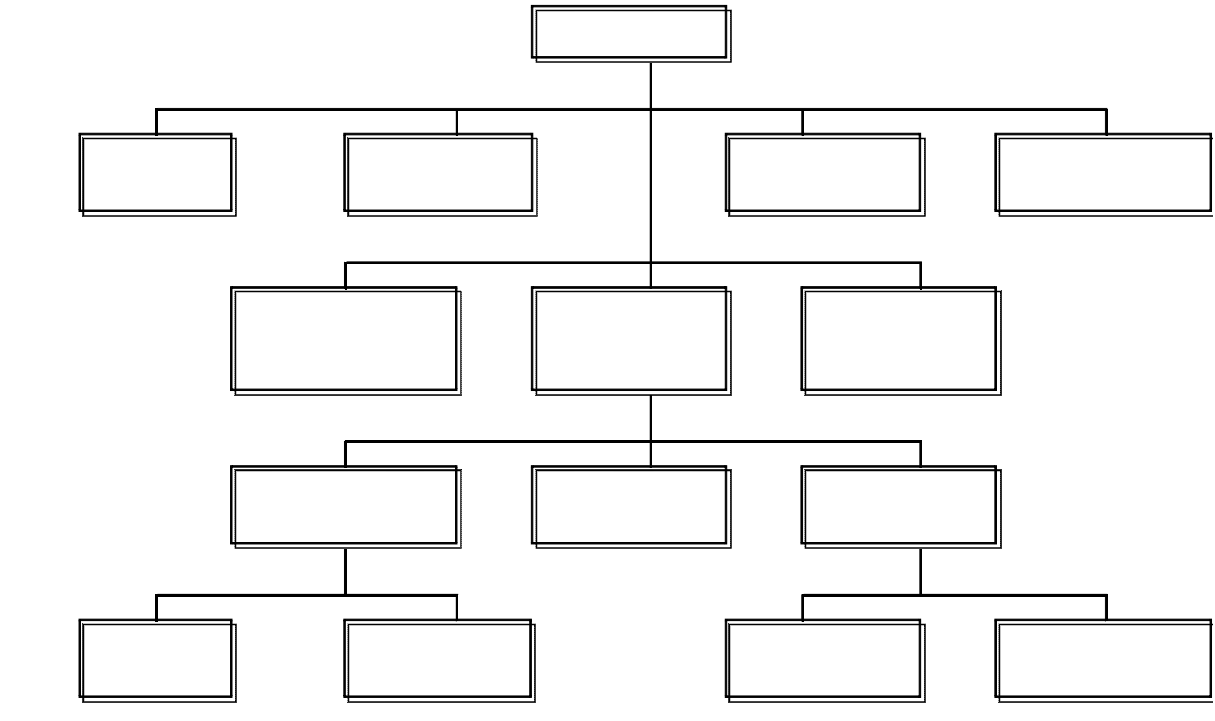
Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2011	3	0	0	3	0.3
2010	55	9	0	64	6.3
2009	67	10	0	77	7.6
2008	109	17	0	126	12.5
2007	79	11	2	92	9.1
2006	61	5	0	66	6.5
2005	67	9	0	76	7.5
2004	43	5	0	48	4.8
2003	59	8	0	67	6.6
2002	32	4	1	37	3.7
2001	37	7	0	44	4.4
2000	46	5	1	52	5.1
1999 & Older	134	31	0	165	16.3
Unspecified	89	4	0	93	9.2
Total	881	125	4	1010	100.0

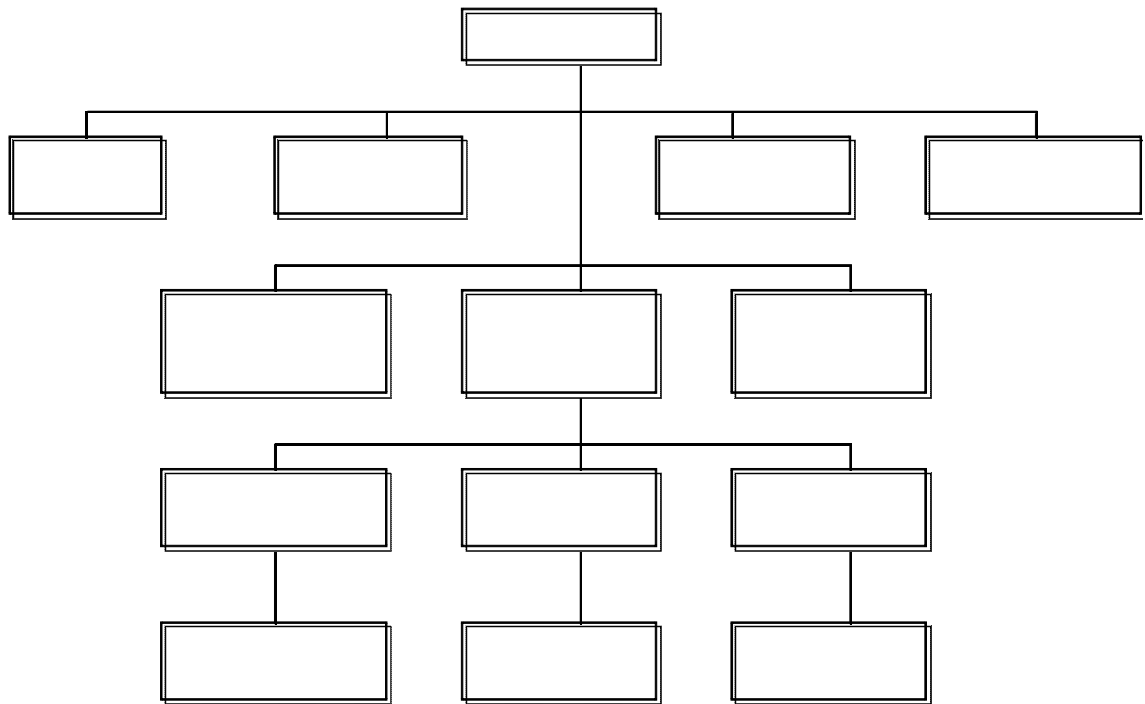
Fatalities Classification
(January 1 to December 31, 2010)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2010)

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	3	7	11	11	14	7	2	0	55	48.7
Motor Vehicle Passenger	0	2	12	3	6	2	4	2	1	1	33	29.2
Pedestrian	2	0	3	2	3	3	0	0	3	1	17	15.0
Bicyclist	0	2	0	0	1	0	0	0	0	0	3	2.7
Motorcyclist (includes passengers)	0	0	0	0	0	0	1	1	0	0	2	1.8
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	1	1	0	0	1	0	3	2.7
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	2	4	18	12	22	17	19	10	7	2	113	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	1	0	0	0	0	1	33.3
Motor Vehicle Passenger	0	0	0	0	0	0	1	0	0	0	1	33.3
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	1	0	0	0	0	0	0	1	33.3
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	1	0	1	1	0	0	0	3	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	30	25	0	55	1	0	0	1
Motor Vehicle Passenger	15	18	0	33	1	0	0	1
Pedestrian	8	9	0	17	0	0	0	0
Bicyclist	2	1	0	3	0	0	0	0
Motorcyclist (includes passengers)	2	0	0	2	0	0	0	0
ATV Operators & Passengers	0	0	0	0	0	0	0	0
Snowmobile Operators & Passengers	3	0	0	3	1	0	0	1
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	60	53	0	113	3	0	0	3

