

NWT Traffic Collision Facts

Données sur les
collisions de la route
aux Territoires du
Nord-Ouest



2019



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Introduction

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

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

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

Introduction (français)

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

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

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

Quick Facts

2019 QUICK FACTS REPORT

2019 Compared to 2018

	<u>2018</u>	<u>2019</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	473	473	0.0
PERSONAL INJURY COLLISIONS	75	58	-22.7
FATAL COLLISIONS	2	4	100.0
TOTAL REPORTED COLLISIONS	550	535	-2.7
NUMBER OF PERSONS KILLED	2	6	200.0
NUMBER OF PERSONS INJURED	100	77	-23.0
NWT HIGHWAY SYSTEM COLLISIONS	97	92	-5.2
RURAL COLLISIONS	4	4	0.0
COLLISIONS IN COMMUNITIES	449	439	-2.2
REGISTERED VEHICLES	40,347	40,269	-0.2
LICENSED DRIVERS	26,146	26,691	2.1
NWT POPULATION [1]	44,541	44,826	0.6
COLLISIONS PER 100 LICENSED DRIVERS	2.10	2.00	-4.7
COLLISIONS PER 100 REGISTERED VEHICLES	1.36	1.33	-2.5
COLLISIONS PER 100 POPULATION	1.23	1.19	-3.3
COLLISIONS INVOLVING ALCOHOL	38	28	-26.3

[1] 2018 and 2019 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2020.

Section Summaries

Section 1 - Historical Trends

This section illustrates the 31-year history of collisions, victims and licensed drivers and vehicles. There were a total of 535 collisions reported in 2019. 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. Trends in injuries, property-damage collisions and total collisions declined steadily between 1989 and 1998. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property-damage-only collisions, increased between 1998 and 2008. Since 2008, the total number of collisions has been declining along with the number of persons sustaining injuries.

Because of the small number of fatal collisions in the NWT, trends are difficult to identify and are subject to year-to-year fluctuations. The six traffic fatalities reported in 2019 is above the 31-year average while the 77 persons injured in 2019 is considerably less than the 31-year average.

Section 2 - Time of Occurrence

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

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

Section 3 - Major Contributing Factors

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

Driver condition is three times as prevalent in injury and fatal collisions (19%) than in all collisions (5%). Driver error accounts for 70.5% of all factors in collisions, as compared to vehicle condition (less than 1%) and environmental condition (3.4%).

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 2019, 779 drivers were involved in 535

collisions. This is an average of 1.46 drivers per collision. Details on driver age, gender, condition, action and class of license is presented.

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

STAGE 1 – LEARNER CLASS 7

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

Conditions

- A Learner must drive with a fully licensed driver who has a minimum of 24 months experience with a full Class 5 license.
- Time spent suspended will have to be made up before moving on to the next stage.
- A Learner cannot have any passengers other than the supervisor.
- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.
- A Learner must have a 0 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 959 vehicles involved in 535 collisions in 2019. This is an average of 1.79 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

Section 7 - Victims and Occupant Restraints

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

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

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. The severity of injury is lower for victims using seat belts. In 2019, there was one fatally injured motor vehicle occupant was known not to have been wearing a seat belt.

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

Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2019:

- 6 pedestrians were injured;
- no pedestrians were killed;
- one-third of the pedestrians injured were under the age of 20;
- all of the pedestrians were injured within a community;
- none of the pedestrians had been drinking or were impaired by alcohol.

Section 9 - Alcohol

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

- Drivers caught with .05 to .08 blood alcohol content automatically have their driver's licence suspended for 24 hours for a first offence or 30 days for further offences within a two year period.
- Novice drivers with any blood alcohol content automatically have their driver's licence suspended for 30 days.
- Drivers caught with over .08 blood alcohol content or who refuse to provide a breathalyzer sample automatically have their driver's licence suspended for 24 hours, are then given a seven day temporary driver's permit and then further suspended for 90 days in addition to Criminal Code charges for impaired driving.
- Drivers convicted of impaired driving under the Criminal Code are automatically prohibited from driving for:
 - 1 year for a first conviction;
 - 3 years for a second conviction;
 - 5 years for a third conviction;
 - 5 or more years for additional convictions or if the offence caused a death.
- Drivers wishing to have their driving privileges reinstated after an administrative 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 2019, there were 28 collisions involving alcohol, resulting in 15 persons being injured. There were three alcohol-related fatalities in 2019. These figures are significantly below the 31-year averages.

Section 10 - Off-Road Vehicles

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

- 60% of off-road vehicle collisions resulted in injuries;
 - 60% of off-road vehicle drivers involved in collisions are 25 years of age or older;
 - 40% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
 - none of off-road vehicle drivers or passengers in collisions were wearing helmets;
 - 40% 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. 64% 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 Beaufort Delta Region while the other five took place in the North Slave Region.

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

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2018 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown; per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the NWT are less than the Canada average for five of the six indicators.

Definitions

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

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

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

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

MOTOR VEHICLE - is a vehicle propelled or driven by power other than by wind, gravity or muscular power and includes a trailer, but does not include: an aircraft or a marine vehicle, a device that runs or is designed to run exclusively on rails, a mechanically propelled wheelchair or mobility device.

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

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

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

NWT HIGHWAY COLLISION - a collision occurring on one of the nine numbered highways or on an access or winter road maintained by the GNWT.

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

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

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

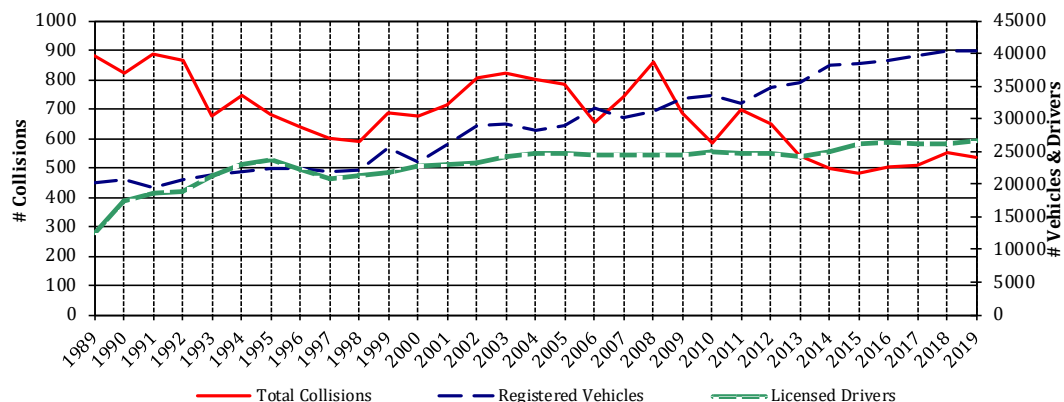
INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

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

Historical Trends – Section 1

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

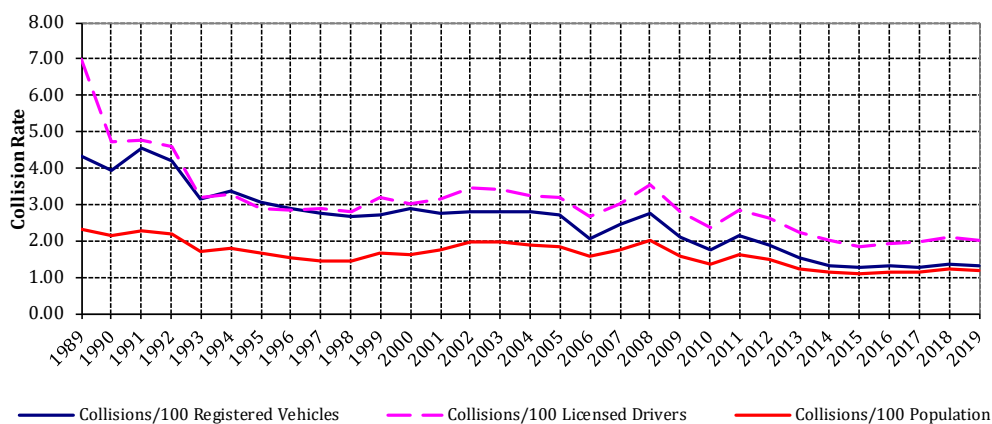


3 Year Summary

	2017	2018	2019	% Change
Registered Vehicles	39,706	40,347	40,269	-0.2
Licensed Drivers	26,158	26,146	26,691	2.1
Total Collisions	509	550	535	-2.7

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2



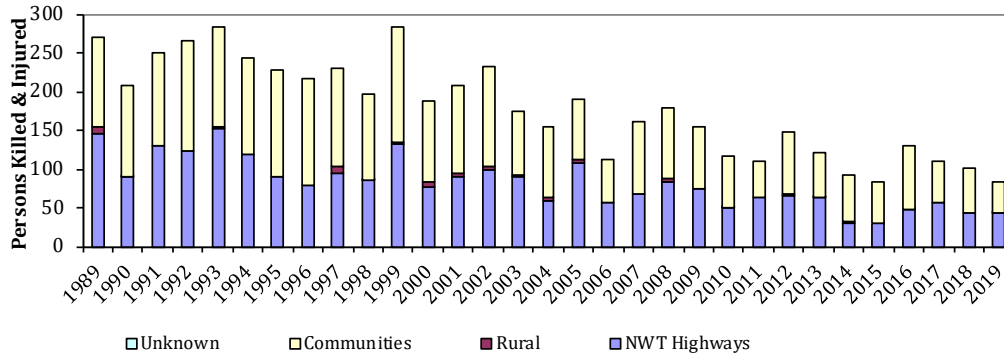
3 Year Summary

	2017	2018	2019	% Change
Collisions/100 Registered Vehicles	1.28	1.36	1.33	-2.5
Collisions/100 Licensed Drivers	1.95	2.10	2.00	-4.7
Collisions/100 Population	1.14	1.23	1.19	-3.3

Historical Trends – Section 1

Trends in Injuries & Fatalities

Figure 1.3

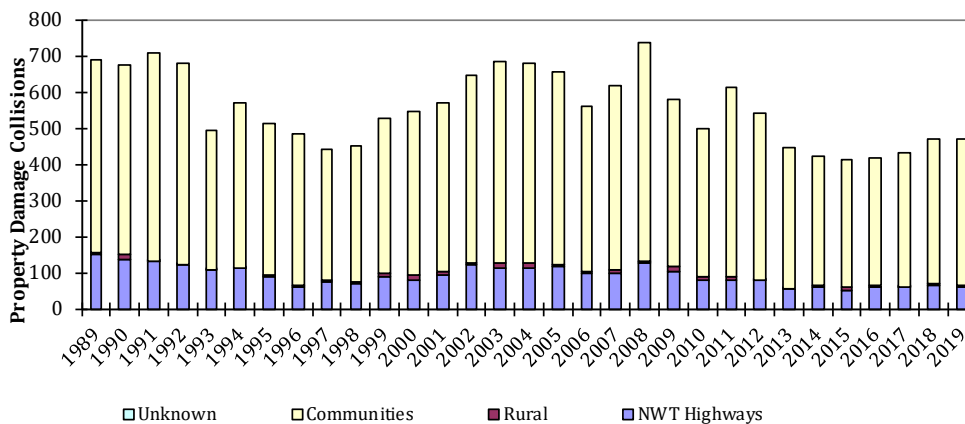


3 Year Summary

	Persons Injured				Persons Killed			
	2017	2018	2019	Average	2017	2018	2019	Average
NWT Highways	43	42	38	41	3	2	5	3
Rural	0	0	1	0	1	0	0	0
Communities	81	58	38	59	0	0	1	0
Total	124	100	77	100	4	2	6	4

Trends in Property Damage Collisions

Figure 1.4



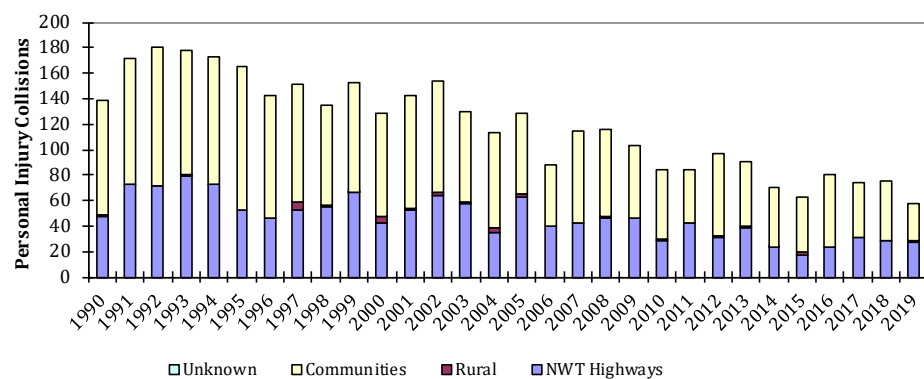
3 Year Summary

	Property Damage Collisions			
	2017	2018	2019	Average
NWT Highways	65	67	62	65
Rural	3	4	3	3
Communities	353	402	408	388
Total	421	473	473	456

