

NWT Traffic Collision Facts

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



2018



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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

	<u>2017</u>	<u>2018</u>	<u>% Change</u>
Property damage only collisions personal	438	473	+8.0
Injury collisions	68	75	+10.3
Fatal collisions	3	2	-33.3
Total reported collisions	509	550	+8.1
Number of persons killed	3	2	-33.3
Number of persons injured	100	100	0.0
NWT highway system collisions rural collisions	94	97	+3.2
Collisions	2	4	+100.0
Collisions in communities	413	449	+8.7
Registered vehicles	39,706	40,347	+1.6
Licensed drivers	26,158	26,146	0.0
NWT population [1]	44,520	44,541	0.0
Collisions per 100 licensed drivers	1.95	2.10	+8.1
Collisions per 100 registered	1.28	1.36	+6.3
Vehicles collisions per 100 population	1.14	1.23	+8.0
Collisions involving alcohol	26	38	+46.2

[1] 2017 and 2018 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2019.

Section Summaries

Section 1 - Historical Trends

This section illustrates the 30-year history of collisions, victims and licensed drivers and vehicles. There were a total of 550 collisions reported in 2018. 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 two traffic fatalities reported in 2018 is close to the 30-year average while the 100 persons injured in 2018 is considerably less than the 30-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 (21%) than in all collisions (7%). Driver error accounts for 71.5% of all factors in collisions, as compared to vehicle condition (less than 1%) and environmental condition (2%).

Section 4 - Environmental Factors

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

Most collisions occur under 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 2018, 805 drivers were involved in 550

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

Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 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 licence:

STAGE 1 – LEARNER CLASS 7

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

Conditions

- A Learner must drive with a fully licensed driver who has a minimum of 24 months experience with a full Class 5 licence.
- 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 994 vehicles involved in 550 collisions in 2018. This is an average of 1.81 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 2018, the one fatally injured motor vehicle occupant was not 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 2018:

- 10 pedestrians were injured;
- 1 pedestrian was killed;
- 27% of the pedestrians injured or killed were under the age of 20;
- 9 of the pedestrians were injured within a community;
- 18% 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 2018, there were 38 collisions involving alcohol, resulting in 27 persons being injured. There was one alcohol-related fatality in 2018. These figures are significantly below the 30-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:

- 75% of off-road vehicle collisions resulted in injuries;
 - 88% of off-road vehicle drivers involved in collisions are 25 years of age or older;
 - 25% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
 - 25% of off-road vehicle drivers or passengers in collisions were wearing helmets;
 - 38% of the off-road vehicles involved in collisions were snowmobiles.
-

Section 11 - Geographic Distribution

This section presents a detailed summary of collisions by Region, RCMP detachment and severity. 66% of collisions took place in the North Slave Region. The North Slave Region also accounted for 43% of persons injured. One fatality took place in the South Slave Region while the other 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 28% of collisions occurring on the nine numbered highways.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2017 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown; per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the NWT are less than the Canada average for three of the six indicators.

Definitions

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

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

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

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

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

PEDESTRIAN - is a person on foot, in a wheelchair or mobility device and includes a child in a carriage or carried by a person on foot, persons on ice skates, skis, roller blades, 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.

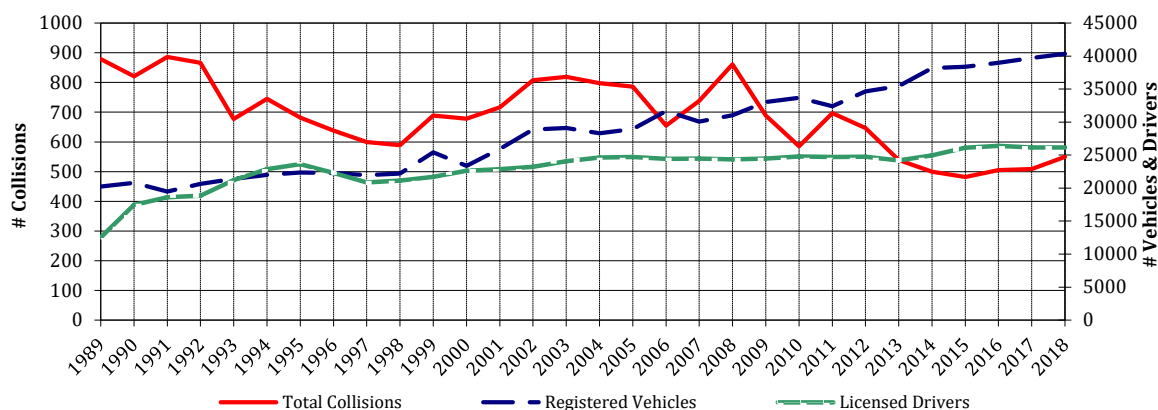
INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

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

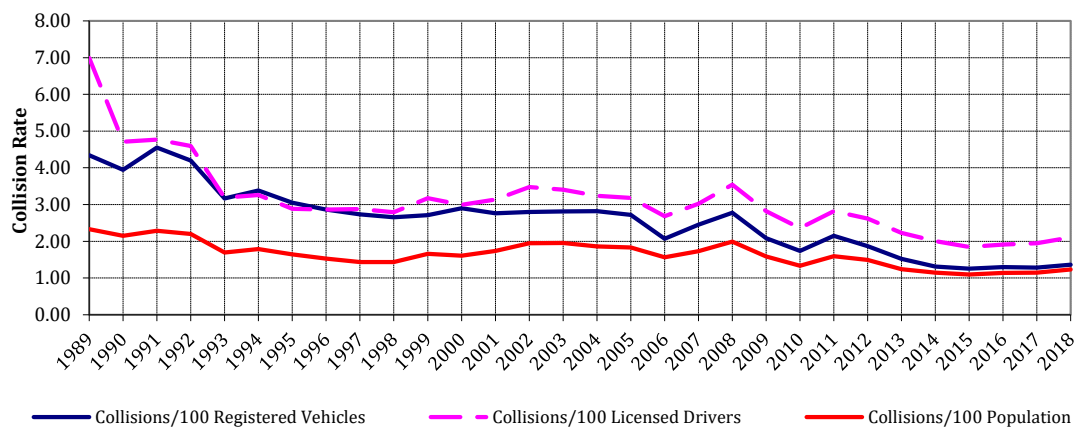


3-Year Summary

	2016	2017	2018	% Change
Registered Vehicles	38,967	39,706	40,347	1.6
Licensed Drivers	26,408	26,158	26,146	0.0
Total Collisions	505	509	550	8.1

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2



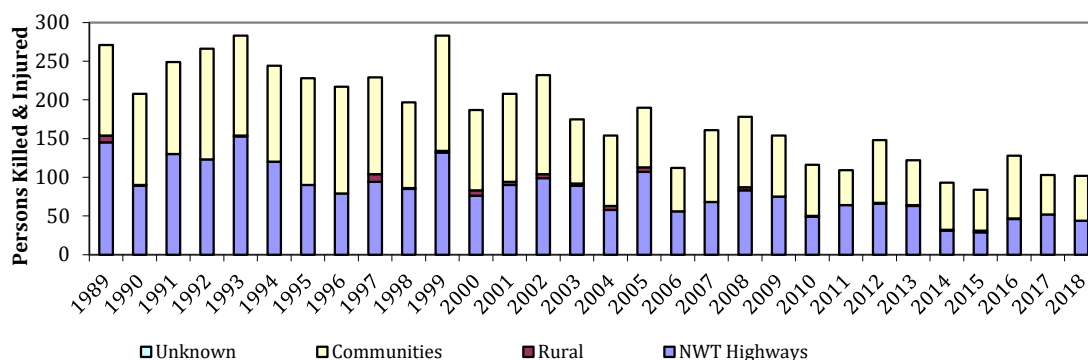
3Year Summary

	2016	2017	2018	% Change
Collisions/100 Registered Vehicles	1.30	1.28	1.36	6.3
Collisions/100 Licensed Drivers	1.91	1.95	2.10	8.1
Collisions/100 Population	1.14	1.14	1.23	8.0

Historical Trends – Section 1

Trends in Injuries & Fatalities

Figure 1.3

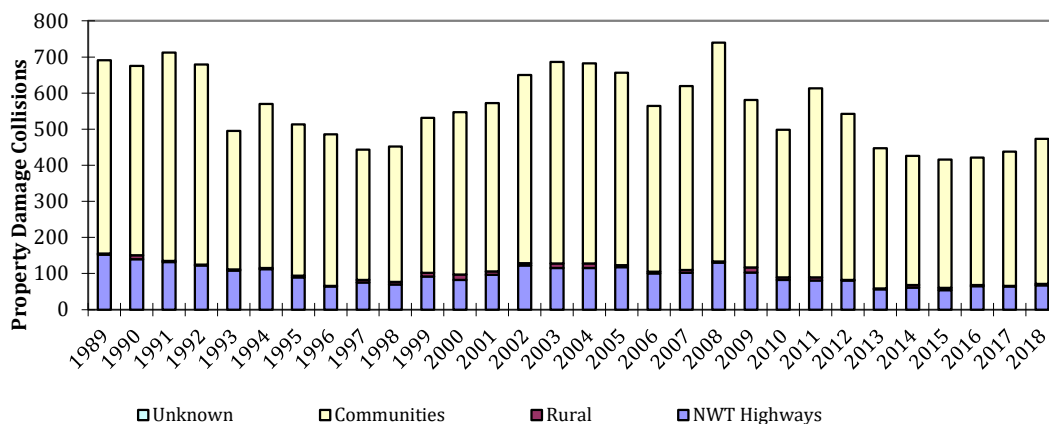


3 Year Summary

	Persons Injured					Persons Killed			
	2016	2017	2018	Average		2016	2017	2018	Average
NWT Highways	43	49	42	45	3	3	2	3	3
Rural	0	0	0	0	1	0	0	0	0
Communities	81	51	58	63	0	0	0	0	0
Total	124	100	100	108	4	3	2	3	3

Trends in Property Damage Collisions

Figure 1.4



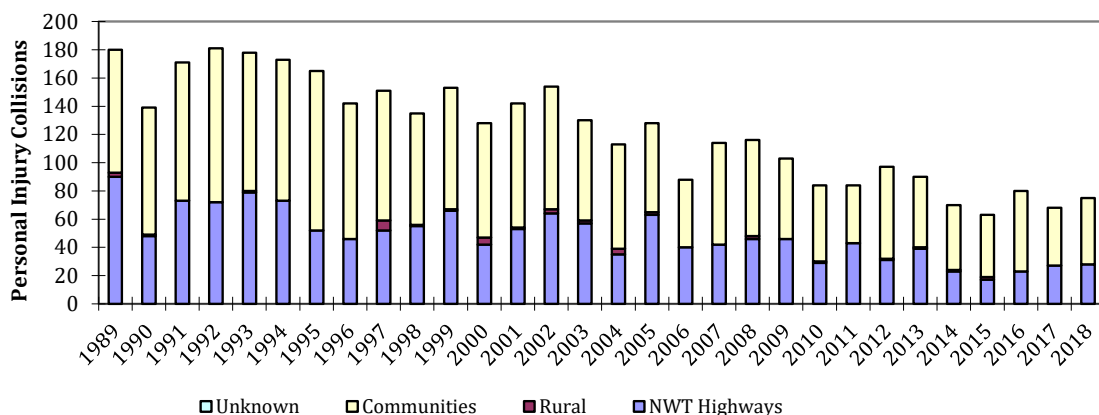
3 Year Summary

	Property Damage Collisions			
	2016	2017	2018	Average
NWT Highways	65	64	67	65
Rural	3	2	4	3
Communities	353	372	402	376
Total	421	438	473	444

