

2012 NWT Traffic Collision Facts



Department of Transportation
Road Licensing and Safety Division
August 2013

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) 873-7972, or by facsimile at (867) 873-0120.

2012 QUICK FACTS REPORT

2012 Compared to 2011

	2011	2012	% Change
PROPERTY DAMAGE ONLY COLLISIONS	613	542	-11.6
PERSONAL INJURY COLLISIONS	84	103	22.6
FATAL COLLISIONS	-	2	
TOTAL REPORTED COLLISIONS	697	647	-7.2
NUMBER OF PERSONS KILLED	-	2	
NUMBER OF PERSONS INJURED	109	146	33.9
NWT HIGHWAY SYSTEM COLLISIONS	124	118	-4.8
RURAL COLLISIONS	8	2	-75.0
COLLISIONS IN COMMUNITIES	565	527	-6.7
REGISTERED VEHICLES	32,391	34,655	7.0
LICENSED DRIVERS	24,691	24,745	0.2
NWT POPULATION [1]	43,675	43,349	-0.7
COLLISIONS PER 100 LICENSED DRIVERS	2.82	2.61	-7.4
COLLISIONS PER 100 REGISTERED VEHICLES	2.15	1.87	-13.2
COLLISIONS PER 100 POPULATION	1.60	1.49	-6.5
COLLISIONS INVOLVING ALCOHOL	30	36	20.0

[1] 2011 and 2012 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2013.

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 24-year history of collisions, victims and licensed drivers and vehicles. There were a total of 647 collisions reported in 2012. Reporting definitions remained the same from 1989 to 2011. Starting in 2012, the monetary threshold for reporting property damage only collisions increased from \$1000 to \$2000. Caution should be used in comparing the characteristic of property damage only collisions in 2012 to those in 2011 and earlier years. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1997. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, however, have generally been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and are subject to year-to-year fluctuations. The two traffic fatalities and 146 injuries reported in 2012 are less than the 24-year average.

Section 2 - Time of Occurrence

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

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

Section 3 - Major Contributing Factors

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

Driver condition is more than twice as prevalent in injury and fatal collisions (13%) than in all collisions (6%). Driver error accounts for 72% of all factors in collisions, as compared to vehicular (1%) and environmental (6%).

Section 4 - Environmental Factors

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

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

Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2012, 936 drivers were involved in 647 collisions. This is an average of 1.45 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 than drivers aged 35 to 44 years. On August 1, 2005, the Graduated Driver Licensing Program was introduced to make the process of learning to drive a safer experience. New drivers are required to go through three stages to obtain a full Class 5 licence:

Stage 1 – Learner Class 7

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

Conditions

- A Learner must drive with a fully licensed driver, who has a minimum of 24 months

experience with a full Class 5 license.

- Time spent suspended will have to be made up before moving on to the next stage.
- A Learner cannot have any passengers other than the supervisor.
- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.
- A Learner must have a 0 BAC.
- A Learner is subject to a lower demerit point threshold.

Stage 2 – Probationary Class 5P

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

Conditions

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

Stage 3 – Full Class 5

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

Section 6 - Vehicle Factors

There were a total of 1,145 vehicles involved in 647 collisions in 2012. This is an average of 1.77 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 10% of victims wearing seat belts were injured. On the other hand, 33% of the victims who were not wearing seat belts were injured.

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

Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2012:

- 7 pedestrians were injured;
- one pedestrian was killed;
- 12.5% of the pedestrians injured were under the age of 15;
- all pedestrians were injured within a community;
- 25% 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 driver's licence suspended for 24 hours for a first offence or 30 days for further offences within a 2 year period.
- Novice drivers with any blood alcohol content automatically have their driver's licence suspended for 30 days.
- Drivers caught with over .08 blood alcohol content or who refuse to provide a breathalyzer sample automatically have their driver's licence suspended for 24 hours, are then given a 7 day temporary driver's permit and then further suspended for 90 days in addition to Criminal Code charges for impaired driving.
- Drivers convicted of impaired driving under the Criminal Code are automatically prohibited from driving for:
 - 1 year for a first conviction;
 - 3 years for a second conviction;
 - 5 years for a third conviction;
 - 5 or more years for additional convictions or if the offence caused a death.
- Drivers wishing to have their driving privileges reinstated after an administrative licence suspension are required to pay reinstatement fees and may be required to satisfy conditions including:
 - An alcohol dependency assessment;

- A driver assessment;
 - Participation in a driver improvement program;
 - Participation in an alcohol dependency awareness program;
 - Participation in an alcohol treatment program;
 - Participation in an alcohol ignition interlock program, or
 - Any other condition the Registrar considers appropriate.
- Police have the authority to impound a vehicle for 30 days if the vehicle is operated by a driver whose driving privileges are suspended.

In 2012, there were 36 collisions involving alcohol, resulting in 20 persons being injured. There was one alcohol-related fatality in 2012. These figures are significantly below the 24-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:

- 60% of off-road vehicle collisions resulted in injuries;
- 60% of off-road vehicle drivers involved in collisions are 24 years of age or younger;
- 7% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- 12% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- 82% 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. 62% of collisions took place in the North Slave Region. The North Slave Region also accounted for 55% of persons injured. One fatality took place in the Inuvik Region, while the other 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 41% of collisions occurring on the eight numbered highways.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2011 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 all six indicators.

Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$2,000 in property damage. The Traffic Collision Information System (TCIS) only records reportable motor vehicle collisions that occur on, or adjacent to, roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

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

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

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

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

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

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

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

ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of vehicles and pedestrians. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It also

includes winter/ice roads, trails, privately maintained roads, driveways and parking lots on which the general public may travel.

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

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

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

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in the *Motor Vehicles Act* (\$2,000) with no personal injuries or deaths.

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

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

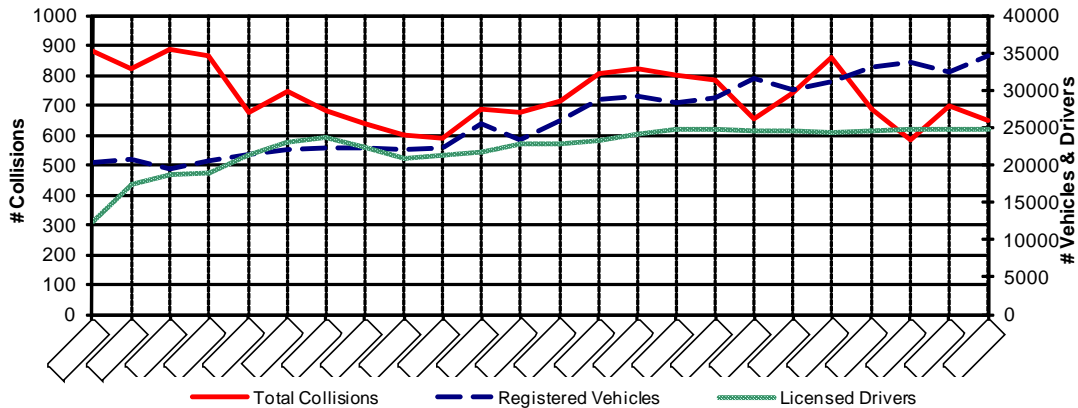
		Page
Quick Facts - Inside Front Cover		
<u>Section 1</u>	<u>Historical Trends</u>	1
Figure	1.1 Trends in Licensed Drivers, Registered Vehicles and Collisions	1
	1.2 Trends in Collision Rates by Vehicles, Drivers and Population	1
	1.3 Trends in Injuries and Fatalities	2
	1.4 Trends in Property Damage Collisions	2
	1.5 Trends in Personal Injury Collisions	3
	1.6 Trends in Fatal Collisions	3
	1.7 Trends in All Reported Collisions	4
	1.8 Property Damage Collisions by Month and Year	4
	1.9 Personal Injury Collisions by Month and Year	5
	1.10 Fatal Collisions by Month and Year	5
	1.11 Total Collisions by Month and Year	5
<u>Section 2</u>	<u>Time of Occurrence</u>	6
Figure	2.1 Personal Injury Collisions by Month of Occurrence	6
	2.2 Fatal Collisions by Month of Occurrence	6
	2.3 Total Collisions by Month of Occurrence	6
	2.4 Collisions and Victims by Month of Occurrence	6
	2.5 Total Collisions by Time of Day	6
	2.6 Total Collisions by Day of Week	6
	2.7 Total Collisions by Time of Day and Day of Week	7
<u>Section 3</u>	<u>Major Contributing Factors</u>	8
Figure	3.1 Collision by Severity Where Human Condition was a Major Contributing Factor	8
	3.2 Collisions by Severity Where Human Action was a Major Contributing Factor	8
	3.3 Collisions by Severity Where Vehicle Condition was a Major Contributing Factor	8
	3.4 Collisions by Severity Where Environmental Condition was a Major Contributing Factor	9
	3.5 Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown	9
	3.6 Major Contributing Factors by Collision Severity	9
	3.7 Collisions by Road System Where Human Condition was a Major Contributing Factor	10
	3.8 Collisions by Road System Where Human Action was a Major Contributing Factor	10
	3.9 Collisions by Road System Where Vehicle Condition was a Major Contributing Factor	10
	3.10 Collisions by Road System Where Environmental Condition was a Major Contributing Factor	12
	3.11 Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown	11
	3.12 Major Contributing Factors in Collisions - Communities and NWT Highways	11

		Page
<u>Section 4</u>	<u>Environmental Factors</u>	12
Figure	4.1 Collisions by Road Surface Type and Severity	12
	4.2 Collisions by Road Surface Environmental Condition and Severity	12
	4.3 Collisions by Road Defect and Severity	13
	4.4 Collisions by Light Condition and Severity	13
	4.5 Collisions by Weather Condition and Severity	14
	4.6 Collisions by Configuration and Severity	15
	4.7 Collisions by Configuration and Road System	16
	4.8 Collisions by Collision Site and Severity	17
	4.9 Collisions by Collision Site and Road System	17
	4.10 Collisions by Roadway Alignment and Severity	17
	4.11 Collisions by Roadway Type and Severity	18
	4.12 Collisions by Sequence of Events and Severity	18
	4.13 Collisions by Sequence of Events and Road System	19
<u>Section 5</u>	<u>Driver Factors</u>	20
Figure	5.1 Drivers in Collisions and Relative Risk by Driver Age	20
	5.2 Collision Rates by Severity and Driver Age	20
	5.3 Number of Drivers in Collisions by Licence Class and Age	21
	5.4 Number of Drivers in Collisions by Driver Condition and Age	21
	5.5 Number of Drivers in Collisions by Driver Action and Age	22
<u>Section 6</u>	<u>Vehicle Factors</u>	23
Figure	6.1 Number of Vehicles in Collisions by Vehicle Type and Severity	23
	6.2 Number of Vehicles in Collisions by Vehicle Condition and Severity	23
	6.3 Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity	24
	6.4 Number of Vehicles in Collisions by Vehicle Year and Severity	24
<u>Section 7</u>	<u>Victims and Occupant Restraints</u>	25
Figure	7.1 Fatalities Classification	25
	7.2 Injuries Classification	25
	7.3 Persons Injured by Road User Class and Age Group	26
	7.4 Persons Killed by Road User Class and Age Group	26
	7.5 Persons Injured or Killed by Road User Class and Gender	26
	7.6 Motor Vehicle Occupants by Injury Severity and Restraint Use	27
	7.7 Restraints Used/Not Used	27
	7.8 Motor Vehicle Occupants by Injury Severity and Age Group	28
	7.9 Victim Restraint Use Rate by Victim Age	28

		Page
<u>Section 8</u>	<u>Pedestrians</u>	29
Figure	8.1 Pedestrians Injured or Killed by Age Group	29
	8.2 Pedestrians Injured or Killed by Pedestrian Action and Age Group	29
	8.3 Pedestrians Injured or Killed by Place of Occurrence and Injury Severity	30
	8.4 Pedestrians Injured or Killed by Collision Site	30
	8.5 Pedestrians Injured or Killed by Pedestrian Condition	30
<u>Section 9</u>	<u>Alcohol</u>	31
Figure	9.1 Drinking Drivers in Collisions by Driver Age and Gender	31
	9.2 Collisions Involving Alcohol by Day of Week	31
	9.3 Percentage of Collisions Involving Alcohol by Year and Severity	31
	9.4 Number of Collisions and Victims Involving Alcohol	31
	9.5 Number of Alcohol Related Collisions by Time of Day	32
	9.6 Injury Severity by Alcohol Involvement	32
	9.7 Alcohol-Involved Collisions by Month	32
<u>Section 10</u>	<u>Off-Road Vehicles</u>	33
Figure	10.1 Off-Road Vehicle Collisions by Month and Severity	33
	10.2 Off-Road Vehicle Collisions by Vehicle Type	33
	10.3 Off-Road Vehicle Drivers in Collisions by Driver Age and Gender	33
	10.4 Off-Road Vehicle Collisions by Severity and Driver Condition	33
	10.5 Off-Road Vehicle Collisions by Severity and Driver Action	34
	10.6 Off-Road Vehicle Occupants by Injury Severity and Helmet Use	34
<u>Section 11</u>	<u>Geographic Distribution</u>	35
Figure	11.1 Collisions by Region, RCMP Detachment and Severity	35
	11.2 Collision Rates by Region and RCMP Detachment	36
	11.3 Collisions on the NWT Highway System	37
	11.4 Collisions on the NWT Highway System - Map	41
	11.5 Collision Rates on the NWT Highway System - Map	42
<u>Section 12</u>	<u>National Comparison</u>	43
Figure	12.1 Casualty Rates by Canadian Jurisdiction	43
<u>Appendix</u>		44
Section	A1 Northwest Territories Collision Report Form Side I	44
	A2 Northwest Territories Collision Report Form Side II	45
	A3 Brief Description of Fatal Collisions	46

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

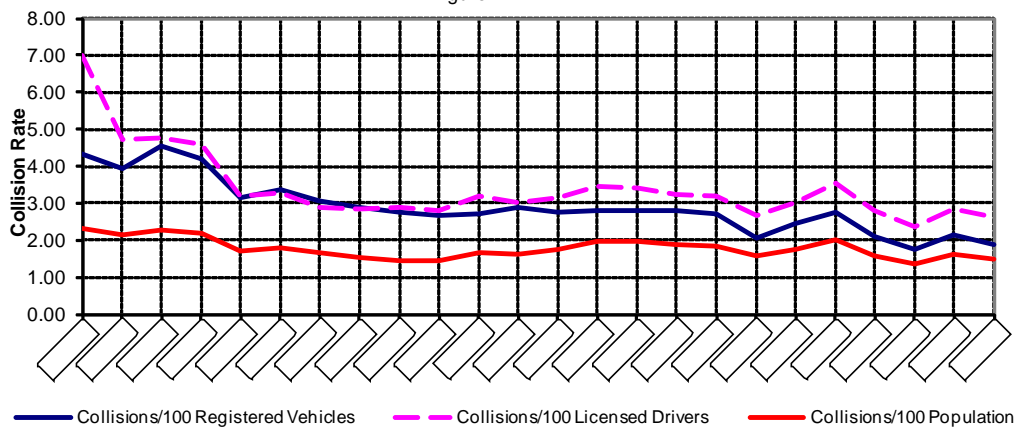


3 Year Summary

	2010	2011	2012	% Change
Registered Vehicles	33,688	32,391	34,655	7.0
Licensed Drivers	24,785	24,691	24,745	0.2
Total Collisions	585	697	647	-7.2

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

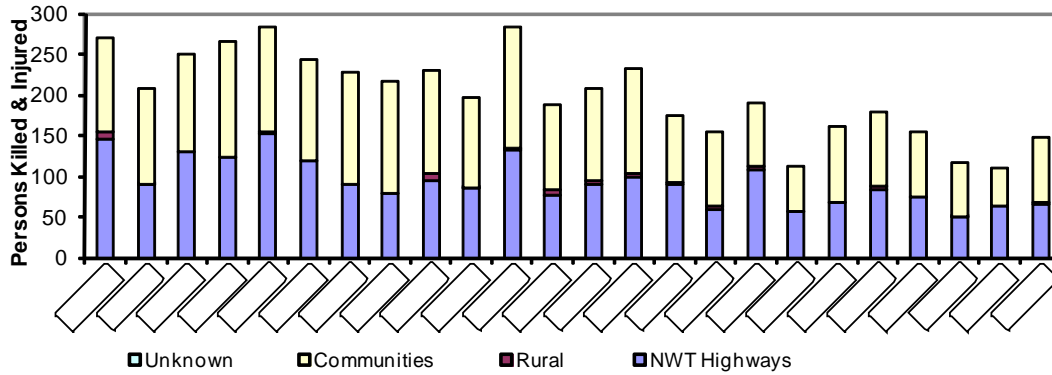


3 Year Summary

	2010	2011	2012	% Change
Collisions/100 Registered Vehicles	1.74	2.15	1.87	-13.2
Collisions/100 Licensed Drivers	2.36	2.82	2.61	-7.4
Collisions/100 Population	1.34	1.60	1.49	-6.5