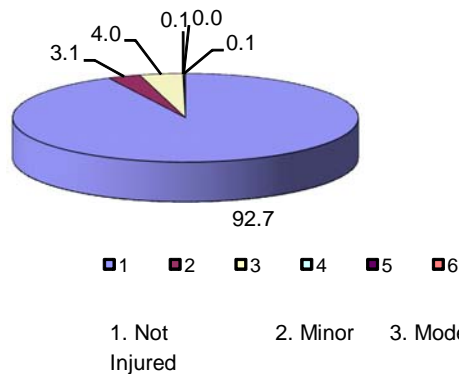
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	37	5	739	39	269	1089	92.4
Minimal Injuries	5	0	26	0	8	39	3.3
Minor Injuries	6	0	34	0	1	41	3.5
Major (Hospital Admission)	4	0	1	0	0	5	0.4
Fatal	2	0	0	0	0	2	0.2
Injured - Extent Unknown	0	0	1	0	2	3	0.3
Total	54	5	801	39	280	1179	100.0

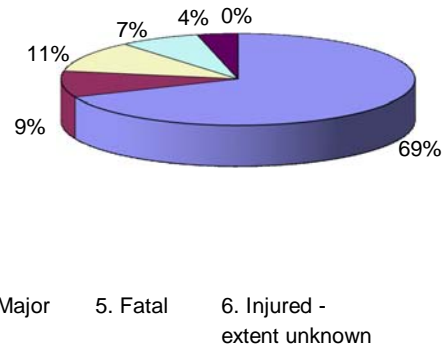
* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Restraints Used



Restraints Not Used

Figure 7.7



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

Injury Classification

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

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

Injury Severity	0	5	15	20	25	35	45	55	65	Not	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated	
Not Injured	30	33	97	64	149	115	138	72	36	49	783
Minimal Injuries	0	1	6	1	3	3	8	4	0	0	26
Minor Injuries	0	1	3	4	11	5	6	3	1	0	34
Major (Hospital Admission)	0	0	0	0	0	0	0	1	0	0	1
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	0	0	0	0	1	0	1
Total	30	35	106	69	163	123	152	80	38	49	845

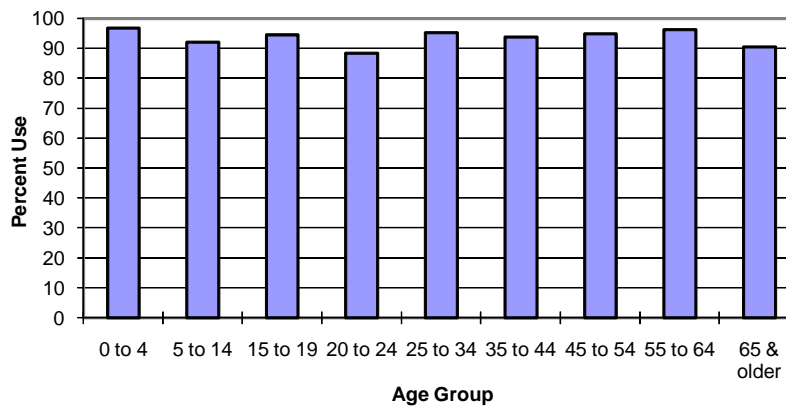
Restraints Not Used

Injury Severity	0	5	15	20	25	35	45	55	65	Not	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated	
Not Injured	1	3	1	5	7	5	6	2	3	4	37
Minimal Injuries	0	0	1	3	0	1	0	0	0	0	5
Minor Injuries	0	0	2	1	0	0	1	1	1	0	6
Major (Hospital Admission)	0	0	2	0	1	1	0	0	0	0	4
Fatal	0	0	0	0	0	1	1	0	0	0	2
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	1	3	6	9	8	8	8	3	4	4	54

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

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians Injured or Killed by Age Group

Figure 8.1

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	2	0	3	2	3	3	0	0	3	1	17	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	2	0	3	2	3	3	0	0	3	1	17	
%	11.8	0.0	17.6	11.8	17.6	17.6	0.0	0.0	17.6	5.9	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	1	0	0	0	0	1	0	2	11.8
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	1	0	0	0	0	1	5.9
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	1	1	0	0	0	0	1	0	3	17.6
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	0	2	1	0	0	0	0	0	3	17.6
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	1	0	0	0	0	0	0	0	0	1	2	11.8
Coming from Behind Moving Vehicle	0	0	1	0	0	0	0	0	1	0	2	11.8
Running into Roadway	1	0	0	0	1	0	0	0	0	0	2	11.8
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Living on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	1	0	0	1	0	0	0	0	2	11.8
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	2	0	3	2	3	3	0	0	3	1	17	100.0

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	17	17	100.0
Rural	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	0	17	17	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	0	6	6	35.3
At Intersection of At Least Two Roadways	0	7	7	41.2
Intersection With Parking Lot/Driveway/Alley	0	3	3	17.6
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	1	1	5.9
Unspecified	0	0	0	0.0
Total	0	17	17	100.0

Pedestrians Injured or Killed by Pedestrian Condition

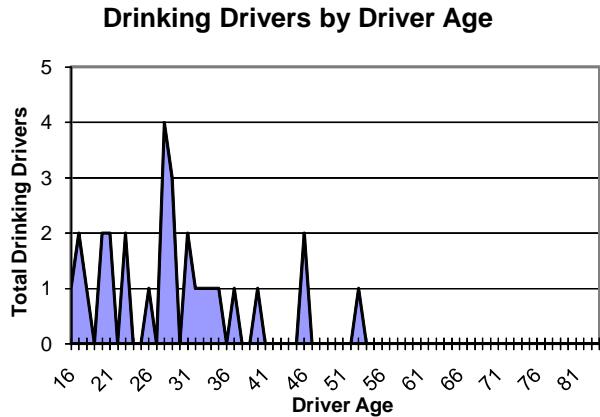
Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	9	9	52.9
Had Been Drinking	0	3	3	17.6
Impaired by Alcohol	0	0	0	0.0
Unknown	0	5	5	29.4
Total	0	17	17	100.0

Drinking Drivers in Collisions by Driver Age and Gender

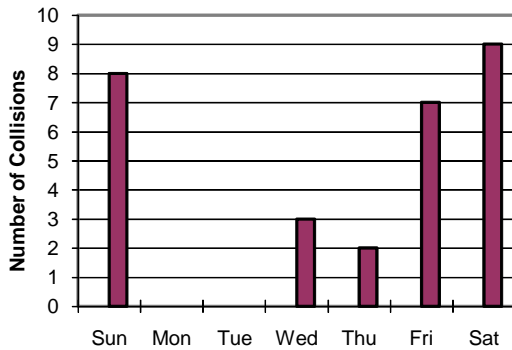
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	0	0	0
16	0	1	0	1
17	1	1	0	2
18	1	0	0	1
19	0	0	0	0
20	1	1	0	2
21 to 24	3	1	0	4
25 to 34	11	2	0	13
35 to 44	1	2	0	3
45 to 54	2	1	0	3
55 to 64	0	0	0	0
65 & Older	0	0	0	0
Not Stated	0	0	0	0
Total	20	9	0	29