Historical Trends – Section 1

Trends in Personal Injury Collisions

Figure 1.5

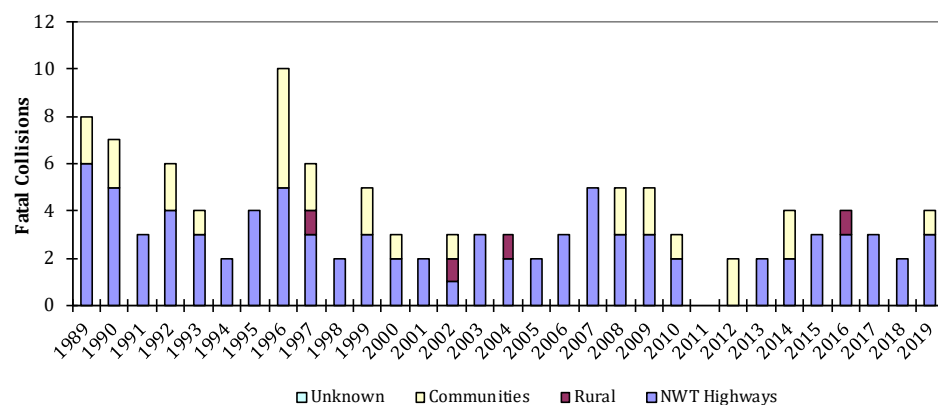


3 Year Summary

	Personal Injury Collisions			
	2017	2018	2019	Average
NWT Highways	23	28	27	26
Rural	0	0	1	0
Communities	57	47	30	45
Total	80	75	58	71

Trends in Fatal Collisions

Figure 1.6



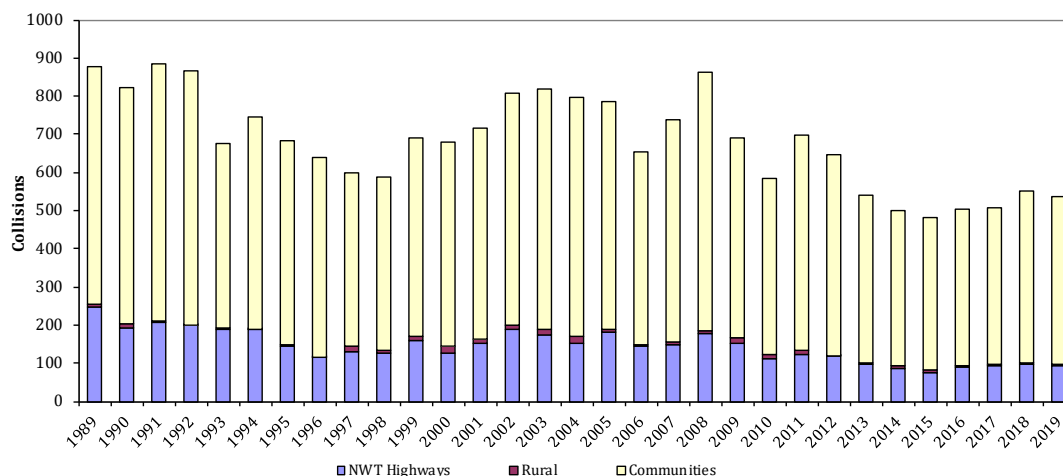
3 Year Summary

	Fatal Collisions			
	2017	2018	2019	Average
NWT Highways	3	2	3	3
Rural	1	0	0	0
Communities	0	0	1	0
Total	4	2	4	3

Historical Trends – Section 1

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2017	2018	2019	Average
NWT Highways	91	97	92	93
Rural	4	4	4	4
Communities	410	449	439	433
Total	505	550	535	530

Property Damage Collisions by Month and Year

Figure 1.8

Avg. 09

Month	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Avg. 09 to 18	2019
January	94	60	75	75	56	56	37	46	44	54	60	50
February	63	40	69	56	49	57	44	46	42	62	53	52
March	65	48	61	63	50	35	34	40	51	47	49	50
April	46	35	42	36	38	28	26	44	25	29	35	23
May	34	23	31	32	20	32	27	32	19	18	27	30
June	38	34	38	31	32	25	34	22	34	36	32	23
July	31	47	36	26	31	17	29	25	22	31	30	36
August	30	29	39	23	17	28	30	26	32	35	29	36
September	29	34	34	32	35	22	22	26	32	34	30	41
October	48	49	43	57	24	26	34	31	38	40	39	26
November	42	42	70	54	43	49	50	31	52	44	48	46
December	61	57	75	57	54	51	49	52	41	43	54	60
Total	581	498	613	542	449	426	416	421	432	473	485	473

Historical Trends – Section 1

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Avg. 09 to 18	2019
January	15	11	9	12	9	7	8	8	3	4	9	5
February	5	5	6	7	9	8	3	6	6	9	6	5
March	13	6	6	9	9	5	2	7	9	5	7	3
April	7	6	8	4	6	2	2	7	2	4	5	4
May	8	7	5	7	4	2	5	4	4	4	5	1
June	8	5	8	12	6	10	4	9	3	9	7	9
July	7	6	10	9	12	6	3	10	7	10	8	6
August	6	9	7	6	9	8	13	5	11	5	8	6
September	7	4	5	6	4	4	3	2	4	9	5	4
October	10	9	9	4	10	6	6	5	7	7	7	4
November	9	10	6	13	8	5	7	8	7	5	8	5
December	8	6	5	14	4	7	7	9	11	4	8	6
Total	103	84	84	103	90	70	63	80	74	75	83	58

Fatal Collisions by Month and Year

Figure 1.10

Month	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Avg. 09 to 18	2019
January	0	0	0	0	0	0	0	0	0	0	0.0	0
February	1	0	0	0	1	0	0	0	0	0	0.2	1
March	0	0	0	0	1	0	0	2	0	1	0.4	0
April	0	0	0	0	0	0	0	0	0	0	0.0	0
May	1	0	0	0	0	1	1	0	2	1	0.6	0
June	0	0	0	1	0	0	0	1	0	0	0.2	0
July	1	1	0	0	0	1	0	0	0	0	0.3	1
August	0	0	0	0	0	0	0	1	0	0	0.1	1
September	0	0	0	0	0	0	1	0	0	0	0.1	0
October	2	0	0	1	0	2	1	0	1	0	0.7	1
November	0	1	0	0	0	0	0	0	0	0	0.1	0
December	0	1	0	0	0	0	0	0	0	0	0.1	0
Total	5	3	0	2	2	4	3	4	3	2	2.8	4

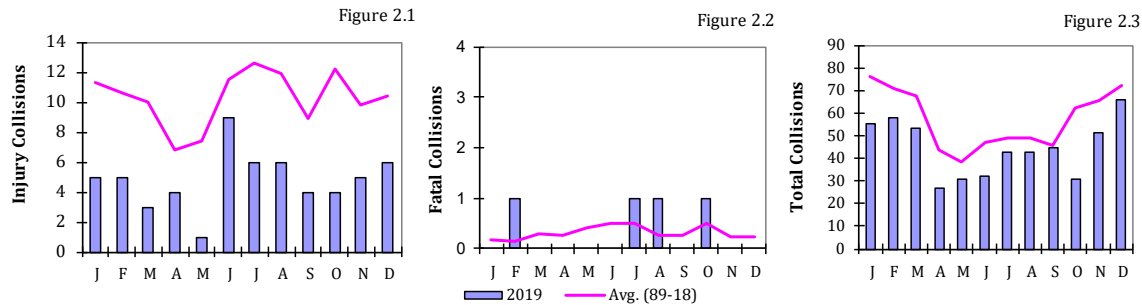
Total Collisions by Month and Year

Figure 1.11

Month	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Avg. 09 to 18	2019
January	109	71	84	87	65	63	45	54	47	58	68	55
February	69	45	75	63	59	65	47	52	48	71	59	58
March	78	54	67	72	60	40	36	49	60	53	57	53
April	53	41	50	40	42	30	28	51	27	33	40	27
May	43	30	36	39	24	35	33	36	25	23	32	31
June	46	39	46	44	38	35	38	32	37	45	40	32
July	39	54	46	35	43	24	32	35	29	41	38	43
August	36	38	46	29	26	36	43	32	43	40	37	43
September	36	38	39	38	39	26	26	28	36	43	35	45
October	60	58	52	62	34	34	41	36	46	47	47	31
November	51	53	76	67	51	54	57	39	59	49	56	51
December	69	64	80	71	58	58	56	61	52	47	62	66
Total	689	585	697	647	539	500	482	505	509	550	570	535

Time of Occurrence – Section 2

Collisions by Month of Occurrence



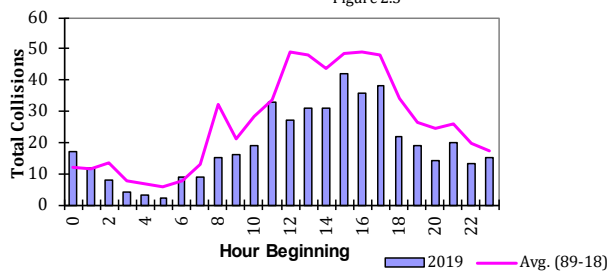
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	50	5	0	55	7	0
February	52	5	1	58	9	1
March	50	3	0	53	4	0
April	23	4	0	27	4	0
May	30	1	0	31	1	0
June	23	9	0	32	10	0
July	36	6	1	43	10	2
August	36	6	1	43	7	1
September	41	4	0	45	5	0
October	26	4	1	31	5	2
November	46	5	0	51	7	0
December	60	6	0	66	8	0
Total	473	58	4	535	77	6

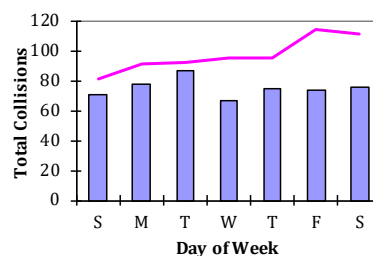
Total Collisions by Time of Day

Figure 2.5



Total Collisions by Day of Week

Figure 2.6



Time of Occurrence – Section 2

Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	2	0	3	2	2	4	4	17	3.2
1 to 2 a.m.	1	1	2	2	2	1	3	12	2.3
2 to 3 a.m.	3	2	1	1	1	0	0	8	1.5
3 to 4 a.m.	1	0	0	2	0	0	1	4	0.8
4 to 5 a.m.	1	0	1	0	0	1	0	3	0.6
5 to 6 a.m.	0	0	0	0	0	1	1	2	0.4
6 to 7 a.m.	3	4	0	0	1	0	1	9	1.7
7 to 8 a.m.	0	4	3	1	0	0	1	9	1.7
8 to 9 a.m.	2	5	2	1	3	1	1	15	2.8
9 to 10 a.m.	1	5	4	3	1	2	0	16	3.0
10 to 11 a.m.	1	4	4	2	3	3	2	19	3.6
11 to 12 a.m.	4	5	5	2	6	5	6	33	6.3
12 to 1 p.m.	4	2	4	5	6	4	2	27	5.1
1 to 2 p.m.	5	4	6	4	1	6	5	31	5.9
2 to 3 p.m.	1	5	9	4	4	5	3	31	5.9
3 to 4 p.m.	6	6	4	11	7	3	5	42	8.0
4 to 5 p.m.	4	9	6	3	8	4	2	36	6.8
5 to 6 p.m.	3	6	5	4	11	6	3	38	7.2
6 to 7 p.m.	1	3	4	4	2	3	5	22	4.2
7 to 8 p.m.	2	2	4	2	1	6	2	19	3.6
8 to 9 p.m.	4	2	1	2	3	1	1	14	2.7
9 to 10 p.m.	2	0	3	1	2	4	8	20	3.8
10 to 11 p.m.	2	0	3	0	1	3	4	13	2.5
11 to 12 p.m.	3	0	3	1	3	3	2	15	2.8
Not Stated	15	9	10	10	7	8	14	73	13.8
Total	71	78	87	67	75	74	76	528	
%	13.4	14.8	16.5	12.7	14.2	14.0	14.4	100.0	

* Excludes collisions in which Day of Week was unknown.