Historical Trends – Section 1

Trends in Personal Injury Collisions

Figure 1.5

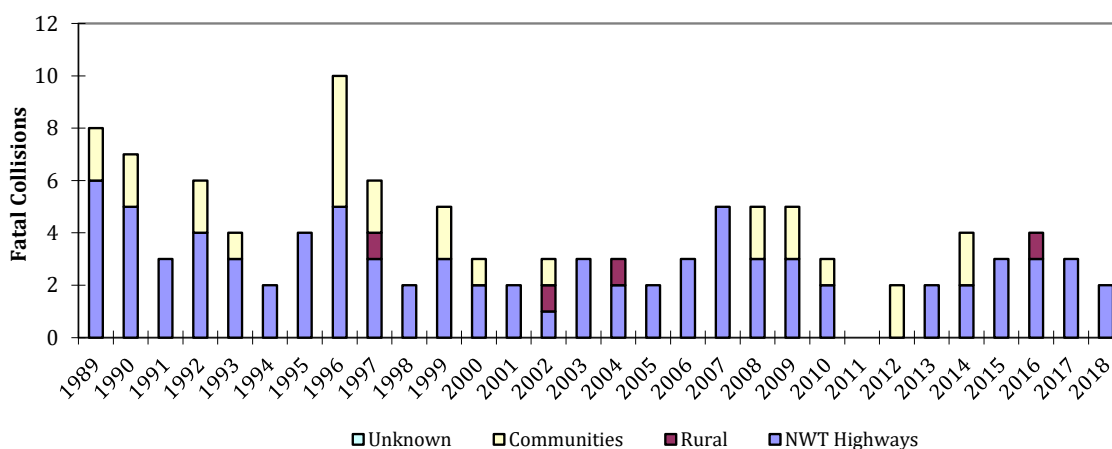


3 Year Summary

Personal Injury Collisions				
	2016	2017	2018	Average
NWT Highways	23	27	28	26
Rural	0	0	0	0
Communities	57	41	47	48
Total	80	68	75	74

Trends in Fatal Collisions

Figure 1.6



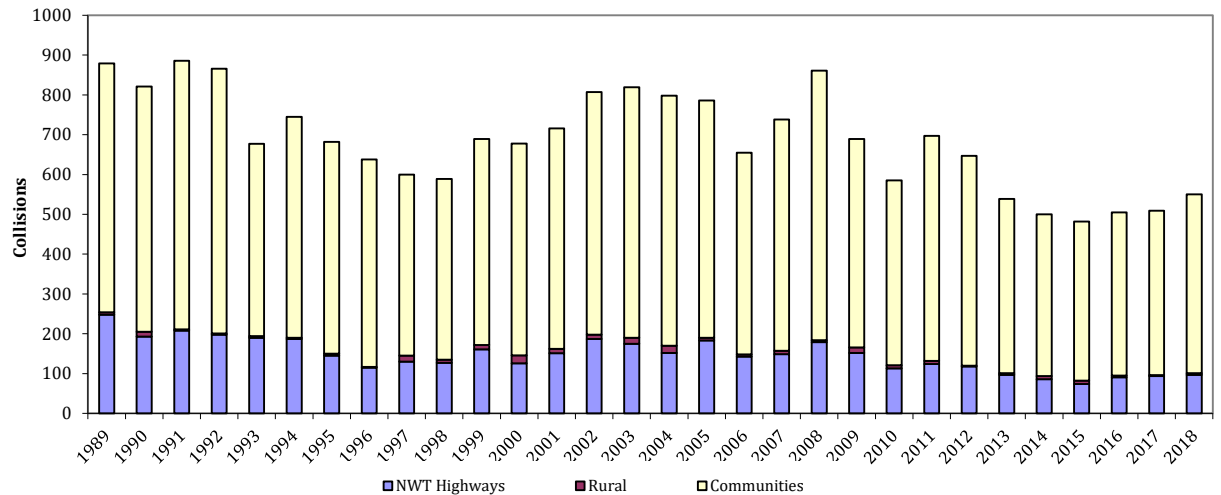
3 Year Summary

Fatal Collisions				
	2016	2017	2018	Average
NWT Highways	3	3	2	3
Rural	1	0	0	0
Communities	0	0	0	0
Total	4	3	2	3

Historical Trends – Section 1

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	2016	2017	2018	Average
NWT Highways	91	94	97	94
Rural	4	2	4	3
Communities	410	413	449	424
Total	505	509	550	521

Property Damage Collisions by Month and Year

Figure 1.8
Avg. 08
to 17

Month	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Avg. 08 to 17	2018
January	101	94	60	75	75	56	56	37	46	44	64	54
February	68	63	40	69	56	49	57	44	46	42	53	62
March	91	65	48	61	63	50	35	34	40	52	54	47
April	44	46	35	42	36	38	28	26	44	25	36	29
May	38	34	23	31	32	20	32	27	32	20	29	18
June	33	38	34	38	31	32	25	34	22	35	32	36
July	37	31	47	36	26	31	17	29	25	22	30	31
August	53	30	29	39	23	17	28	30	26	33	31	35
September	43	29	34	34	32	35	22	22	26	32	31	34
October	56	48	49	43	57	24	26	34	31	38	41	40
November	82	42	42	70	54	43	49	50	31	53	52	44
December	94	61	57	75	57	54	51	49	52	42	59	43
Total	740	581	498	613	542	449	426	416	421	438	512	473

Historical Trends – Section 1

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Avg. 08 to 17	2018
January	10	15	11	9	12	9	7	8	8	3	9	4
February	16	5	5	6	7	9	8	3	6	6	7	9
March	10	13	6	6	9	9	5	2	7	8	8	5
April	7	7	6	8	4	6	2	2	7	2	5	4
May	11	8	7	5	7	4	2	5	4	3	6	4
June	10	8	5	8	12	6	10	4	9	2	7	9
July	9	7	6	10	9	12	6	3	10	7	8	10
August	7	6	9	7	6	9	8	13	5	10	8	5
September	6	7	4	5	6	4	4	3	2	4	5	9
October	10	10	9	9	4	10	6	6	5	7	8	7
November	10	9	10	6	13	8	5	7	8	6	8	5
December	10	8	6	5	14	4	7	7	9	10	8	4
Total	116	103	84	84	103	90	70	63	80	68	86	75

Fatal Collisions by Month and Year

Figure 1.10

Month	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Avg. 08 to 17	2018
January	0	0	0	0	0	0	0	0	0	0	0.0	0
February	0	1	0	0	0	1	0	0	0	0	0.2	0
March	0	0	0	0	0	1	0	0	2	0	0.3	1
April	0	0	0	0	0	0	0	0	0	0	0.0	0
May	0	1	0	0	0	0	1	1	0	2	0.5	1
June	0	0	0	0	1	0	0	0	1	0	0.2	0
July	2	1	1	0	0	0	1	0	0	0	0.5	0
August	0	0	0	0	0	0	0	0	1	0	0.1	0
September	2	0	0	0	0	0	0	1	0	0	0.3	0
October	0	2	0	0	1	0	2	1	0	1	0.7	0
November	1	0	1	0	0	0	0	0	0	0	0.2	0
December	0	0	1	0	0	0	0	0	0	0	0.1	0
Total	5	5	3	0	2	2	4	3	4	3	3.1	2

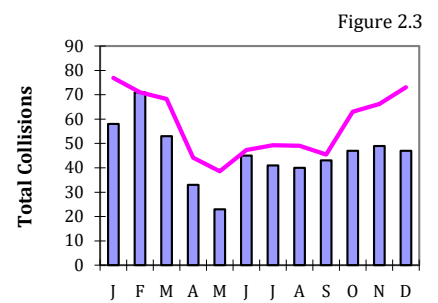
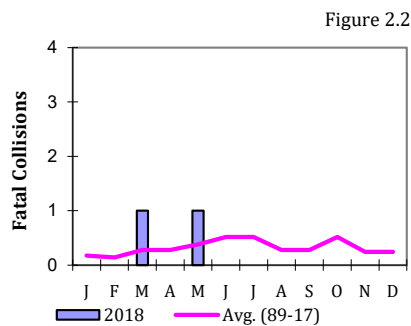
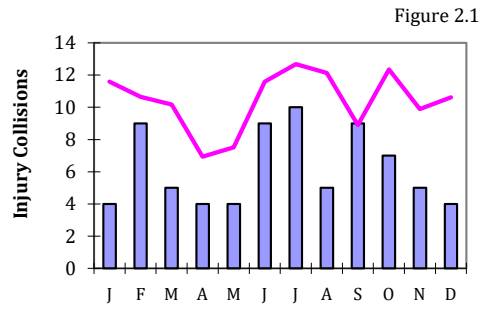
Total Collisions by Month and Year

Figure 1.11

Month	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Avg. 08 to 17	2018
January	111	109	71	84	87	65	63	45	54	47	74	58
February	84	69	45	75	63	59	65	47	52	48	61	71
March	101	78	54	67	72	60	40	36	49	60	62	53
April	51	53	41	50	40	42	30	28	51	27	41	33
May	49	43	30	36	39	24	35	33	36	25	35	23
June	43	46	39	46	44	38	35	38	32	37	40	45
July	48	39	54	46	35	43	24	32	35	29	39	41
August	60	36	38	46	29	26	36	43	32	43	39	40
September	51	36	38	39	38	39	26	26	28	36	36	43
October	66	60	58	52	62	34	34	41	36	46	49	47
November	93	51	53	76	67	51	54	57	39	59	60	49
December	104	69	64	80	71	58	58	56	61	52	67	47
Total	861	689	585	697	647	539	500	482	505	509	601	550