Trends in Injuries & Fatalities

Figure 1.3

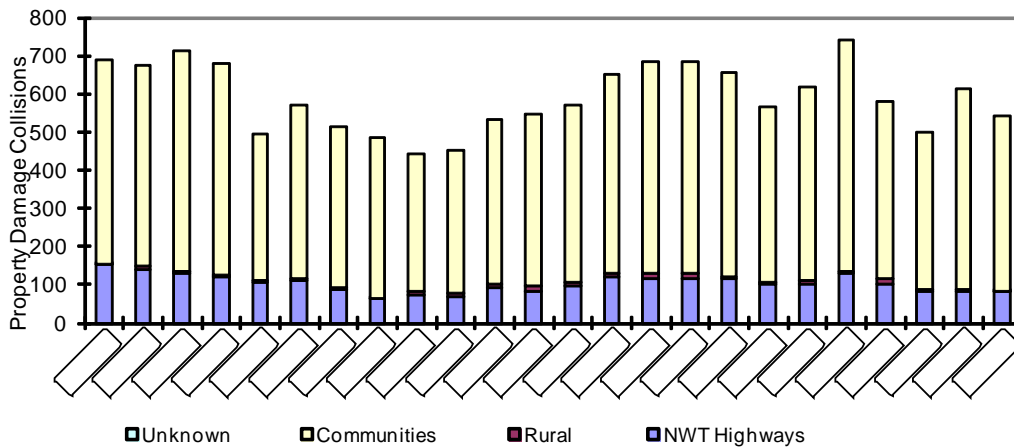


3 Year Summary

	Persons Injured				Persons Killed			
	2010	2011	2012	Average	2010	2011	2012	Average
NWT Highways	47	64	66	59	2	0	0	1
Rural	1	0	1	1	0	0	0	0
Communities	65	45	79	63	1	0	2	1
Total	113	109	146	123	3	0	2	2

Trends in Property Damage Collisions

Figure 1.4

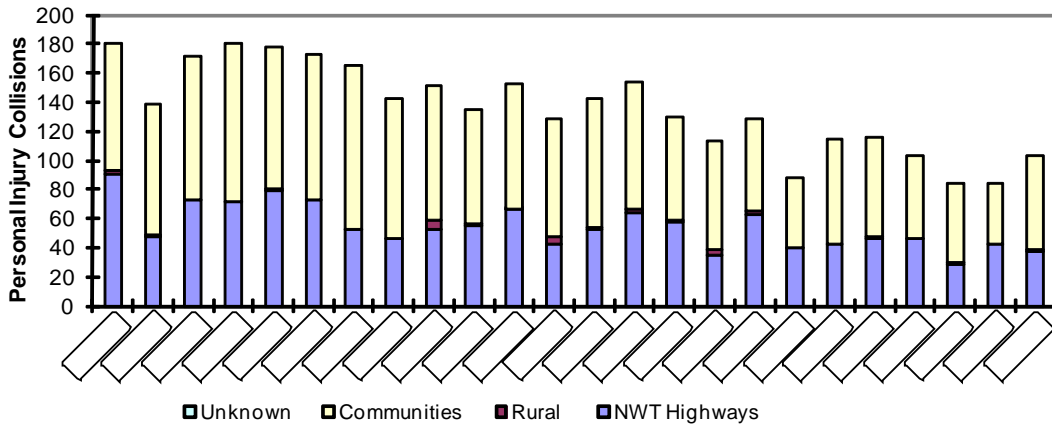


3 Year Summary

	Property Damage Collisions			
	2010	2011	2012	Average
NWT Highways	82	81	81	81
Rural	7	8	1	5
Communities	409	524	460	464
Total	498	613	542	551

Trends in Personal Injury Collisions

Figure 1.5

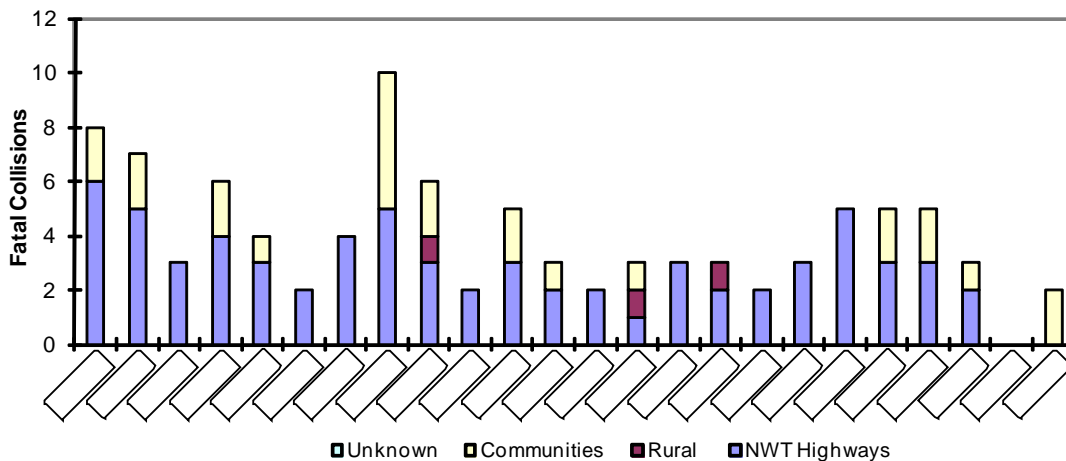


3 Year Summary

Personal Injury Collisions				
	2010	2011	2012	Average
NWT Highways	29	43	37	36
Rural	1	0	1	1
Communities	54	41	65	53
Total	84	84	103	90

Trends in Fatal Collisions

Figure 1.6

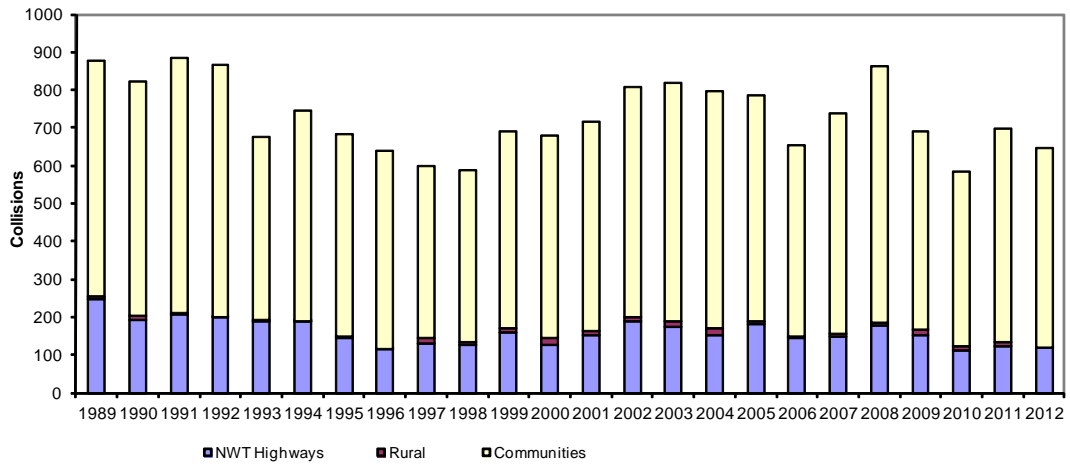


3 Year Summary

Fatal Collisions				
	2010	2011	2012	Average
NWT Highways	2	0	0	1
Rural	0	0	0	0
Communities	1	0	2	1
Total	3	0	2	2

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2010	2011	2012	Average
NWT Highways	113	124	118	118
Rural	8	8	2	6
Communities	464	565	527	519
Total	585	697	647	643

Property Damage Collisions by Month and Year

Figure 1.8
Avg. 02 to 11

Month	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Avg. 02 to 11	2012
January	85	91	90	75	62	58	101	94	60	75	79	75
February	64	76	85	87	54	72	68	63	40	69	68	56
March	64	82	58	65	45	84	91	65	48	61	66	63
April	35	47	37	52	42	33	44	46	35	42	41	36
May	42	41	27	39	29	26	38	34	23	31	33	32
June	41	47	51	43	30	45	33	38	34	38	40	31
July	38	38	32	52	45	39	37	31	47	36	40	26
August	53	34	35	42	34	39	53	30	29	39	39	23
September	40	43	49	53	41	43	43	29	34	34	41	32
October	61	47	59	47	33	50	56	48	49	43	49	57
November	64	69	66	51	90	54	82	42	42	70	63	54
December	63	72	93	50	59	76	94	61	57	75	70	57
Total	650	687	682	656	564	619	740	581	498	613	629	542

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Avg. 02 to 11	2012
January	11	9	15	10	12	6	10	15	11	9	11	12
February	6	25	8	8	4	15	16	5	5	6	10	7
March	8	11	7	10	8	9	10	13	6	6	9	9
April	5	7	11	3	10	7	7	7	6	8	7	4
May	9	10	9	5	4	3	11	8	7	5	7	7
June	15	9	10	15	8	10	10	8	5	8	10	12
July	19	12	9	17	6	11	9	7	6	10	11	9
August	16	11	18	15	8	13	7	6	9	7	11	6
September	13	6	10	9	5	12	6	7	4	5	8	6
October	22	15	6	13	9	9	10	10	9	9	11	4
November	15	7	3	16	10	8	10	9	10	6	9	13
December	15	8	7	7	4	11	10	8	6	5	8	14
Total	154	130	113	128	88	114	116	103	84	84	111	103

Fatal Collisions by Month and Year

Figure 1.10

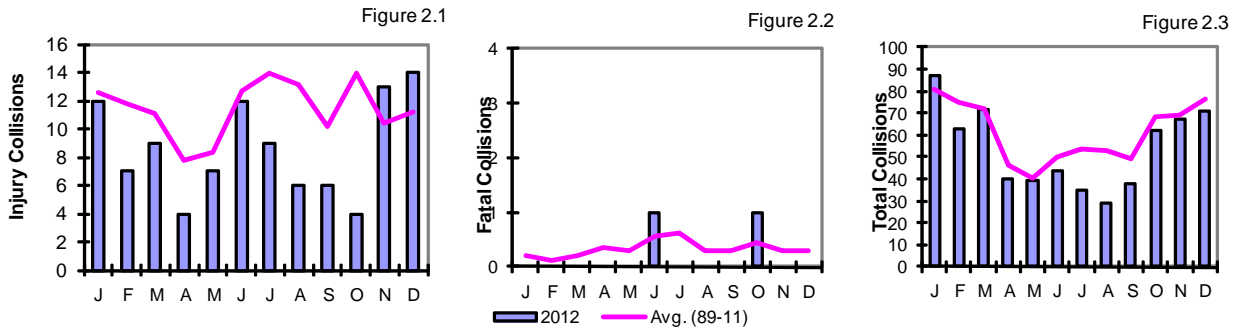
Month	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Avg. 02 to 11	2012
January	0	1	0	0	1	0	0	0	0	0	0.2	0
February	1	0	1	0	0	0	0	1	0	0	0.3	0
March	0	0	0	0	0	0	0	0	0	0	0.0	0
April	0	0	0	0	0	0	0	0	0	0	0.0	0
May	0	0	0	1	0	1	0	1	0	0	0.3	0
June	0	1	1	1	0	0	0	0	0	0	0.3	1
July	0	0	0	0	1	1	2	1	1	0	0.6	0
August	0	0	0	0	0	0	0	0	0	0	0.0	0
September	0	0	0	0	0	2	2	0	0	0	0.4	0
October	1	0	0	0	1	0	0	2	0	0	0.4	1
November	1	0	0	0	0	0	1	0	1	0	0.3	0
December	0	1	1	0	0	1	0	0	1	0	0.4	0
Total	3	3	3	2	3	5	5	5	3	0	3.2	2

Total Collisions by Month and Year

Figure 1.11

Month	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Avg. 02 to 11	2012
January	96	101	105	85	75	64	111	109	71	84	90	87
February	71	101	94	95	58	87	84	69	45	75	78	63
March	72	93	65	75	53	93	101	78	54	67	75	72
April	40	54	48	55	52	40	51	53	41	50	48	40
May	51	51	36	45	33	30	49	43	30	36	40	39
June	56	57	62	59	38	55	43	46	39	46	50	44
July	57	50	41	69	52	51	48	39	54	46	51	35
August	69	45	53	57	42	52	60	36	38	46	50	29
September	53	48	59	62	46	57	51	36	38	39	49	38
October	84	62	65	60	43	59	66	60	58	52	61	62
November	80	76	69	67	100	62	93	51	53	76	73	67
December	78	81	101	57	63	88	104	69	64	80	79	71
Total	807	819	798	786	655	738	861	689	585	697	744	647

Collisions by Month of Occurrence



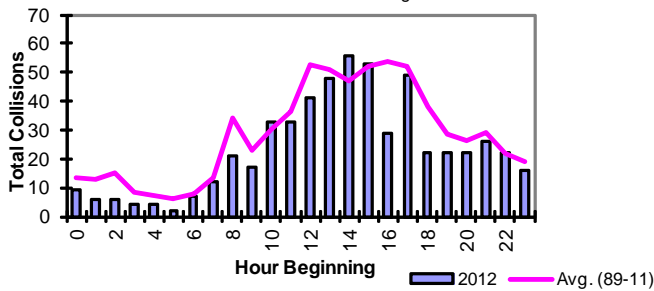
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	75	12	0	87	27	0
February	56	7	0	63	8	0
March	63	9	0	72	11	0
April	36	4	0	40	5	0
May	32	7	0	39	11	0
June	31	12	1	44	19	1
July	26	9	0	35	12	0
August	23	6	0	29	10	0
September	32	6	0	38	6	0
October	57	4	1	62	5	1
November	54	13	0	67	16	0
December	57	14	0	71	16	0
Total	542	103	2	647	146	2

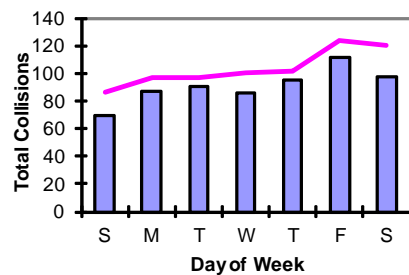
Total Collisions by Time of Day

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	1	2	0	3	9	1.4
1 to 2 a.m.	2	0	0	2	1	1	0	6	0.9
2 to 3 a.m.	2	0	0	1	0	2	1	6	0.9
3 to 4 a.m.	1	0	0	0	0	0	3	4	0.6
4 to 5 a.m.	0	0	1	0	1	1	1	4	0.6
5 to 6 a.m.	1	1	0	0	0	0	0	2	0.3
6 to 7 a.m.	2	0	0	4	0	0	1	7	1.1
7 to 8 a.m.	0	2	0	2	3	3	2	12	1.9
8 to 9 a.m.	2	7	3	2	5	1	1	21	3.3
9 to 10 a.m.	2	3	3	1	4	4	0	17	2.7
10 to 11 a.m.	2	5	4	4	4	6	8	33	5.2
11 to 12 a.m.	5	5	7	6	4	5	1	33	5.2
12 to 1 p.m.	4	6	8	3	7	9	4	41	6.4
1 to 2 p.m.	1	10	6	9	8	7	7	48	7.5
2 to 3 p.m.	6	6	10	8	6	12	8	56	8.8
3 to 4 p.m.	5	7	11	8	5	9	8	53	8.3
4 to 5 p.m.	1	6	9	3	1	5	4	29	4.6
5 to 6 p.m.	6	4	7	7	7	13	5	49	7.7
6 to 7 p.m.	2	4	4	2	2	3	5	22	3.5
7 to 8 p.m.	1	5	3	3	4	5	1	22	3.5
8 to 9 p.m.	1	0	0	2	11	4	4	22	3.5
9 to 10 p.m.	3	5	2	7	1	4	4	26	4.1
10 to 11 p.m.	2	2	0	1	2	8	7	22	3.5
11 to 12 p.m.	3	2	0	2	2	2	5	16	2.5
Not Stated	14	6	12	8	15	7	14	76	11.9
Total	70	87	90	86	95	111	97	636	
%	11.0	13.7	14.2	13.5	14.9	17.5	15.3	100.0	

* Excludes collisions in which Day of Week was unknown.