Major Contributing Factors – Section 3

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	15	10	2	27	5.0
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
Total	15	10	2	27	5.0

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	20	2	0	22	4.1
Distracted, Inattentive	37	4	0	41	7.7
Driving Too Fast for Conditions	36	4	0	40	7.5
Improper Turning or Passing	23	1	0	24	4.5
Failed to Yield Right-of-Way	41	12	1	54	10.1
Disobeyed Traffic Control/Officer	1	1	0	2	0.4
Driving on Wrong Side of Road	0	1	0	1	0.2
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	121	1	0	122	22.8
Lost Control	53	17	1	71	13.3
Other Driver Action	0	0	0	0	0.0
Total	332	43	2	377	70.5

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

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

Major Contributing Factors – Section 3

Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Animal on Roadway	15	2	0	17	3.2
Road Surface or Condition	0	1	0	1	0.2
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	15	3	0	18	3.4

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

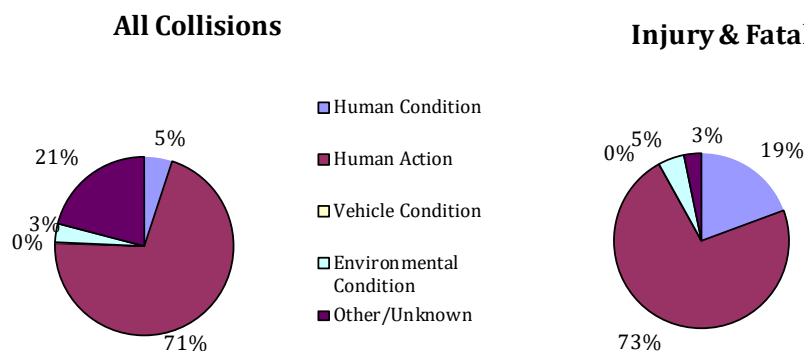
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	1	1	0	2	0.4
Unknown	109	1	0	110	20.6
Total	110	2	0	112	20.9

Total All Factors	473	58	4	535	100.0
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Major Contributing Factors by Collision Severity

Figure 3.6



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

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

Major Contributing Factors – Section 3

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

Figure 3.7

Human Condition	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	10	17	0	27	5.0
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Driver Condition	0	0	0	0	0.0
Total	10	17	0	27	5.0

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

Figure 3.8

Human Action	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Following Too Closely	3	19	0	22	4.1
Distracted, Inattentive	2	39	0	41	7.7
Driving Too Fast for Conditions	13	27	0	40	7.5
Improper Turning or Passing	1	23	0	24	4.5
Failed to Yield Right-of-Way	5	49	0	54	10.1
Disobeyed Traffic Control/Officer	0	2	0	2	0.4
Driving on Wrong Side of Road	0	1	0	1	0.2
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	118	3	122	22.8
Lost Control	38	32	1	71	13.3
Other Driver Action	0	0	0	0	0.0
Total	63	310	4	377	70.5

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

Figure 3.9

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

Major Contributing Factors – Section 3

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

Figure 3.10

Environmental Condition	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Animal on Roadway	16	1	0	17	3.2
Road Surface or Condition	1	0	0	1	0.2
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	0	0	0	0.0
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	17	1	0	18	3.4

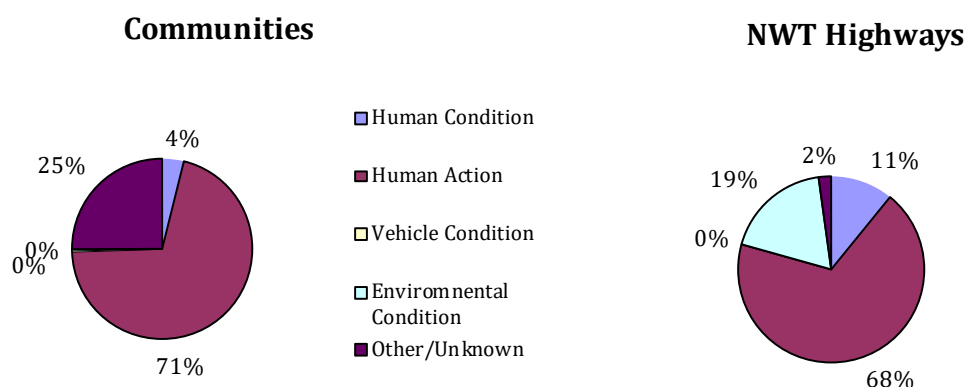
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Unspecified	0	2	0	2	0.4
Unknown	2	108	0	110	20.6
Total	2	110	0	112	20.9
Total All Factors	92	439	4	535	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12

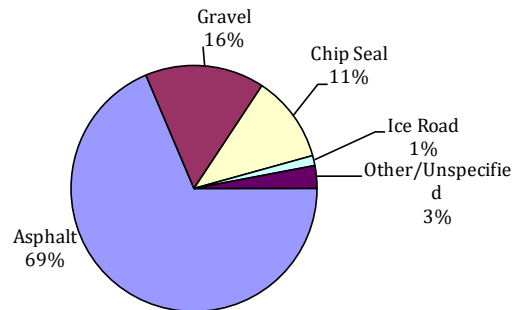


Environmental Factors – Section 4

Collisions by Road Surface Type and Severity

Figure 4.1

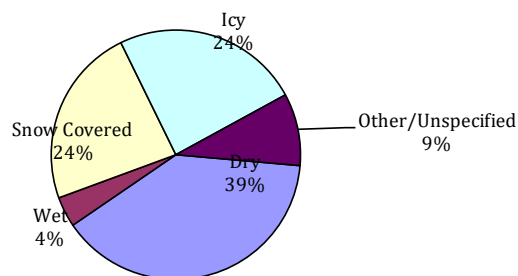
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	340	27	0	367	68.6
Concrete	3	1	0	4	0.7
Gravel (Crushed Stone)	74	9	1	84	15.7
Earth, Dirt	0	0	0	0	0.0
Chip Seal	40	18	3	61	11.4
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	4	3	0	7	1.3
Unspecified	12	0	0	12	2.2
Total	473	58	4	535	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	183	24	2	209	39.1
Wet	16	5	0	21	3.9
Snow (Fresh, Loose)	108	7	1	116	21.7
Slush, Wet Snow	8	1	0	9	1.7
Icy	115	15	0	130	24.3
Loose Sand/Gravel/Dirt	6	5	1	12	2.2
Muddy	5	0	0	5	0.9
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	1	0	0	1	0.2
Unspecified	31	1	0	32	6.0
Total	473	58	4	535	100

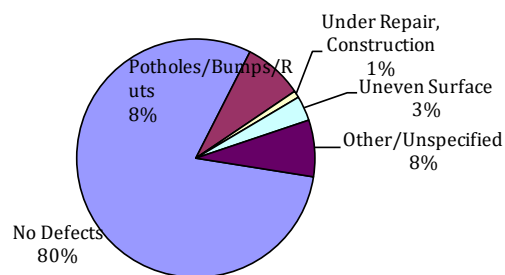


Environmental Factors – Section 4

Collisions by Road Defect and Severity

Figure 4.3

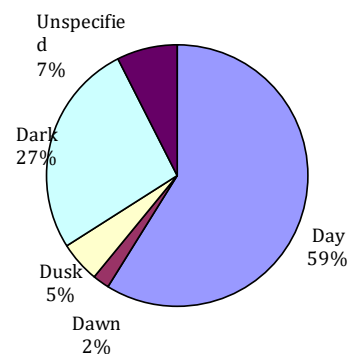
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	386	39	3	428	80.0
Potholes/Bumps/Ruts	29	13	1	43	8.0
Under Repair, Construction	3	2	0	5	0.9
Uneven Pavement Surface	16	2	0	18	3.4
Worn	3	0	0	3	0.6
Obscured or Faded Markings	5	0	0	5	0.9
Other	0	0	0	0	0.0
Unspecified	31	2	0	33	6.2
Total	473	58	4	535	100.0



Collisions by Light Condition and Severity

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	279	33	3	315	58.9
Dawn	8	3	0	11	2.1
Dusk	24	3	0	27	5.0
Dark	122	19	1	142	26.5
Unspecified	40	0	0	40	7.5
Total	473	58	4	535	100.0

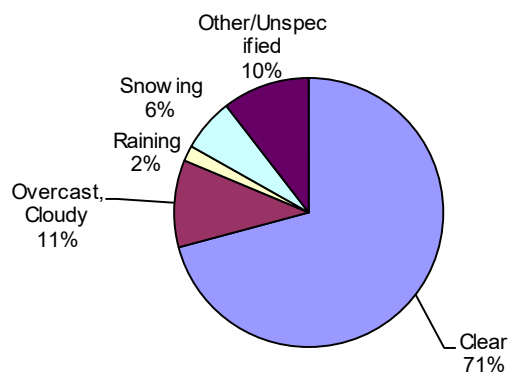


Environmental Factors – Section 4

Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	338	40	1	379	70.8
Overcast, Cloudy (No Precipitation)	45	9	2	56	10.5
Raining	7	2	1	10	1.9
Snowing	31	3	0	34	6.4
Freezing Rain/Sleet/Hail	3	1	0	4	0.7
Visibility Limitations (fog, dust, etc.)	5	1	0	6	1.1
Strong Winds	1	0	0	1	0.2
Other	0	0	0	0	0.0
Unspecified	43	2	0	45	8.4
Total	473	58	4	535	100.0



Environmental Factors – Section 4

Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	12	2	0	14	2.6
b) With Other Animal	5	0	0	5	0.9
c) With Pedestrian	1	6	0	7	1.3
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	29	3	0	32	6.0
03. Off Road Left					
a) With Rollover	2	6	2	10	1.9
b) No Rollover	7	2	0	9	1.7
04. Off Road Right					
a) With Rollover	2	7	0	9	1.7
b) No Rollover	20	5	0	25	4.7
05. Rollover on Roadway	0	4	0	4	0.7
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	63	3	0	66	12.3
22. Sideswipe - Same Direction	11	0	0	11	2.1
23. Passing - Left Turn	1	1	0	2	0.4
24. Passing - Right Turn	4	0	0	4	0.7
25. Other Multi-Vehicle Same Direction	2	0	0	2	0.4
31. Head-On	1	0	1	2	0.4
32. Sideswipe - Opposite Direction	10	3	0	13	2.4
33. Left Turn Across Path	14	4	1	19	3.6
34. Right Turn Including Conflict	5	2	0	7	1.3
35. Right Angle	70	9	0	79	14.8
36. Other Multi-Vehicle Opposite Direction	9	0	0	9	1.7
41. Hit Parked Vehicle	205	1	0	206	38.5
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	473	58	4	535	100.0

*Collision Configurations

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

Environmental Factors – Section 4

Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Bison	14	0	0	14	2.6
b) With Other Animal	4	1	0	5	0.9
c) With Pedestrian	0	7	0	7	1.3
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	3	28	1	32	6.0
03. Off Road Left					
a) With Rollover	8	2	0	10	1.9
b) No Rollover	6	3	0	9	1.7
04. Off Road Right					
a) With Rollover	7	2	0	9	1.7
b) No Rollover	18	7	0	25	4.7
05. Rollover on Roadway	3	1	0	4	0.7
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	9	57	0	66	12.3
22. Sideswipe - Same Direction	1	10	0	11	2.1
23. Passing - Left Turn	1	1	0	2	0.4
24. Passing - Right Turn	0	4	0	4	0.7
25. Other Multi-Vehicle Same Direction	0	2	0	2	0.4
31. Head-On	2	0	0	2	0.4
32. Sideswipe - Opposite Direction	8	5	0	13	2.4
33. Left Turn Across Path	1	18	0	19	3.6
34. Right Turn Including Conflict	1	6	0	7	1.3
35. Right Angle	3	76	0	79	14.8
36. Other Multi-Vehicle Opposite Direction	0	9	0	9	1.7
41. Hit Parked Vehicle	3	200	3	206	38.5
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	92	439	4	535	100.0

*Collision Configurations

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

Environmental Factors – Section 4

Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	204	36	3	243	45.4
Intersection - Two Public Roadways	98	16	0	114	21.3
Intersection - Parking Lot, Driveway	89	4	1	94	17.6
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	0	0	1	0.2
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	69	2	0	71	13.3
Unknown	12	0	0	12	2.2
Total	473	58	4	535	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	75	165	3	243	45.4
Intersection - Two Public Roadways	11	103	0	114	21.3
Intersection - Parking Lot, Driveway	5	88	1	94	17.6
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	1	0	0	1	0.2
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	0	71	0	71	13.3
Unknown	0	12	0	12	2.2
Total	92	439	4	535	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	385	40	3	428	80.0
Straight with Grade	29	5	0	34	6.4
Curved and Level	28	9	1	38	7.1
Curve with Grade	11	3	0	14	2.6
Top of Hill or Grade	3	0	0	3	0.6
Bottom of Hill or Grade	5	1	0	6	1.1
Other	0	0	0	0	0.0
Unknown	12	0	0	12	2.2
Total	473	58	4	535	100.0

Environmental Factors – Section 4

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	4	0	0	4	0.7
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	258	48	4	310	57.9
Undivided, Two-Way, Multi Lane	22	2	0	24	4.5
Divided, Barrier Median	4	0	0	4	0.7
Divided with Median, No Barrier	18	4	0	22	4.1
Divided, Divider Unspecified	0	0	0	0	0.0
Other	155	4	0	159	29.7
Unknown	12	0	0	12	2.2
Total	473	58	4	535	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	0.4
Hit Building	1	0	0	1	0.2
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	1	0	0	1	0.2
Hit Utility Pole, Lamp Pole	2	0	0	2	0.4
Hit Curb	0	0	0	0	0.0
Hit Post	2	1	0	3	0.6
Hit Traffic Barrier	2	0	0	2	0.4
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	4	0	0	4	0.7
Hit Other Type Fixed Object	1	0	0	1	0.2
Sub Total Fixed Objects	15	1	0	16	3.0
Moveable Objects					
Another Road Vehicle	395	23	2	420	78.5
Bison	12	2	0	14	2.6
Other Animal	5	0	0	5	0.9
Pedestrian	1	6	0	7	1.3
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	413	31	2	446	83.4
Non-Collision Events					
Ran Off Road	27	0	0	27	5.0
Rollover	4	17	2	23	4.3
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	31	17	2	50	9.3
Other/Unknown Event	14	9	0	23	4.3
Grand Total	473	58	4	535	100.0

Environmental Factors – Section 4

Collision Sequence of Events by Road System

Figure 4.13

	NWT Highways	In Communities	Rural	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	2	0	2	0.4
Hit Building	0	1	0	1	0.2
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	1	0	0	1	0.2
Hit Utility Pole, Lamp Pole	0	2	0	2	0.4
Hit Curb	0	0	0	0	0.0
Hit Post	0	3	0	3	0.6
Hit Traffic Barrier	0	2	0	2	0.4
Hit Fixed Object Part of Road Structure	0	0	0	0	0.0
Hit Fixed Object NOT Part of Road Structure	0	4	0	4	0.7
Hit Other Type Fixed Object	0	1	0	1	0.2
Sub Total Fixed Objects	1	15	0	16	3.0
Moveable Objects					
Another Road Vehicle	29	388	3	420	78.5
Bison	14	0	0	14	2.6
Other Animal	4	1	0	5	0.9
Pedestrian	0	7	0	7	1.3
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	47	396	3	446	83.4
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	18	5	0	23	4.3
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	18	5	0	23	4.3
Unknown Event	26	23	1	50	9.3
Grand Total	92	439	4	535	100.0