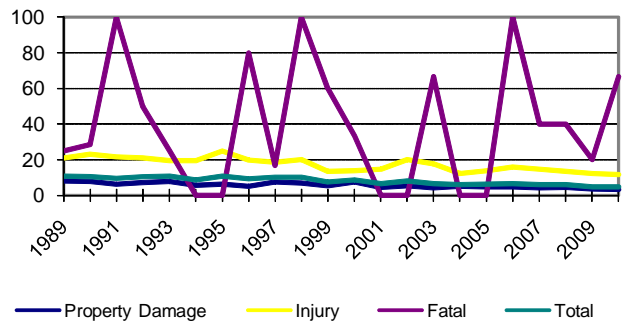
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



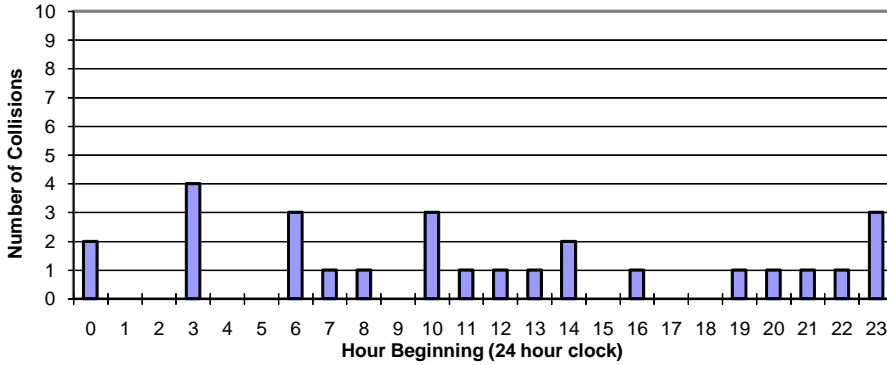
Number of Collisions and Victims Involving Alcohol

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
2000	41	18	1	60	8.8	30	3	33	17.6
2001	27	21	0	48	6.7	36	0	36	17.3
2002	36	31	0	67	8.3	59	0	59	25.1
2003	29	23	2	54	6.6	35	2	37	21.1
2004	36	14	0	50	6.3	21	0	21	13.6
2005	33	18	0	51	6.5	25	0	25	13.3
2006	27	14	2	43	6.6	19	2	21	18.4
2007	27	17	2	46	6.2	31	2	33	20.5
2008	34	16	2	52	6.0	24	2	26	14.6
2009	21	13	1	35	5.1	18	1	19	12.3
2010	17	10	2	29	5.0	16	2	18	15.5
Average	30	18	1	49	6.6	29	1	30	17.2

Number of Alcohol Related Collisions by Time of Day

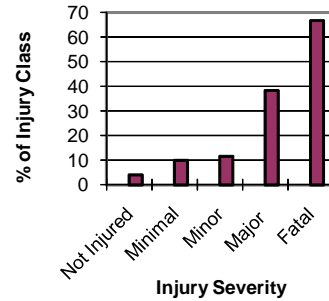
Figure 9.5



Injury Severity by Alcohol Involvement

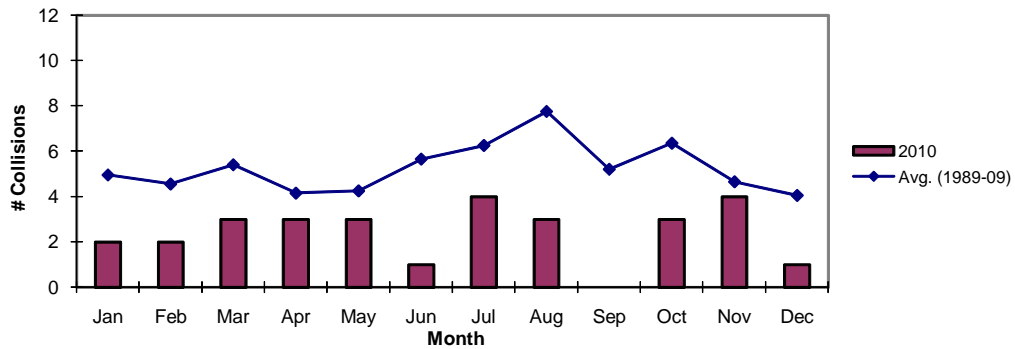
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	45	1,057	1102	4.1
Minimal Injuries	4	36	40	10.0
Minor	6	46	52	11.5
Major	5	8	13	38.5
Fatal	2	1	3	66.7
Injured - Extent Unknown	1	7	8	12.5
Total	63	1155	1218	5.2



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

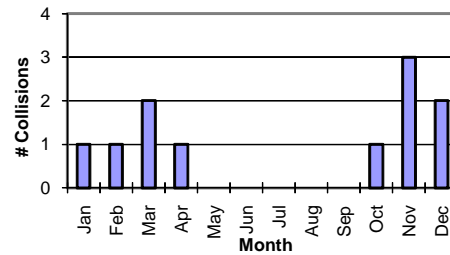
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	0	1	0	1	2	0
February	0	1	0	1	1	0
March	1	1	0	2	1	0
April	1	0	0	1	0	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	0	0	0	0	0
October	0	1	0	1	1	0
November	1	1	1	3	1	1
December	1	1	0	2	1	0
Total	4	6	1	11	7	1

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	4	0	4
Killed	1	0	1
Injured	3	0	3
Total Vehicles Involved	11	0	11
Fatal	1	0	1
Injury	6	0	6
Property Damage	4	0	4

Off-Road Vehicle Collisions by Month



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

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	0	0	0	0	0	0	0	0.0
15 to 19	1	0	0	0	0	0	1	10.0
20 to 24	1	0	0	0	0	0	1	10.0
25 to 34	3	0	0	0	0	0	3	30.0
35 to 44	2	0	0	0	0	0	2	20.0
45 to 54	1	0	0	0	0	0	1	10.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	1	0	0	0	0	0	1	10.0
Unknown	1	0	0	0	0	0	1	10.0
Total	10	0	0	0	0	0	10	100.0

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	2	2	0	4	40.0
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	0	4	1	5	50.0
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	1	0	0	1	10.0
Total	3	6	1	10	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	2	1	0	3	30.0
Driving Too Fast for Conditions	1	4	1	6	60.0
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	0	1	0	1	10.0
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	3	6	1	10	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	3	3	1	7	63.6
Minimal Injuries	0	0	0	0	0.0
Minor Injuries	0	0	0	0	0.0
Major (Hospital Admission)	1	1	0	2	18.2
Fatal	1	0	0	1	9.1
Injured - Extent Unknown	0	1	0	1	9.1
Total	5	5	1	11	100.0

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	1	0	0	1	0	0
Deline	1	1	0	2	1	0
Fort Good Hope	1	0	0	1	0	0
Fort McPherson	6	3	0	9	6	0
Holman	1	1	0	2	1	0
Inuvik	37	7	0	44	8	0
Norman Wells	6	1	0	7	1	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	2	1	0	3	1	0
Tulita	2	0	0	2	0	0
Sub Total						
Inuvik Region	57	14	0	71	18	0