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Fatigued, Fell Asleep	1	2	0	3	0.5
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	24	10	1	35	5.4
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	1	0	1	0.2
Other Driver Condition	0	0	0	0	0.0
Total	25	13	1	39	6.0

Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Following Too Closely	15	5	0	20	3.1
Distracted, Inattentive	59	9	0	68	10.5
Driving Too Fast for Conditions	52	26	0	78	12.1
Improper Turning or Passing	15	3	0	18	2.8
Failed to Yield Right-of-Way	38	18	0	56	8.7
Disobeyed Traffic Control/Officer	2	0	0	2	0.3
Driving on Wrong Side of Road	2	1	0	3	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	134	3	0	137	21.2
Lost Control	60	21	0	81	12.5
Other Driver Action	0	0	0	0	0.0
Total	377	86	0	463	71.6

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.2
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	5	1	0	6	0.9
Total	6	1	0	7	1.1

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

Figure 3.7

Human Condition	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Fatigued, Fell Asleep	3	0	0	3	0.5
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	7	28	0	35	5.4
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	1	0	1	0.2
Other Driver Condition	0	0	0	0	0.0
Total	10	29	0	39	6.0

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

Figure 3.8

Human Action	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Following Too Closely	3	16	1	20	3.1
Distracted, Inattentive	6	62	0	68	10.5
Driving Too Fast for Conditions	15	63	0	78	12.1
Improper Turning or Passing	5	13	0	18	2.8
Failed to Yield Right-of-Way	3	53	0	56	8.7
Disobeyed Traffic Control/Officer	0	2	0	2	0.3
Driving on Wrong Side of Road	0	3	0	3	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	2	135	0	137	21.2
Lost Control	45	35	1	81	12.5
Other Driver Action	0	0	0	0	0.0
Total	79	382	2	463	71.6

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

Figure 3.9

Vehicle Condition	NWT			% of Total	
	Highways	In Communities	Rural	Total	Factors
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.2
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	0	6	0	6	0.9
Total	1	6	0	7	1.1

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	25	2	0	27	4.2
Road Surface or Condition	1	7	0	8	1.2
Obstruction/Debris on Road	0	1	0	1	0.2
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	0	2	0	2	0.3
Other Environmental Factor	0	0	0	0	0.0
Total	26	12	0	38	5.9

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

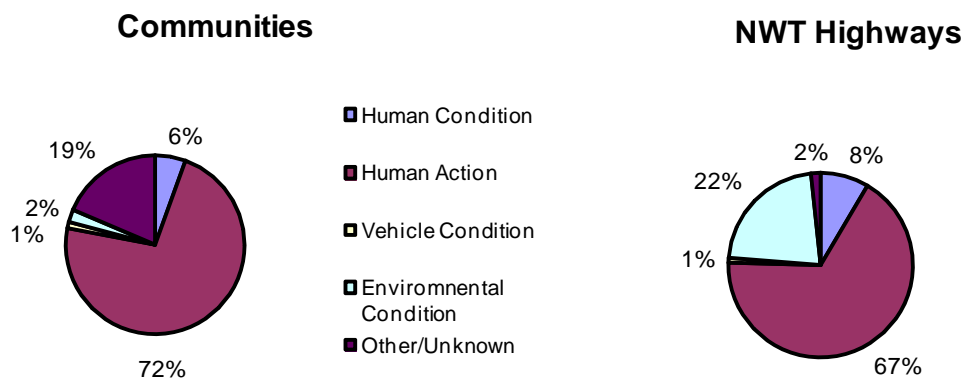
Figure 3.11

Factor	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Unspecified	0	1	0	1	0.2
Unknown	2	97	0	99	15.3
Total	2	98	0	100	15.5

Total All Factors	118	527	2	647	100.0
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Major Contributing Factors in Collisions - Communities and NWT Highways

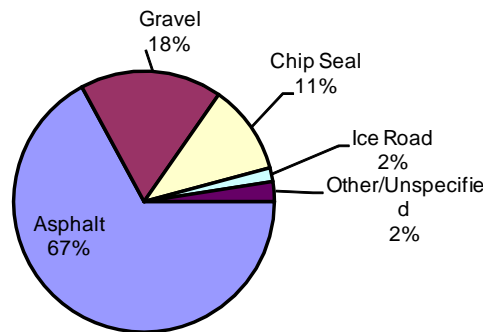
Figure 3.12



Collisions by Road Surface Type and Severity

Figure 4.1

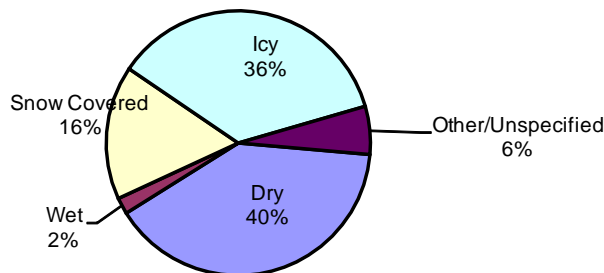
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	373	60	1	434	67.1
Concrete	1	0	0	1	0.2
Gravel (Crushed Stone)	92	21	1	114	17.6
Earth, Dirt	4	0	0	4	0.6
Chip Seal	52	20	0	72	11.1
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	1	0	0	1	0.2
Ice Road	9	2	0	11	1.7
Unspecified	10	0	0	10	1.5
Total	542	103	2	647	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

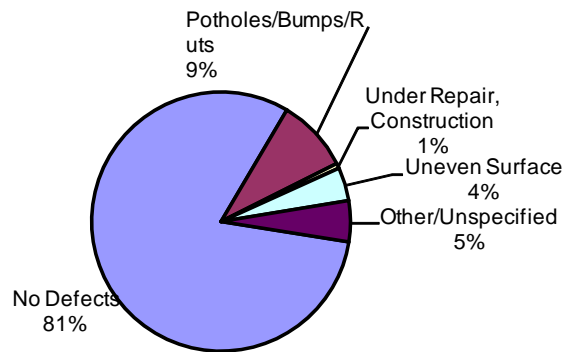
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	219	38	0	257	39.7
Wet	9	4	0	13	2.0
Snow (Fresh, Loose)	88	12	1	101	15.6
Slush, Wet Snow	4	1	0	5	0.8
Icy	190	43	0	233	36.0
Loose Sand/Gravel/Dirt	6	3	1	10	1.5
Muddy	1	1	0	2	0.3
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	25	1	0	26	4.0
Total	542	103	2	647	100



Collisions by Road Defect and Severity

Figure 4.3

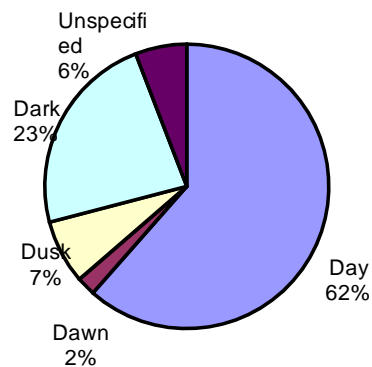
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	443	81	0	524	81.0
Potholes/Bumps/Ruts	45	13	1	59	9.1
Under Repair, Construction	2	1	1	4	0.6
Uneven Pavement Surface	20	7	0	27	4.2
Worn	7	1	0	8	1.2
Obscured or Faded Markings	0	0	0	0	0.0
Other	1	0	0	1	0.2
Unspecified	24	0	0	24	3.7
Total	542	103	2	647	100.0



Collisions by Light Condition and Severity

Figure 4.4

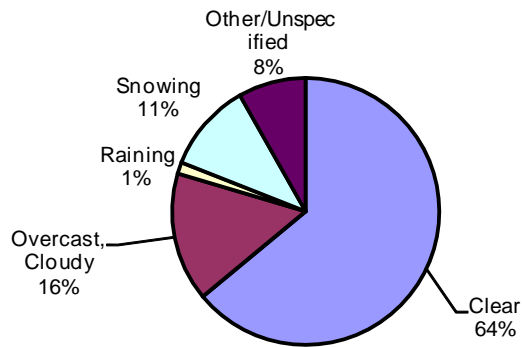
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	328	69	1	398	61.5
Dawn	13	1	0	14	2.2
Dusk	41	6	0	47	7.3
Dark	122	27	1	150	23.2
Unspecified	38	0	0	38	5.9
Total	542	103	2	647	100.0



Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	344	69	1	414	64.0
Overcast, Cloudy (No Precipitation)	84	17	0	101	15.6
Raining	7	2	0	9	1.4
Snowing	54	15	1	70	10.8
Freezing Rain/Sleet/Hail	1	0	0	1	0.2
Visibility Limitations (fog, dust, etc.)	7	0	0	7	1.1
Strong Winds	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	45	0	0	45	7.0
Total	542	103	2	647	100.0

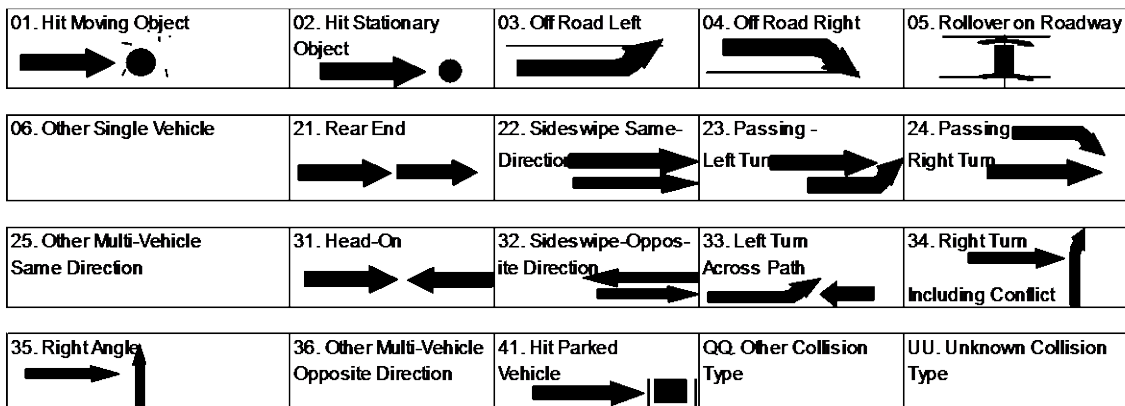


Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total % of Total	
01. Hit Moving Object					
a) With Bison	17	1	0	18	2.8
b) With Other Animal	12	1	0	13	2.0
c) With Pedestrian	1	7	1	9	1.4
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	36	2	0	38	5.9
03. Off Road Left					
a) With Rollover	6	11	1	18	2.8
b) No Rollover	9	1	0	10	1.5
04. Off Road Right					
a) With Rollover	10	16	0	26	4.0
b) No Rollover	14	8	0	22	3.4
05. Rollover on Roadway	1	4	0	5	0.8
06. Other Single Vehicle	3	0	0	3	0.5
21. Rear End	68	25	0	93	14.4
22. Sideswipe - Same Direction	12	0	0	12	1.9
23. Passing - Left Turn	3	1	0	4	0.6
24. Passing - Right Turn	5	0	0	5	0.8
25. Other Multi-Vehicle Same Direction	1	3	0	4	0.6
31. Head-On	6	1	0	7	1.1
32. Sideswipe - Opposite Direction	9	0	0	9	1.4
33. Left Turn Across Path	11	4	0	15	2.3
34. Right Turn Including Conflict	4	2	0	6	0.9
35. Right Angle	74	13	0	87	13.4
36. Other Multi-Vehicle Opposite Direction	18	1	0	19	2.9
41. Hit Parked Vehicle	222	2	0	224	34.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	542	103	2	647	100.0

*Collision Configurations

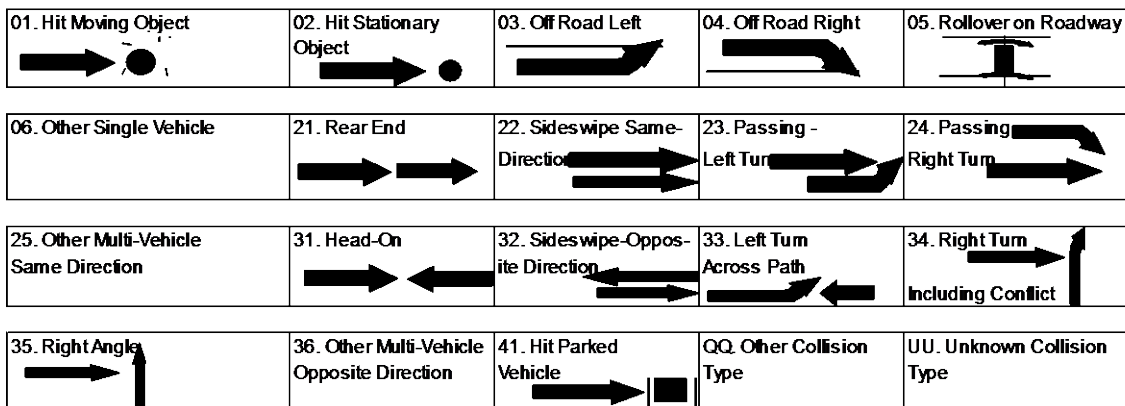


Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total % of Total	
01. Hit Moving Object					
a) With Bison	18	0	0	18	2.8
b) With Other Animal	11	2	0	13	2.0
c) With Pedestrian	0	9	0	9	1.4
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	4	34	0	38	5.9
03. Off Road Left					
a) With Rollover	13	5	0	18	2.8
b) No Rollover	5	5	0	10	1.5
04. Off Road Right					
a) With Rollover	24	2	0	26	4.0
b) No Rollover	12	10	0	22	3.4
05. Rollover on Roadway	3	2	0	5	0.8
06. Other Single Vehicle	2	1	0	3	0.5
21. Rear End	8	84	1	93	14.4
22. Sideswipe - Same Direction	3	9	0	12	1.9
23. Passing - Left Turn	2	2	0	4	0.6
24. Passing - Right Turn	0	5	0	5	0.8
25. Other Multi-Vehicle Same Direction	3	1	0	4	0.6
31. Head-On	1	6	0	7	1.1
32. Sideswipe - Opposite Direction	5	4	0	9	1.4
33. Left Turn Across Path	2	13	0	15	2.3
34. Right Turn Including Conflict	0	6	0	6	0.9
35. Right Angle	2	85	0	87	13.4
36. Other Multi-Vehicle Opposite Direction	0	19	0	19	2.9
41. Hit Parked Vehicle	0	223	1	224	34.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	118	527	2	647	100.0

***Collision Configurations**



Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	259	51	2	312	48.2
Intersection - Two Public Roadways	93	40	0	133	20.6
Intersection - Parking Lot, Driveway	110	10	0	120	18.5
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	1	0	2	0.3
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	73	1	0	74	11.4
Unknown	6	0	0	6	0.9
Total	542	103	2	647	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	102	208	2	312	48.2
Intersection - Two Public Roadways	11	122	0	133	20.6
Intersection - Parking Lot, Driveway	2	118	0	120	18.5
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	1	0	2	0.3
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	2	72	0	74	11.4
Unknown	0	6	0	6	0.9
Total	118	527	2	647	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	439	68	1	508	78.5
Straight with Grade	40	12	0	52	8.0
Curved and Level	32	14	0	46	7.1
Curve with Grade	10	6	1	17	2.6
Top of Hill or Grade	8	1	0	9	1.4
Bottom of Hill or Grade	7	2	0	9	1.4
Other	0	0	0	0	0.0
Unknown	6	0	0	6	0.9
Total	542	103	2	647	100.0

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	0.5
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	313	77	2	392	60.6
Undivided, Two-Way, Multi Lane	30	12	0	42	6.5
Divided, Barrier Median	1	1	0	2	0.3
Divided with Median, No Barrier	13	11	0	24	3.7
Divided, Divider Unspecified	0	0	0	0	0.0
Other	176	2	0	178	27.5
Unknown	6	0	0	6	0.9
Total	542	103	2	647	100.0

Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	2	0	0	2	0.3
Hit Building	2	0	0	2	0.3
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	3	0	0	3	0.5
Hit Curb	1	0	0	1	0.2
Hit Post	6	0	0	6	0.9
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	2	0	0	2	0.3
Hit Other Type Fixed Object	4	0	0	4	0.6
Sub Total Fixed Objects	23	0	0	23	3.6
Moveable Objects					
Another Road Vehicle	433	52	0	485	75.0
Bison	17	1	0	18	2.8
Other Animal	12	1	0	13	2.0
Pedestrian	1	7	1	9	1.4
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	463	61	1	525	81.1
Non-Collision Events					
Ran Off Road	23	0	0	23	3.6
Rollover	17	31	1	49	7.6
Jack Knife or Trailer Swing	1	0	0	1	0.2
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	1	0	0	1	0.2
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	42	31	1	74	11.4
Other/ Unknown Event	14	11	0	25	3.9
Grand Total	542	103	2	647	100.0