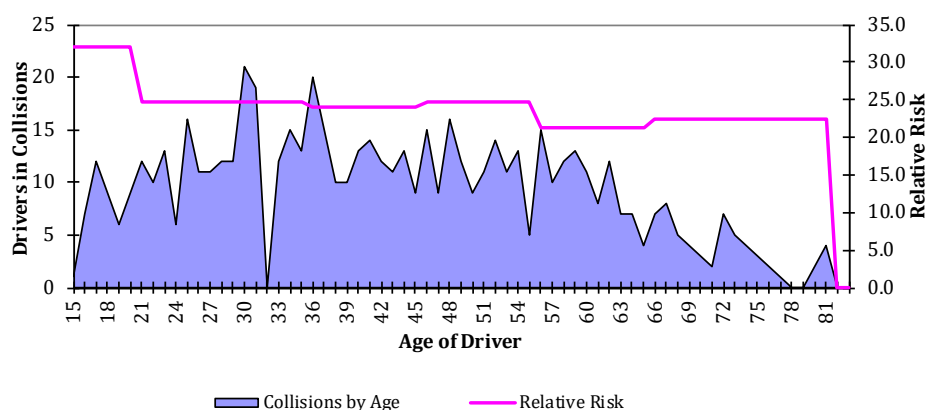
Driver Factors – Section 5

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	100	1,121	2,023	5,804	5,447	4,822	4,657	2,717	0	26,691
Drivers in Collisions	5	34	50	144	131	119	99	61	136	779

Drivers in Collisions and Relative Risk by Driver Age



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

Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	26.2	20.8	21.2	20.6	21.2	19.1	20.6	25.9
Personal Injury & Fatal	5.7	4.0	3.6	3.5	3.5	2.1	1.8	3.3
Total	31.9	24.7	24.8	24.0	24.7	21.3	22.5	29.2
Relative Risk*	1.1	0.8	0.9	0.8	0.8	0.7	0.8	1.0

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

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

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.1 times more likely to be involved in a collision than the average driving population. On average, 3% of 15 to 19 year olds were involved in collisions, compared to 2% of 35 to 44 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 16	Class 2	Class 26	Class 3	Class 36	Class 4	Class 46	Class 5	Class 56	Class 5P	Class 6	Class 7	Not Req'd. Licence	No Stated	Total
Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5
16	0	0	0	0	0	0	0	0	2	0	3	0	1	1	0	7
17	0	0	0	0	0	0	0	0	4	0	5	0	2	0	1	12
18	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	9
19	0	0	0	0	0	0	0	0	4	0	1	0	0	0	1	6
20	0	0	0	0	0	0	0	0	5	0	3	0	1	0	0	9
21-24	2	0	0	0	0	0	0	0	31	1	3	0	3	0	1	41
25-34	7	0	0	0	6	0	6	0	102	6	6	0	7	0	4	144
35-44	6	0	0	0	5	0	11	0	101	3	2	0	1	1	1	131
45-54	14	1	2	0	7	0	13	0	72	4	1	0	1	2	2	119
55-64	9	3	3	2	8	2	3	0	64	5	0	0	0	0	0	99
65 and over	3	0	0	1	2	0	2	3	48	2	0	0	0	0	0	61
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	136
Drivers in Collisions	41	4	5	3	28	2	35	3	436	21	30	0	16	7	12	779
Total Licensed Drivers	1023	344	121	44	699	132	971	106	18,676	1481	1101	1	1,992	N/A	N/A	26691
Relative Risk*	1.37320574	0.398	1.42	2.34	1.37	0.52	1.24	0.97	0.80	0.4858	0.9336	0	0.28	N/A	N/A	1

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

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	1	4	7	7	5	9	28	106	110	93	82	46	2	500	64.2
Fatigued, Fell Asleep	0	0	1	0	0	0	0	0	0	3	2	1	0	7	0.9
Inexperience	4	2	1	2	1	0	2	3	2	0	2	0	0	19	2.4
Under Influence - Alcohol	0	0	0	0	0	0	4	12	3	6	4	0	0	29	3.7
Under Influence - Drugs	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	1	0	0	0	2	0	3	0.4
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	1	3	0	0	0	7	22	16	17	9	12	134	221	28.4
Total	5	7	12	9	6	9	41	144	131	119	99	61	136	779	
%	0.6	0.9	1.5	1.2	0.8	1.2	5.3	18.5	16.8	15.3	12.7	7.8	17.5		100.0

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Driving Properly	0	0	2	0	1	2	6	45	54	58	38	14	2	222	28.5
Following Too Closely	0	0	2	2	0	1	1	9	3	3	1	1	1	24	3.1
Distracted, Inattentive	1	0	1	1	0	1	5	12	6	8	6	8	1	50	6.4
Driving Too Fast	0	2	2	2	0	0	5	12	10	5	10	2	0	50	6.4
Improper Turning or Passing	0	0	0	1	0	0	2	7	3	6	3	4	1	27	3.5
Failing to Yield Right of Way	0	4	1	2	1	1	7	10	12	9	5	6	1	59	7.6
Disobeying Traffic Control/Officer	0	0	0	0	0	0	0	1	0	0	0	0	1	2	0.3
Driving on Wrong Side of Road	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0.3
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	1	4	0	2	3	5	21	23	11	26	18	14	128	16.4
Lost Control	3	0	0	0	1	1	9	25	16	15	6	7	4	87	11.2
Other Driver Action	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0.3
Unknown	0	0	0	1	1	0	1	2	4	2	3	1	11	126	16.2
Total	5	7	12	9	6	9	41	144	131	119	99	61	136	779	
%	0.6	0.9	1.5	1.2	0.8	1.2	5.3	18.5	16.8	15.3	12.7	7.8	17.5	100.0	

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	182	20	3	205	21.4
Passenger Van	40	2	0	42	4.4
Light Utility Vehicle	214	22	0	236	24.6
Pickup Truck	295	23	1	319	33.3
Panel/Cargo Van	6	2	0	8	0.8
Other Truck/Van <= 4536 kg	2	0	0	2	0.2
Unit Truck > 4536 kg	7	1	0	8	0.8
Road Tractor	16	3	1	20	2.1
School Bus	1	0	0	1	0.1
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	2	0	0	2	0.2
Intercity Bus	1	0	0	1	0.1
Bus - Unspecified	2	0	0	2	0.2
Motorcycle	0	3	0	3	0.3
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	1	1	3	0.3
Bicycle	1	4	0	5	0.5
Motor Home	1	0	0	1	0.1
Farm Equipment	0	0	0	0	0.0
Construction Equipment	2	0	0	2	0.2
Fire Engine	0	0	0	0	0.0
Snowmobile	1	1	0	2	0.2
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	97	0	0	97	10.1
Total	871	82	6	959	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	685	63	3	751	78.3
Defective Brakes	1	1	1	3	0.3
Defective Steering	0	0	0	0	0.0
Defective Lighting	0	0	0	0	0.0
Tire Blown Out	0	1	0	1	0.1
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	2	2	0	4	0.4
Other Defective Vehicular Parts	3	2	0	5	0.5
Other Vehicular Factor	0	0	0	0	0.0
Unknown	179	13	2	194	20.2
Total	871	82	6	959	100.0

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	254	58	5	317	33.1
Turning Left	42	7	1	50	5.2
Turning Right	30	4	0	34	3.5
Making U-Turn	1	0	0	1	0.1
Changing Lanes	7	0	0	7	0.7
Merging	1	0	0	1	0.1
Reversing	146	1	0	147	15.3
Overtaking	2	0	0	2	0.2
Negotiating Curve	19	6	0	25	2.6
Slowing or Stopped in Traffic	59	4	0	63	6.6
Starting in Traffic	2	0	0	2	0.2
Leaving Roadside	3	0	0	3	0.3
Stopped/Parked Legally	204	1	0	205	21.4
Stopped/Parked Illegally	3	0	0	3	0.3
Swerving to Avoid Collision	1	1	0	2	0.2
Run-away or Roll-away Vehicle	1	0	0	1	0.1
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	96	0	0	96	10.0
Total	871	82	6	959	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

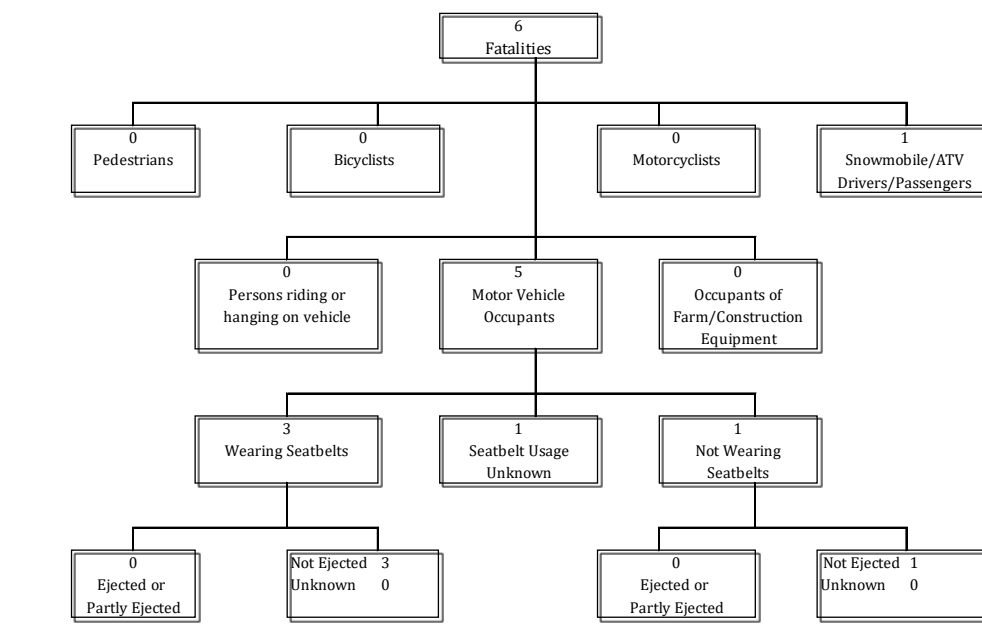
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2020	3	1	0	4	0.4
2019	51	4	0	55	5.7
2018	89	11	1	101	10.5
2017	85	10	2	97	10.1
2016	61	2	0	63	6.6
2015	57	7	0	64	6.7
2014	52	4	0	56	5.8
2013	49	1	0	50	5.2
2012	41	4	0	45	4.7
2011	29	1	0	30	3.1
2010	23	3	1	27	2.8
2009	25	5	0	30	3.1
2008 & Older	176	23	1	200	20.9
Unspecified	130	6	1	137	14.3
Total	871	82	6	959	100.0

Victims and Occupant Restraints – Section 7

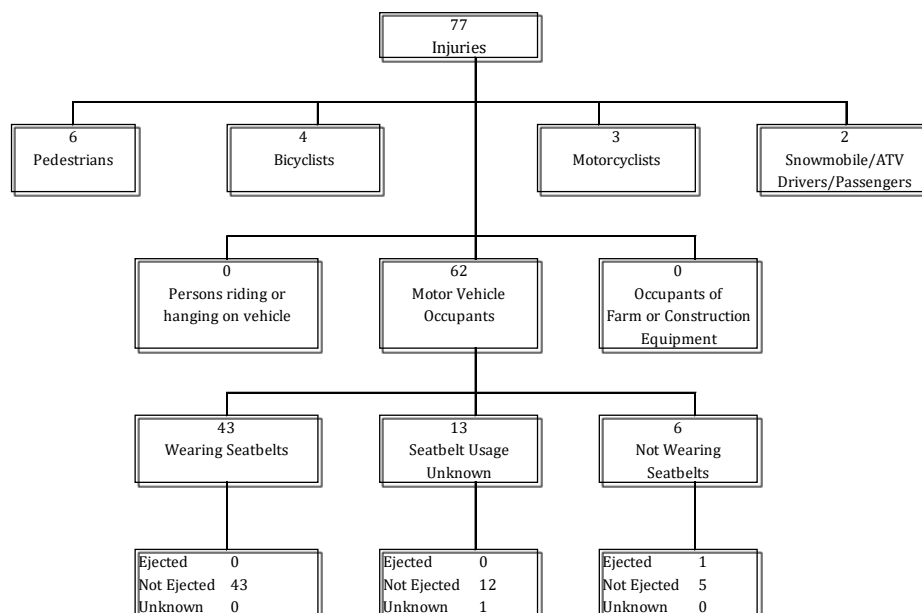
Fatalities Classification
(January 1 to December 31, 2019)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2019)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	1	1	5	6	9	11	6	2	0	41	53.2
Motor Vehicle Passenger	1	4	4	5	4	1	1	1	0	0	21	27.3
Pedestrian	0	2	0	0	0	0	1	3	0	0	6	7.8
Bicyclist	0	2	0	0	0	1	0	0	0	1	4	5.2
Motorcyclist (includes passengers)	0	0	0	0	1	0	1	0	1	0	3	3.9
ATV Operators & Passengers	0	0	0	0	1	0	1	0	0	0	2	2.6
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	1	9	5	10	12	11	15	10	3	1	77	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	0	0	1	0	1	0	0	0	2	33.3
Motor Vehicle Passenger	0	0	0	0	1	1	1	0	0	0	3	50.0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	1	0	0	0	0	0	1	16.7
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	3	1	2	0	0	0	6	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	22	19	0	41	2	0	0	2
Motor Vehicle Passenger	13	8	0	21	1	2	0	3
Pedestrian	3	3	0	6	0	0	0	0
Bicyclist	2	1	1	4	0	0	0	0
Motorcyclist (includes passengers)	3	0	0	3	0	0	0	0
ATV Operators & Passengers	1	1	0	2	1	0	0	1
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0
Farm/Construction Equipment	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	44	32	1	77	4	2	0	6