B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	6	0	0	6	0	0
Fort Simpson	17	7	0	24	11	0
Sub Total						
Fort Simpson Region	23	7	0	30	11	0

C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	53	8	1	62	10	1
Fort Providence	22	2	0	24	4	0
Fort Resolution	1	0	0	1	0	0
Fort Smith	21	6	0	27	10	0
Lutsel K'e	0	2	0	2	3	0
Sub Total						
South Slave Region	97	18	1	116	27	1

D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Rae/Wha Ti	25	7	1	33	11	1
Yellowknife	296	38	1	335	46	1
Sub Total						
North Slave Region	321	45	2	368	57	2
Total - All Regions	498	84	3	585	113	3

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2010 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	1	198	190	658	0.51	0.53	0.15
Deline	2	175	124	567	1.14	1.61	0.35
Fort Good Hope	1	201	137	750	0.50	0.73	0.13
Fort McPherson	9	340	355	795	2.65	2.54	1.13
Ulukhaktok	2	59	93	472	3.39	2.15	0.42
Inuvik	44	1,858	2,105	3,552	2.37	2.09	1.24
Norman Wells	7	479	815	816	1.46	0.86	0.86
Sachs Harbour	0	36	36	134	0.00	0.00	0.00
Tuktoyaktuk	3	289	271	1,252	1.04	1.11	0.24
Tulita	2	158	162	564	1.27	1.23	0.35
Sub Total							
Inuvik Region	71	3,793	4,288	9,560	1.87	1.66	0.74

B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2010 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	6	231	411	587	2.60	1.46	1.02
Fort Simpson	24	879	1,717	1,674	2.73	1.40	1.43
Sub Total							
Fort Simpson Region	30	1,110	2,128	2,261	2.70	1.41	1.33

C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2010 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	62	2,845	5,155	4,109	2.18	1.20	1.51
Fort Providence	24	266	386	767	9.02	6.22	3.13
Fort Resolution	1	254	326	494	0.39	0.31	0.20
Fort Smith	27	1,551	2,253	2,483	1.74	1.20	1.09
Lutsel K'e	2	81	65	297	2.47	3.08	0.67
Sub Total							
South Slave Region	116	4,997	8,185	8,150	2.32	1.42	1.42

D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2010 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Behchoko/Whati	33	1,091	1,002	3,019	3.02	3.29	1.09
Yellowknife	335	13,794	18,085	20,187	2.43	1.85	1.66
Sub Total							
North Slave Region	368	14,885	19,087	23,206	2.47	1.93	1.59

Total - All Regions	585	24,785	33,688	43,759	2.36	1.74	1.34
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2010.

[2] 2010 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2011.

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	13 Sep 2010	Injury	Rear End	1	0		
	70.0	9 Sep 2010	Property Damage	Collision with Other Animal	0	0		
	85.8	19 Feb 2010	Injury	Single Vehicle Rollover	1	0		
	106.0	8 Dec 2010	Fatal	Sideswipe - Opposite Direction	2	1		
	160.0	14 Aug 2010	Property Damage	Single Vehicle Rollover	0	0		
	188.0	31 Mar 2010	Property Damage	Collision with Fixed Object	0	0		
	191.0	2 Jul 2010	Property Damage	Ran Off Road - Left	0	0		
	195.0	15 Jul 2010	Property Damage	Single Vehicle Rollover	0	0		
	250.0	5 Aug 2010	Property Damage	Ran Off Road - Left	0	0		
	295.2	18 Oct 2010	Injury	Ran Off Road - Right	1	0		
	300.0	23 May 2010	Injury	Ran Off Road - Right	1	0		
	304.0	27 Oct 2010	Property Damage	Single Vehicle Rollover	0	0		
	325.0	25 Nov 2010	Property Damage	Collision with Fixed Object	0	0		
	369.0	21 Feb 2010	Property Damage	Single Vehicle Rollover	0	0		
	374.0	23 Dec 2010	Property Damage	Single Vehicle Rollover	0	0		
	386.0	18 Oct 2010	Property Damage	Collision with Other Animal	0	0		
	459.3	25 Dec 2010	Property Damage	Single Vehicle Rollover	0	0		
	498.0	23 Oct 2010	Property Damage	Ran Off Road - Right	0	0		
	530.0	26 Jan 2010	Injury	Ran Off Road - Right	5	0		
	551.0	5 Aug 2010	Injury	Single Vehicle Rollover	1	0		
Summary Highway #1			Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
			13	6	1	20	12	1
Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed		
	5.0	22 Dec 2010	Property Damage	Single Vehicle Rollover	0	0		
	12.5	30 Oct 2010	Property Damage	Single Vehicle Rollover	0	0		
	32.0	16 Dec 2010	Property Damage	Single Vehicle Rollover	0	0		
	33.0	30 Nov 2010	Injury	Collision with Fixed Object	1	0		
	35.0	8 Mar 2010	Injury	Single Vehicle Rollover	1	0		
	36.1	16 Nov 2010	Injury	Rear End	1	0		
	37.0	21 Jan 2010	Property Damage	Ran Off Road - Left	0	0		
	37.4	4 Dec 2010	Property Damage	Right Angle	0	0		
	38.0	13 Apr 2010	Property Damage	Rear End	0	0		
	38.0	24 Nov 2010	Property Damage	Right Angle	0	0		
	43.8	4 Aug 2010	Property Damage	Sideswipe - Opposite Direction	0	0		
Summary Highway #2			Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
			8	3	0	11	3	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	6.0	28 Feb 2010	Property Damage	Ran Off Road - Right	0	0
	13.0	5 Aug 2010	Injury	Single Vehicle Rollover	2	0
	17.2	26 Mar 2010	Property Damage	Single Vehicle Rollover	0	0
	23.8	21 Jun 2010	Property Damage	Collision with Parked Vehicle	0	0
	25.0	23 Aug 2010	Property Damage	Collision with Bison	0	0
	28.0	25 Jul 2010	Property Damage	Collision with Bison	0	0
	60.0	28 Oct 2010	Property Damage	Ran Off Road - Right	0	0
	60.0	12 Nov 2010	Injury	Collision with Bison	2	0
	75.0	2 Feb 2010	Property Damage	Collision with Bison	0	0
	98.0	3 Dec 2010	Property Damage	Collision with Bison	0	0
	104.0	29 Jan 2010	Property Damage	Ran Off Road - Right	0	0
	110.0	17 Dec 2010	Property Damage	Collision with Other Animal	0	0
	120.0	1 Nov 2010	Property Damage	Ran Off Road - Right	0	0
	140.0	3 Dec 2010	Injury	Single Vehicle Rollover	2	0
	141.0	13 Sep 2010	Property Damage	Collision with Bison	0	0
	170.0	13 Sep 2010	Property Damage	Collision with Bison	0	0
	180.0	26 Jul 2010	Property Damage	Collision with Bison	0	0
	225.0	4 Jun 2010	Property Damage	Collision with Parked Vehicle	0	0
	228.0	29 Oct 2010	Property Damage	Collision with Bison	0	0
	230.0	10 Apr 2010	Property Damage	Ran Off Road - Right	0	0
	240.0	2 Apr 2010	Property Damage	Ran Off Road - Left	0	0
	248.0	22 Mar 2010	Injury	Collision with Bison	1	0
	250.0	19 Dec 2010	Property Damage	Collision with Other Animal	0	0
	255.0	18 Nov 2010	Property Damage	Collision with Bison	0	0
	264.0	28 Aug 2010	Injury	Ran Off Road - Right	1	0
	273.0	14 Nov 2010	Property Damage	Collision with Bison	0	0
	275.0	12 Dec 2010	Property Damage	Collision with Bison	0	0
	277.0	24 Jun 2010	Property Damage	Sideswipe - Opposite Direction	0	0
	282.0	17 Oct 2010	Property Damage	Ran Off Road - Left	0	0
	284.0	11 Jul 2010	Fatal	Single Vehicle Rollover	3	1
	290.0	4 Jul 2010	Injury	Single Vehicle Rollover	1	0
	303.0	9 Sep 2010	Property Damage	Collision with Other Animal	0	0
	311.0	10 Nov 2010	Property Damage	Ran Off Road - Left	0	0
	312.0	26 Jan 2010	Property Damage	Collision with Other Animal	0	0
	314.0	21 Oct 2010	Injury	Ran Off Road - Right	2	0
	332.0	20 May 2010	Property Damage	Passing - Left Turn	0	0
	332.0	24 Nov 2010	Property Damage	Collision with Other Animal	0	0
	333.4	3 Dec 2010	Injury	Ran Off Road - Right	1	0
	338.0	2 Dec 2010	Injury	Single Vehicle Rollover	1	0
	338.5	27 Jan 2010	Property Damage	Ran Off Road - Left	0	0
	338.8	5 Feb 2010	Property Damage	Rear End	0	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	31	9	1	41	16	1