Time of Occurrence – Section 2

Collisions by Month of Occurrence



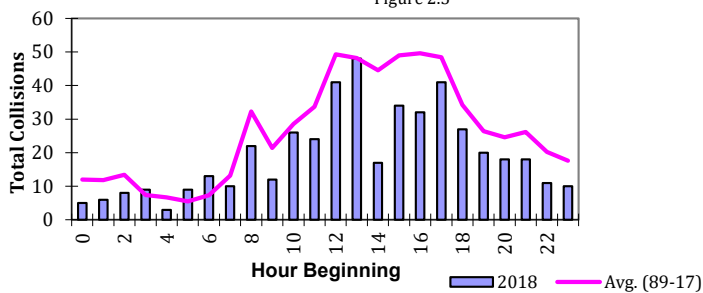
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	54	4	0	58	5	0
February	62	9	0	71	11	0
March	47	5	1	53	8	1
April	29	4	0	33	7	0
May	18	4	1	23	10	1
June	36	9	0	45	10	0
July	31	10	0	41	10	0
August	35	5	0	40	8	0
September	34	9	0	43	10	0
October	40	7	0	47	11	0
November	44	5	0	49	6	0
December	43	4	0	47	4	0
Total	473	75	2	550	100	2

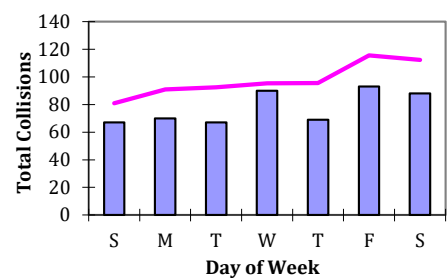
Total Collisions by Time of Day

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.	0	1	0	1	1	1	1	5	0.9
1 to 2 a.m.	1	1	0	0	0	1	3	6	1.1
2 to 3 a.m.	2	1	2	0	0	1	2	8	1.5
3 to 4 a.m.	2	1	2	0	0	1	3	9	1.7
4 to 5 a.m.	2	0	0	0	0	1	0	3	0.6
5 to 6 a.m.	1	0	3	0	0	2	3	9	1.7
6 to 7 a.m.	1	5	1	1	1	2	2	13	2.4
7 to 8 a.m.	3	0	2	1	2	0	2	10	1.8
8 to 9 a.m.	1	3	1	4	5	5	3	22	4.0
9 to 10 a.m.	2	0	1	4	1	1	3	12	2.2
10 to 11 a.m.	2	10	0	4	3	4	3	26	4.8
11 to 12 a.m.	1	3	6	4	3	3	4	24	4.4
12 to 1 p.m.	8	4	2	10	2	11	4	41	7.5
1 to 2 p.m.	4	7	3	9	6	11	8	48	8.8
2 to 3 p.m.	5	3	4	0	0	2	3	17	3.1
3 to 4 p.m.	6	2	7	3	6	7	3	34	6.3
4 to 5 p.m.	6	3	2	7	5	8	1	32	5.9
5 to 6 p.m.	3	5	7	9	4	8	5	41	7.5
6 to 7 p.m.	3	3	2	5	4	5	5	27	5.0
7 to 8 p.m.	1	1	3	3	4	3	5	20	3.7
8 to 9 p.m.	2	4	2	4	1	3	2	18	3.3
9 to 10 p.m.	2	1	2	4	4	2	3	18	3.3
10 to 11 p.m.	0	0	2	1	0	3	5	11	2.0
11 to 12 p.m.	1	1	2	2	0	0	4	10	1.8
Not Stated	8	11	11	14	17	8	11	80	14.7
Total	67	70	67	90	69	93	88	544	
%	12.3	12.9	12.3	16.5	12.7	17.1	16.2	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	Total	% of Total Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	20	15	1	36	6.5
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	20	15	1	36	6.5

Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Following Too Closely	18	5	0	23	4.2
Distracted, Inattentive	34	9	0	43	7.8
Driving Too Fast for Conditions	34	6	0	40	7.3
Improper Turning or Passing	17	3	0	20	3.6
Failed to Yield Right-of-Way	43	4	0	47	8.5
Disobeyed Traffic Control/Officer	5	3	0	8	1.5
Driving on Wrong Side of Road	2	1	0	3	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	114	3	0	117	21.3
Lost Control	72	20	0	92	16.7
Other Driver Action	0	0	0	0	0.0
Total	339	54	0	393	71.5

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.2
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	2	0	0	2	0.4
Total	3	0	0	3	0.5

Major Contributing Factors – Section 3

Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Animal on Roadway	8	1	0	9	1.6
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	1	1	0.2
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	9	1	1	11	2.0

Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

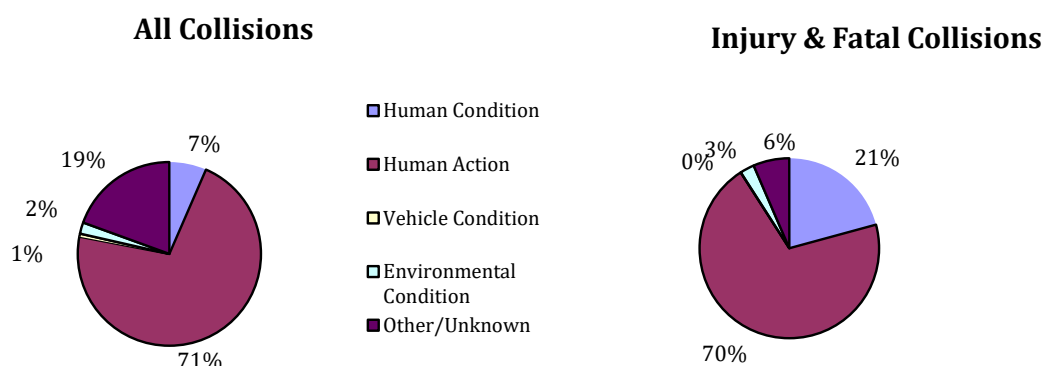
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	0	4	0	4	0.7
Unknown	102	1	0	103	18.7
Total	102	5	0	107	19.5

Total All Factors	473	75	2	550	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	Road System			% of Total	
	NWT Highways	In Communities	Rural	Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	12	24	0	36	6.5
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	12	24	0	36	6.5

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

Figure 3.8

Human Action	Road System			% of Total	
	NWT Highways	In Communities	Rural	Total	Factors
Following Too Closely	5	18	0	23	4.2
Distracted, Inattentive	7	36	0	43	7.8
Driving Too Fast for Conditions	13	26	1	40	7.3
Improper Turning or Passing	1	19	0	20	3.6
Failed to Yield Right-of-Way	4	43	0	47	8.5
Disobeyed Traffic Control/Officer	0	8	0	8	1.5
Driving on Wrong Side of Road	1	2	0	3	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	2	114	1	117	21.3
Lost Control	39	53	0	92	16.7
Other Driver Action	0	0	0	0	0.0
Total	72	319	2	393	71.5

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

Figure 3.9

Vehicle Condition	Road System			% of Total	
	NWT Highways	In Communities	Rural	Total	Factors
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	0	1	0	1	0.2
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	0	2	0	2	0.4
Total	0	3	0	3	0.5

Major Contributing Factors – Section 3

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

Figure 3.10

Environmental Condition	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Animal on Roadway	9	0	0	9	1.6
Road Surface or Condition	0	1	0	1	0.2
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	1	0	0	1	0.2
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	10	1	0	11	2.0

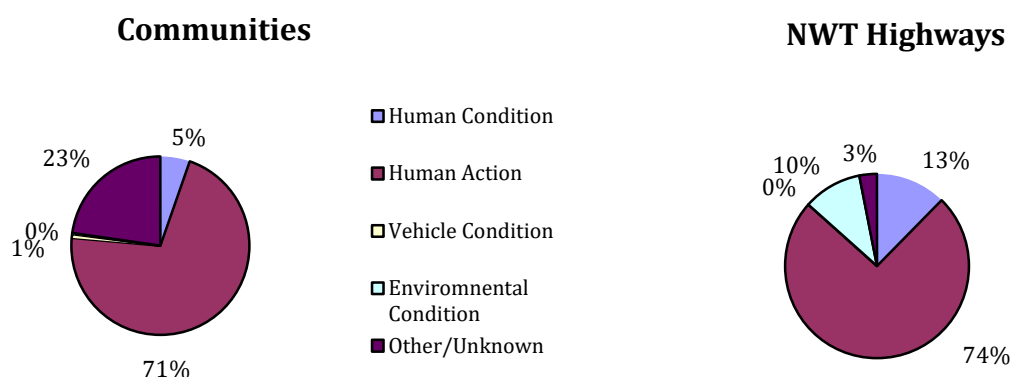
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Unspecified	0	4	0	4	0.7
Unknown	3	98	2	103	18.7
Total	3	102	2	107	19.5
Total All Factors	97	449	4	550	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12

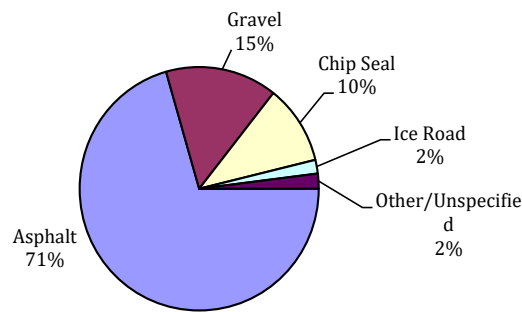


Environmental Factors – Section 4

Collisions by Road Surface Type and Severity

Figure 4.1

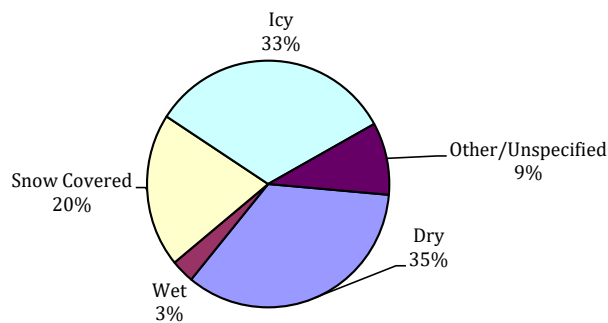
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	347	41	0	388	70.5
Concrete	1	0	0	1	0.2
Gravel (Crushed Stone)	68	15	0	83	15.1
Earth, Dirt	0	1	0	1	0.2
Chip Seal	38	18	2	58	10.5
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	10	0	0	10	1.8
Unspecified	9	0	0	9	1.6
Total	473	75	2	550	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	156	33	1	190	34.5
Wet	14	3	0	17	3.1
Snow (Fresh, Loose)	86	13	0	99	18.0
Slush, Wet Snow	12	0	0	12	2.2
Icy	160	19	1	180	32.7
Loose Sand/Gravel/Dirt	9	5	0	14	2.5
Muddy	0	1	0	1	0.2
Fresh Oil	1	0	0	1	0.2
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	35	1	0	36	6.5
Total	473	75	2	550	100.0