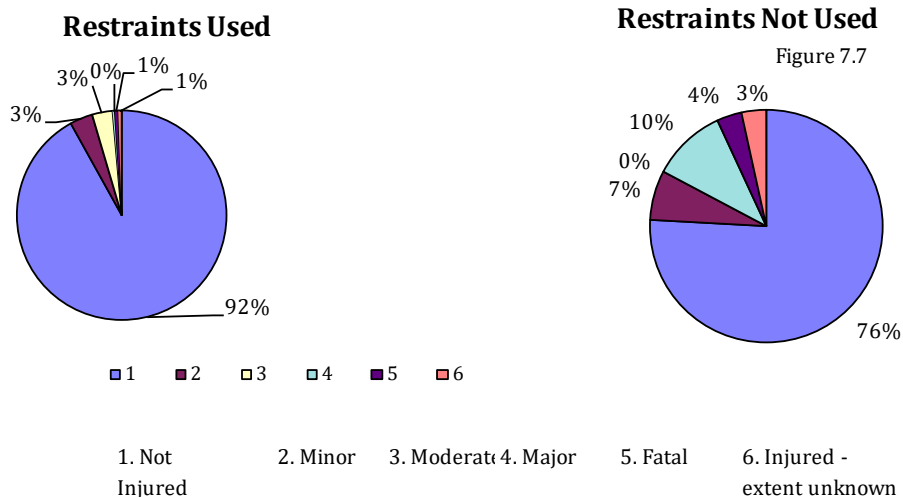
Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	22	2	508	15	355	902	93.1
Minimal Injuries	2	0	19	1	3	25	2.6
Minor Injuries	0	0	17	1	5	23	2.4
Major (Hospital Admission)	3	0	2	0	5	10	1.0
Fatal	1	0	3	0	1	5	0.5
Injured - Extent Unknown	1	0	3	0	0	4	0.4
Total	29	2	552	17	369	969	100.0

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



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

Injury Classification

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

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

	0	5	15	20	25	35	45	55	65	Not	
Injury Severity	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated	Total
Not Injured	17	26	31	35	116	100	78	69	40	13	525
Minimal Injuries	1	2	2	1	3	3	2	5	1	0	20
Minor Injuries	0	2	0	2	3	4	5	1	1	0	18
Major (Hospital Admission)	0	0	0	1	1	0	0	0	0	0	2
Fatal	0	0	0	0	1	0	2	0	0	0	3
Injured - Extent Unknown	0	0	0	0	1	0	2	0	0	0	3
Total	18	30	33	39	125	107	89	75	42	13	571

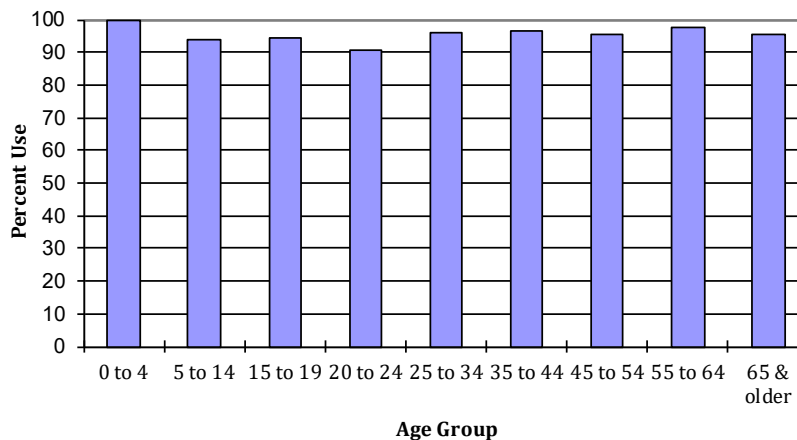
Restraints Not Used

	0	5	15	20	25	35	45	55	65	Not	
Injury Severity	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated	Total
Not Injured	0	1	0	3	5	2	3	2	2	4	22
Minimal Injuries	0	1	0	0	0	1	0	0	0	0	2
Minor Injuries	0	0	0	0	0	0	0	0	0	0	0
Major (Hospital Admission)	0	0	2	1	0	0	0	0	0	0	3
Fatal	0	0	0	0	0	1	0	0	0	0	1
Injured - Extent Unknown	0	0	0	0	0	0	1	0	0	0	1
Total	0	2	2	4	5	4	4	2	2	4	29

* 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	2	0	0	0	0	1	3	0	0	6	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	2	0	0	0	0	1	3	0	0	6	
%	0.0	33.3	0.0	0.0	0.0	0.0	16.7	50.0	0.0	0.0	100.0	

**Pedestrians Injured or Killed by Pedestrian
Action and Age Group**

Figure 8.2

Pedestrian Action	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Crossing Intersection With Traffic Control, With Right-of-Way	0	0	0	0	0	0	0	2	0	0	2	33.3
Crossing Intersection With Traffic Control, Without Right-of-Way	0	1	0	0	0	0	0	0	0	0	1	16.7
<u>Crossing Intersection - No Traffic Control</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Walking Along Roadway Against Traffic</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Walking Along Roadway With Traffic	0	0	0	0	0	0	1	0	0	0	1	16.7
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Walking on Travelled Part of Roadway Against Traffic</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Coming from Behind Moving Vehicle</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Running into Roadway	0	1	0	0	0	0	0	0	0	0	1	16.7
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
<u>Getting On/Off Other Vehicles</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	1	0	0	1	16.7
<u>Playing on Roadway</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0.0</u>
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	2	0	0	0	0	1	3	0	0	6	100.0

Pedestrians – Section 8

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	6	6	100.0
Rural	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	0	6	6	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	0	3	3	50.0
At Intersection of At Least Two Roadways	0	3	3	50.0
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	0	6	6	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

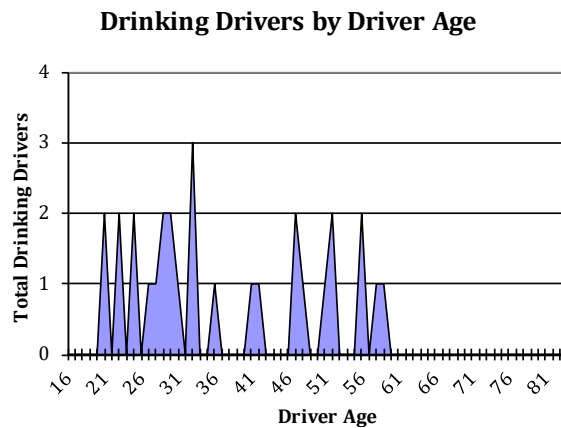
Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	5	5	83.3
Had Been Drinking	0	0	0	0.0
Impaired by Alcohol	0	0	0	0.0
Unknown	0	1	1	16.7
Total	0	6	6	100.0

Alcohol – Section 9

Drinking Drivers in Collisions by Driver Age and Gender

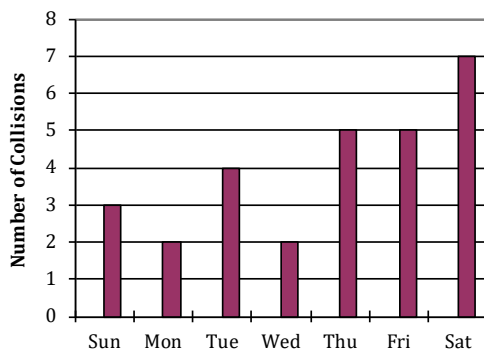
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	0	0	0
16	0	0	0	0
17	0	0	0	0
18	0	0	0	0
19	0	0	0	0
20	0	0	0	0
21 to 24	2	2	0	4
25 to 34	7	5	0	12
35 to 44	1	2	0	3
45 to 54	4	2	0	6
55 to 64	4	0	0	4
65 & Older	0	0	0	0
Not Stated	0	0	0	0
Total	18	11	0	29



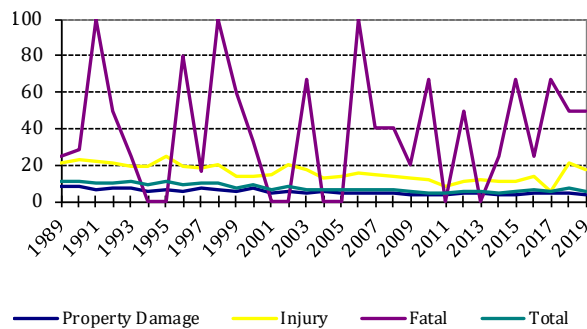
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



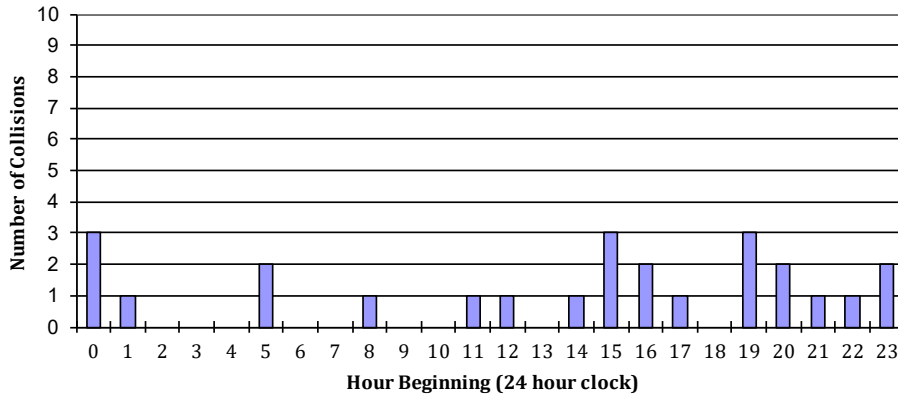
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	% of Total Victims
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
2013	20	11	0	31	5.8	19	0	19	15.6
2014	15	8	1	24	4.8	16	1	17	18.3
2015	16	7	2	25	5.2	12	2	14	16.7
2016	21	11	1	33	6.5	19	1	20	15.6
2017	20	4	2	26	5.3	8	2	10	9.0
2018	21	16	1	38	6.9	27	1	28	27.5
2019	16	10	2	28	5.2	15	3	18	21.7
Average	19	10	1	30	5.4	16	1	17	15.8

Number of Alcohol Related Collisions by Time of Day

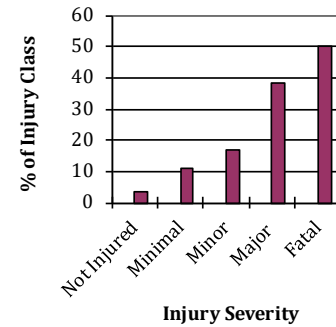
Figure 9.5



Injury Severity by Alcohol Involvement

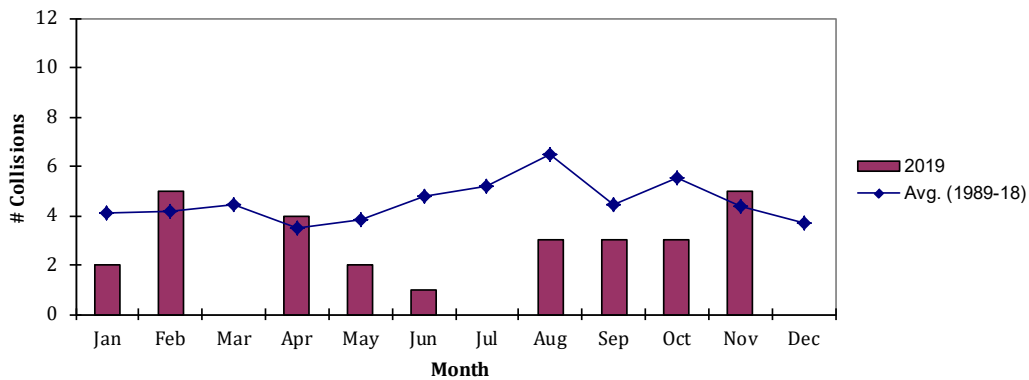
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	33	876	909	3.6
Minimal Injuries	3	24	27	11.1
Minor	5	25	30	16.7
Major	5	8	13	38.5
Fatal	3	3	6	50.0
Injured - Extent Unknown	2	5	7	28.6
Total	51	941	992	5.1