Collision Sequence of Events by Road System

Figure 4.13

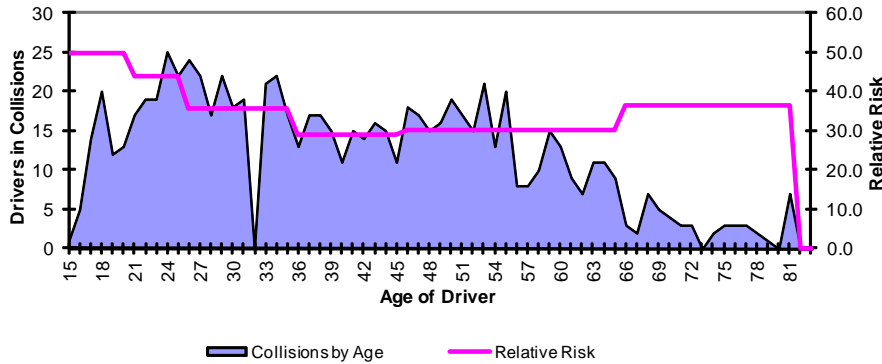
Non-Moving Objects	NWT			Total	%
	Highways	In Communities	Rural		
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	2	0	2	0.3
Hit Building	0	2	0	2	0.3
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.2
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	3	0	3	0.5
Hit Curb	0	1	0	1	0.2
Hit Post	1	5	0	6	0.9
Hit Traffic Barrier	0	1	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	1	1	0	2	0.3
Hit Other Type Fixed Object	0	4	0	4	0.6
Sub Total Fixed Objects	3	20	0	23	3.6
Moveable Objects					
Another Road Vehicle	26	457	2	485	75.0
Bison	18	0	0	18	2.8
Other Animal	11	2	0	13	2.0
Pedestrian	0	9	0	9	1.4
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	55	468	2	525	81.1
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	40	9	0	49	7.6
Jack Knife or Trailer Swing	1	0	0	1	0.2
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	1	0	0	1	0.2
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	42	9	0	51	7.9
Unknown Event	18	30	0	48	7.4
Grand Total	118	527	2	647	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 to and Over	Not Stated	Total
Licensed Drivers	40	1,124	2,110	5,629	5,154	5,397	3,722	1,569	0	24,745
Drivers in Collisions	7	51	93	201	150	162	113	57	102	936

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 to and Over	Average Rate
Property Damage	36.1	31.3	27.4	24.8	25.2	26.9	30.6	31.4
Personal Injury & Fatal	13.7	12.8	8.3	4.3	4.8	3.5	5.7	6.5
Total	49.8	44.1	35.7	29.1	30.0	30.4	36.3	37.8
Relative Risk*	1.3	1.2	0.9	0.8	0.8	0.8	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 1.3 times more likely to be involved in a collision than the average driving population. On average, 5% 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.

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 7 Req'd. Licence		Class Not Stated		Total	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18		
Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
16	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13
21-24	1	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80
25-34	11	0	8	8	162	0	5	3	3	1	1	1	1	1	1	1	1	1	1	201
35-44	15	1	5	12	108	0	3	1	3	2	2	2	2	2	2	2	2	2	2	150
45-54	27	2	7	16	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162
55-64	15	1	4	12	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	113
65 and over	5	0	1	4	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102
Drivers in Collisions	74	5	31	52	612	0	17	17	20	108	20	108	108	108	108	108	108	108	108	936
Total Licensed Drivers	1,374	153	813	1,107	19,390	2	1,906	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24,745
Relative Risk*	1.42	0.86	1.01	1.24	0.83	0.00	0.24	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.00

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

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16		16		17		18		19		20		21-24		25-34		35-44		45-54		55-64		65+		Not Stated		Total	%
	7	5	14	20	12	13	13	14	14	13	13	14	13	14	13	14	15	16	16	17	17	18	18	19	19	20		
Apparently Normal	3	2	12	10	7	9	64	173	135	153	102	53	1	1	1	1	1	1	1	1	1	1	1	1	1	1	724	77.4
Fatigued, Fell Asleep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0.5
Inexperience	4	3	1	7	1	3	2	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	2.7
Under Influence - Alcohol	0	0	0	2	3	1	10	10	5	1	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	37	4.0
Under Influence - Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.1
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	1	1	1	0	2	16	8	6	3	100	6	6	6	6	6	6	6	6	6	6	6	6	144	15.4	
Total	7	5	14	20	12	13	80	201	150	162	113	57	102	113	113	113	113	113	113	113	113	113	113	113	113	113	936	100.0
%	0.7	0.5	1.5	2.1	1.3	1.4	8.5	21.5	16.0	17.3	12.1	6.1	10.9	12.1	12.1	12.1	12.1	12.1	12.1	12.1	12.1	12.1	12.1	12.1	12.1	12.1	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	210	39	0	249	21.7
Passenger Van	66	10	0	76	6.6
Light Utility Vehicle	186	34	0	220	19.2
Pickup Truck	369	52	2	423	36.9
Panel/Cargo Van	22	1	0	23	2.0
Other Truck/Van <= 4536 kg	4	0	0	4	0.3
Unit Truck > 4536 kg	13	3	0	16	1.4
Road Tractor	14	2	0	16	1.4
School Bus	0	0	0	0	0.0
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	3	0	0	3	0.3
Intercity Bus	0	0	0	0	0.0
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	3	0	3	0.3
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	2	0	3	0.3
Bicycle	0	4	0	4	0.3
Motor Home	0	0	0	0	0.0
Farm Equipment	0	0	0	0	0.0
Construction Equipment	1	2	0	3	0.3
Fire Engine	0	0	0	0	0.0
Snowmobile	6	8	0	14	1.2
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	88	0	0	88	7.7
Total	983	160	2	1145	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	836	136	2	974	85.1
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	1	0	1	0.1
Defective Lighting	0	1	0	1	0.1
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	1	0	0	1	0.1
Oversized Load, Overload	1	1	0	2	0.2
Visibility Obstructed	4	1	0	5	0.4
Other Defective Vehicular Parts	8	1	0	9	0.8
Other Vehicular Factor	0	0	0	0	0.0
Unknown	133	19	0	152	13.3
Total	983	160	2	1145	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	247	70	2	319	27.9
Turning Left	53	15	0	68	5.9
Turning Right	40	6	0	46	4.0
Making U-Turn	8	3	0	11	1.0
Changing Lanes	4	0	0	4	0.3
Merging	1	0	0	1	0.1
Reversing	161	3	0	164	14.3
Overtaking	10	2	0	12	1.0
Negotiating Curve	26	8	0	34	3.0
Slowing or Stopped in Traffic	105	44	0	149	13.0
Starting in Traffic	0	0	0	0	0.0
Leaving Roadside	4	1	0	5	0.4
Stopped/Parked Legally	218	1	0	219	19.1
Stopped/Parked Illegally	8	1	0	9	0.8
Swerving to Avoid Collision	4	5	0	9	0.8
Run-away or Roll-away Vehicle	5	1	0	6	0.5
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	89	0	0	89	7.8
Total	983	160	2	1145	100.0

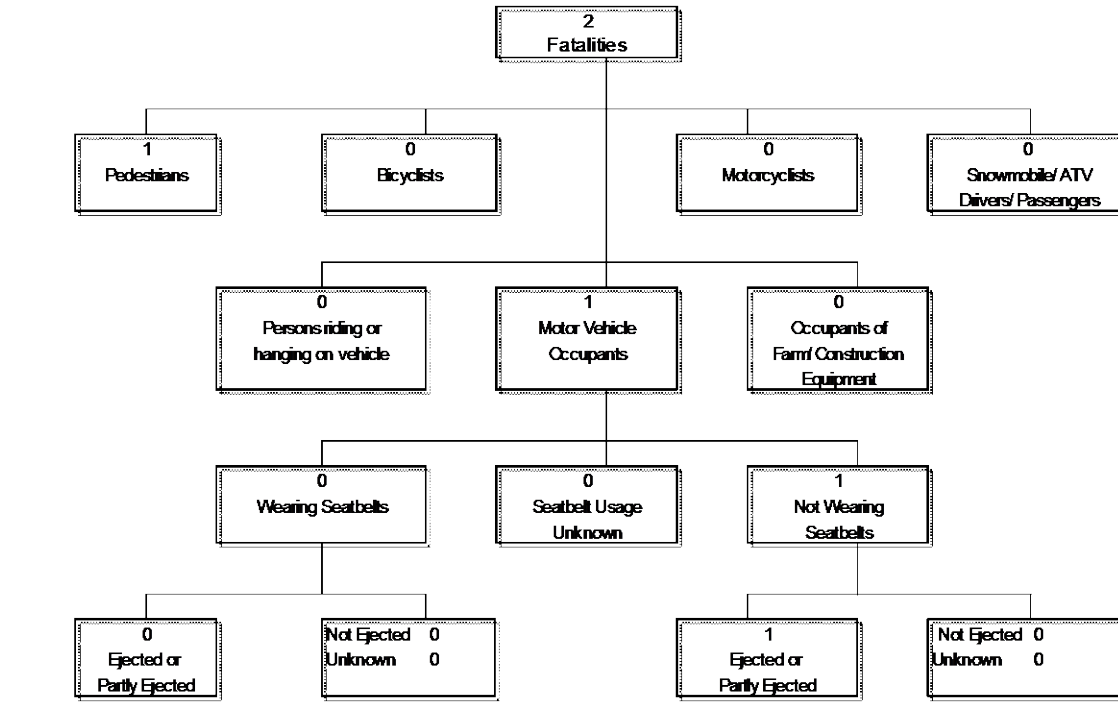
Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2013	10	0	0	10	0.9
2012	66	8	0	74	6.5
2011	94	12	0	106	9.3
2010	104	15	0	119	10.4
2009	65	13	1	79	6.9
2008	84	14	1	99	8.6
2007	81	10	0	91	7.9
2006	65	5	0	70	6.1
2005	52	9	0	61	5.3
2004	31	10	0	41	3.6
2003	38	6	0	44	3.8
2002	39	9	0	48	4.2
2001 & Older	145	32	0	177	15.5
Unspecified	109	17	0	126	11.0
Total	983	160	2	1145	100.0

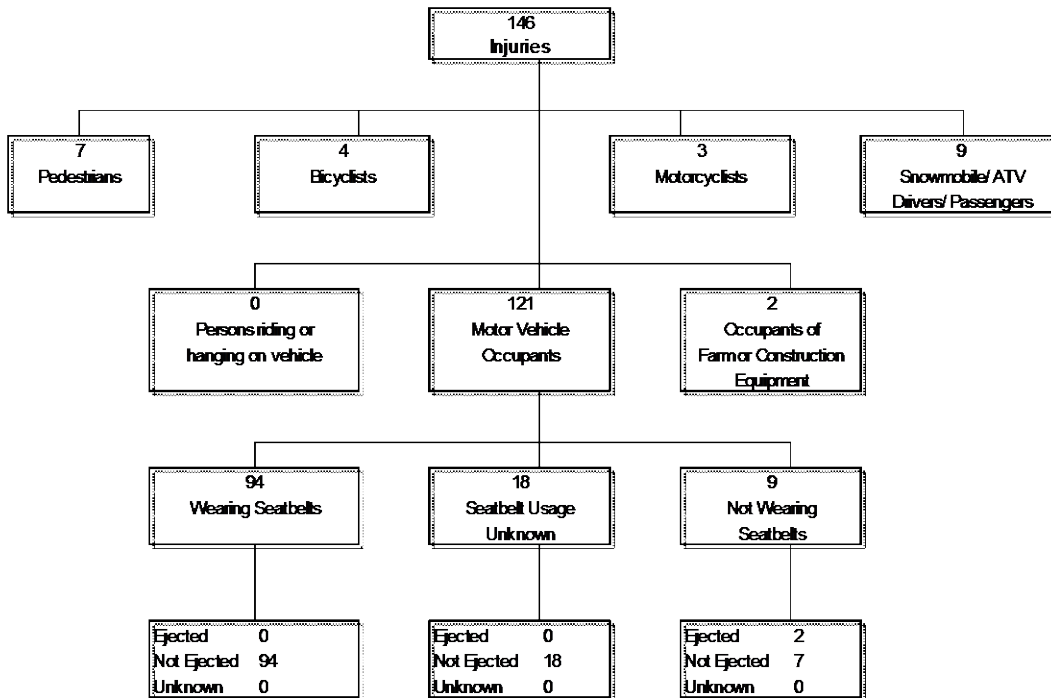
Fatalities Classification
(January 1 to December 31, 2012)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2012)

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	7	13	26	8	20	4	1	0	79	54.1
Motor Vehicle Passenger	0	4	16	6	7	3	4	2	0	0	42	28.8
Pedestrian	0	1	0	1	1	2	0	1	1	0	7	4.8
Bicyclist	0	2	0	1	0	1	0	0	0	0	4	2.7
Motorcyclist (includes passengers)	0	0	1	0	1	0	0	1	0	0	3	2.1
ATV Operators & Passengers	0	0	0	1	0	0	0	0	1	0	2	1.4
Snowmobile Operators & Passengers	0	1	2	1	1	0	0	1	1	0	7	4.8
Farm/ Construction Equipment	0	0	0	0	1	0	1	0	0	0	2	1.4
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	8	26	23	37	14	25	9	4	0	146	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	50.0
Pedestrian	0	0	1	0	0	0	0	0	0	0	1	50.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/ Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	1	0	1	0	0	0	0	0	2	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	36	43	0	79	0	0	0	0
Motor Vehicle Passenger	14	28	0	42	1	0	0	1
Pedestrian	2	5	0	7	1	0	0	1
Bicyclist	4	0	0	4	0	0	0	0
Motorcyclist (includes passengers)	3	0	0	3	0	0	0	0
ATV Operators & Passengers	1	1	0	2	0	0	0	0
Snowmobile Operators & Passengers	3	4	0	7	0	0	0	0
Farm/ Construction Equipment	1	1	0	2	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	64	82	0	146	2	0	0	2

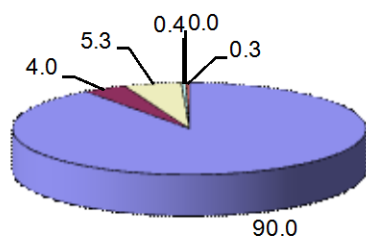
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Lap Belt		Lap & Torso Restraint Belt	Child Restraint Device	Restraint Use Unknown	Total	%
	Restrained	Only					
Not Injured	20	0	835	21	282	1158	90.4
Minimal Injuries	4	0	38	0	15	57	4.4
Minor Injuries	3	0	50	0	3	56	4.4
Major (Hospital Admission)	2	0	4	0	0	6	0.5
Fatal	1	0	0	0	0	1	0.1
Injured - Extent Unknown	0	0	3	0	0	3	0.2
Total	30	0	930	21	300	1281	100.0

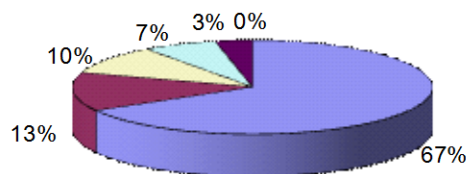
* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Restraints Used



Restraints Not Used

Figure 7.7



1
 2
 3
 4
 5
 6

1. Not Injured

2. Minor

3. Moderate

4. Major

5. Fatal

6. Injured - extent unknown

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	22	28	48	83	180	147	142	105	57	44	856
Minimal Injuries	0	1	6	5	12	3	8	3	0	0	38
Minor Injuries	0	3	7	10	12	5	12	1	0	0	50
Major (Hospital Admission)	0	0	0	1	1	0	1	0	1	0	4
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	1	1	1	0	0	0	3
Total	22	32	61	99	206	156	164	109	58	44	951