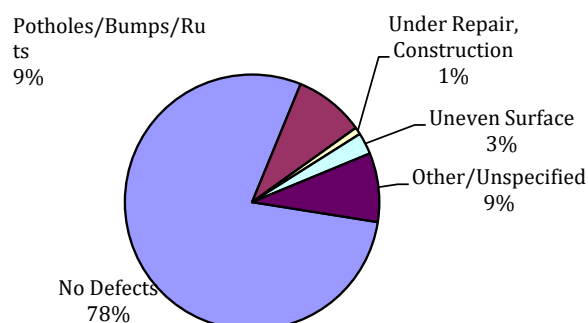


Environmental Factors – Section 4

Collisions by Road Defect and Severity

Figure 4.3

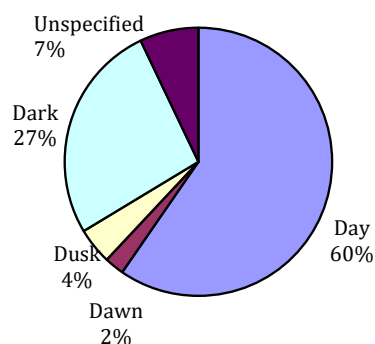
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	377	55	1	433	78.7
Potholes/Bumps/Ruts	38	11	0	49	8.9
Under Repair, Construction	2	3	0	5	0.9
Uneven Pavement Surface	12	3	0	15	2.7
Worn	4	1	1	6	1.1
Obscured or Faded Markings	6	0	0	6	1.1
Other	1	0	0	1	0.2
Unspecified	33	2	0	35	6.4
Total	473	75	2	550	100.0



Collisions by Light Condition and Severity

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	279	48	1	328	59.6
Dawn	10	3	0	13	2.4
Dusk	22	2	0	24	4.4
Dark	123	22	1	146	26.5
Unspecified	39	0	0	39	7.1
Total	473	75	2	550	100.0

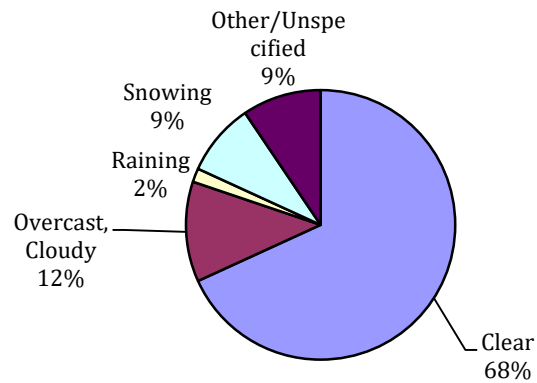


Environmental Factors – Section 4

Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	318	55	2	375	68.2
Overcast, Cloudy (No Precipitation)	57	9	0	66	12.0
Raining	6	3	0	9	1.6
Snowing	43	5	0	48	8.7
Freezing Rain/Sleet/Hail	1	0	0	1	0.2
Visibility Limitations (fog, dust, etc.)	2	2	0	4	0.7
Strong Winds	2	0	0	2	0.4
Other	0	0	0	0	0.0
Unspecified	44	1	0	45	8.2
Total	473	75	2	550	100.0



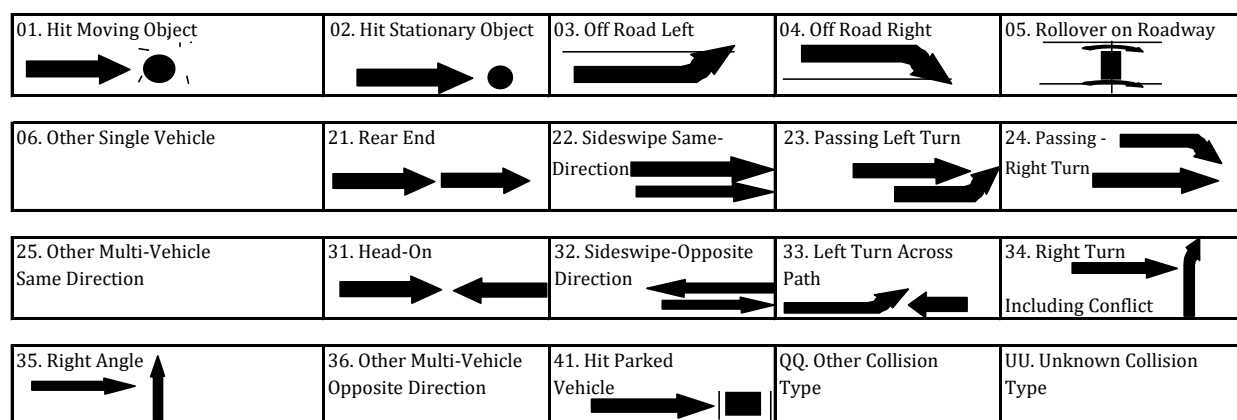
Environmental Factors – Section 4

Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	7	1	0	8	1.5
b) With Other Animal	2	0	0	2	0.4
c) With Pedestrian	1	10	1	12	2.2
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	25	2	0	27	4.9
03. Off Road Left					
a) With Rollover	5	6	0	11	2.0
b) No Rollover	9	3	1	13	2.4
04. Off Road Right					
a) With Rollover	8	9	0	17	3.1
b) No Rollover	20	10	0	30	5.5
05. Rollover on Roadway	3	1	0	4	0.7
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	56	10	0	66	12.0
22. Sideswipe - Same Direction	12	1	0	13	2.4
23. Passing - Left Turn	2	0	0	2	0.4
24. Passing - Right Turn	1	0	0	1	0.2
25. Other Multi-Vehicle Same Direction	3	0	0	3	0.5
31. Head-On	1	0	0	1	0.2
32. Sideswipe - Opposite Direction	9	1	0	10	1.8
33. Left Turn Across Path	18	3	0	21	3.8
34. Right Turn Including Conflict	4	1	0	5	0.9
35. Right Angle	69	8	0	77	14.0
36. Other Multi-Vehicle Opposite Direction	11	2	0	13	2.4
41. Hit Parked Vehicle	207	7	0	214	38.9
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	473	75	2	550	100.0

*Collision Configurations



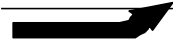
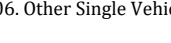
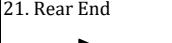
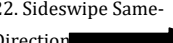
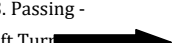
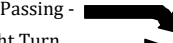
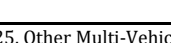
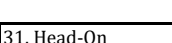
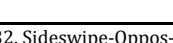
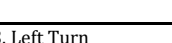
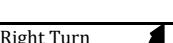
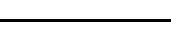
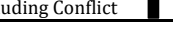
Environmental Factors – Section 4

Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Bison	8	0	0	8	1.5
b) With Other Animal	2	0	0	2	0.4
c) With Pedestrian	3	9	0	12	2.2
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	3	23	1	27	4.9
03. Off Road Left					
a) With Rollover	10	1	0	11	2.0
b) No Rollover	10	3	0	13	2.4
04. Off Road Right					
a) With Rollover	11	6	0	17	3.1
b) No Rollover	21	8	1	30	5.5
05. Rollover on Roadway	3	1	0	4	0.7
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	6	60	0	66	12.0
22. Sideswipe - Same Direction	2	11	0	13	2.4
23. Passing - Left Turn	0	2	0	2	0.4
24. Passing - Right Turn	0	1	0	1	0.2
25. Other Multi-Vehicle Same Direction	1	2	0	3	0.5
31. Head-On	1	0	0	1	0.2
32. Sideswipe - Opposite Direction	5	5	0	10	1.8
33. Left Turn Across Path	1	20	0	21	3.8
34. Right Turn Including Conflict	0	5	0	5	0.9
35. Right Angle	5	72	0	77	14.0
36. Other Multi-Vehicle Opposite Direction	1	12	0	13	2.4
41. Hit Parked Vehicle	4	208	2	214	38.9
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	97	449	4	550	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	209	40	2	251	45.6
Intersection - Two Public Roadways	105	24	0	129	23.5
Intersection - Parking Lot, Driveway	86	7	0	93	16.9
Railroad Level Crossing	1	0	0	1	0.2
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	62	4	0	66	12.0
Unknown	9	0	0	9	1.6
Total	473	75	2	550	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	80	169	2	251	45.6
Intersection - Two Public Roadways	13	116	0	129	23.5
Intersection - Parking Lot, Driveway	3	90	0	93	16.9
Railroad Level Crossing	0	1	0	1	0.2
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	64	2	66	12.0
Unknown	0	9	0	9	1.6
Total	97	449	4	550	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	379	49	2	430	78.2
Straight with Grade	38	12	0	50	9.1
Curved and Level	25	7	0	32	5.8
Curve with Grade	14	5	0	19	3.5
Top of Hill or Grade	4	1	0	5	0.9
Bottom of Hill or Grade	2	0	0	2	0.4
Other	0	0	0	0	0.0
Unknown	11	1	0	12	2.2
Total	473	75	2	550	100.0

Environmental Factors – Section 4

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	3	0	0	3	0.5
One-Way, Multi Lane	1	0	0	1	0.2
Undivided, Two-Way, Two Lane	262	59	2	323	58.7
Undivided, Two-Way, Multi Lane	27	5	0	32	5.8
Divided, Barrier Median	1	0	0	1	0.2
Divided with Median, No Barrier	22	4	0	26	4.7
Divided, Divider Unspecified	0	0	0	0	0.0
Other	148	7	0	155	28.2
Unknown	9	0	0	9	1.6
Total	473	75	2	550	100.0

Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	1	0	0	1	0.2
Hit Building	7	2	0	9	1.6
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	1	0	0	1	0.2
Hit Curb	0	0	0	0	0.0
Hit Post	2	0	0	2	0.4
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	1	0	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	3	0	0	3	0.5
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	15	2	0	17	3.1
Moveable Objects					
Another Road Vehicle	393	33	0	426	77.5
Bison	7	1	0	8	1.5
Other Animal	2	0	0	2	0.4
Pedestrian	1	10	1	12	2.2
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	403	44	1	448	81.5
Non-Collision Events					
Ran Off Road	29	0	0	29	5.3
Rollover	16	16	0	32	5.8
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	45	16	0	61	11.1
Other/Unknown Event	10	13	1	24	4.4
Grand Total	473	75	2	550	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	1	0	1	0.2
Hit Building	0	9	0	9	1.6
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	1	0	1	0.2
Hit Curb	0	0	0	0	0.0
Hit Post	0	2	0	2	0.4
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	1	0	0	1	0.2
Hit Fixed Object NOT Part of Road Structure	0	3	0	3	0.5
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	1	16	0	17	3.1
Moveable Objects					
Another Road Vehicle	26	398	2	426	77.5
Bison	8	0	0	8	1.5
Other Animal	2	0	0	2	0.4
Pedestrian	3	9	0	12	2.2
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	39	407	2	448	81.5
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	24	8	0	32	5.8
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	24	8	0	32	5.8
Unknown Event	33	18	2	53	9.6
Grand Total	97	449	4	550	100.0