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	19 Jan 2010	Injury	Left Turn Across Path	2	0
	25.8	4 Jun 2010	Property Damage	Single Vehicle Rollover	0	0
	45.6	24 Jul 2010	Injury	Single Vehicle Rollover	2	0

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

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.0	20 Oct 2010	Property Damage	Single Vehicle Rollover	0	0
	2.5	25 Nov 2010	Injury	Ran Off Road - Left	1	0
	22.0	9 Dec 2010	Property Damage	Single Vehicle Rollover	0	0
	38.0	8 Feb 2010	Property Damage	Collision with Other Animal	0	0
	81.0	4 Aug 2010	Property Damage	Collision with Bison	0	0
	84.0	13 Jun 2010	Property Damage	Collision with Bison	0	0
	101.0	17 Sep 2010	Property Damage	Collision with Bison	0	0
	111.0	10 Aug 2010	Property Damage	Collision with Bison	0	0
	120.0	22 Aug 2010	Property Damage	Collision with Parked Vehicle	0	0
	122.0	28 Sep 2010	Property Damage	Collision with Bison	0	0
	158.0	18 Sep 2010	Injury	Single Vehicle Rollover	1	0
	161.0	3 Sep 2010	Property Damage	Collision with Bison	0	0
	180.0	3 Sep 2010	Injury	Single Vehicle Rollover	1	0
	188.0	6 Dec 2010	Property Damage	Ran Off Road - Right	0	0
	211.0	26 Mar 2010	Property Damage	Collision with Bison	0	0
	266.0	9 Jan 2010	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	13	3	0	16	3	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
	18.0	4 Jul 2010	Property Damage	Other Single Vehicle Collision	0	0
	21.2	30 Oct 2010	Property Damage	Ran Off Road - Left	0	0
	140.0	27 Jun 2010	Property Damage	Rear End	0	0
	250.0	9 Aug 2010	Property Damage	Other Single Vehicle Collision	0	0

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

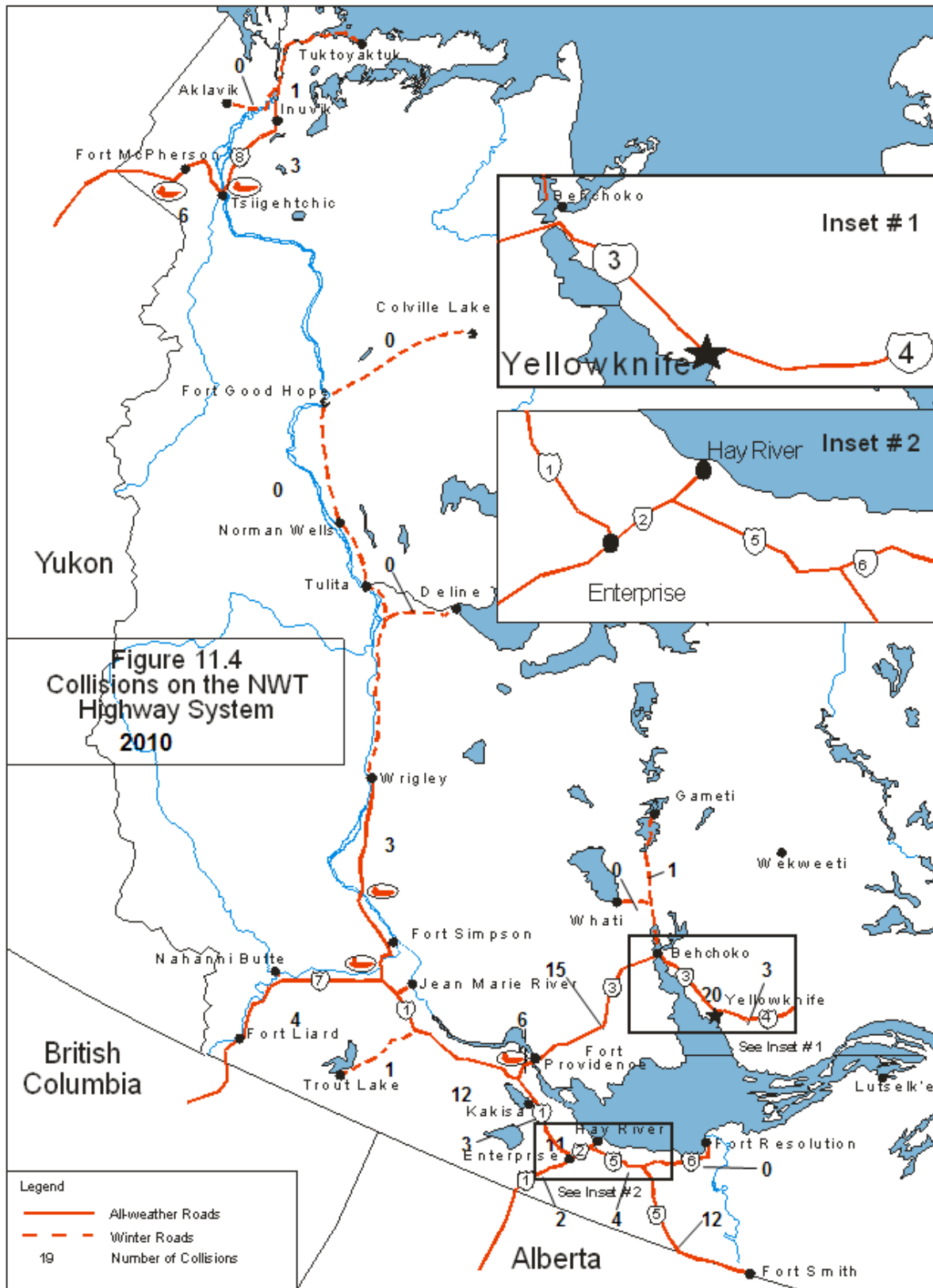
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	43.9	3 Jan 2010	Property Damage	Single Vehicle Rollover	0	0
	61.0	8 Aug 2010	Injury	Single Vehicle Rollover	2	0
	70.0	5 Jul 2010	Injury	Ran Off Road - Left	1	0
	70.0	8 Oct 2010	Property Damage	Collision with Parked Vehicle	0	0
	100.0	11 Oct 2010	Injury	Single Vehicle Rollover	3	0
	115.0	28 May 2010	Property Damage	Single Vehicle Rollover	0	0
	247.2	11 Sep 2010	Property Damage	Passing - Left Turn	0	0
	263.0	8 Oct 2010	Injury	Single Vehicle Rollover	1	0
	272.5	19 Jan 2010	Injury	Right Angle	1	0