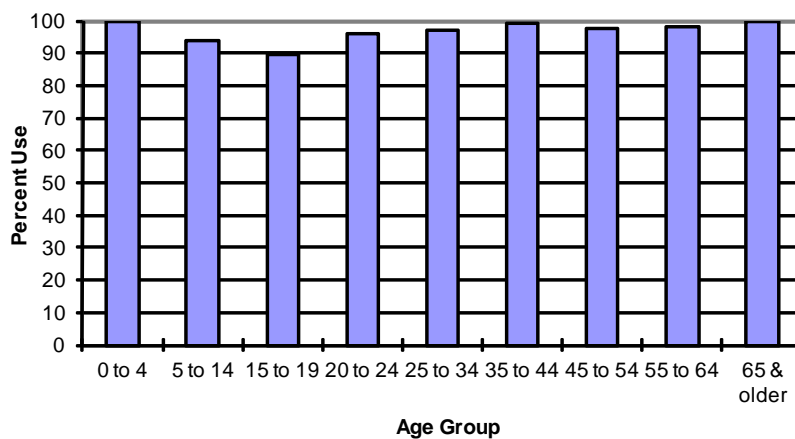
Restraints Not Used

Injury Severity	0	5	15	20	25	35	45	55	65	Not	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64 & older	Stated		
Not Injured	0	2	3	2	3	1	4	1	0	4	20
Minimal Injuries	0	0	1	2	1	0	0	0	0	0	4
Minor Injuries	0	0	1	0	1	0	0	1	0	0	3
Major (Hospital Admission)	0	0	2	0	0	0	0	0	0	0	2
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	2	7	4	6	1	4	2	0	4	30

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

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians Injured or Killed by Age Group

Figure 8.1

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	0	1	0	1	2	0	1	1	1	0	7	87.5
Killed	0	0	1	0	0	0	0	0	0	0	1	12.5
Total	0	1	1	1	2	0	1	1	1	0	8	
%	0.0	12.5	12.5	12.5	25.0	0.0	12.5	12.5	12.5	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	1	0	1	0	0	0	0	3	37.5
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	1	0	0	0	0	0	1	12.5
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	1	0	0	0	0	0	0	0	0	1	12.5
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	1	0	0	0	0	1	12.5
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	1	0	1	12.5
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	1	0	0	0	0	0	0	0	1	12.5
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	1	1	1	2	0	1	1	1	0	8	100.0

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	1	7	8	100.0
Rural	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	1	7	8	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	1	2	3	37.5
At Intersection of At Least Two Roadways	0	5	5	62.5
Intersection With Parking Lot/Driveway/Alley	0	0	0	0.0
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	1	7	8	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

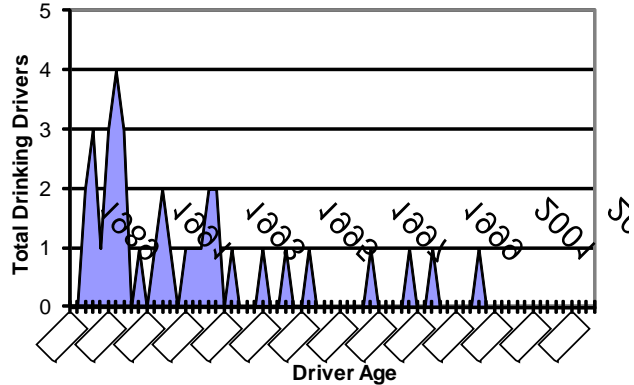
Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	5	5	62.5
Had Been Drinking	1	1	2	25.0
Impaired by Alcohol	0	0	0	0.0
Unknown	0	1	1	12.5
Total	1	7	8	100.0

Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1

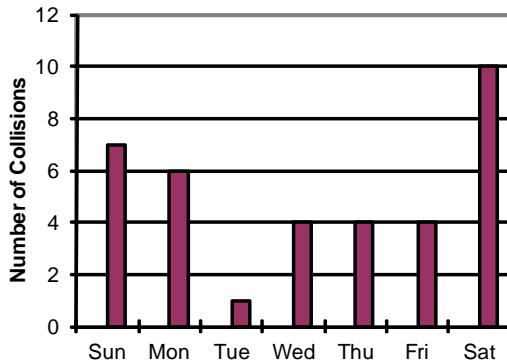
Driver Age	Male	Female	Not Drinking Stated	Total Drivers
Under 16	0	0	0	0
16	0	0	0	0
17	0	0	0	0
18	1	1	0	2
19	1	2	0	3
20	1	0	0	1
21 to 24	5	5	0	10
25 to 34	7	3	0	10
35 to 44	5	0	0	5
45 to 54	1	0	0	1
55 to 64	3	0	0	3
65 & Older	1	0	0	1
Not Stated	0	0	1	1
Total	25	11	1	37

Drinking Drivers by Driver Age



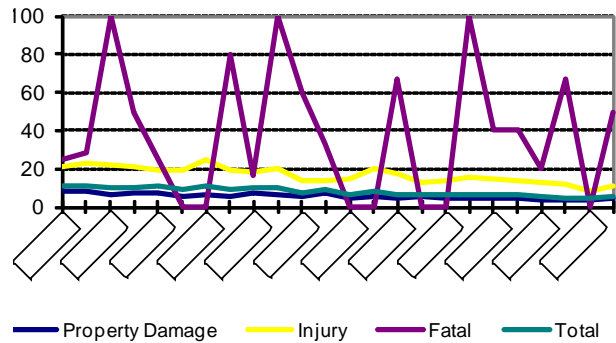
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



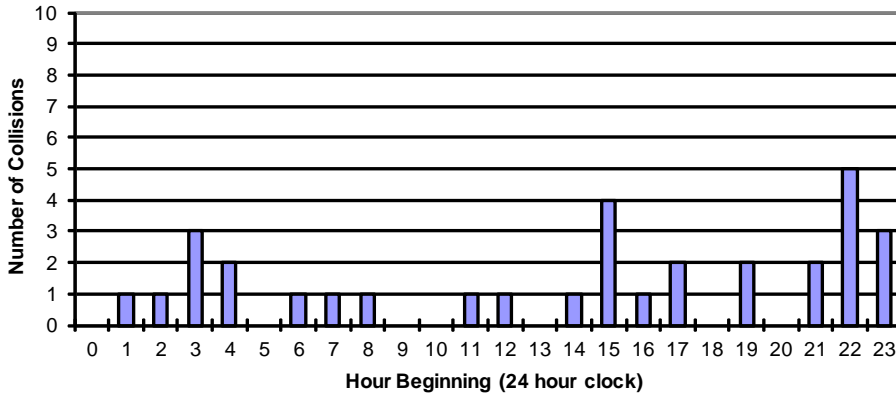
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			% of Total Victims
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	
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
2011	23	7	0	30	4.3	8	0	8	7.3
2012	24	11	1	36	5.6	20	1	21	14.2
Average	28	16	1	45	6.0	25	1	26	16.0

Number of Alcohol Related Collisions by Time of Day

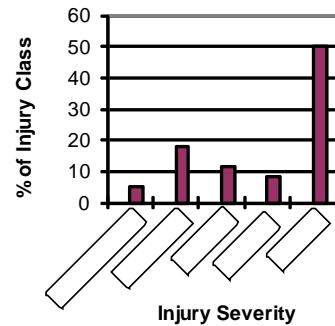
Figure 9.5



Injury Severity by Alcohol Involvement

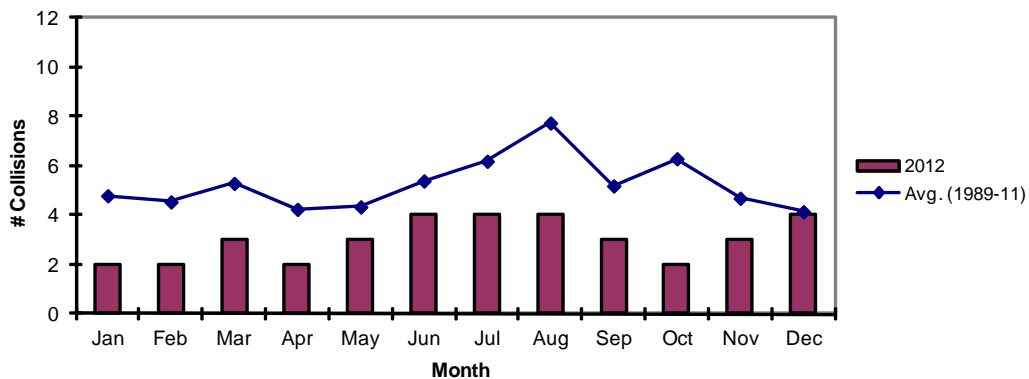
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	60	1,109	1169	5.1
Minimal Injuries	11	50	61	18.0
Minor	8	61	69	11.6
Major	1	11	12	8.3
Fatal	1	1	2	50.0
Injured - Extent Unknown	0	4	4	0.0
Total	81	1236	1317	6.2



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

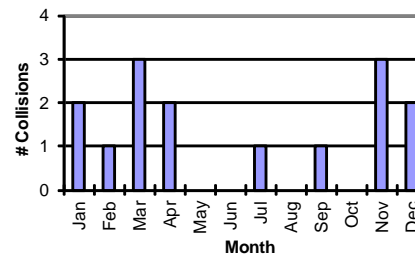
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	0	2	0	2	3	0
February	1	0	0	1	0	0
March	3	0	0	3	0	0
April	1	1	0	2	1	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	0	1	0	1	1	0
August	0	0	0	0	0	0
September	0	1	0	1	1	0
October	0	0	0	0	0	0
November	1	2	0	3	2	0
December	0	2	0	2	2	0
Total	6	9	0	15	10	0

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	7	2	9
Killed	0	0	0
Injured	7	2	9
Total Vehicles Involved	14	3	17
Fatal	0	0	0
Injury	8	2	10
Property Damage	6	1	7

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	2	1	0	0	0	0	3	20.0
15 to 19	1	2	0	0	0	0	3	20.0
20 to 24	1	1	0	1	0	0	3	20.0
25 to 34	3	0	0	0	0	0	3	20.0
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	1	0	0	0	1	0	2	13.3
Unknown	0	0	1	0	0	0	1	6.7
Total	8	4	1	1	1	0	15	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	5		
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	3	2	0	5	33.3
Under Influence - Alcohol	0	1	0	1	6.7
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	1	0	2	13.3
Total	6	9	0	15	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	1	0	1	6.7
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	1	1	0	2	13.3
Driving Too Fast for Conditions	1	3	0	4	26.7
Improper Turning or Passing	1	0	0	1	6.7
Failed to Yield Right-of-Way	1	2	0	3	20.0
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
Driving on Wrong Side of Road	1	0	0	1	6.7
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	1	2	0	3	20.0
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	6	9	0	15	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	1	8	1	10	52.6
Minimal Injuries	0	0	0	0	0.0
Minor Injuries	0	4	0	4	21.1
Major (Hospital Admission)	0	3	1	4	21.1
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	1	0	0	1	5.3
Total	2	15	2	19	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	3	1	0	4	3	0
Deline	1	0	0	1	0	0
Fort Good Hope	3	3	0	6	3	0
Fort McPherson	5	1	0	6	2	0
Holman	0	0	0	0	0	0
Inuvik	43	13	1	57	21	1
Norman Wells	5	0	0	5	0	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	3	1	0	4	1	0
Tulita	4	1	0	5	1	0
Sub Total						
Inuvik Region	67	20	1	88	31	1

B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	9	3	0	12	4	0
Fort Simpson	32	3	0	35	3	0
Sub Total						
Fort Simpson Region	41	6	0	47	7	0

C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	54	13	0	67	19	0
Fort Providence	14	4	0	18	6	0
Fort Resolution	0	0	0	0	0	0
Fort Smith	24	2	0	26	2	0
Lutsel K'e	2	0	0	2	0	0
Sub Total						
South Slave Region	94	19	0	113	27	0

D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Rae/Wha Ti	26	9	1	36	22	1
Yellowknife	314	49	0	363	59	0
Sub Total						
North Slave Region	340	58	1	399	81	1

Total - All Regions	542	103	2	647	146	2
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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 (2012 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	4	210	176	628	1.90	2.27	0.64
Deline	1	188	126	559	0.53	0.79	0.18
Fort Good Hope	6	211	160	716	2.84	3.75	0.84
Fort McPherson	6	361	351	936	1.66	1.71	0.64
Ulukhaktok	0	54	85	479	0.00	0.00	0.00
Inuvik	57	1,736	2,110	3,321	3.28	2.70	1.72
Norman Wells	5	484	881	838	1.03	0.57	0.60
Sachs Harbour	0	38	38	127	0.00	0.00	0.00
Tuktoyaktuk	4	320	274	1,283	1.25	1.46	0.31
Tulita	5	147	171	567	3.40	2.92	0.88
Sub Total Inuvik Region	88	3,749	4,372	9,454	2.35	2.01	0.93

B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2012 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	12	200	274	568	6.00	4.38	2.11
Fort Simpson	35	913	1,207	1,649	3.83	2.90	2.12
Sub Total Fort Simpson Region	47	1,113	1,481	2,217	4.22	3.17	2.12

C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2012 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	67	2,868	5,226	4,114	2.34	1.28	1.63
Fort Providence	18	297	411	788	6.06	4.38	2.28
Fort Resolution	0	268	345	497	0.00	0.00	0.00
Fort Smith	26	1,649	2,406	2,450	1.58	1.08	1.06
Lutsel K'e	2	79	69	292	2.53	2.90	0.68
Sub Total South Slave Region	113	5,161	8,457	8,141	2.19	1.34	1.39

D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2012 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Behchoko/Whati	36	992	1,031	3,154	3.63	3.49	1.14
Yellowknife	363	13,730	19,314	20,012	2.64	1.88	1.81
Sub Total North Slave Region	399	14,722	20,345	23,166	2.71	1.96	1.72

Total - All Regions	647	24,745	34,655	43,349	2.61	1.87	1.49
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2012.

[2] 2012 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2013.

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
	25.0	17 Nov 2012	Injury	Ran Off Road - Right	1	0
	26.0	26 Jan 2012	Property Damage	Single Vehicle Rollover	0	0
	42.0	22 Oct 2012	Property Damage	Ran Off Road - Right	0	0
	48.0	6 Apr 2012	Property Damage	Sideswipe - Same Direction	0	0
	137.0	1 Jan 2012	Property Damage	Ran Off Road - Right	0	0
	137.0	20 Oct 2012	Injury	Single Vehicle Rollover	2	0
	138.0	15 Oct 2012	Property Damage	Single Vehicle Rollover	0	0
	161.0	10 Jul 2012	Injury	Single Vehicle Rollover	1	0
	170.0	22 Jul 2012	Injury	Single Vehicle Rollover	1	0
	232.0	6 Dec 2012	Injury	Single Vehicle Rollover	1	0
	277.0	20 Oct 2012	Property Damage	Ran Off Road - Left	0	0
	320.0	27 Jan 2012	Property Damage	Collision with Other Animal	0	0
	333.8	30 Jan 2012	Property Damage	Rear End	0	0
	400.0	14 Jun 2012	Property Damage	Ran Off Road - Right	0	0
	402.0	12 Dec 2012	Property Damage	Collision with Other Animal	0	0
	430.0	7 Dec 2012	Property Damage	Sideswipe - Opposite Direction	0	0
	456.4	22 Oct 2012	Property Damage	Rear End	0	0
	456.4	27 Nov 2012	Property Damage	Collision with Fixed Object	0	0
	468.0	27 Jul 2012	Injury	Single Vehicle Rollover	1	0
	473.3	14 Oct 2012	Property Damage	Ran Off Road - Left	0	0
	489.8	29 Jan 2012	Property Damage	Ran Off Road - Right	0	0
	496.3	15 Sep 2012	Injury	Single Vehicle Rollover	1	0
	551.8	4 Jun 2012	Property Damage	Collision with Fixed Object	0	0
	553.3	25 Oct 2012	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
	17	7	0	24	8	0