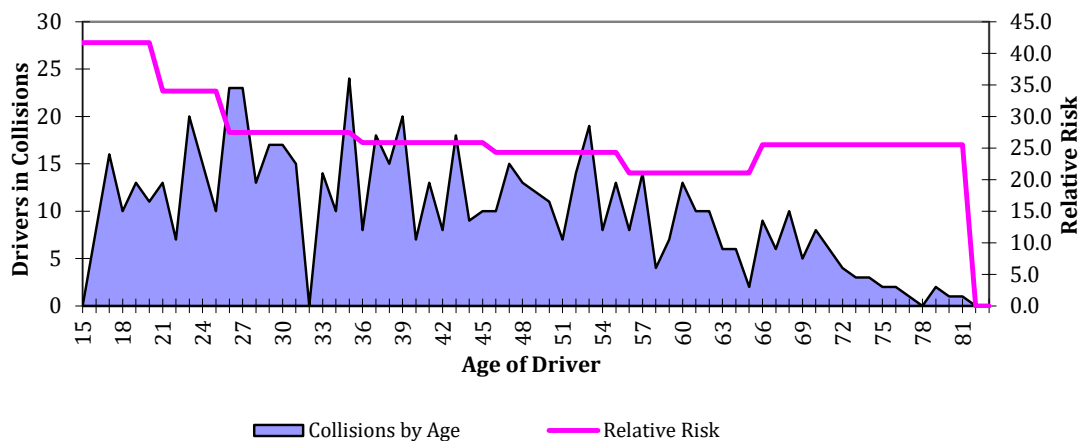
Driver Factors – Section 5

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	98	1,078	1,941	5,649	5,416	4,901	4,517	2,546	0	26,146
Drivers in Collisions	2	47	66	155	140	119	95	65	116	805

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	34.9	29.4	22.5	21.2	20.4	19.0	22.4	26.7
Personal Injury & Fatal	6.8	4.6	5.0	4.6	3.9	2.0	3.1	4.1
Total	41.7	34.0	27.4	25.8	24.3	21.0	25.5	30.8
Relative Risk*	1.4	1.1	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.

Driver Factors – Section 5

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class	16	2	26	3	36	4	46	Class	5	56	Class	5P	6	Class	7	Req'd. Licence	No	Not	Total
Under 16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
16	0	0	0	0	0	0	0	0	2	0	0	4	0	0	2	0	0	0	0	8
17	0	0	0	0	0	0	0	0	9	0	0	5	0	0	2	0	0	0	0	16
18	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	2	0	10
19	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	1	1	1	0	13
20	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	11	11
21-24	4	0	0	0	0	0	3	0	43	1	2	0	0	0	0	0	2	0	0	55
25-34	13	0	0	0	3	0	2	0	116	1	6	0	0	0	5	2	7	0	0	155
35-44	8	0	2	0	4	0	14	0	102	2	1	0	0	0	2	2	2	1	1	140
45-54	17	2	0	0	6	0	18	1	69	3	0	0	0	0	1	1	1	1	0	119
55-64	14	2	0	0	4	0	8	0	66	1	0	0	0	0	0	0	0	0	0	95
65 and over	9	1	0	1	1	0	6	0	44	2	0	0	0	0	0	0	1	1	0	65
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	116
Drivers in Collisions	65	5	2	1	18	0	51	1	480	10	18	0	18	0	13	7	17	117	805	805
Total Licensed Drivers	1013	345	115	44	684	127	958	112	18,167	1490	1138	1	1,952	N/A	N/A	N/A	N/A	N/A	N/A	26146
Relative Risk*	2.084075	0.471	0.56	0.74	0.85	0.00	1.73	0.29	0.86	0.218	0.51374	0	0.22	N/A	N/A	N/A	N/A	N/A	N/A	1

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

Number of Drivers in Collision by Driver 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	8	9	5	9	6	45	115	109	97	82	56	2	544	67.6
Fatigued, Fell Asleep	0	0	0	0	0	1	0	1	2	1	0	0	0	5	0.6
Inexperience	1	0	3	3	0	0	1	1	3	4	1	0	0	17	2.1
Under Influence - Alcohol	0	0	0	1	2	0	7	16	6	4	0	0	2	38	4.7
Under Influence - Drugs	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0.2
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	4	1	2	4	2	21	19	12	12	9	112	198	24.6
Total	2	8	16	10	13	11	55	155	140	119	95	65	116	805	805
%	0.2	1.0	2.0	1.2	1.6	1.4	6.8	19.3	17.4	14.8	11.8	8.1	14.4	100.0	100.0

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action	Not Stated													Total	%
	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+			
Driving Properly	1	0	3	2	3	2	20	51	47	43	37	22	1	232	28.8
Following Too Closely	0	1	0	0	0	1	4	1	11	1	2	3	0	24	3.0
Distracted, Inattentive	0	0	1	2	3	3	6	9	8	8	5	2	1	48	6.0
Driving Too Fast	0	0	0	1	2	0	6	13	11	11	4	1	1	50	6.2
Improper Turning or Passing	1	0	1	0	0	0	0	5	0	2	4	4	5	22	2.7
Failing to Yield Right of Way	0	2	3	0	1	0	6	13	10	5	6	6	0	52	6.5
Disobeying Traffic Control/Officer	0	0	0	0	0	0	0	3	1	1	2	1	0	8	1.0
Driving on Wrong Side of Road	0	0	0	0	0	0	0	0	0	2	0	0	1	3	0.4
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	4	3	3	2	1	7	26	22	19	22	13	6	128	15.9
Lost Control	0	1	3	2	2	4	5	31	23	21	9	11	2	114	14.2
Other Driver Action	0	0	0	0	0	0	0	1	0	3	1	1	0	6	0.7
Unknown	0	0	2	0	0	0	1	2	7	3	3	1	99	118	14.7
Total	2	8	16	10	13	11	55	155	140	119	95	65	116	805	
%	0.2	1.0	2.0	1.2	1.6	1.4	6.8	19.3	17.4	14.8	11.8	8.1	14.4	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	161	22	0	183	18.4
Passenger Van	47	5	0	52	5.2
Light Utility Vehicle	215	20	1	236	23.7
Pickup Truck	313	40	1	354	35.6
Panel/Cargo Van	7	1	0	8	0.8
Other Truck/Van <= 4536 kg	2	0	0	2	0.2
Unit Truck > 4536 kg	10	0	0	10	1.0
Road Tractor	19	4	0	23	2.3
School Bus	0	0	0	0	0.0
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	1	0	0	1	0.1
Intercity Bus	2	0	0	2	0.2
Bus - Unspecified	4	0	0	4	0.4
Motorcycle	3	6	0	9	0.9
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	0	5	0	5	0.5
Bicycle	0	4	0	4	0.4
Motor Home	1	0	0	1	0.1
Farm Equipment	1	0	0	1	0.1
Construction Equipment	1	1	0	2	0.2
Fire Engine	0	0	0	0	0.0
Snowmobile	2	1	0	3	0.3
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	93	1	0	94	9.5
Total	882	110	2	994	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	706	90	1	797	80.2
Defective Brakes	1	2	0	3	0.3
Defective Steering	1	0	0	1	0.1
Defective Lighting	1	1	0	2	0.2
Tire Blown Out	1	0	0	1	0.1
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	2	0	0	2	0.2
Visibility Obstructed	3	2	0	5	0.5
Other Defective Vehicular Parts	5	2	0	7	0.7
Other Vehicular Factor	0	0	0	0	0.0
Unknown	162	13	1	176	17.7
Total	882	110	2	994	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	251	68	2	321	32.3
Turning Left	57	7	0	64	6.4
Turning Right	25	5	0	30	3.0
Making U-Turn	3	0	0	3	0.3
Changing Lanes	4	0	0	4	0.4
Merging	0	0	0	0	0.0
Reversing	135	4	0	139	14.0
Overtaking	4	1	0	5	0.5
Negotiating Curve	24	7	0	31	3.1
Slowing or Stopped in Traffic	61	9	0	70	7.0
Starting in Traffic	2	0	0	2	0.2
Leaving Roadside	1	1	0	2	0.2
Stopped/Parked Legally	213	8	0	221	22.2
Stopped/Parked Illegally	5	0	0	5	0.5
Swerving to Avoid Collision	3	0	0	3	0.3
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	93	0	0	93	9.4
Total	882	110	2	994	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

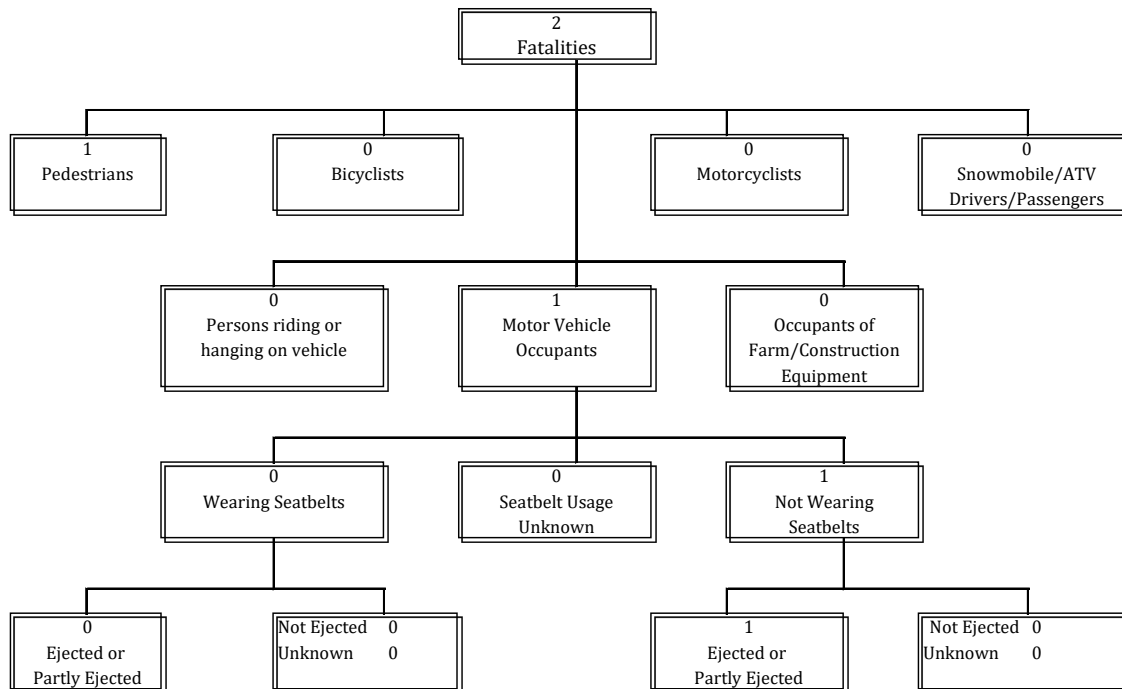
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2019	2	0	0	2	0.2
2018	54	3	0	57	5.7
2017	85	8	1	94	9.5
2016	78	10	0	88	8.9
2015	75	10	0	85	8.6
2014	73	7	0	80	8.0
2013	52	8	0	60	6.0
2012	49	5	0	54	5.4
2011	26	1	0	27	2.7
2010	40	8	0	48	4.8
2009	22	5	0	27	2.7
2008	30	2	0	32	3.2
2007 & Older	185	32	1	218	21.9
Unspecified	111	11	0	122	12.3
Total	882	110	2	994	100.0