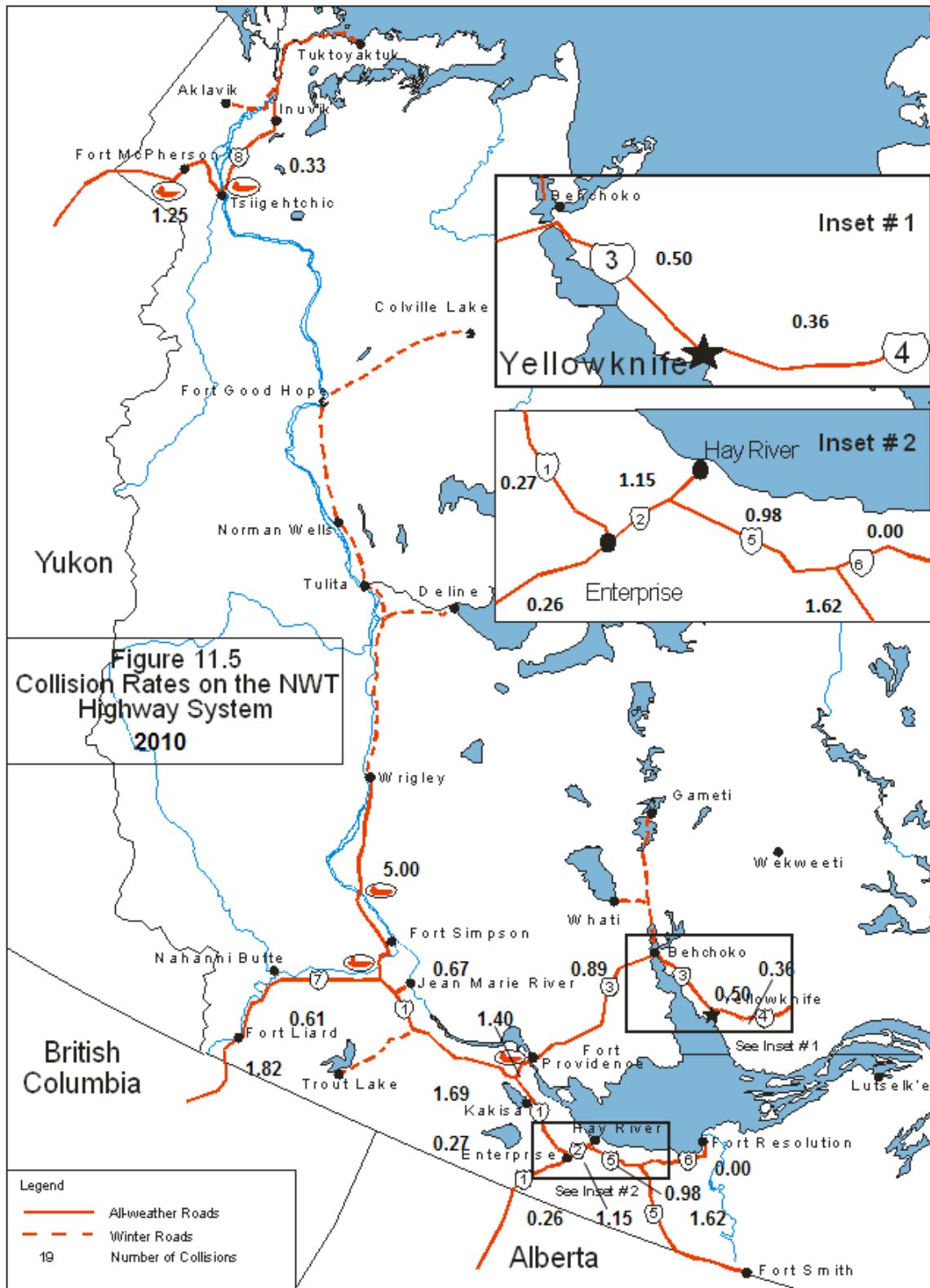
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	5	0	9	8	0

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Fort Providence Access Road	30 Oct 2010	Property Damage	Ran Off Road - Right	0	0
Fort Providence Access Road	18 Dec 2010	Property Damage	Collision with Fixed Object	0	0
Fort Simpson Access Road	25 Apr 2010	Injury	Single Vehicle Rollover	1	0
Pontoon East Access Road	14 Jul 2010	Property Damage	Collision with Parked Vehicle	0	0
Rae Access Road	27 Nov 2010	Property Damage	Ran Off Road - Left	0	0
Vee Lake Access Road	26 Sep 2010	Property Damage	Collision with Fixed Object	0	0
Inuvik-tuktoyaktuk Winter Road	19 Mar 2010	Property Damage	Single Vehicle Rollover	0	0
Rae Lakes Winter Access Road	27 Mar 2010	Property Damage	Sideswipe - Opposite Direction	0	0
Trout Lake Winter Access Road	21 Mar 2010	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
	82	29	2	113	47	2





Casualty Rates by Canadian Jurisdiction - 2009 [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	6.6	512.7	6.6	519	9.5	745.3
Newfoundland & Labrador	6.3	464.0	6.9	509	8.8	647.3
Prince Edward Island	8.5	540.8	9.4	596	12.4	787.5
Nova Scotia	7.7	804.4	7.2	752	10.6	1,109.2
New Brunswick	8.8	510.9	8.3	481	12.1	700.2
Quebec	6.6	550.1	7.1	592	10.2	856.6
Ontario	4.1	472.5	4.2	491	5.9	678.3
Manitoba	7.1	591.7	7.3	616	11.1	929.6
Saskatchewan	14.7	652.2	11.8	526	21.2	943.5
Alberta	9.6	522.2	7.1	386	12.8	701.7
British Columbia	8.4	451.4	10.5	563	12.1	648.4
Yukon	20.8	517.1	13.7	341	27.6	685.6
Northwest Territories	11.5	343.0	15.9	474	20.5	609.4
Nunavut	6.2	130.5	65.1	1,368	44.7	937.7