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	4.5	26 Sep 2012	Property Damage	Collision with Other Animal	0	0
	12.0	19 May 2012	Injury	Single Vehicle Rollover	1	0
	23.0	13 Dec 2012	Injury	Single Vehicle Rollover	1	0
	25.4	20 Oct 2012	Property Damage	Ran Off Road - Right	0	0
	33.0	2 May 2012	Injury	Single Vehicle Rollover	1	0
	37.7	19 Nov 2012	Injury	Single Vehicle Rollover	1	0
	38.0	18 Feb 2012	Injury	Passing - Left Turn	1	0
	38.3	27 Dec 2012	Property Damage	Right Angle	0	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	5	0	8	5	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	15 Nov 2012	Property Damage	Rear End	0	0
	6.0	6 Nov 2012	Injury	Single Vehicle Rollover	3	0
	27.0	11 Oct 2012	Property Damage	Collision with Bison	0	0
	30.0	12 Oct 2012	Property Damage	Collision with Other Animal	0	0
	30.0	18 Oct 2012	Property Damage	Collision with Bison	0	0
	55.0	22 Nov 2012	Property Damage	Collision with Bison	0	0
	76.0	3 Jun 2012	Injury	Single Vehicle Rollover	1	0
	80.0	5 Oct 2012	Property Damage	Collision with Bison	0	0
	118.0	16 Aug 2012	Property Damage	Collision with Bison	0	0
	122.0	19 Nov 2012	Property Damage	Collision with Bison	0	0
	138.0	5 Sep 2012	Property Damage	Collision with Other Animal	0	0
	154.0	25 Jun 2012	Injury	Single Vehicle Rollover	1	0
	178.0	21 Jan 2012	Property Damage	Single Vehicle Rollover	0	0
	215.0	16 Jul 2012	Property Damage	Collision with Bison	0	0
	215.0	2 Aug 2012	Property Damage	Collision with Bison	0	0
	219.0	19 Sep 2012	Property Damage	Collision with Bison	0	0
	232.0	15 Jul 2012	Injury	Collision with Other Animal	1	0
	232.0	21 Jul 2012	Property Damage	Sideswipe - Opposite Direction	0	0
	237.0	28 Sep 2012	Property Damage	Collision with Bison	0	0
	239.5	20 Mar 2012	Property Damage	Passing - Left Turn	0	0
	240.0	22 Jan 2012	Injury	Single Vehicle Rollover	5	0
	242.0	10 Nov 2012	Property Damage	Collision with Bison	0	0
	250.0	5 Oct 2012	Property Damage	Collision with Bison	0	0
	251.0	3 Dec 2012	Property Damage	Collision with Bison	0	0
	264.0	23 Oct 2012	Property Damage	Single Vehicle Rollover	0	0
	272.0	16 May 2012	Injury	Single Vehicle Rollover	4	0
	274.0	3 Feb 2012	Injury	Single Vehicle Rollover	1	0
	276.0	14 Jun 2012	Property Damage	Ran Off Road - Right	0	0
	280.0	3 Sep 2012	Injury	Ran Off Road - Right	1	0
	285.0	2 Nov 2012	Property Damage	Single Vehicle Rollover	0	0
	293.0	6 Jan 2012	Property Damage	Single Vehicle Rollover	0	0
	295.0	18 Nov 2012	Property Damage	Collision with Bison	0	0
	295.0	18 Nov 2012	Property Damage	Collision with Bison	0	0
	298.0	18 Feb 2012	Injury	Single Vehicle Rollover	1	0
	298.0	17 Dec 2012	Property Damage	Rear End	0	0
	309.0	8 Aug 2012	Property Damage	Single Vehicle Rollover	0	0
	310.0	9 Jan 2012	Injury	Ran Off Road - Right	1	0
	328.0	11 Dec 2012	Property Damage	Sideswipe - Same Direction	0	0
	337.0	14 Oct 2012	Injury	Other Multi-Vehicle Same Direction	1	0
	338.0	19 Jan 2012	Injury	Head-on	4	0
	338.4	8 Dec 2012	Property Damage	Ran Off Road - Left	0	0
	338.5	29 Nov 2012	Property Damage	Rear End	0	0
	338.8	27 Feb 2012	Property Damage	Rear End	0	0

Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	31	12	0	43	24	0

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	27 Jan 2012	Injury	Left Turn Across Path	2	0
	0.0	2 Feb 2012	Injury	Left Turn Across Path	2	0
	0.0	26 Mar 2012	Property Damage	Ran Off Road - Left	0	0
	15.0	26 Jul 2012	Injury	Single Vehicle Rollover	1	0
	32.0	15 Jan 2012	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	3	0	5	5	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	10.2	12 Mar 2012	Property Damage	Single Vehicle Rollover	0	0
	112.0	4 Aug 2012	Injury	Collision with Bison	3	0
	114.0	1 Jun 2012	Injury	Single Vehicle Rollover	3	0
	171.0	12 Oct 2012	Property Damage	Single Vehicle Rollover	0	0
	186.0	24 Oct 2012	Property Damage	Collision with Bison	0	0
	250.0	3 Jun 2012	Property Damage	Ran Off Road - Right	0	0

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

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	18.0	20 May 2012	Injury	Single Vehicle Rollover	2	0

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

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.0	24 Dec 2012	Property Damage	Collision with Other Animal	0	0
	64.6	4 Feb 2012	Injury	Single Vehicle Rollover	1	0
	115.0	2 Jul 2012	Property Damage	Other Single Vehicle Collision	0	0
	120.0	22 Oct 2012	Property Damage	Sideswipe - Same Direction	0	0
	126.0	30 Nov 2012	Property Damage	Collision with Other Animal	0	0
	137.4	31 Jan 2012	Property Damage	Single Vehicle Rollover	0	0
	147.0	5 Mar 2012	Injury	Rear End	2	0
	160.0	31 Nov 2012	Property Damage	Collision with Other Animal	0	0
	203.6	31 Jan 2012	Property Damage	Ran Off Road - Left	0	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	7	2	0	9	3	0

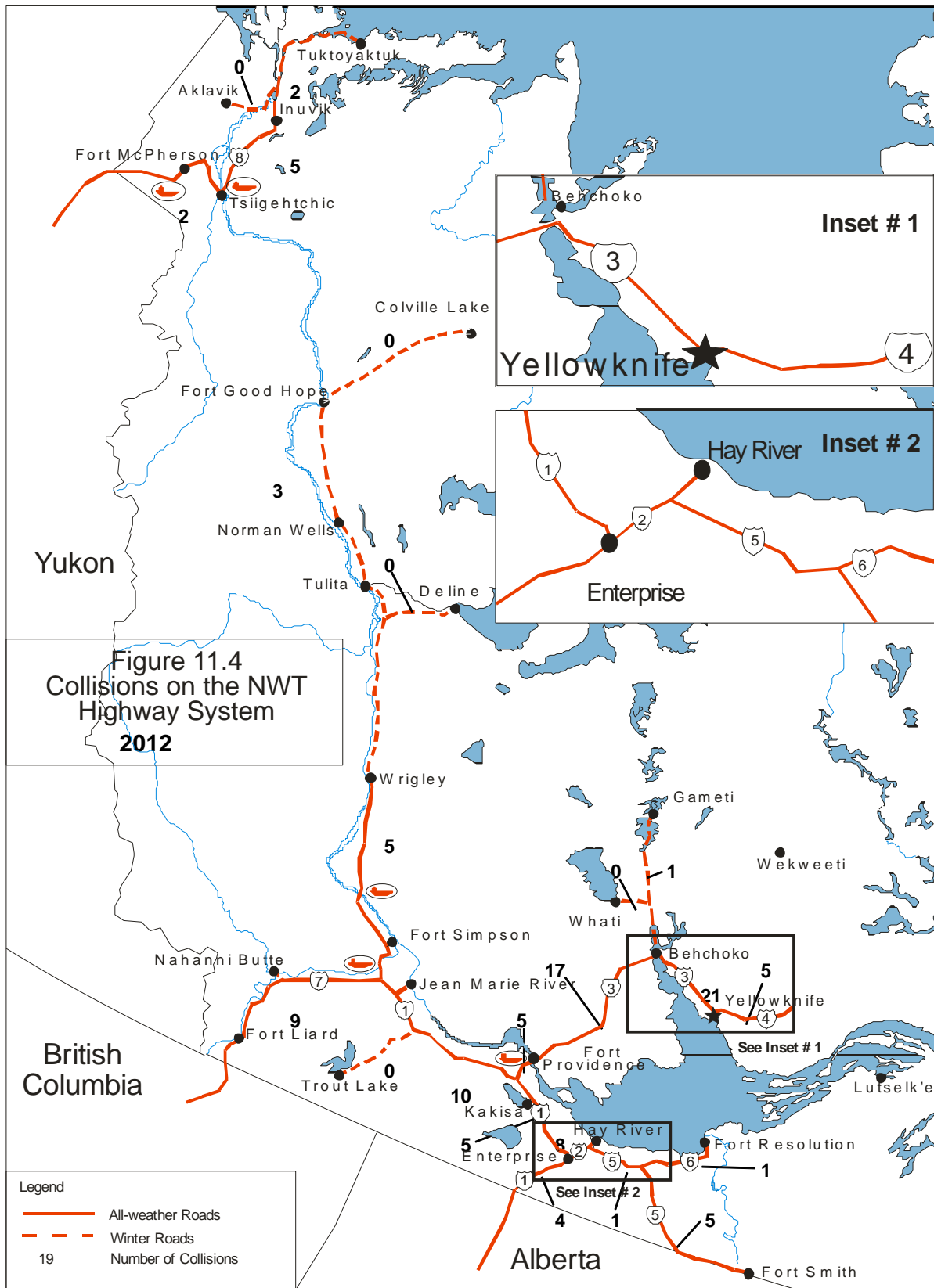
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.0	29 Nov 2012	Injury	Single Vehicle Rollover	2	0
	142.6	11 May 2012	Property Damage	Other Single Vehicle Collision	0	0
	145.0	11 Aug 2012	Injury	Single Vehicle Rollover	3	0
	158.0	26 Aug 2012	Property Damage	Single Vehicle Rollover	0	0
	200.0	23 Jul 2012	Injury	Single Vehicle Rollover	2	0
	235.0	26 Jan 2012	Property Damage	Collision with Other Animal	0	0
	265.3	19 Jan 2012	Property Damage	Single Vehicle Rollover	0	0

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

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Dettah Access Road	8 Jun 2012	Property Damage	Single Vehicle Rollover	0	0
Fort Providence Access Road	3 Sep 2012	Property Damage	Collision with Bison	0	0
Hay River Reserve Access Road	6 Jan 2012	Property Damage	Collision with Other Animal	0	0
Rae Access Road	2 Jun 2012	Property Damage	Collision with Fixed Object	0	0
Yellowknife Access Road	16 Feb 2012	Property Damage	Right Angle	0	0
Dettah Winter Access Road	11 Jan 2012	Injury	Other Multi-Vehicle Same Direction	1	0
Dettah Winter Access Road	13 Mar 2012	Property Damage	Other Multi-Vehicle Same Direction	0	0
Inuvik-tuktoyaktuk Winter Road	3 Jan 2012	Property Damage	Collision with Fixed Object	0	0
Inuvik-tuktoyaktuk Winter Road	7 Jan 2012	Injury	Single Vehicle Rollover	5	0
Mackenzie Highway Winter Road	20 Feb 2012	Property Damage	Sideswipe - Opposite Direction	0	0
Mackenzie Highway Winter Road	3 Mar 2012	Property Damage	Sideswipe - Opposite Direction	0	0
Mackenzie Highway Winter Road	17 Mar 2012	Property Damage	Ran Off Road - Right	0	0
Rae Lakes Winter Access Road	15 Mar 2012	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
	11	2	0	13	6	0

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	81	37	0	118	66	0



Casualty Rates by Canadian Jurisdiction - 2011 [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	5.8	484.9	5.8	486	8.4	701.7
Newfoundland & Labrador	5.5	402.8	5.5	408	7.7	567.1
Prince Edward Island	12.4	465.4	13.4	504	17.9	675.7
Nova Scotia	6.7	520.2	6.2	480	9.3	716.5
New Brunswick	8.3	376.3	7.6	344	11.4	512.8
Quebec	6.1	525.5	6.6	572	9.4	813.0
Ontario	3.5	458.1	3.7	480	5.0	653.6
Manitoba	8.8	657.3	8.9	663	13.5	1,011.1
Saskatchewan	14.2	650.1	11.2	513	20.4	934.8
Alberta	8.3	491.9	5.7	339	11.1	657.7
British Columbia	6.4	426.3	8.0	536	9.2	615.0
Yukon	25.4	545.2	17.9	383	41.8	896.7
Northwest Territories	0.0	249.6	0.0	336	0.0	441.5
Nunavut	8.9	128.2	83.5	1,197	49.9	715.1