Victims and Occupant Restraints – Section 7

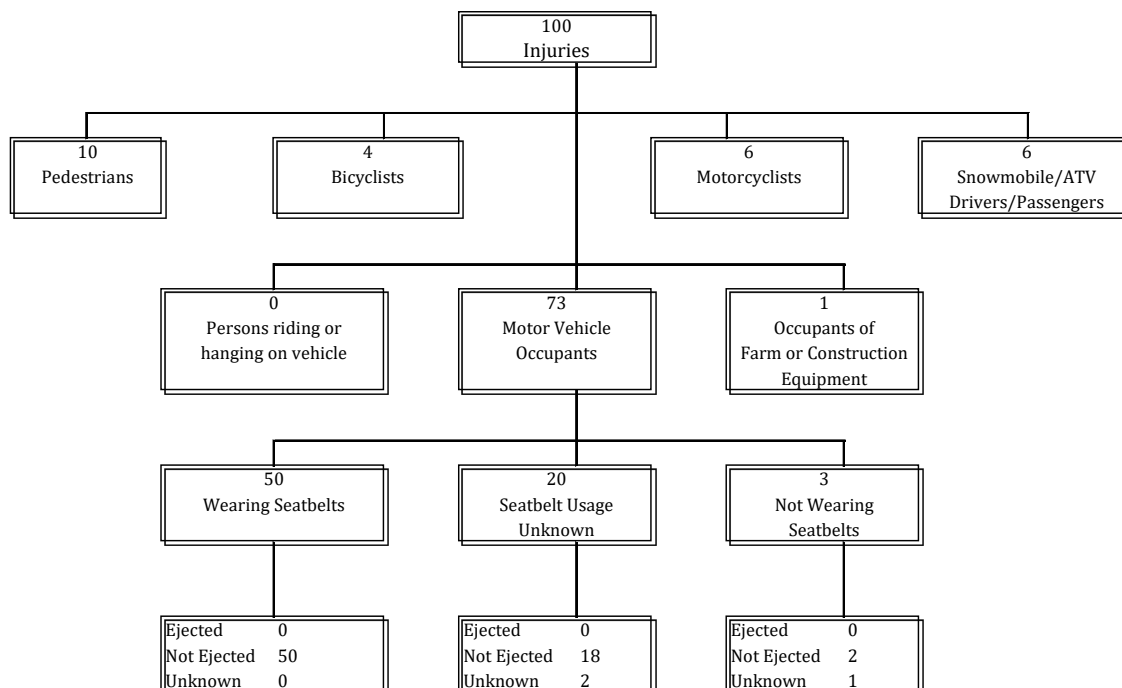
Fatalities Classification
(January 1 to December 31, 2018)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2018)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	4	4	15	14	6	2	5	0	50	50.0
Motor Vehicle Passenger	0	0	6	2	4	7	2	1	1	0	23	23.0
Pedestrian	0	3	0	1	1	5	0	0	0	0	10	10.0
Bicyclist	0	1	1	0	0	1	1	0	0	0	4	4.0
Motorcyclist (includes passengers)	0	0	0	1	0	1	2	1	1	0	6	6.0
ATV Operators & Passengers	0	0	0	1	2	0	1	1	0	0	5	5.0
Snowmobile Operators & Passengers	0	0	0	0	1	0	0	0	0	0	1	1.0
Farm/Construction Equipment	0	0	0	0	0	1	0	0	0	0	1	1.0
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	4	11	9	23	29	12	5	7	0	100	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	0	0	0	0	1	50.0
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Pedestrian	0	0	0	0	0	1	0	0	0	0	1	50.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	1	1	0	0	0	0	2	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	28	22	0	50	1	0	0	1
Motor Vehicle Passenger	4	19	0	23	0	0	0	0
Pedestrian	6	4	0	10	1	0	0	1
Bicyclist	4	0	0	4	0	0	0	0
Motorcyclist (includes passengers)	5	1	0	6	0	0	0	0
ATV Operators & Passengers	3	2	0	5	0	0	0	0
Snowmobile Operators & Passengers	1	0	0	1	0	0	0	0
Farm/Construction Equipment	1	0	0	1	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	52	48	0	100	2	0	0	2

Victims and Occupant Restraints – Section 7

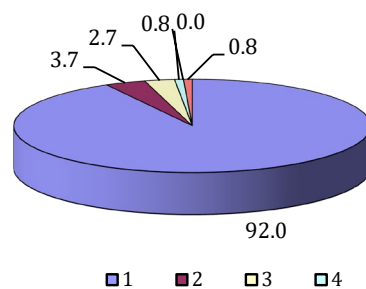
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	53	0	569	8	341	971	92.9
Minimal Injuries	2	0	23	0	13	38	3.6
Minor Injuries	0	0	17	0	6	23	2.2
Major (Hospital Admission)	1	0	5	0	1	7	0.7
Fatal	1	0	0	0	0	1	0.1
Injured - Extent Unknown	0	0	5	0	0	5	0.5
Total	57	0	619	8	361	1045	100.0

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

Restraints Used



1 2 3 4 5 6

1. Not Injured

2. Minor

3. Moderate

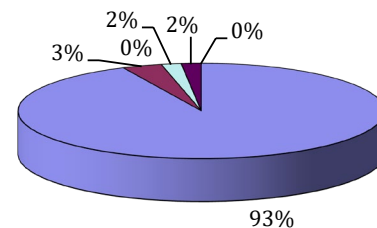
4. Major

5. Fatal

6. Injured - extent unknown

Restraints Not Used

Figure 7.7



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

Injury Classification

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

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

	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	5 & older	Stated	Total
Not Injured	10	23	51	53	109	108	94	66	44	19	577
Minimal Injuries	0	0	1	3	5	9	2	1	2	0	23
Minor Injuries	0	0	2	1	2	6	4	0	2	0	17
Major (Hospital Admission)	0	0	3	0	1	1	0	0	0	0	5
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	2	0	1	1	0	0	1	0	5
Total	10	23	59	57	118	125	100	67	49	19	627

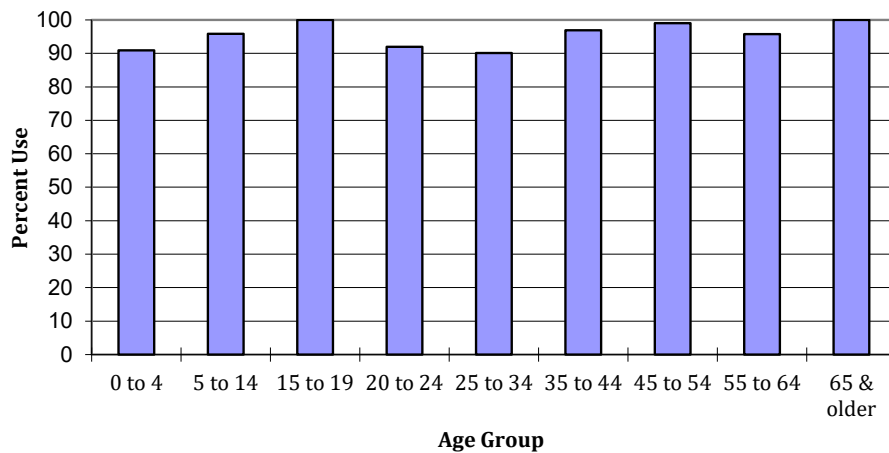
Restraints Not Used

	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	1	1	0	4	11	4	1	2	0	29	53
Minimal Injuries	0	0	0	0	1	0	0	1	0	0	2
Minor Injuries	0	0	0	0	0	0	0	0	0	0	0
Major (Hospital Admission)	0	0	0	1	0	0	0	0	0	0	1
Fatal	0	0	0	0	1	0	0	0	0	0	1
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	0	5	13	4	1	3	0	29	57

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

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians – Section 8

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	3	0	1	1	5	0	0	0	0	10	90.9
Killed	0	0	0	0	0	1	0	0	0	0	1	9.1
Total	0	3	0	1	1	6	0	0	0	0	11	
%	0.0	27.3	0.0	9.1	9.1	54.5	0.0	0.0	0.0	0.0	100.0	

Figure 8.2

Pedestrians Injured or Killed by Pedestrian Action and Age Group

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	1	0	0	0	0	0	0	0	0	1	9.1
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	4	0	0	0	0	4	36.4
Walking Along Roadway Against Traffic	0	1	0	0	0	0	0	0	0	0	1	9.1
Walking Along Roadway With Traffic	0	0	0	1	1	1	0	0	0	0	3	27.3
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	1	0	0	0	0	0	0	0	0	1	9.1
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	1	0	0	0	0	1	9.1
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	3	0	1	1	6	0	0	0	0	11	100.0

Pedestrians – Section 8

Pedestrians Injured or Killed by Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	9	9	81.8
Rural	1	1	2	18.2
Unspecified	0	0	0	0.0
Total	1	10	11	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	1	4	5	45.5
At Intersection of At Least Two Roadways	0	3	3	27.3
Intersection With Parking Lot/Driveway/Alley	0	2	2	18.2
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	1	1	9.1
Unspecified	0	0	0	0.0
Total	1	10	11	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

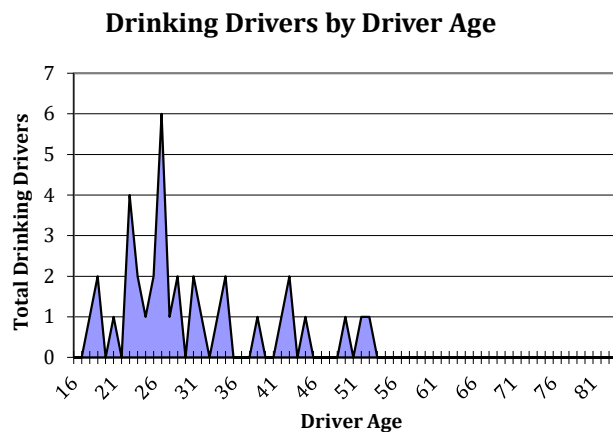
Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	6	6	54.5
Had Been Drinking	0	2	2	18.2
Impaired by Alcohol	0	0	0	0.0
Unknown	1	2	3	27.3
Total	1	10	11	100.0

Alcohol – Section 9

Drinking Drivers in Collisions by Driver Age and Gender

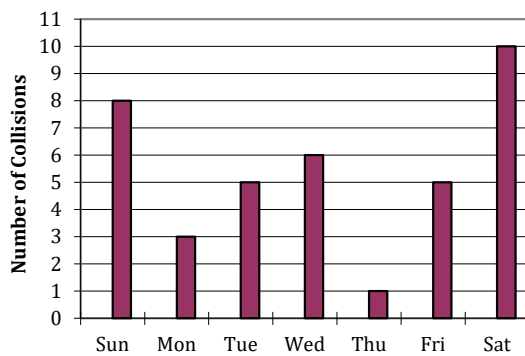
Figure 9.1

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	1	0	1
19	1	1	0	2
20	0	0	0	0
21 to 24	6	1	0	7
25 to 34	11	5	0	16
35 to 44	5	1	0	6
45 to 54	3	1	0	4
55 to 64	0	0	0	0
65 & Older	0	0	0	0
Not Stated	0	0	2	2
Total	26	10	2	38