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2009. 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	N T 1 0 0	03. CASE NUMBER	PAGE OF
1. In Community of (Give Park, Special Area Etc.)		31. DIRECTION OF TRAVEL		REPORT TYPE	REPORT STATUS
2. Near Or Highway Number Or Street/Road/Avenue				1. Original 3. Amendment	1. Complete
At Intersection With Of Highway Number Or Street/Road/Avenue		9. Parked 5		2. Continuation 4. Correction	2. Incomplete
Km If Not At Intersection metres km N S E W of Street, Highway, Town, Etc.		O. Other U. Unknown		04. SCENE ATTENDED	05. - 08. DATE OF COLLISION
Special Reference If Location Can Be Described More Precisely, Enter Here				1. Yes 2. No	yy mm dd U.U. Unknown
14. 01. Hit Moving Object 02. Hit Stationary Object		03. Off Road Left 04. Off Road Right		10. COLLISION SEVERITY	15. HIT AND RUN
05. Rollover on Roadway		06. Other Single Vehicle		1. Fatal 3. Property Damage	1. Yes 2. No
21. Rear End		22. Sideswipe Same-Direction		2. Injury U. Unknown	
23. Passing - Left Turn		24. Passing - Right Turn		35. Right Angle	
25. Other Multi-Vehicle Same Direction		31. Head-On		32. Sideswipe-Opposite Direction	33. Left Turn Across Path
				34. Right Turn Including Conflict	35. Other Multi-Vehicle Opposite Direction
				41. Hit Parked Vehicle	Q0. Other Collision Type
				42. DAMAGE SEVERITY	U.U. Unknown Collision Type
29. VEH. SEQUENCE # LAST NAME FIRST NAME(S) ADDRESS ADDRESS DATE OF BIRTH SEX HOME PHONE WORK PHONE DRIVER'S LICENCE # 59. PROV / STATE CLASS 57. Years Licensed		29. VEH. SEQUENCE # LAST NAME FIRST NAME(S) ADDRESS ADDRESS DATE OF BIRTH SEX HOME PHONE WORK PHONE DRIVER'S LICENCE # 59. PROV / STATE CLASS 57. Years Licensed		43. FIRST IMPACT LOCATION	
58. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired O. Other N. Not Applicable U. Unknown		58. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired O. Other N. Not Applicable U. Unknown			
34. YEAR MAKE/MODEL LICENCE PLATE # EXP 32. PROV 33. VIN U. Unknown		34. YEAR MAKE/MODEL LICENCE PLATE # EXP 32. PROV 33. VIN U. Unknown		62. EJECTION REQUIRED	
LAST NAME FIRST NAME(S) ADDRESS SAME AS ABOVE HOME PHONE WORK PHONE INSURANCE COMPANY ADDRESS POLICY NUMBER EXPIRY DATE		LAST NAME FIRST NAME(S) ADDRESS SAME AS ABOVE HOME PHONE WORK PHONE INSURANCE COMPANY ADDRESS POLICY NUMBER EXPIRY DATE		1. Not Ejected 2. Partially Ejected 3. Fully Ejected N. N/A Vehicle Type Q. Other U. Unk. 4. Major 7. Injured - Extent Unknown	
29. Veh Seq # 54. Person Seq # 55. Sex F. Female M. Male U. Unk. 56. Age 00 < 1 Yr. U.U. Unk. 61. Position 62. Ejection 63. Ejection Location 64. Medical Treatment Required 65. Safety Equipment 66. Proper Use 67. Air Bag Deployed				63. EJECTION LOCATION	
				65. SAFETY EQUIPMENT	
				01. No Safety Device Used 02. Lap Belt Only Used 03. Shoulder Belt Only Used 04. Lap/Shoulder Belt Used 05. Front-Facing Child Restraint in Use 06. Rear-Facing Child Restraint in Use 07. Booster Seat 08. Child Restraint in Use - Unspecified 09. Helmet Worn 10. Reflective Clothing Worn 11. Helmet & Reflective Clothing Worn 12. Other Device Used 13. No Safety Device Fitted U.U. Unknown	
				66. PROPER USE	
				1. Used Correctly 2. Used Incorrectly 3. No Safety Device Fitted N. No Safety Device Used Q. Other U. Unknown	
				67. AIR BAG DEPLOYED	
				1. No Air Bag Fitted 2. Air Bag Fitted, No Deployment 3. Air Bag Fitted, Deployed 4. Air Bag Fitted, Deployment Unknown N. Not Applicable Vehicle Type Q. Other U. Unknown	
Officer's Signature		Name		Rank	
				Date Reviewed	
				Reviewed By:	