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2011. 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		03. CASE NUMBER		PAGE		OF			
01. In Community of _____ 02. Near _____ 03. Highway Number _____ 04. At Intersection With _____ 05. If Not At Intersection _____ 06. Special Reference _____		07. POLICE DETACHMENT _____ 08. (Give Park, Special Area Etc.) _____ 09. Street/Road/Avenue _____ 10. Street/Road/Avenue _____ 11. metres _____ 12. km _____ 13. N S E W _____ 14. If Location Can Be Described More Precisely, Enter Here _____		15. REPORT STATUS 16. Complete <input type="checkbox"/> 17. Incomplete <input type="checkbox"/> 18. Amendment <input type="checkbox"/> 19. Correction <input type="checkbox"/> 20. Continuation <input type="checkbox"/> 21. Other <input type="checkbox"/>		22. REPORT STATUS 23. 00-23 U.U. Unk. _____ 24. DATE OF COLLISION _____ 25. 01. Yes 2. No _____		26. NO. VEHICLES _____ 27. NO. KILLED _____ 28. NO. INJURED _____	
29. 01. Hit Moving Object _____ 30. 02. Hit Stationary Object _____ 31. TYPE _____		32. 03. Off Road Left _____ 33. 04. Off Road Right _____ 34. 05. Rollover on Roadway _____ 35. 06. Other Single Vehicle _____ 36. 07. Other Multi-Vehicle _____ 37. 08. Other _____		38. 09. Ped. _____ 39. 10. U.U. Unk. _____ 40. 11. U.U. Unk. _____		41. 12. Ped. _____ 42. 13. U.U. Unk. _____ 43. 14. U.U. Unk. _____		44. 15. Yes 2. No _____ 45. 16. Property Damage _____ 46. 17. Injury _____ 47. 18. U.U. Unk. _____	
48. LAST NAME _____ 49. ADDRESS _____ 50. ADDRESS _____ 51. DATE OF BIRTH _____ 52. SEX _____ 53. HOME PHONE _____ 54. WORK PHONE _____ 55. DRIVER'S LICENCE # _____ 56. CLASS _____ 57. YEARS LICENSED _____ 58. STATUS _____ 59. 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired Q. Other _____ 60. MAKE/MODEL _____ 61. YEAR _____ 62. 33. VIN _____ 63. LICENCE PLATE # _____		64. LAST NAME _____ 65. ADDRESS _____ 66. HOME PHONE _____ 67. WORK PHONE _____ 68. INSURANCE COMPANY _____ 69. ADDRESS _____ 70. EXPIRY DATE _____		71. LAST NAME _____ 72. ADDRESS _____ 73. HOME PHONE _____ 74. WORK PHONE _____ 75. INSURANCE COMPANY _____ 76. ADDRESS _____ 77. EXPIRY DATE _____		78. 65. Safety Equip-ment Use _____ 79. 66. Proper Bag Deployed _____ 80. 67. Air Bag _____		81. 68. Position _____ 82. 69. U.U. Unk. _____	
83. 29. Veh. Seq. # _____ 84. 30. Sex _____ 85. 31. Age _____ 86. 32. F. Female _____ 87. 33. M. Male _____ 88. 34. U.U. Unk. _____		89. 35. 61. Pos-ition _____ 90. 36. 62. Eject-ion _____ 91. 37. 63. Eject-ion Local Treatment Required _____		92. 38. 64. 65. Safety Equip-ment Use _____ 93. 39. 66. Proper Bag Deployed _____ 94. 40. 67. Air Bag _____		95. 41. 68. Position _____ 96. 42. 69. U.U. Unk. _____		97. 43. 65. Safety Equip-ment Use _____ 98. 44. 66. Proper Bag Deployed _____ 99. 45. 67. Air Bag _____	
100. 46. 68. Position _____ 101. 47. 69. U.U. Unk. _____		102. 48. 65. Safety Equip-ment Use _____ 103. 49. 66. Proper Bag Deployed _____ 104. 50. 67. Air Bag _____		105. 51. 68. Position _____ 106. 52. 69. U.U. Unk. _____		107. 53. 65. Safety Equip-ment Use _____ 108. 54. 66. Proper Bag Deployed _____ 109. 55. 67. Air Bag _____		110. 56. 68. Position _____ 111. 57. 69. U.U. Unk. _____	
112. 58. 65. Safety Equip-ment Use _____ 113. 59. 66. Proper Bag Deployed _____ 114. 60. 67. Air Bag _____		115. 61. 68. Position _____ 116. 62. 69. U.U. Unk. _____		117. 63. 65. Safety Equip-ment Use _____ 118. 64. 66. Proper Bag Deployed _____ 119. 65. 67. Air Bag _____		120. 66. 68. Position _____ 121. 67. 69. U.U. Unk. _____		122. 68. 65. Safety Equip-ment Use _____ 123. 69. 66. Proper Bag Deployed _____ 124. 70. 67. Air Bag _____	
125. 71. 68. Position _____ 126. 72. 69. U.U. Unk. _____		127. 73. 65. Safety Equip-ment Use _____ 128. 74. 66. Proper Bag Deployed _____ 129. 75. 67. Air Bag _____		130. 76. 68. Position _____ 131. 77. 69. U.U. Unk. _____		132. 78. 65. Safety Equip-ment Use _____ 133. 79. 66. Proper Bag Deployed _____ 134. 80. 67. Air Bag _____		135. 81. 68. Position _____ 136. 82. 69. U.U. Unk. _____	
137. 83. 65. Safety Equip-ment Use _____ 138. 84. 66. Proper Bag Deployed _____ 139. 85. 67. Air Bag _____		140. 86. 68. Position _____ 141. 87. 69. U.U. Unk. _____		142. 88. 65. Safety Equip-ment Use _____ 143. 89. 66. Proper Bag Deployed _____ 144. 90. 67. Air Bag _____		145. 91. 68. Position _____ 146. 92. 69. U.U. Unk. _____		147. 93. 65. Safety Equip-ment Use _____ 148. 94. 66. Proper Bag Deployed _____ 149. 95. 67. Air Bag _____	
150. 96. 68. Position _____ 151. 97. 69. U.U. Unk. _____		152. 98. 65. Safety Equip-ment Use _____ 153. 99. 66. Proper Bag Deployed _____ 154. 100. 67. Air Bag _____		155. 101. 68. Position _____ 156. 102. 69. U.U. Unk. _____		157. 103. 65. Safety Equip-ment Use _____ 158. 104. 66. Proper Bag Deployed _____ 159. 105. 67. Air Bag _____		160. 106. 68. Position _____ 161. 107. 69. U.U. Unk. _____	
162. 108. 65. Safety Equip-ment Use _____ 163. 109. 66. Proper Bag Deployed _____ 164. 110. 67. Air Bag _____		165. 111. 68. Position _____ 166. 112. 69. U.U. Unk. _____		167. 113. 65. Safety Equip-ment Use _____ 168. 114. 66. Proper Bag Deployed _____ 169. 115. 67. Air Bag _____		170. 116. 68. Position _____ 171. 117. 69. U.U. Unk. _____		172. 118. 65. Safety Equip-ment Use _____ 173. 119. 66. Proper Bag Deployed _____ 174. 120. 67. Air Bag _____	
175. 121. 68. Position _____ 176. 122. 69. U.U. Unk. _____		177. 123. 65. Safety Equip-ment Use _____ 178. 124. 66. Proper Bag Deployed _____ 179. 125. 67. Air Bag _____		180. 126. 68. Position _____ 181. 127. 69. U.U. Unk. _____		182. 128. 65. Safety Equip-ment Use _____ 183. 129. 66. Proper Bag Deployed _____ 184. 130. 67. Air Bag _____		185. 131. 68. Position _____ 186. 132. 69. U.U. Unk. _____	
187. 133. 65. Safety Equip-ment Use _____ 188. 134. 66. Proper Bag Deployed _____ 189. 135. 67. Air Bag _____		190. 136. 68. Position _____ 191. 137. 69. U.U. Unk. _____		192. 138. 65. Safety Equip-ment Use _____ 193. 139. 66. Proper Bag Deployed _____ 194. 140. 67. Air Bag _____		195. 141. 68. Position _____ 196. 142. 69. U.U. Unk. _____		197. 143. 65. Safety Equip-ment Use _____ 198. 144. 66. Proper Bag Deployed _____ 199. 145. 67. Air Bag _____	
200. 146. 68. Position _____ 201. 147. 69. U.U. Unk. _____		202. 148. 65. Safety Equip-ment Use _____ 203. 149. 66. Proper Bag Deployed _____ 204. 150. 67. Air Bag _____		205. 151. 68. Position _____ 206. 152. 69. U.U. Unk. _____		207. 153. 65. Safety Equip-ment Use _____ 208. 154. 66. Proper Bag Deployed _____ 209. 155. 67. Air Bag _____		210. 156. 68. Position _____ 211. 157. 69. U.U. Unk. _____	
212. 158. 65. Safety Equip-ment Use _____ 213. 159. 66. Proper Bag Deployed _____ 214. 160. 67. Air Bag _____		215. 161. 68. Position _____ 216. 162. 69. U.U. Unk. _____		217. 163. 65. Safety Equip-ment Use _____ 218. 164. 66. Proper Bag Deployed _____ 219. 165. 67. Air Bag _____		220. 166. 68. Position _____ 221. 167. 69. U.U. Unk. _____		222. 168. 65. Safety Equip-ment Use _____ 223. 169. 66. Proper Bag Deployed _____ 224. 170. 67. Air Bag _____	
225. 171. 68. Position _____ 226. 172. 69. U.U. Unk. _____		227. 173. 65. Safety Equip-ment Use _____ 228. 174. 66. Proper Bag Deployed _____ 229. 175. 67. Air Bag _____		230. 176. 68. Position _____ 231. 177. 69. U.U. Unk. _____		232. 178. 65. Safety Equip-ment Use _____ 233. 179. 66. Proper Bag Deployed _____ 234. 180. 67. Air Bag _____		235. 181. 68. Position _____ 236. 182. 69. U.U. Unk. _____	
237. 183. 65. Safety Equip-ment Use _____ 238. 184. 66. Proper Bag Deployed _____ 239. 185. 67. Air Bag _____		240. 186. 68. Position _____ 241. 187. 69. U.U. Unk. _____		242. 188. 65. Safety Equip-ment Use _____ 243. 189. 66. Proper Bag Deployed _____ 244. 190. 67. Air Bag _____		245. 191. 68. Position _____ 246. 192. 69. U.U. Unk. _____		247. 193. 65. Safety Equip-ment Use _____ 248. 194. 66. Proper Bag Deployed _____ 249. 195. 67. Air Bag _____	
250. 196. 68. Position _____ 251. 197. 69. U.U. Unk. _____		252. 198. 65. Safety Equip-ment Use _____ 253. 199. 66. Proper Bag Deployed _____ 254. 200. 67. Air Bag _____		255. 201. 68. Position _____ 256. 202. 69. U.U. Unk. _____		257. 203. 65. Safety Equip-ment Use _____ 258. 204. 66. Proper Bag Deployed _____ 259. 205. 67. Air Bag _____		260. 206. 68. Position _____ 261. 207. 69. U.U. Unk. _____	
262. 208. 65. Safety Equip-ment Use _____ 263. 209. 66. Proper Bag Deployed _____ 264. 210. 67. Air Bag _____		265. 211. 68. Position _____ 266. 212. 69. U.U. Unk. _____		267. 213. 65. Safety Equip-ment Use _____ 268. 214. 66. Proper Bag Deployed _____ 269. 215. 67. Air Bag _____		270. 216. 68. Position _____ 271. 217. 69. U.U. Unk. _____		272. 218. 65. Safety Equip-ment Use _____ 273. 219. 66. Proper Bag Deployed _____ 274. 220. 67. Air Bag _____	
275. 221. 68. Position _____ 276. 222. 69. U.U. Unk. _____		277. 223. 65. Safety Equip-ment Use _____ 278. 224. 66. Proper Bag Deployed _____ 279. 225. 67. Air Bag _____		280. 226. 68. Position _____ 281. 227. 69. U.U. Unk. _____		282. 228. 65. Safety Equip-ment Use _____ 283. 229. 66. Proper Bag Deployed _____ 284. 230. 67. Air Bag _____		285. 231. 68. Position _____ 286. 232. 69. U.U. Unk. _____	
287. 233. 65. Safety Equip-ment Use _____ 288. 234. 66. Proper Bag Deployed _____ 289. 235. 67. Air Bag _____		290. 236. 68. Position _____ 291. 237. 69. U.U. Unk. _____		292. 238. 65. Safety Equip-ment Use _____ 293. 239. 66. Proper Bag Deployed _____ 294. 240. 67. Air Bag _____		295. 241. 68. Position _____ 296. 242. 69. U.U. Unk. _____		297. 243. 65. Safety Equip-ment Use _____ 298. 244. 66. Proper Bag Deployed _____ 299. 245. 67. Air Bag _____	
300. 246. 68. Position _____ 301. 247. 69. U.U. Unk. _____		302. 248. 65. Safety Equip-ment Use _____ 303. 249. 66. Proper Bag Deployed _____ 304. 250. 67. Air Bag _____		305. 251. 68. Position _____ 306. 252. 69. U.U. Unk. _____		307. 253. 65. Safety Equip-ment Use _____ 308. 254. 66. Proper Bag Deployed _____ 309. 255. 67. Air Bag _____		310. 256. 68. Position _____ 311. 257. 69. U.U. Unk. _____	
312. 258. 65. Safety Equip-ment Use _____ 313. 259. 66. Proper Bag Deployed _____ 314. 260. 67. Air Bag _____		315. 261. 68. Position _____ 316. 262. 69. U.U. Unk. _____		317. 263. 65. Safety Equip-ment Use _____ 318. 264. 66. Proper Bag Deployed _____ 319. 265. 67. Air Bag _____		320. 266. 68. Position _____ 321. 267. 69. U.U. Unk. _____		322. 268. 65. Safety Equip-ment Use _____ 323. 269. 66. Proper Bag Deployed _____ 324. 270. 67. Air Bag _____	
325. 271. 68. Position _____ 326. 272. 69. U.U. Unk. _____		327. 273. 65. Safety Equip-ment Use _____ 328. 274. 66. Proper Bag Deployed _____ 329. 275. 67. Air Bag _____		330. 276. 68. Position _____ 331. 277. 69. U.U. Unk. _____		332. 278. 65. Safety Equip-ment Use _____ 333. 279. 66. Proper Bag Deployed _____ 334. 280. 67. Air Bag _____		335. 281. 68. Position _____ 336. 282. 69. U.U. Unk. _____	
337. 283. 65. Safety Equip-ment Use _____ 338. 284. 66. Proper Bag Deployed _____ 339. 285. 67. Air Bag _____		340. 286. 68. Position _____ 341. 287. 69. U.U. Unk. _____		342. 288. 65. Safety Equip-ment Use _____ 343. 289. 66. Proper Bag Deployed _____ 344. 290. 67. Air Bag _____		345. 291. 68. Position _____ 346. 292. 69. U.U. Unk. _____		347. 293. 65. Safety Equip-ment Use _____ 348. 294. 66. Proper Bag Deployed _____ 349. 295. 67. Air Bag _____	
350. 296. 68. Position _____ 351. 297. 69. U.U. Unk. _____		352. 298. 65. Safety Equip-ment Use _____ 353. 299. 66. Proper Bag Deployed _____ 354. 300. 67. Air Bag _____		355. 301. 68. Position _____ 356. 302. 69. U.U. Unk. _____		357. 303. 65. Safety Equip-ment Use _____ 358. 304. 66. Proper Bag Deployed _____ 359. 305. 67. Air Bag _____		360. 306. 68. Position _____ 361. 307. 69. U.U. Unk. _____	
362. 308. 65. Safety Equip-ment Use _____ 363. 309. 66. Proper Bag Deployed _____ 364. 310. 67. Air Bag _____		365. 311. 68. Position _____ 366. 312. 69. U.U. Unk. _____		367. 313. 65. Safety Equip-ment Use _____ 368. 314. 66. Proper Bag Deployed _____ 369. 315. 67. Air Bag _____		370. 316. 68. Position _____ 371. 317. 69. U.U. Unk. _____		372. 318. 65. Safety Equip-ment Use _____ 373. 319. 66. Proper Bag Deployed _____ 374. 320. 67. Air Bag _____	
375. 321. 68. Position _____ 376. 322. 69. U.U. Unk. _____		377. 323. 65. Safety Equip-ment Use _____ 378. 324. 66. Proper Bag Deployed _____ 379. 325. 67. Air Bag _____		380. 326. 68. Position _____ 381. 327. 69. U.U. Unk. _____		382. 328. 65. Safety Equip-ment Use _____ 383. 329. 66. Proper Bag Deployed _____ 384. 330. 67. Air Bag _____		385. 331. 68. Position _____ 386. 332. 69. U.U. Unk. _____	
387. 333. 65. Safety Equip-ment Use _____ 388. 334. 66. Proper Bag Deployed _____ 389. 335. 67. Air Bag _____		390. 336. 68. Position _____ 391. 337. 69. U.U. Unk. _____		392. 338. 65. Safety Equip-ment Use _____ 393. 339. 66. Proper Bag Deployed _____ 394. 340. 67. Air Bag _____		395. 341. 68. Position _____ 396. 342. 69. U.U. Unk. _____		397. 343. 65. Safety Equip-ment Use _____ 398. 344. 66. Proper Bag Deployed _____ 399. 345. 67. Air Bag _____	
400. 346. 68. Position _____ 401. 347. 69. U.U. Unk. _____		402. 348. 65. Safety Equip-ment Use _____ 403. 349. 66. Proper Bag Deployed _____ 404. 350. 67. Air Bag _____		405. 351. 68. Position _____ 406. 352. 69. U.U. Unk. _____		407. 353. 65. Safety Equip-ment Use _____ 408. 354. 66. Proper Bag Deployed _____ 409. 355. 67. Air Bag _____		410. 356. 68. Position _____ 411. 357. 69. U.U. Unk. _____	
412. 358. 65. Safety Equip-ment Use _____ 413. 359. 66. Proper Bag Deployed _____ 414. 360. 67. Air Bag _____		415. 361. 68. Position _____ 416. 362. 69. U.U. Unk. _____		417. 363. 65. Safety Equip-ment Use _____ 418. 364. 66. Proper Bag Deployed _____ 419. 365. 67. Air Bag _____		420. 366. 68. Position _____ 421. 367. 69. U.U. Unk. _____		422. 368. 65. Safety Equip-ment Use _____ 423. 369. 66. Proper Bag Deployed _____ 424. 370. 67. Air Bag _____	
425. 371. 68. Position _____ 426. 372. 69. U.U. Unk. _____		427. 373. 65. Safety Equip-ment Use _____ 428. 374. 66. Proper Bag Deployed _____ 429. 375. 67. Air Bag _____		430. 376. 68. Position _____ 431. 377. 69. U.U. Unk. _____		432. 378. 65. Safety Equip-ment Use _____ 433. 379. 66. Proper Bag Deployed _____ 434. 380. 67. Air Bag _____		435. 381. 68. Position _____ 436. 382. 69. U.U. Unk. _____	
437. 383. 65. Safety Equip-ment Use _____ 438. 384. 66. Proper Bag Deployed _____ 439. 385. 67. Air Bag _____		440. 386. 68. Position _____ 441. 387. 69. U.U. Unk. _____		442. 388. 65. Safety Equip-ment Use _____ 443. 389. 66. Proper Bag Deployed _____ 444. 390. 67. Air Bag _____		445. 391. 68. Position _____ 446. 392. 69. U.U. Unk. _____		447. 393. 65. Safety Equip-ment Use _____ 448. 394. 66. Proper Bag Deployed _____ 449. 395. 67. Air Bag _____	
450. 396. 68. Position _____ 451. 397. 69. U.U. Unk. _____		452. 398. 65. Safety Equip-ment Use _____ 453. 399. 66. Proper Bag Deployed _____ 454. 400. 67. Air Bag _____		455. 401. 68. Position _____ 456. 402. 69. U.U. Unk. _____		457. 403. 65. Safety Equip-ment Use _____ 458. 404. 66. Proper Bag Deployed _____ 459. 405. 67. Air Bag _____		460. 406. 68. Position _____ 461. 407. 69. U.U. Unk. _____	
462. 408. 65. Safety Equip-ment Use _____ 463. 409. 66. Proper Bag Deployed _____ 464. 410. 67. Air Bag _____		465. 411. 68. Position _____ 466. 412. 69. U.U. Unk. _____		467. 413. 65. Safety Equip-ment Use _____ 468. 414. 66. Proper Bag Deployed _____ 469. 415. 67. Air Bag _____		470. 416. 68. Position _____ 471. 417. 69. U.U. Unk. _____		472. 418. 65. Safety Equip-ment Use _____ 473. 419. 66. Proper Bag Deployed _____ 474. 420. 67. Air Bag _____	
475. 421. 68. Position _____ 476. 422. 69. U.U. Unk. _____		477. 423. 65. Safety Equip-ment Use _____ 478. 424. 66. Proper Bag Deployed _____ 479. 425. 67. Air Bag _____		480. 426. 68. Position _____ 481. 427. 69. U.U. Unk. _____		482. 428. 65. Safety Equip-ment Use _____ 483. 4			