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

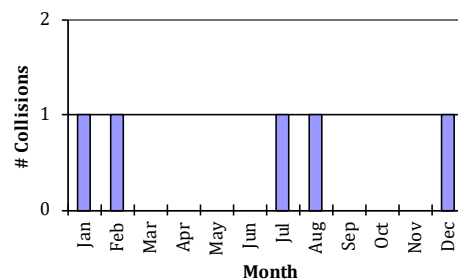
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	1	0	0	1	0	0
February	0	1	0	1	1	0
March	0	0	0	0	0	0
April	0	0	0	0	0	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	1	0	0	1	0	0
August	0	0	1	1	1	1
September	0	0	0	0	0	0
October	0	0	0	0	0	0
November	0	0	0	0	0	0
December	0	1	0	1	1	0
Total	2	2	1	5	3	1

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	0	3	3
Killed	0	1	1
Injured	0	2	2
Total Vehicles Involved	2	3	5
Fatal	0	1	1
Injury	1	1	2
Property Damage	1	1	2

Off-Road Vehicle Collisions by Month



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

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	0	0	0	0	0	0	0	0.0
15 to 19	0	1	0	1	0	0	2	40.0
20 to 24	0	0	0	0	0	0	0	0.0
25 to 34	0	0	0	1	0	0	1	20.0
35 to 44	0	0	0	0	0	0	0	0.0
45 to 54	1	0	0	0	1	0	2	40.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0.0
Total	1	1	0	2	1	0	5	100.0

Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	1	0	0	1	20.0
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	1	1	0	2	40.0
Under Influence - Alcohol	0	1	1	2	40.0
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	2	2	1	5	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	0	0	0	0.0
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	0	1	0	1	20.0
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	1	0	0	1	20.0
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
Driving on Wrong Side of Road	0	0	0	0	0.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	1	1	1	3	60.0
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	2	2	1	5	100.0

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	0	1	3	4	57.1
Minimal Injuries	0	1	0	1	14.3
Minor Injuries	0	1	0	1	14.3
Major (Hospital Admission)	0	0	0	0	0.0
Fatal	0	1	0	1	14.3
Injured - Extent Unknown	0	0	0	0	0.0
Total	0	4	3	7	100.0

Geographic Distribution – Section 11

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Beaufort Delta Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	3	0	0	3	0	0
Fort McPherson	2	4	0	6	4	0
Ulukhaktok	1	1	0	2	1	0
Inuvik	40	4	1	45	7	1
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	2	1	0	3	1	0
Sub Total						
Beaufort Delta Region	48	10	1	59	13	1

B - Sahtu Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Deline	3	0	0	3	0	0
Fort Good Hope	0	0	0	0	0	0
Norman Wells	7	1	0	8	1	0
Tulita	1	2	0	3	3	0
Sub Total						
Sahtu Region	11	3	0	14	4	0

C - Dehcho Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	1	1	0	2	1	0
Fort Simpson	10	1	0	11	1	0
Sub Total						
Dehcho Region	11	2	0	13	2	0

D - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	56	6	0	62	6	0
Fort Providence	12	2	0	14	3	0
Fort Resolution	2	0	0	2	0	0
Fort Smith	21	5	0	26	7	0
Lutsel K'e	0	0	0	0	0	0
Sub Total						
South Slave Region	91	13	0	104	16	0

E - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Behchoko/Wha Ti	14	6	3	23	13	5
Yellowknife	298	24	0	322	29	0
Sub Total						
North Slave Region	312	30	3	345	42	5

Geographic Distribution – Section 11

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Beaufort Delta Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2019 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Aklavik	3	204	186	622	1.47	1.61	0.48
Fort McPherson	6	375	391	822	1.60	1.53	0.73
Ulukhaktok	2	66	60	476	3.03	3.33	0.42
Inuvik	45	1,853	2,133	3,431	2.43	2.11	1.31
Sachs Harbour	0	35	39	114	0.00	0.00	0.00
Tuktoyaktuk	3	355	327	1,318	0.85	0.92	0.23
Sub Total							
Beaufort Delta Region	59	2,888	3,136	6,783	2.04	1.88	0.87

B - Sahtu Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2019 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Deline	3	190	130	625	1.58	2.31	0.48
Fort Good Hope	0	209	168	731	0.00	0.00	0.00
Norman Wells	8	471	859	768	1.70	0.93	1.04
Tulita	3	196	187	521	1.53	1.60	0.58
Sub Total							
Sahtu Region	14	1,066	1,344	2,645	1.31	1.04	0.53

C - Deh Cho Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2019 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Fort Liard	2	253	235	542	0.79	0.85	0.37
Fort Simpson	11	921	1,194	1,669	1.19	0.92	0.66
Sub Total							
Dehcho Region	13	1,174	1,429	2,211	1.11	0.91	0.59

D - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2019 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Hay River	62	2,876	7,783	4,194	2.16	0.80	1.48
Fort Providence	14	291	444	684	4.81	3.15	2.05
Fort Resolution	2	266	382	532	0.75	0.52	0.38
Fort Smith	26	1,685	2,405	2,639	1.54	1.08	0.99
Lutsel K'e	0	98	60	314	0.00	0.00	0.00
Sub Total							
South Slave Region	104	5,216	11,074	8,363	1.99	0.94	1.24

E - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2019 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Behchoko/Whati	23	1,136	1,216	2,983	2.02	1.89	0.77
Yellowknife	322	15,211	22,070	21,417	2.12	1.46	1.50
Sub Total							
North Slave Region	345	16,347	23,286	24,400	2.11	1.48	1.41

Total - All Regions	535	26,691	40,269	44,826	2.00	1.33	1.19
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2019.

[2] 2019 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2020.

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
	15.4	7 Jul 2019	Injury	Single Vehicle Rollover	1	0
	22.0	22 Jan 2019	Property Damage	Ran Off Road - Right	0	0
	134.0	17 Jun 2019	Property Damage	Ran Off Road - Left	0	0
	158.5	22 Feb 2019	Injury	Single Vehicle Rollover	1	0
	215.0	19 Aug 2019	Injury	Single Vehicle Rollover	1	0
	250.0	15 Jan 2019	Property Damage	Collision with Other Animal	0	0
	390.0	22 Sep 2019	Property Damage	Collision with Other Animal	0	0
	408.0	23 Feb 2019	Injury	Ran Off Road - Right	1	0
Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	4	0	8	4	0
Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	21.0	16 Aug 2019	Property Damage	Ran Off Road - Right	0	0
	36.0	3 May 2019	Property Damage	Ran Off Road - Right	0	0
	36.1	1 Sep 2019	Property Damage	Sideswipe - Opposite Direction	0	0
	37.0	4 Jan 2019	Property Damage	Rear End	0	0
	38.0	24 Jan 2019	Property Damage	Collision with Parked Vehicle	0	0
	38.8	19 Mar 2019	Property Damage	Right Angle	0	0
	38.8	10 Sep 2019	Injury	Right Turn - Perpendicular Road	1	0
	38.8	17 Nov 2019	Property Damage	Collision with Fixed Object	0	0
	39.1	25 Nov 2019	Property Damage	Rear End	0	0
	43.8	29 Nov 2019	Property Damage	Sideswipe - Opposite Direction	0	0
Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	1	0	10	1	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	26.0	3 Oct 2019	Property Damage	Collision with Bison	0	0
	28.0	11 Sep 2019	Property Damage	Collision with Bison	0	0
	37.3	30 Aug 2019	Property Damage	Collision with Bison	0	0
	39.3	27 Aug 2019	Property Damage	Collision with Bison	0	0
	44.0	8 Nov 2019	Property Damage	Collision with Bison	0	0
	48.0	12 Nov 2019	Property Damage	Ran Off Road - Right	0	0
	68.0	21 Jan 2019	Injury	Single Vehicle Rollover	2	0
	100.0	30 Mar 2019	Property Damage	Collision with Bison	0	0
	150.0	19 Dec 2019	Property Damage	Rear End	0	0
	164.0	30 Jan 2019	Property Damage	Rear End	0	0
	173.9	6 Jun 2019	Injury	Single Vehicle Rollover	1	0
	176.0	15 Sep 2019	Property Damage	Collision with Bison	0	0
	188.0	4 Aug 2019	Property Damage	Collision with Bison	0	0
	195.0	10 Mar 2019	Property Damage	Single Vehicle Rollover	0	0
	198.0	22 Feb 2019	Fatal	Left Turn Across Path	4	1
	201.0	19 Oct 2019	Property Damage	Passing - Left Turn	0	0
	205.0	12 Oct 2019	Property Damage	Collision with Bison	0	0
	209.0	21 Nov 2019	Property Damage	Ran Off Road - Left	0	0
	228.0	21 Oct 2019	Property Damage	Collision with Bison	0	0
	235.0	2 Nov 2019	Injury	Collision with Bison	1	0
	250.0	22 Apr 2019	Injury	Ran Off Road - Right	1	0
	261.5	14 Oct 2019	Fatal	Head-on	0	2
	273.0	12 Feb 2019	Property Damage	Ran Off Road - Right	0	0
	273.0	16 Oct 2019	Injury	Single Vehicle Rollover	2	0
	278.0	16 Aug 2019	Injury	Ran Off Road - Left	1	0
	313.0	12 Aug 2019	Injury	Ran Off Road - Right	1	0
	318.8	15 Jun 2019	Injury	Single Vehicle Rollover	1	0
	327.0	14 Apr 2019	Injury	Single Vehicle Rollover	1	0
	337.3	11 Aug 2019	Property Damage	Right Angle	0	0
	338.8	9 Mar 2019	Property Damage	Rear End	0	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	19	9	2	30	15	3

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	7.6	14 Sep 2019	Injury	Sideswipe - Opposite Direction	2	0
	12.0	24 Dec 2019	Injury	Single Vehicle Rollover	2	0
	16.8	20 Dec 2019	Property Damage	Ran Off Road - Right	0	0
	17.5	28 Apr 2019	Property Damage	Ran Off Road - Right	0	0
	26.5	4 Mar 2019	Property Damage	Ran Off Road - Left	0	0
	35.0	20 Jun 2019	Property Damage	Ran Off Road - Right	0	0
	46.0	4 Mar 2019	Property Damage	Ran Off Road - Left	0	0
	50.0	11 Mar 2019	Property Damage	Sideswipe - Opposite Direction	0	0
Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	6	2	0	8	4	0
Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	5.0	3 Dec 2019	Property Damage	Ran Off Road - Right	0	0
	48.0	8 Feb 2019	Property Damage	Single Vehicle Rollover	0	0
	160.0	17 Nov 2019	Property Damage	Collision with Bison	0	0
	236.0	12 Nov 2019	Property Damage	Collision with Bison	0	0
	250.0	6 Aug 2019	Injury	Single Vehicle Rollover	1	0
Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	1	0	5	1	0
Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	10.0	30 Jan 2019	Injury	Rear End	1	0
	67.3	25 Dec 2019	Property Damage	Ran Off Road - Right	0	0
Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	1	0	2	1	0

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	17.0	31 Jul 2019	Injury	Collision with Bison	1	0
	93.0	31 Jul 2019	Property Damage	Rear End	0	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	1	0	2	1	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	89.6	28 Sep 2019	Injury	Single Vehicle Rollover	1	0
	110.0	29 Jul 2019	Injury	Single Vehicle Rollover	1	0
	120.0	22 Jul 2019	Injury	Single Vehicle Rollover	1	0
	132.0	22 Jun 2019	Injury	Ran Off Road - Right	1	0
	142.6	1 Dec 2019	Property Damage	Collision with Parked Vehicle	0	0
	150.0	12 Feb 2019	Property Damage	Collision with Other Animal	0	0
	150.0	20 Aug 2019	Property Damage	Sideswipe - Opposite Direction	0	0
	188.0	4 Aug 2019	Property Damage	Ran Off Road - Left	0	0
	216.0	22 May 2019	Injury	Single Vehicle Rollover	1	0
	230.0	8 Feb 2019	Property Damage	Collision with Other Animal	0	0
	242.0	19 Sep 2019	Property Damage	Sideswipe - Same Direction	0	0
	272.5	20 Feb 2019	Property Damage	Rear End	0	0

Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	7	5	0	12	5	0

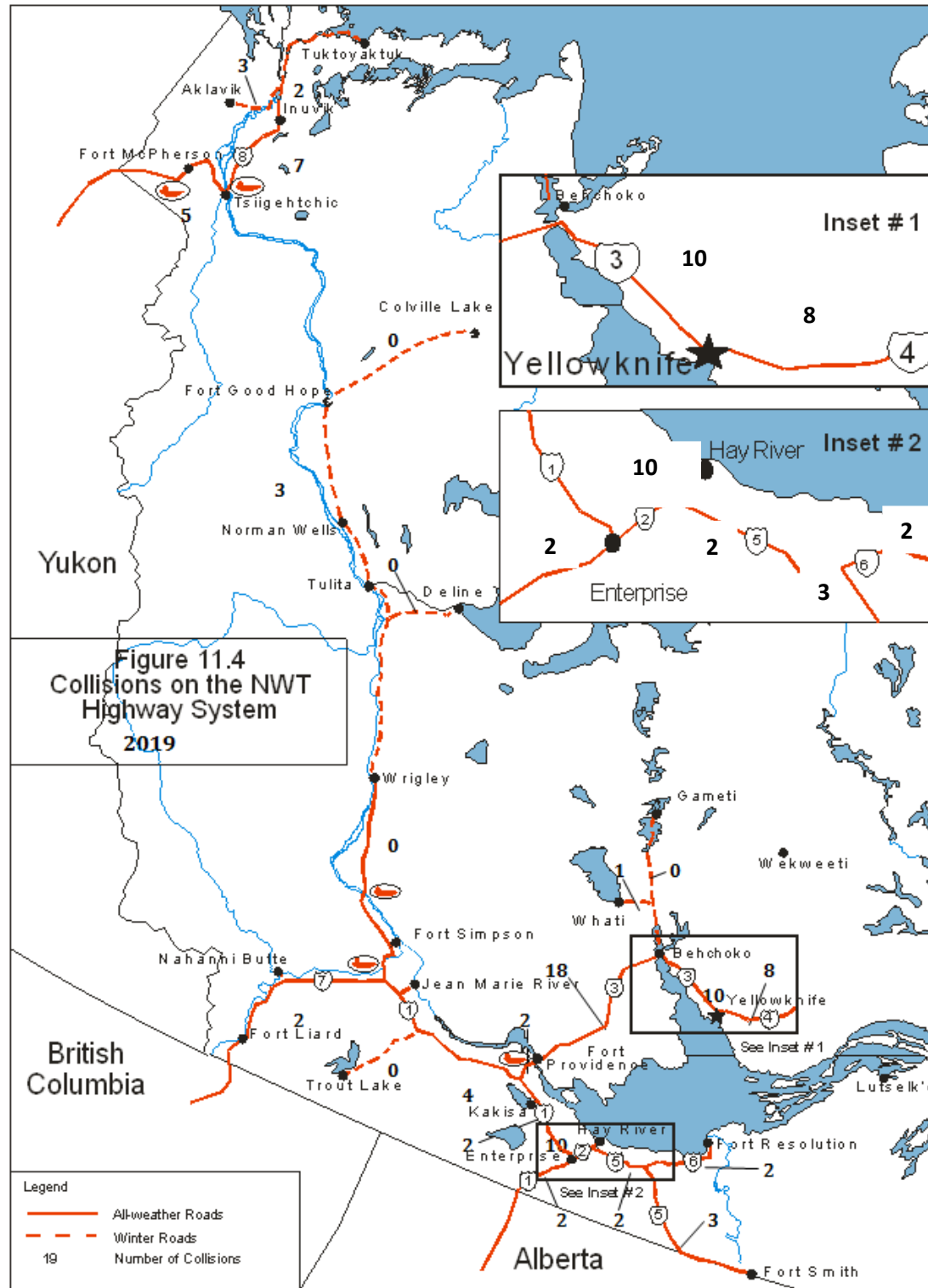
Highway #10 (Inuvik Tuktoyaktuk Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	35.0	24 Mar 2019	Property Damage	Rear End	0	0
	133.0	28 Sep 2019	Property Damage	Ran Off Road - Right	0	0

Summary Highway #10	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	0	0	2	0	0

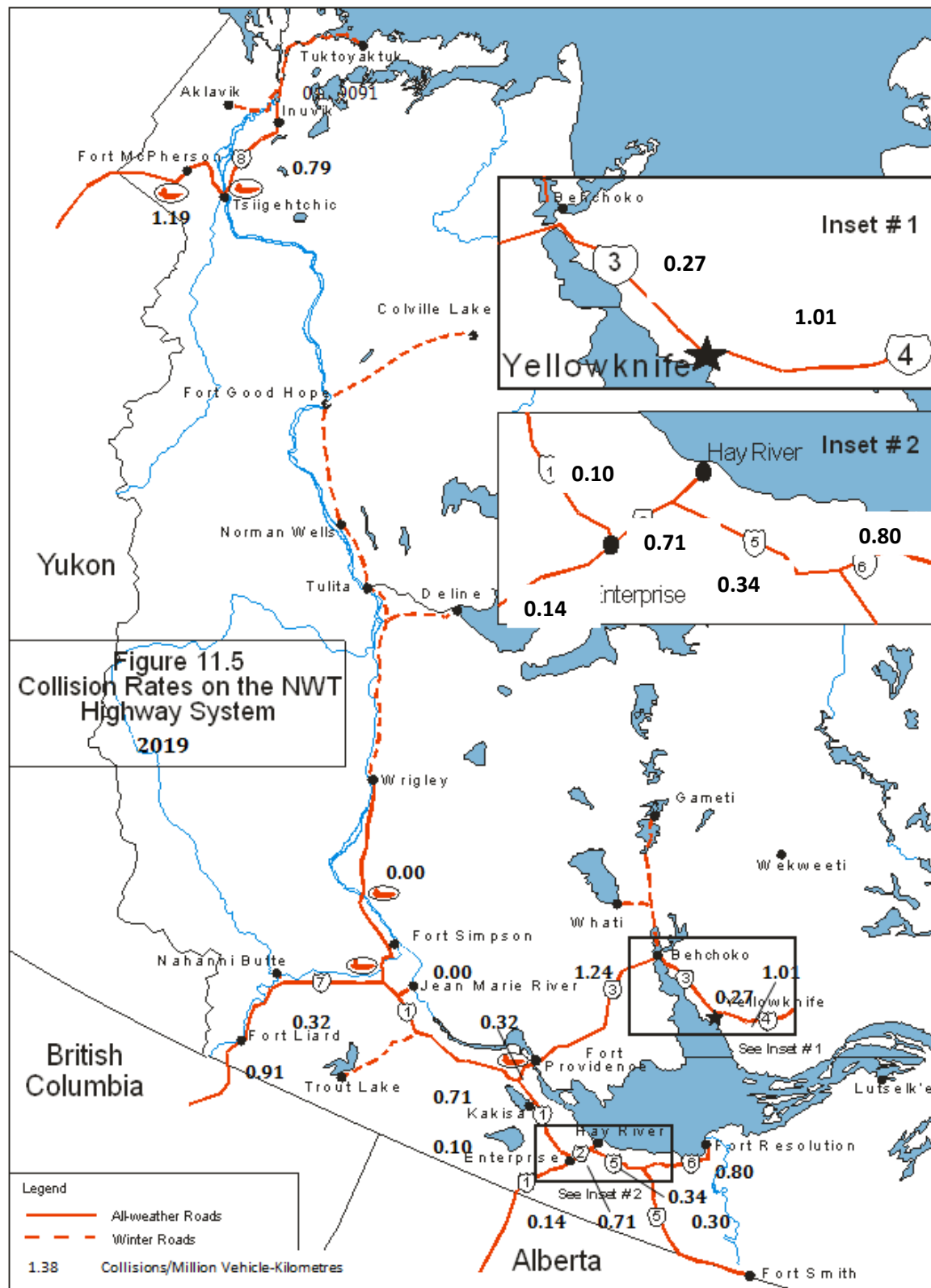
Geographic Distribution – Section 11

Access and	Collision	Collision	Collision	# Persons	# Persons
Winter Roads	Date	Severity	Configuration	Injured	Killed
Dettah Access Road	5 Jan 2019	Property Damage	Collision with Parked Vehicle	0	0
Hay River Reserve Access Road	15 Nov 2019	Property Damage	Collision with Fixed Object	0	0
Rae Access Road	20 Jul 2019	Fatal	Single Vehicle Rollover	2	2
Yellowknife Access Road	22 Jul 2019	Property Damage	Collision with Fixed Object	0	0
Yellowknife Access Road	24 Jul 2019	Property Damage	Right Angle	0	0
Yellowknife Access Road	28 Nov 2019	Property Damage	Ran Off Road - Right	0	0
Aklavik Winter Access Road	27 Feb 2019	Property Damage	Head-on	0	0
Aklavik Winter Access Road	4 Mar 2019	Property Damage	Ran Off Road - Right	0	0
Aklavik Winter Access Road	18 Apr 2019	Property Damage	Ran Off Road - Right	0	0
Mackenzie Highway Winter Road	6 Jan 2019	Injury	Single Vehicle Rollover	2	0
Mackenzie Highway Winter Road	11 Mar 2019	Injury	Sideswipe - Opposite Direction	1	0
Mackenzie Highway Winter Road	13 Mar 2019	Property Damage	Sideswipe - Opposite Direction	0	0
Wha Ti Winter Access Road	8 Mar 2019	Injury	Sideswipe - Opposite Direction	1	0
Summary	Property	Personal			
Access and	Damage	Injury	Fatal	Total	Persons
Winter Roads	Collisions	Collisions	Collisions	Collisions	Injured
	9	3	1	13	6
Summary	Property	Personal			
All NWT	Damage	Injury	Fatal	Total	Persons
Highways	Collisions	Collisions	Collisions	Collisions	Injured
	62	27	3	92	38

Geographic Distribution – Section 11



Geographic Distribution – Section 11



National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2018 [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	5.2	412.4	4.9	391	7.2	575.0
Newfoundland & Labrador	7.4	517.0	7.2	499	6.6	460.8
Prince Edward Island	9.8	424.2	9.6	416	13.2	573.8
Nova Scotia	7.8	747.8	6.3	604	10.2	978.9
New Brunswick	6.5	348.3	5.6	301	9.0	484.3
Quebec	4.3	418.9	4.5	444	6.4	622.1
Ontario	4.2	356.9	4.1	347	5.8	491.3
Manitoba	5.2	891.7	4.6	792	7.6	1,310.0
Saskatchewan	11.1	365.0	8.6	284	16.1	529.1
Alberta	6.8	396.9	4.5	266	9.0	530.0
British Columbia	5.6	393.4	6.9	478	8.0	555.7
Yukon	15.7	444.5	10.1	285	24.1	681.1
Northwest Territories	4.5	224.5	4.7	236	7.6	382.5
Nunavut	5.2	65.1	48.8	610	74.2	928

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2018. Published by Transport Canada.

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

Appendix A1 – Collision Report Form Side I

Northwest Territories Accident Report		02. POLICE DETACHMENT		03. CASE NUMBER		PAGE		OF	
1. In Community of		01 Highway Number		02. Direction of Travel		03. Report Status		04. Date of Collision	
2. Near		01 Highway Number		02. Direction of Travel		03. Report Status		04. Date of Collision	
At Intersection With		01 Highway Number		02. Direction of Travel		03. Report Status		04. Date of Collision	
If Not At Intersection		01 Highway Number		02. Direction of Travel		03. Report Status		04. Date of Collision	
Special Reference		01 Highway Number		02. Direction of Travel		03. Report Status		04. Date of Collision	
If Location Can Be Described More Precisely, Enter Here		01 Highway Number		02. Direction of Travel		03. Report Status		04. Date of Collision	
14. 01. Hit Moving Object		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
02. Hit Stationary Object		04. 01 Road Right		06. 01 Road Left		08. 01 Road Right		10. 01 Road Left	
TYPE		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
29. VEH. SEQUENCE		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
30. TOTAL OCCUPANTS		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
LAST NAME		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
ADDRESS		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
DATE OF BIRTH		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
DRIVER'S LICENCE #		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
58. STATUS		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
34. YEAR		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
LICENCE PLATE #		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
LAST NAME		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
ADDRESS		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
HOME PHONE		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
INSURANCE COMPANY		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
POLICY NUMBER		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
29. Veh. Seq. #		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
55. Sex		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
56. Age		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
61. Pos. 62. Ejection		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
63. Ejection Location		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
64. Medical Treatment Required		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
65. Safety Equipment Use		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
66. Proper Use		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
67. Air Bag Deployed		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
68. Air Bag Fitted		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
69. Air Bag Fitted, No Deployment		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
70. Air Bag Fitted, Deployed		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
71. Air Bag Fitted, Deployment Unknown		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
72. No Applicable Vehicle Type		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
73. Other U. Unknown		03. 01 Road Left		05. 01 Road Right		07. 01 Road Left		09. 01 Road Right	
Officer's Signature		Name		Rank		Date Reviewed		Reviewed By:	