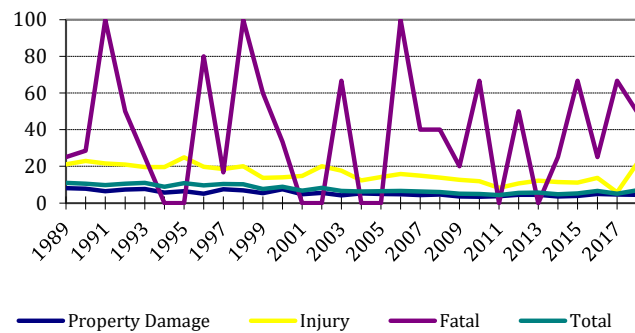
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



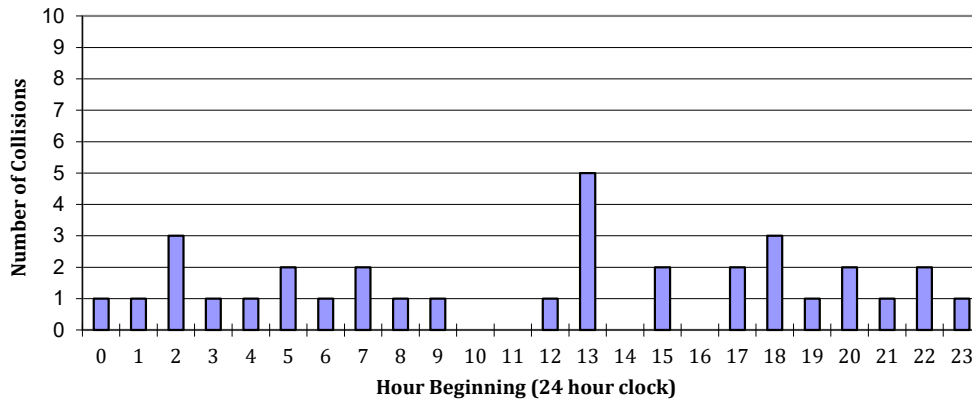
Number of Collisions and Victims Involving Alcohol

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
2008	34	16	2	52	6.0	24	2	26	14.6
2009	21	13	1	35	5.1	18	1	19	12.3
2010	17	10	2	29	5.0	16	2	18	15.5
2011	23	7	0	30	4.3	8	0	8	7.3
2012	24	11	1	36	5.6	20	1	21	14.2
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	5.1	8	2	10	9.7
2018	21	16	1	38	6.9	27	1	28	27.5
Average	21	10	1	33	5.5	17	1	18	15.2

Number of Alcohol Related Collisions by Time of Day

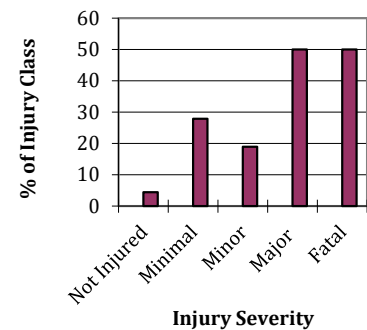
Figure 9.5



Injury Severity by Alcohol Involvement

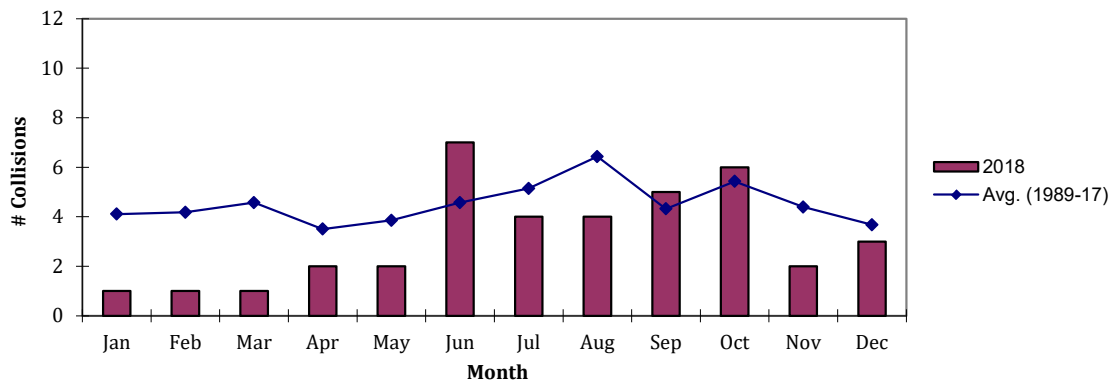
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	44	934	978	4.5
Minimal Injuries	12	31	43	27.9
Minor	7	30	37	18.9
Major	7	7	14	50.0
Fatal	1	1	2	50.0
Injured - Extent Unknown	1	5	6	16.7
Total	72	1008	1080	6.7



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

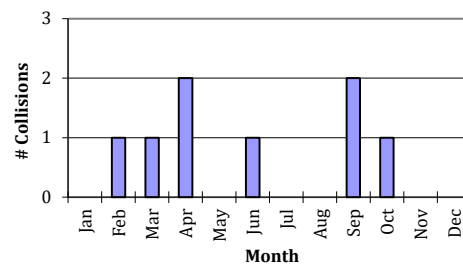
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	0	0	0	0	0	0
February	1	0	0	1	0	0
March	0	1	0	1	1	0
April	1	1	0	2	1	0
May	0	0	0	0	0	0
June	0	1	0	1	1	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	2	0	2	2	0
October	0	1	0	1	1	0
November	0	0	0	0	0	0
December	0	0	0	0	0	0
Total	2	6	0	8	6	0

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	1	5	6
Killed	0	0	0
Injured	1	5	6
Total Vehicles Involved	3	5	8
Fatal	0	0	0
Injury	1	5	6
Property Damage	2	0	2

Off-Road Vehicle Collisions by Month



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

Figure 10.3

Age Group	Snowmobile			ATV			Total %	
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	0	0	0	0	0	0	0	0.0
15 to 19	0	0	0	0	0	0	0	0.0
20 to 24	0	0	0	0	1	0	1	12.5
25 to 34	2	0	0	1	1	0	4	50.0
35 to 44	1	0	0	0	0	0	1	12.5
45 to 54	0	0	0	1	0	0	1	12.5
55 to 64	0	0	0	1	0	0	1	12.5
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0.0
Total	3	0	0	3	2	0	8	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	2	3	0	5	62.5
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	1	0	1	12.5
Under Influence - Alcohol	0	2	0	2	25.0
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	6	0	8	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	1	0	1	12.5
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	0	0	0	0	0.0
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	1	0	0	1	12.5
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	1	0	0	1	12.5
Lost Control	0	5	0	5	62.5
Other	0	0	0	0	0.0
Unknown	0	0	0	0	0.0
Total	2	6	0	8	100.0

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	1	1	0	2	25.0
Minimal Injuries	0	0	1	1	12.5
Minor Injuries	0	1	1	2	25.0
Major (Hospital Admission)	0	2	0	2	25.0
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	1	0	0	1	12.5
Total	2	4	2	8	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	0	0	0	0	0	0
Fort McPherson	4	2	0	6	2	0
Ulukhaktok	1	1	0	2	1	0
Inuvik	35	5	0	40	6	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	2	5	0	7	8	0
Sub Total						
Beaufort Delta Region	42	13	0	55	17	0

B - Sahtu Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Deline	0	0	0	0	0	0
Fort Good Hope	5	0	0	5	0	0
Norman Wells	5	0	0	5	0	0
Tulita	5	0	0	5	0	0
Sub Total						
Sahtu Region	15	0	0	15	0	0

C - Dehcho Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	0	0	0	0	0	0
Fort Simpson	8	5	0	13	5	0
Sub Total						
Dehcho Region	8	5	0	13	5	0

D - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	49	9	0	58	15	0
Fort Providence	7	5	0	12	8	0
Fort Resolution	5	1	0	6	3	0
Fort Smith	21	6	1	28	10	1
Lutsel K'e	0	0	0	0	0	0
Sub Total						
South Slave Region	82	21	1	104	36	1

E - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Rae/Wha Ti	14	3	0	17	4	0
Yellowknife	312	33	1	346	39	1
Sub Total						
North Slave Region	326	36	1	363	43	1

Total - All Regions	473	75	2	550	101	2
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Geographic Distribution – Section 11

Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Beaufort Delta Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2018 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Aklavik	0	209	196	623	0.00	0.00	0.00
Fort McPherson	6	368	399	882	1.63	1.50	0.68
Ulukhaktok	2	67	59	444	2.99	3.39	0.45
Inuvik	40	1,805	2,231	3,536	2.22	1.79	1.13
Sachs Harbour	0	31	41	111	0.00	0.00	0.00
Tuktoyaktuk	7	370	321	1,284	1.89	2.18	0.55
Sub Total Beaufort Delta Region	55	2,850	3,247	6,880	1.93	1.69	0.80

B - Sahtu Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2018 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Deline	0	194	130	576	0.00	0.00	0.00
Fort Good Hope	5	212	177	712	2.36	2.82	0.70
Norman Wells	5	476	893	818	1.05	0.56	0.61
Tulita	5	189	169	531	2.65	2.96	0.94
Sub Total Sahtu Region	15	1,071	1,369	2,637	1.40	1.10	0.57

C - Dehcho Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2018 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Fort Liard	0	210	241	537	0.00	0.00	0.00
Fort Simpson	13	898	1,193	1,687	1.45	1.09	0.77
Sub Total Dehcho Region	13	1,108	1,434	2,224	1.17	0.91	0.58

D - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2018 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Hay River	58	2,810	7,654	4,286	2.06	0.76	1.35
Fort Providence	12	301	455	719	3.99	2.64	1.67
Fort Resolution	6	274	369	561	2.19	1.63	1.07
Fort Smith	28	1,665	2,336	2,709	1.68	1.20	1.03
Lutsel K'e	0	109	90	319	0.00	0.00	0.00
Sub Total South Slave Region	104	5,159	10,904	8,594	2.02	0.95	1.21

E - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2018 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Behchoko/Whati	17	1,125	1,214	2,944	1.51	1.40	0.58
Yellowknife	346	14,835	22,179	20,840	2.33	1.56	1.66
Sub Total North Slave Region	363	15,960	23,393	23,784	2.27	1.55	1.53

Total - All Regions

	550	26,148	40,347	44,119	2.10	1.36	1.25
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2018.

[2] 2018 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2019.