Appendix A2 – Collision Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection <input type="checkbox"/> 2. Intersection 2 Roads <input type="checkbox"/> 3. Intersection With Parking Lot/Driveway/Alley <input type="checkbox"/> 4. Railroad Level Crossing <input type="checkbox"/> 5. Bridge, Overpass, Viaduct <input type="checkbox"/> 6. Tunnel Or Underpass <input type="checkbox"/> 7. Muddy <input type="checkbox"/> 8. Oil <input type="checkbox"/> 9. Flooded <input type="checkbox"/> 10. Other <input type="checkbox"/>	17. WEATHER CONDITION 1. Clear and/or Sunny <input type="checkbox"/> 2. Overcast, Cloudy - No Precipitation <input type="checkbox"/> 3. Raining <input type="checkbox"/> 4. Snowing, Not Including Drifting Snow <input type="checkbox"/> 5. Freezing Rain, Sleet, Hail <input type="checkbox"/> 6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist) <input type="checkbox"/> 7. Strong Wind <input type="checkbox"/> 8. Other <input type="checkbox"/>	24. ROAD SURFACE 1. Dry, Normal <input type="checkbox"/> 2. Wet <input type="checkbox"/> 3. Snow (Fresh/Loose) <input type="checkbox"/> 4. Slush, Wet Snow <input type="checkbox"/> 5. Ice <input type="checkbox"/> 6. Sandy/Gravel/Dirt <input type="checkbox"/> 7. Muddy <input type="checkbox"/> 8. Oil <input type="checkbox"/> 9. Flooded <input type="checkbox"/> 10. Other <input type="checkbox"/>	25. ROAD CONDITION 1. Good <input type="checkbox"/> 2. Potholes, Bumps, Ruts <input type="checkbox"/> 3. Under Construction, Repair <input type="checkbox"/> 4. Uneven <input type="checkbox"/> 5. Worn <input type="checkbox"/> 6. Obscured/Faded Markings <input type="checkbox"/> 7. Other <input type="checkbox"/>	26. ROAD ALIGNMENT 1. Straight And Level <input type="checkbox"/> 2. Straight With Grade <input type="checkbox"/> 3. Curved And Level <input type="checkbox"/> 4. Curved With Grade <input type="checkbox"/> 5. Top Of Hill/Gradient <input type="checkbox"/> 6. Bottom Of Hill/Gradient <input type="checkbox"/> 7. Other <input type="checkbox"/>	27. TRAFFIC CONTROL 01. Traffic Signals - Oper. <input type="checkbox"/> 02. Traffic Signals - Flashing <input type="checkbox"/> 03. Stop Sign <input type="checkbox"/> 04. Yield Sign <input type="checkbox"/> 05. Warning Sign <input type="checkbox"/> 06. Pedestrian Crosswalk <input type="checkbox"/> 07. Police Officer <input type="checkbox"/> 08. School Guard, Flagman <input type="checkbox"/> 09. School Crossing <input type="checkbox"/> 10. Reduced Speed Zone <input type="checkbox"/> 11. No Passing Zone Sign <input type="checkbox"/> 12. Road Markings <input type="checkbox"/> 13. School Bus Stopped/Lights Flashing <input type="checkbox"/> 14. School Bus Stopped/Lights Not Flashing <input type="checkbox"/> 15. Rail Crossing With Signals and/or Gates <input type="checkbox"/> 16. Rail Xing, Signs Only <input type="checkbox"/> 17. Unspec. Control Device <input type="checkbox"/> 18. No Control Present <input type="checkbox"/> 19. Other <input type="checkbox"/>	28. POSTED SPEED LIMIT UUU, Unknown <input type="checkbox"/> 01. Passenger Car <input type="checkbox"/> 02. Passenger Van <input type="checkbox"/> 03. Light Utility Vehicle <input type="checkbox"/> 04. Pickup Truck, To 4500 kg <input type="checkbox"/> 05. Panel/Car/Van, To 4500 kg <input type="checkbox"/> 06. Other Truck, Van, To 4500 kg <input type="checkbox"/> 07. Unit Truck, > 4500 kg <input type="checkbox"/> 08. Road Tractor <input type="checkbox"/> 09. School Bus <input type="checkbox"/>	16. ROADWAY CONFIGURATION II 1. Daylight <input type="checkbox"/> 2. Dawn <input type="checkbox"/> 3. Dusk <input type="checkbox"/> 4. Darkness <input type="checkbox"/> 5. Other <input type="checkbox"/>	17. ARTIFICIAL LIGHT 1. Non-Artificial Light <input type="checkbox"/> 2. Artificial Light - On <input type="checkbox"/> 3. Artificial Light - Off <input type="checkbox"/> 4. Other <input type="checkbox"/>	20. ROAD CLASSIFICATION I 1. Urban <input type="checkbox"/> 2. Rural <input type="checkbox"/> 3. Collector <input type="checkbox"/> 4. Local <input type="checkbox"/> 5. Other (Parking Lot) <input type="checkbox"/> 6. Unknown <input type="checkbox"/>	21. ROAD CLASSIFICATION II 1. One-Way, 2-Lane <input type="checkbox"/> 2. One-Way, Multi-Lane <input type="checkbox"/> 3. Undivided, 2-Way, 2-Lane <input type="checkbox"/> 4. Undivided, 2-Way, Multi-Lane <input type="checkbox"/> 5. Divided, With Barrier <input type="checkbox"/> 6. Divided, With Median <input type="checkbox"/> 7. Divided, Type Unspecified <input type="checkbox"/> 8. Other (Parking Lot) <input type="checkbox"/> 9. Unknown <input type="checkbox"/>	22. ROAD CLASSIFICATION III 1. Asphalt <input type="checkbox"/> 2. Concrete <input type="checkbox"/> 3. Gravel <input type="checkbox"/> 4. Earth, Dirt <input type="checkbox"/> 5. Chip-Seal <input type="checkbox"/> 6. Brick/Cobblestone <input type="checkbox"/> 7. Wood <input type="checkbox"/> 8. Steel Deck <input type="checkbox"/> 9. Ice/Road <input type="checkbox"/> 10. Other <input type="checkbox"/> 11. Unknown <input type="checkbox"/>	11. URBAN TRANSIT BUS <input type="checkbox"/> 12. INTERCITY BUS <input type="checkbox"/> 13. MOTORCYCLE <input type="checkbox"/> 14. SPEED LIMITED <input type="checkbox"/> 15. OFF-ROAD VEHICLE <input type="checkbox"/> 16. BICYCLE <input type="checkbox"/> 17. PURPOSE-BUILT MOTOR HOME <input type="checkbox"/> 18. FARM EQUIPMENT <input type="checkbox"/> 19. CONSTRUCTION EQUIPMENT <input type="checkbox"/> 20. STATIONARY <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	36. VEHICLE USE 01. Taxi <input type="checkbox"/> 02. School Bus <input type="checkbox"/> 03. Other Bus <input type="checkbox"/> 04. Military <input type="checkbox"/> 05. Police Cruiser <input type="checkbox"/> 06. Other Police <input type="checkbox"/> 07. Ambulance <input type="checkbox"/> 08. Hearse <input type="checkbox"/> 09. Tow Truck <input type="checkbox"/> 10. Delivery Vehicle <input type="checkbox"/> 11. Road Maintenance <input type="checkbox"/> 12. Utilities Maintenance <input type="checkbox"/> 13. Fire Response <input type="checkbox"/> 14. No Special Use <input type="checkbox"/> 15. Other <input type="checkbox"/>	37. EMERGENCY USE 1. Yes <input type="checkbox"/> 2. No <input type="checkbox"/> 3. Not an Emergency Vehicle <input type="checkbox"/> 4. Unknown <input type="checkbox"/>	38. TRAILER TYPE 1. Recreational Trailer <input type="checkbox"/> 2. Light Utility Trailer (Boat) <input type="checkbox"/> 3. Commercial Full Trailer <input type="checkbox"/> 4. One Semi-Trailer <input type="checkbox"/> 5. Two Semi-Trailers, A-Train <input type="checkbox"/> 6. Two Semi-Trailers, B-Train <input type="checkbox"/> 7. Two Semi-Trailers, C-Train <input type="checkbox"/> 8. Two Semi-Trailers, Connector <input type="checkbox"/> 9. Three Semi-Trailers <input type="checkbox"/> 10. No Trailers <input type="checkbox"/> 11. Other <input type="checkbox"/>	39. USE OF HEADLIGHTS 1. No Headlights On/Not Equipped <input type="checkbox"/> 2. Daytime Running Lights On <input type="checkbox"/> 3. Headlights On <input type="checkbox"/> 4. Parking Lights Only On <input type="checkbox"/> 5. Fog Or Auxiliary Lights On <input type="checkbox"/> 6. Other <input type="checkbox"/>	40. VEHICLE SPEED UUU, Unknown <input type="checkbox"/> 01. Passenger Car <input type="checkbox"/> 02. Passenger Van <input type="checkbox"/> 03. Light Utility Vehicle <input type="checkbox"/> 04. Pickup Truck, To 4500 kg <input type="checkbox"/> 05. Panel/Car/Van, To 4500 kg <input type="checkbox"/> 06. Other Truck, Van, To 4500 kg <input type="checkbox"/> 07. Unit Truck, > 4500 kg <input type="checkbox"/> 08. Road Tractor <input type="checkbox"/> 09. School Bus <input type="checkbox"/>	41. VEHICLE MANOEUVRE 01. Going Straight <input type="checkbox"/> 02. Turning Left <input type="checkbox"/> 03. Turning Right <input type="checkbox"/> 04. Making U-Turn <input type="checkbox"/> 05. Changing Lanes <input type="checkbox"/> 06. Merging <input type="checkbox"/> 07. Reversing <input type="checkbox"/> 08. Overtaking <input type="checkbox"/> 09. Negotiating Curve <input type="checkbox"/> 10. Stopping, Stopping <input type="checkbox"/> 11. Starting In Traffic <input type="checkbox"/> 12. Leaving Roadside <input type="checkbox"/> 13. Stopped/Parked/Stopped Legally <input type="checkbox"/> 14. Stopped/Parked/Stopped Illegally <input type="checkbox"/> 15. Swerving To Avoid Collision <input type="checkbox"/> 16. Run-Away Or Roll Away <input type="checkbox"/> 17. Vehicle <input type="checkbox"/> 21. Unspecified Manoeuvre <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	44-46. VEHICLE EVENTS NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overtaken, Rolled Over <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> 06. Load Spill <input type="checkbox"/> 07. Load Shift (EV1) <input type="checkbox"/> 08. Submerison <input type="checkbox"/> 09. Other Non-Collision Event <input type="checkbox"/> HIT MOVING OBJECTS: 11. Hit Moving Or Stopped Motor Vehicle <input type="checkbox"/> 12. Hit Pedestrian <input type="checkbox"/> 13. Hit Bicyclist (EV2) <input type="checkbox"/> 14. Hit Animal <input type="checkbox"/> 15. Hit Train <input type="checkbox"/> 16. Hit Another Moving Object <input type="checkbox"/> HIT NON-MOVING OBJECTS: 22. Hit Non-Fixed Object <input type="checkbox"/> 23. Hit Building <input type="checkbox"/> 24. Hit Ditch <input type="checkbox"/> 25. Hit Embankment, Dirt Pile, Rock Structure <input type="checkbox"/> 26. Hit Culvert, Drainage <input type="checkbox"/> 27. Hit Tree/Bush/Hedge <input type="checkbox"/> 28. Hit Light/Utility Pole <input type="checkbox"/> 29. Hit Curb <input type="checkbox"/> 30. Hit Post <input type="checkbox"/> 31. Hit Traffic Barrier <input type="checkbox"/> 32. Hit Other Fixed Object, Part Of Road Structure <input type="checkbox"/> 33. Hit Other Fixed Object <input type="checkbox"/> 39. Hit Other Type Fixed Object <input type="checkbox"/> NN, No 2nd or 3rd Event <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	47. DRIVER/PEDESTRIAN CONDITION 1. Fatigued/Fell Asleep <input type="checkbox"/> 2. Inexperience <input type="checkbox"/> 3. Under Influence - Alcohol <input type="checkbox"/> 4. Under Influence - Drugs <input type="checkbox"/> 5. Sudden Illness, Lost Consciousness <input type="checkbox"/> NN, Apparently Normal <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	48. DRIVER ACTION 21. Following Too Closely <input type="checkbox"/> 22. Distracted, Inattentive <input type="checkbox"/> 23. Driving Too Fast For Conditions <input type="checkbox"/> 24. Improper Turning Or Passing <input type="checkbox"/> 25. Failed To Yield Right-Of-Way <input type="checkbox"/> 26. Disobeyed Traffic Control Device/Police Officer <input type="checkbox"/> 27. Driving On Wrong Side Of Road <input type="checkbox"/> 30. Lost Control <input type="checkbox"/> NN, Driving Properly <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	49. VEHICLE FACTORS 41. Defective Brakes <input type="checkbox"/> 42. Defective Steering <input type="checkbox"/> 43. Defective Lights <input type="checkbox"/> 44. Tire Blown Out <input type="checkbox"/> 45. Unsecured Or Spilled Load <input type="checkbox"/> 46. Over-sized Load, Overload <input type="checkbox"/> 47. Visibility Obstructed <input type="checkbox"/> 48. Other Defective Parts <input type="checkbox"/> NN, No Defects <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	50. ENVIRONMENTAL FACTORS 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obstructed, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> NN, No Environmental Factors <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	52. DANGEROUS GOODS CLASS 1. Explosives <input type="checkbox"/> 2. Gases <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> 6. Poisonous & Infectious Substances <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> NN, Not a Commercial Vehicle <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	53. LOAD STATUS 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> NN, Not a Commercial Vehicle <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	60. BLOOD ALCOHOL CONCENTRATION 000-500 BAC (mg%) Of Driver /Pedestrian <input type="checkbox"/> 600. Not Tested, Driver/Pedestrian <input type="checkbox"/> 610. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> 620. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> 998. No Alcohol Suspected <input type="checkbox"/> NNN, Passenger U.U. Unknown <input type="checkbox"/> Driver 1 <input type="checkbox"/> Driver 2 <input type="checkbox"/> Ped 1 <input type="checkbox"/> Ped 2 <input type="checkbox"/> Ped 3 <input type="checkbox"/> Ped 4 <input type="checkbox"/>	66. PEDESTRIAN ACTION 01. Crossing Intersection With ROW <input type="checkbox"/> 02. Crossing Intersection Without ROW <input type="checkbox"/> 04. In Crosswalk <input type="checkbox"/> 05. Crossing Roadway At Midblock <input type="checkbox"/> 07. Walking On Roadway With Traffic <input type="checkbox"/> 08. On Sidewalk, Median, Safety Zone <input type="checkbox"/> 11. Coming From Behind Parked Vehicle/Object <input type="checkbox"/> 12. Coming From Behind Moving Vehicle <input type="checkbox"/> 13. Running Into Roadway <input type="checkbox"/> 14. Getting On/Off School Bus <input type="checkbox"/> 15. Pushing Vehicle <input type="checkbox"/> 16. Pushing Vehicle <input type="checkbox"/> 17. Working On Vehicle <input type="checkbox"/> 18. Playing On Road <input type="checkbox"/> 19. Working On Road <input type="checkbox"/> 20. Lying On Road <input type="checkbox"/> NN, Not a Pedestrian <input type="checkbox"/> QQ, Other U.U. Unknown <input type="checkbox"/>	ADDITIONAL WITNESSES ON FILE? Yes <input type="checkbox"/> No <input type="checkbox"/> DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.	INDEPENDENT WITNESSES Last Name <input type="text"/> First Name <input type="text"/> Address <input type="text"/> Home Phone <input type="text"/> Work Phone <input type="text"/> Last Name <input type="text"/> First Name <input type="text"/> Address <input type="text"/> Home Phone <input type="text"/> Work Phone <input type="text"/>	DIAGRAM USE: Solid Direction Lines Before Impact and Broken Lines After 	POLICE COMMENTS DRIVER AT FAULT Y. Driver Wholly/Partially At Fault <input type="checkbox"/> N. Driver Not At Fault <input type="checkbox"/> U. Unknown <input type="checkbox"/> CHARGES LAID Y. Charges Laid Against Driver <input type="checkbox"/> N. Charges Not Laid <input type="checkbox"/> U. Unknown/Pending/Proposed <input type="checkbox"/>
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Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the two fatal traffic collisions that took place in the Northwest Territories in 2012, resulting in two fatalities.

RCMP Detachment	Date	Description
Tli Cho	30-Jun	Single vehicle rollover involving a pickup truck on a local road in the community of Wekweeti. None of the four occupants were restrained. The left rear passenger was partially ejected and died at the scene. The other occupants sustained minor injuries. Alcohol was suspected.
Inuvik	28-Oct	Pickup truck struck pedestrian that was lying on the road in the community. The pedestrian died immediately. Alcohol use by the pedestrian was suspected.