Appendix A2 – Collision Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection <input type="checkbox"/> <input type="checkbox"/> 2. Intersection 2 Roads <input type="checkbox"/> <input type="checkbox"/> 3. Intersection 3 Roads <input type="checkbox"/> <input type="checkbox"/> 4. Roundabout <input type="checkbox"/> <input type="checkbox"/> 5. Roundabout with Median <input type="checkbox"/> <input type="checkbox"/> 6. Roundabout with Median and Traffic Signals <input type="checkbox"/> <input type="checkbox"/> 7. Roundabout with Median and Traffic Signals and Pedestrian Crossing <input type="checkbox"/> <input type="checkbox"/> 8. Roundabout with Median and Traffic Signals and Pedestrian Crossing and Bicycle Lane <input type="checkbox"/> <input type="checkbox"/> 9. Roundabout with Median and Traffic Signals and Pedestrian Crossing and Bicycle Lane and Transit Lane <input type="checkbox"/> <input type="checkbox"/> 10. Roundabout with Median and Traffic Signals and Pedestrian Crossing and Bicycle Lane and Transit Lane and Other <input type="checkbox"/> <input type="checkbox"/>		24. ROAD SURFACE 1. Dry, Normal <input type="checkbox"/> <input type="checkbox"/> 2. Wet <input type="checkbox"/> <input type="checkbox"/> 3. Snow (Fresh/Loss) <input type="checkbox"/> <input type="checkbox"/> 4. Slush, Wet Snow <input type="checkbox"/> <input type="checkbox"/> 5. Ice <input type="checkbox"/> <input type="checkbox"/> 6. Sand/Graffiti/Dirt <input type="checkbox"/> <input type="checkbox"/> 7. Muddy <input type="checkbox"/> <input type="checkbox"/> 8. Oil <input type="checkbox"/> <input type="checkbox"/> 9. Flooded <input type="checkbox"/> <input type="checkbox"/> 10. Other <input type="checkbox"/> <input type="checkbox"/>		36. VEHICLE USE 01. Taxi <input type="checkbox"/> <input type="checkbox"/> 02. School Bus <input type="checkbox"/> <input type="checkbox"/> 03. Other Bus <input type="checkbox"/> <input type="checkbox"/> 04. Military <input type="checkbox"/> <input type="checkbox"/> 05. Police Cruiser <input type="checkbox"/> <input type="checkbox"/> 06. Other Police <input type="checkbox"/> <input type="checkbox"/> 07. Ambulance <input type="checkbox"/> <input type="checkbox"/> 08. Hearse <input type="checkbox"/> <input type="checkbox"/> 09. Tow Truck <input type="checkbox"/> <input type="checkbox"/> 10. Delivery Vehicle <input type="checkbox"/> <input type="checkbox"/> 11. Road Maintenance <input type="checkbox"/> <input type="checkbox"/> 12. Utility Maintenance <input type="checkbox"/> <input type="checkbox"/> 13. Fire Response <input type="checkbox"/> <input type="checkbox"/> 14. No Special Use <input type="checkbox"/> <input type="checkbox"/> 15. Other <input type="checkbox"/> <input type="checkbox"/>		37. EMERGENCY USE 1. Yes <input type="checkbox"/> <input type="checkbox"/> 2. No <input type="checkbox"/> <input type="checkbox"/> 3. Not an Emergency Vehicle <input type="checkbox"/> <input type="checkbox"/> 4. Other <input type="checkbox"/> <input type="checkbox"/>		38. TRAILER TYPE 1. Recreational Trailer <input type="checkbox"/> <input type="checkbox"/> 2. Light/Utility Trailer (Boat) <input type="checkbox"/> <input type="checkbox"/> 3. Commercial Full Trailer <input type="checkbox"/> <input type="checkbox"/> 4. One Semi-Trailer <input type="checkbox"/> <input type="checkbox"/> 5. Two Semi-Trailers, A-Train <input type="checkbox"/> <input type="checkbox"/> 6. Two Semi-Trailers, B-Train <input type="checkbox"/> <input type="checkbox"/> 7. Two Semi-Trailers, C-Train <input type="checkbox"/> <input type="checkbox"/> 8. Two Semi-Trailers, Connector <input type="checkbox"/> <input type="checkbox"/> 9. Three Semi-Trailers <input type="checkbox"/> <input type="checkbox"/> 10. No Trailers <input type="checkbox"/> <input type="checkbox"/> 11. Other <input type="checkbox"/> <input type="checkbox"/>		39. USE OF HEADLIGHTS 1. No Headlights On/Not Equipped <input type="checkbox"/> <input type="checkbox"/> 2. Daytime Running Lights On <input type="checkbox"/> <input type="checkbox"/> 3. Headlights On <input type="checkbox"/> <input type="checkbox"/> 4. Parking Lights Only On <input type="checkbox"/> <input type="checkbox"/> 5. Fog Or Auxiliary Lights On <input type="checkbox"/> <input type="checkbox"/> 6. Other <input type="checkbox"/> <input type="checkbox"/>		40. VEHICLE SPEED 1. Stopped in Traffic <input type="checkbox"/> <input type="checkbox"/> 2. Parked <input type="checkbox"/> <input type="checkbox"/> 3. Other <input type="checkbox"/> <input type="checkbox"/>		41. VEHICLE MANOEUVRE 01. Going Straight <input type="checkbox"/> <input type="checkbox"/> 02. Turning Left <input type="checkbox"/> <input type="checkbox"/> 03. Turning Right <input type="checkbox"/> <input type="checkbox"/> 04. Making U-Turn <input type="checkbox"/> <input type="checkbox"/> 05. Changing Lanes <input type="checkbox"/> <input type="checkbox"/> 06. Merging <input type="checkbox"/> <input type="checkbox"/> 07. Reversing <input type="checkbox"/> <input type="checkbox"/> 08. Overtaking <input type="checkbox"/> <input type="checkbox"/> 09. Negotiating Curve <input type="checkbox"/> <input type="checkbox"/> 10. Slowing, Stopping <input type="checkbox"/> <input type="checkbox"/> 11. Starting in Traffic <input type="checkbox"/> <input type="checkbox"/> 12. Leaving Roadside <input type="checkbox"/> <input type="checkbox"/> 13. Stopped/Parked Legally <input type="checkbox"/> <input type="checkbox"/> 14. Stopped/Parked Illegally <input type="checkbox"/> <input type="checkbox"/> 15. Swerving To Avoid Collision <input type="checkbox"/> <input type="checkbox"/> 16. Run-Away/Out of Control <input type="checkbox"/> <input type="checkbox"/> 17. Other <input type="checkbox"/> <input type="checkbox"/>		42. DRIVER ACTION 21. Following Too Closely <input type="checkbox"/> <input type="checkbox"/> 22. Distracted, Inattentive <input type="checkbox"/> <input type="checkbox"/> 23. Driving Too Fast For Conditions <input type="checkbox"/> <input type="checkbox"/> 24. Improper Turning Or Passing <input type="checkbox"/> <input type="checkbox"/> 25. Failed To Yield Right of Way <input type="checkbox"/> <input type="checkbox"/> 26. Disobeyed Traffic Control Device/Police Officer <input type="checkbox"/> <input type="checkbox"/> 27. Driving On Wrong Side Of Road <input type="checkbox"/> <input type="checkbox"/> 28. Backing Unsafely <input type="checkbox"/> <input type="checkbox"/> 29. Lost Control <input type="checkbox"/> <input type="checkbox"/> 30. Other <input type="checkbox"/> <input type="checkbox"/>		43. VEHICLE FACTORS 41. Defective Brakes <input type="checkbox"/> <input type="checkbox"/> 42. Defective Steering <input type="checkbox"/> <input type="checkbox"/> 43. Defective Lights <input type="checkbox"/> <input type="checkbox"/> 44. Tire Blown Out <input type="checkbox"/> <input type="checkbox"/> 45. Unsecured Or Spilled Load <input type="checkbox"/> <input type="checkbox"/> 46. Overloaded, Overload <input type="checkbox"/> <input type="checkbox"/> 47. Visibility Obstructed <input type="checkbox"/> <input type="checkbox"/> 48. Other Defective Parts <input type="checkbox"/> <input type="checkbox"/>		44-46. VEHICLE EVENTS 01. Skidded Or Spun On Roadway <input type="checkbox"/> <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> <input type="checkbox"/> 03. Overturned, Rollover <input type="checkbox"/> <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> <input type="checkbox"/> 06. Load Shift <input type="checkbox"/> <input type="checkbox"/> 07. Load Spill <input type="checkbox"/> <input type="checkbox"/> 08. Submission <input type="checkbox"/> <input type="checkbox"/> 09. Other Non-Collision Event <input type="checkbox"/> <input type="checkbox"/>		47. DRIVER/PEDESTRIAN CONDITION 1. Fatigued/Fell Asleep <input type="checkbox"/> <input type="checkbox"/> 2. Inexperience <input type="checkbox"/> <input type="checkbox"/> 3. Under Influence - Alcohol <input type="checkbox"/> <input type="checkbox"/> 4. Under Influence - Drugs <input type="checkbox"/> <input type="checkbox"/> 5. Sudden Illness, Lost Consciousness <input type="checkbox"/> <input type="checkbox"/> 6. Apparently Normal <input type="checkbox"/> <input type="checkbox"/> 7. Other <input type="checkbox"/> <input type="checkbox"/>		48. DRIVER ACTION 21. Following Too Closely <input type="checkbox"/> <input type="checkbox"/> 22. Distracted, Inattentive <input type="checkbox"/> <input type="checkbox"/> 23. Driving Too Fast For Conditions <input type="checkbox"/> <input type="checkbox"/> 24. Improper Turning Or Passing <input type="checkbox"/> <input type="checkbox"/> 25. Failed To Yield Right of Way <input type="checkbox"/> <input type="checkbox"/> 26. Disobeyed Traffic Control Device/Police Officer <input type="checkbox"/> <input type="checkbox"/> 27. Driving On Wrong Side Of Road <input type="checkbox"/> <input type="checkbox"/> 28. Backing Unsafely <input type="checkbox"/> <input type="checkbox"/> 29. Lost Control <input type="checkbox"/> <input type="checkbox"/> 30. Other <input type="checkbox"/> <input type="checkbox"/>		49. PEDESTRIAN ACTION 01. Crossing Intersection With ROW <input type="checkbox"/> <input type="checkbox"/> 02. Crossing Intersection Without ROW <input type="checkbox"/> <input type="checkbox"/> 03. In Crosswalk <input type="checkbox"/> <input type="checkbox"/> 04. Crossing Roadway At Midblock <input type="checkbox"/> <input type="checkbox"/> 05. Walking On Roadway Against Traffic <input type="checkbox"/> <input type="checkbox"/> 06. Walking On Roadway With Traffic <input type="checkbox"/> <input type="checkbox"/> 07. On Sidewalk, Median, Safety Zone <input type="checkbox"/> <input type="checkbox"/> 08. On Sidewalk, Median, Safety Zone <input type="checkbox"/> <input type="checkbox"/> 09. Crossing From Behind Parked Vehicle Object <input type="checkbox"/> <input type="checkbox"/> 10. Coming From Behind Moving Vehicle <input type="checkbox"/> <input type="checkbox"/> 11. Running Into Roadway <input type="checkbox"/> <input type="checkbox"/> 12. Getting On/Off School Bus <input type="checkbox"/> <input type="checkbox"/> 13. Getting On/Off Vehicle <input type="checkbox"/> <input type="checkbox"/> 14. Pushing Vehicle <input type="checkbox"/> <input type="checkbox"/> 15. Working On Road <input type="checkbox"/> <input type="checkbox"/> 16. Working On Road <input type="checkbox"/> <input type="checkbox"/> 17. Working On Road <input type="checkbox"/> <input type="checkbox"/> 18. Working On Road <input type="checkbox"/> <input type="checkbox"/> 19. Working On Road <input type="checkbox"/> <input type="checkbox"/> 20. Lying On Road <input type="checkbox"/> <input type="checkbox"/> 21. Not a Pedestrian <input type="checkbox"/> <input type="checkbox"/> 22. Other <input type="checkbox"/> <input type="checkbox"/>		50. ENVIRONMENTAL FACTORS 51. Animal On Roadway <input type="checkbox"/> <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> <input type="checkbox"/> 54. View Obscured, Glare, Reflection <input type="checkbox"/> <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> <input type="checkbox"/> 56. No Environmental Factors <input type="checkbox"/> <input type="checkbox"/> 57. Other <input type="checkbox"/> <input type="checkbox"/>		51. DANGEROUS GOODS CLASS 1. Explosives <input type="checkbox"/> <input type="checkbox"/> 2. Gases <input type="checkbox"/> <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> <input type="checkbox"/> 6. Poisonous & Infectious Substances <input type="checkbox"/> <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> <input type="checkbox"/> 10. Not a Dangerous Goods <input type="checkbox"/> <input type="checkbox"/>		52. LOAD STATUS 1. Fully Loaded <input type="checkbox"/> <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> <input type="checkbox"/> 3. Not a Commercial Vehicle <input type="checkbox"/> <input type="checkbox"/> 4. Other <input type="checkbox"/> <input type="checkbox"/>		53. BLOOD ALCOHOL CONCENTRATION 000-500 BAC (mg%) Of Driver <input type="checkbox"/> <input type="checkbox"/> 600. Not Tested, Driver/Pedestrian <input type="checkbox"/> <input type="checkbox"/> 610. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> <input type="checkbox"/> 620. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> <input type="checkbox"/>		54. CHARGES LAID Y. Charges Laid Against Driver <input type="checkbox"/> <input type="checkbox"/> N. Driver Not At Fault <input type="checkbox"/> <input type="checkbox"/> U. Unknown/Pending/Proposed <input type="checkbox"/> <input type="checkbox"/>	
--	--	---	--	--	--	--	--	--	--	--	--	--	--	--	--	---	--	---	--	--	--	---	--	---	--	--	--	--	--	---	--	---	--	---	--	--	--

Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the four fatal traffic collisions that took place in the Northwest Territories in 2019, resulting in six fatalities.

RCMP Detachment	Date	Description
Behchoko	Feb 22	Passenger car turned left across path of pickup truck on Highway # 3 near kilometre 198. The right front unrestrained passenger of the passenger car died at the scene. The two drivers and two other passengers sustained moderate to serious injuries. Alcohol was not involved.
Behchoko	Jul 20	Single vehicle rollover involving a passenger car on the Rae Access Road. The restrained driver and right front passenger were fatally injured. The two rear passengers sustained moderate and serious injuries. It is unknown if alcohol was involved.
Inuvik	Aug 3	Single vehicle rollover involving an all-terrain vehicle on a local road within Inuvik Town limits. The driver, who was under the influence of alcohol, died at the scene while the passenger suffered minor injuries. Neither driver nor passenger were wearing helmets.
Behchoko	Oct 14	Head on collision involving a passenger car and tractor trailer on Highway #3 near kilometre 262. The driver and right front passenger of the passenger car died at the scene. The driver of the tractor trailer was not injured. All occupants were fully restrained. It is unknown if alcohol was involved.

English

French

Cree

ch

Chipewyan

South Slavey

North Slavey

Gwich in

Inuvialuktun

Inuktitut

Inuinnaqtun

867-767-9082 ext. | poste 31041