Appendix A2 – Collision Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection 2. Intersection 2 Roads 3. Intersection With Parking Lot/Driveway/Alley 4. Railroad Level Crossing 5. Bridge, Overpass, Viaduct 6. Tunnel Or Underpass Q. Other U. Unknown	24. ROAD SURFACE 1. Dry, Normal 2. Wet 3. Snow (Fresh/Loose) 4. Slush, Wet Snow 5. Ice 6. Sandy/Gravel/Dirt 7. Muddy 8. Oil 9. Flooded Q. Other U. Unknown	11. Urban Transit Bus 12. Intercity Bus 14. Motorcycle 15. Motorcycle - Speed Limited 16. Off-Road Vehicle 17. Bicycle 18. Purpose-Built Motor Home 19. Farm Equipment 20. Construction Equipment 22. Snowmobile QQ. Other U.U. Unknown	41. VEHICLE MANOEUVRE 01. Going Straight 02. Turning Left 03. Turning Right 04. Making U-Turn 05. Changing Lanes 06. Merging 07. Reversing 08. Overtaking 09. Negotiating Curve 10. Slowing, Stopping 11. Starting In Traffic 12. Leaving Roadside 13. Stopped/Parked Legally 14. Stopped/Parked Illegally 15. Swerving To Avoid Collision 16. Run-Away Or Roll Away Vehicle 21. Unspecified Manoeuvre QQ. Other U.U. Unknown	48. DRIVER ACTION 21. Following Too Closely 22. Distracted, Inattentive 23. Driving Too Fast For Conditions 24. Improper Turning Or Passing 25. Fail To Yield Right-Of-Way 26. Disobeyed Traffic Control Device/Police Officer 27. Driving On Wrong Side Of Road 29. Backing Unsafely 30. Lost Control NN. Driving Properly QQ. Other U.U. Unknown	68. PEDESTRIAN ACTION 01. Crossing Intersection With ROW/Vehicle/Object 02. Crossing Intersection Without ROW 04. In Crosswalk 05. Crossing Roadway At Midblock 06. Walking On Roadway Against Traffic 07. Walking On Roadway With Traffic 08. On Sidewalk, Median, Safety Zone 11. Coming From Behind Parked Vehicle/Object 12. Coming From Behind Moving Vehicle 13. Running Into Roadway 14. Getting On/Off School Bus 15. Getting On/Off Vehicle 16. Pushing Vehicle Ped 1 17. Working On Vehicle Ped 2 18. Playing On Road Ped 3 19. Working On Road Ped 3 20. Lying On Road Ped 3 NN. Not a Pedestrian QQ. Other U.U. Unknown Ped 4	INDEPENDENT WITNESSES Last Name First Name Address Home Phone Work Phone Last Name First Name Address Home Phone Work Phone								
17. WEATHER CONDITION 1. Clear and/or Sunny 2. Overcast, Cloudy - No Precipitation 3. Raining 4. Snowing, Not Including Drifting Snow 5. Freezing Rain, Sleet, Hail 6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist) 7. Strong Wind Q. Other U. Unknown	25. ROAD CONDITION 1. Good 2. Potholes, Bumps, Ruts 3. Under Construction, Repair 4. Uneven 5. Worn 6. Obscured/Faded Markings Q. Other U. Unknown	36. VEHICLE USE 01. Taxi 02. School Bus 03. Other Bus 04. Military 05. Police Cruiser 06. Other Police 07. Ambulance 08. Hearse 09. Tow Truck 10. Delivery Vehicle 11. Road Maintenance 12. Utilities Maintenance 13. Fire Response 99. No Special Use QQ. Other U.U. Unknown	44-46. VEHICLE EVENTS NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway 02. Ran Off Road 03. Overturned, Rollover 04. Jackknife Or Trailer Swing 05. Fire Or Explosion 06. Load Spill 07. Load Shift EVT1 08. Submersion 09. Other Non-Collision Event HIT MOVING OBJECTS: 11. Hit Moving or Stopped Motor Vehicle 12. Hit Pedestrian 13. Hit Bicyclist EVT2 14. Hit Animal 15. Hit Train EVT3 19. Hit Another Moving Object HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle 22. Hit Non-Fixed Object 23. Hit Building 24. Hit Ditch 25. Hit Embankment, Dirt Pile, Rock 26. Hit Culvert, Drainage Structure 27. Hit Tree/Bush/Hedge 28. Hit Light/Utility Pole 29. Hit Curb 30. Hit Post 31. Hit Traffic Barrier 32. Hit Other Fixed Object, Part Of Road Structure 33. Hit Other Fixed Object NOT Part Of Road Structure 39. Hit Other Type Fixed Object NN. No 2nd or 3rd Event QQ. Other U.U. Unknown	50. ENVIRONMENTAL FACTORS 51. Animal On Roadway 52. Road Surface Or Other Condition 53. Obstruction On Road 54. View Obstructed, Glare, Reflection 55. Weather Or Acts Of God NN. No Environmental Factors QQ. Other U.U. Unknown	52. DANGEROUS GOODS CLASS 1. Explosives 2. Gases 3. Flammable Liquids 4. Flammable Solids, Spontaneous Combustibles 5. Oxidizers & Organic Peroxides 6. Poisonous & Infectious Substances 7. Radioactives 8. Corrosives 9. Misc. Dangerous Goods N. Not a Commercial Vehicle Q. Other U. Unknown	53. LOAD STATUS 1. Fully/Partially Loaded 2. Not Loaded N. Not a Commercial Vehicle Q. Other U. Unknown	60. BLOOD ALCOHOL CONCENTRATION 600. Not Tested, Driver/Pedestrian 610. Not Tested Due To Injury, Alcohol Use Suspected 620. Not Tested - Other Reasons, Alcohol Use Suspected 998. No Alcohol Suspected NNN. Passenger U.U. Unknown Driver 1 Driver 2 Ped 1 Ped 2 Ped 3 Ped 4							
18. LIGHT CONDITION 1. Daylight 2. Dawn 3. Dusk 4. Darkness Q. Other U. Unknown	26. ROAD ALIGNMENT 1. Straight And Level 2. Straight With Grade 3. Curved And Level 4. Curved With Grade 5. Top Of Hill/Gradient 6. Bottom Of Hill/Gradient Q. Other U. Unknown	37. EMERGENCY USE 1. Yes 2. No N. Not an Emergency Vehicle U. Unknown	38. TRAILER TYPE 1. Recreational Trailer 2. Light Utility Trailer (Boat) 3. Commercial Full Trailer 4. One Semi-Trailer 5. Two Semi-Trailers, A-Train 6. Two Semi-Trailers, B-Train 7. Two Semi-Trailers, C-Train 8. Two Semi-Trailers, Connector Unknown 9. Three Semi-Trailers N. No Trailers Q. Other U. Unknown	39. USE OF HEADLIGHTS 1. No Headlights On/Not Equipped 2. Daytime Running Lights On 3. Headlights On 4. Parking Lights Only On 5. Fog Or Auxiliary Lights On Q. Other U.U. Unknown	40. VEHICLE SPEED 000. Stopped in Traffic NNN. Parked U.U. Unknown	47. DRIVER/PEDESTRIAN CONDITION 1. Fatigued/Fell Asleep 2. Inexperience 3. Under Influence - Alcohol 4. Under Influence - Drugs 5. Sudden Illness, Lost Consciousness N. Apparently Normal Q. Other U. Unknown	55. VEHICLE TYPE 01. Passenger Car 02. Passenger Van 03. Light Utility Vehicle 04. Pickup Truck, To 4500 kg 05. Panel/Cargo Van, To 4500 kg 06. Other Truck, Van, To 4500 kg 07. Unit Truck, > 4500 kg 08. Road Tractor 09. School Bus	27. TRAFFIC CONTROL 01. Traffic Signals - Oper. 02. Traffic Signals - Flashing 03. Stop Sign 04. Yield Sign 05. Warning Sign 06. Pedestrian Crosswalk 07. Police Officer 08. School Guard, Flagman 09. School Crossing 10. Reduced Speed Zone 11. No Passing Zone Sign 12. Road Markings 13. School Bus Stopped/ Lights Flashing 14. School Bus Stopped/ Lights Not Flashing 15. Rail Crossing With Signals and/or Gates 16. Rail X-ing, Signs Only 17. Unspec. Control Device 18. No Control Present QQ. Other U.U. Unknown	28. POSTED SPEED LIMIT U.U. Unknown	23. ROAD MATERIAL 1. Asphalt 2. Concrete 3. Gravel 4. Earth, Dirt 5. Chip-Seal 6. Brick/Cobblestone 7. Wood 8. Steel Deck 9. Ice Road Q. Other U. Unknown	54. VIEW OBSTRUCTED, GLARE, REFLECTION 55. WEATHER OR ACTS OF GOD NN. NO ENVIRONMENTAL FACTORS QQ. OTHER U.U. UNKNOWN	DIAGRAM Use Solid Direction Lines Before Impact and Broken Lines After 	POLICE COMMENTS DRIVER AT FAULT Y. Driver Wholly/Partially At Fault N. Driver Not At Fault U. Unknown	CHARGES LAID Y. Charges Laid Against Driver N. Charges Not Laid U. Unknown/Pending/Proposed

Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the three fatal traffic collisions that took place in the Northwest Territories in 2010, resulting in three fatalities.

RCMP Detachment	Date	Description
Tli Cho	11-Jul	Single vehicle rollover involving passenger car near Km 284 on Highway #3. Alcohol-impaired driver was ejected and died at the scene. Three passengers sustained moderate to serious injuries.
Yellowknife	28-Nov	Alcohol-impaired operator of snowmobile lost control and ran off road on Taylor Road in Yellowknife City limits. The operator, who was wearing a helmet, sustained fatal injuries. Speeding was a factor.
Hay River	8-Dec	Two tractor-trailer units side-swiped each other near Km 106 on Highway #1. Visibility was limited due to snow thrown up by uninvolved vehicle. A passenger in the sleeper compartment of one of the units was fatally injured. The two drivers sustained moderate to serious injuries. Alcohol was not involved.