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
	5.0	20 Dec 2018	Property Damage	Collision with Fixed Object	0	0
	8.0	6 Jan 2018	Injury	Rear End	1	0
	10.0	17 Feb 2018	Property Damage	Sideswipe - Opposite Direction	0	0
	18.0	20 Dec 2018	Injury	Single Vehicle Rollover	1	0
	42.0	1 Feb 2018	Property Damage	Single Vehicle Rollover	0	0
	46.0	21 Nov 2018	Injury	Ran Off Road - Right	1	0
	54.0	23 Mar 2018	Injury	Rear End	3	0
	84.0	9 Jan 2018	Property Damage	Single Vehicle Rollover	0	0
	109.0	9 Feb 2018	Property Damage	Ran Off Road - Right	0	0
	177.0	22 Mar 2018	Injury	Ran Off Road - Right	2	0
	188.0	14 Feb 2018	Property Damage	Single Vehicle Rollover	0	0
	197.5	17 Oct 2018	Property Damage	Single Vehicle Rollover	0	0
	260.0	25 Oct 2018	Injury	Ran Off Road - Right	1	0
	470.3	8 Sep 2018	Injury	Collision with Pedestrian	1	0
	470.3	23 Dec 2018	Property Damage	Single Vehicle Rollover	0	0
	486.0	7 Nov 2018	Property Damage	Ran Off Road - Left	0	0
	597.0	17 Jul 2018	Injury	Single Vehicle Rollover	1	0
	600.0	12 Jan 2018	Property Damage	Collision with Other Animal	0	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	10	8	0	18	11	0

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	5.0	22 Dec 2018	Property Damage	Collision with Other Animal	0	0
	36.7	16 Sep 2018	Property Damage	Ran Off Road - Right	0	0
	37.0	22 Jan 2018	Property Damage	Rear End	0	0
	37.0	20 Aug 2018	Property Damage	Rear End	0	0
	38.2	28 Feb 2018	Property Damage	Rear End	0	0
	39.5	5 Nov 2018	Property Damage	Ran Off Road - Right	0	0
	43.9	11 Apr 2018	Injury	Right Angle	3	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	6	1	0	7	3	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	35.0	28 Sep 2018	Property Damage	Collision with Bison	0	0
	41.0	3 Aug 2018	Injury	Single Vehicle Rollover	2	0
	56.0	19 Dec 2018	Property Damage	Collision with Bison	0	0
	71.0	24 Sep 2018	Property Damage	Collision with Bison	0	0
	100.0	19 Jun 2018	Injury	Ran Off Road - Right	1	0
	150.0	20 Dec 2018	Property Damage	Collision with Bison	0	0
	186.0	22 Aug 2018	Property Damage	Single Vehicle Rollover	0	0
	187.0	10 Aug 2018	Property Damage	Collision with Bison	0	0
	198.0	25 Mar 2018	Injury	Single Vehicle Rollover	1	0
	223.0	26 Jul 2018	Property Damage	Ran Off Road - Right	0	0
	232.0	9 Sep 2018	Property Damage	Ran Off Road - Left	0	0
	237.0	1 Jul 2018	Property Damage	Ran Off Road - Right	0	0
	244.0	1 Jan 2018	Property Damage	Collision with Fixed Object	0	0
	270.0	1 May 2018	Property Damage	Single Vehicle Rollover	0	0
	274.0	27 Aug 2018	Injury	Ran Off Road - Left	2	0
	298.0	24 Mar 2018	Property Damage	Ran Off Road - Right	0	0
	311.5	9 Mar 2018	Fatal	Collision with Pedestrian	0	1
	329.0	9 Aug 2018	Injury	Single Vehicle Rollover	1	0
	335.0	21 Mar 2018	Property Damage	Ran Off Road - Left	0	0
	335.7	5 Apr 2018	Property Damage	Other Multi-Vehicle Different Direction	0	0
	336.7	6 Mar 2018	Property Damage	Right Angle	0	0
	337.3	19 Jun 2018	Property Damage	Left Turn Across Path	0	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	16	5	1	22	7	1

Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision	Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.5	2	Sep 2018	Injury	Single Vehicle Rollover	1	0
	4.0	24	Apr 2018	Injury	Single Vehicle Rollover	1	0
	5.0	23	Jan 2018	Property Damage	Ran Off Road - Right	0	0
	11.0	13	Oct 2018	Property Damage	Single Vehicle Rollover	0	0
	12.0	5	Feb 2018	Property Damage	Sideswipe - Opposite Direction	0	0
	24.0	28	Jul 2018	Property Damage	Sideswipe - Same Direction	0	0
	35.0	17	Oct 2018	Property Damage	Ran Off Road - Right	0	0
	36.0	5	May 2018	Injury	Ran Off Road - Right	1	0
	60.0	7	Apr 2018	Property Damage	Ran Off Road - Right	0	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	6	3	0	9	3	0

Highway #5 (Fort Smith Highway)	On Km	Collision	Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	66.0	14	Feb 2018	Property Damage	Ran Off Road - Right	0	0
	126.0	13	May 2018	Fatal	Ran Off Road - Left	3	1
	145.0	21	Aug 2018	Property Damage	Collision with Bison	0	0
	170.0	7	Aug 2018	Injury	Collision with Bison	2	0
	193.0	19	Feb 2018	Property Damage	Ran Off Road - Left	0	0
	200.0	9	Apr 2018	Property Damage	Collision with Bison	0	0
	206.0	22	Sep 2018	Injury	Ran Off Road - Left	1	0
	246.0	27	Jun 2018	Injury	Single Vehicle Rollover	1	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	3	1	8	7	1

Highway #6 (Fort Resolution Highway)	On Km	Collision	Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	65.0	4	May 2018	Injury	Ran Off Road - Right	3	0

Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	0	1	0	1	3	0

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision	Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	217.0	7	Jul 2018	Injury	Single Vehicle Rollover	1	0

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

Highway #8 (Dempster Highway)	On Km	Collision	Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	4.0	16	Aug 2018	Property Damage	Single Vehicle Rollover	0	0
	17.0	5	Jul 2018	Property Damage	Rear End	0	0
	29.0	25	Jul 2018	Injury	Ran Off Road - Right	1	0
	87.0	17	Jul 2018	Property Damage	Collision with Parked Vehicle	0	0
	92.4	10	Mar 2018	Property Damage	Ran Off Road - Left	0	0
	178.0	30	Jul 2018	Property Damage	Single Vehicle Rollover	0	0
	215.0	8	Sep 2018	Property Damage	Other Multi-Vehicle Same Direction	0	0
	224.0	10	Jun 2018	Injury	Ran Off Road - Right	1	0
	270.0	20	Oct 2018	Property Damage	Single Vehicle Rollover	0	0
	271.3	28	Feb 2018	Property Damage	Right Angle	0	0
	272.5	25	Oct 2018	Property Damage	Sideswipe - Same Direction	0	0

Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	2	0	11	2	0

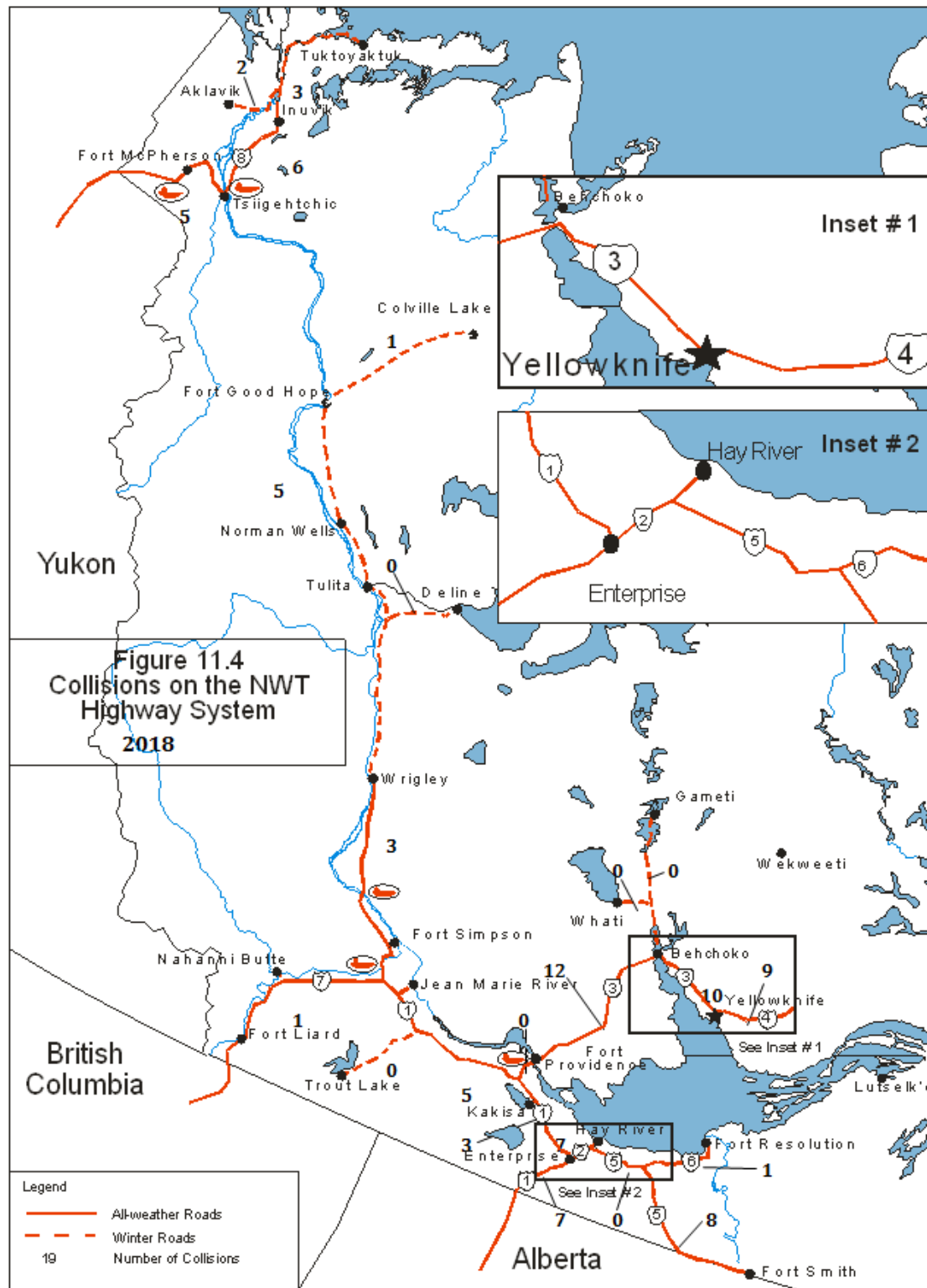
Highway #10 (Inuvik Tuktoyaktuk Highway)	On Km	Collision	Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	30.0	4	Jun 2018	Injury	Ran Off Road - Right	1	0
	60.0	5	Feb 2018	Property Damage	Collision with Parked Vehicle	0	0
	77.3	14	Oct 2018	Injury	Single Vehicle Rollover	2	0

Summary Highway #10	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	2	0	3	3	0

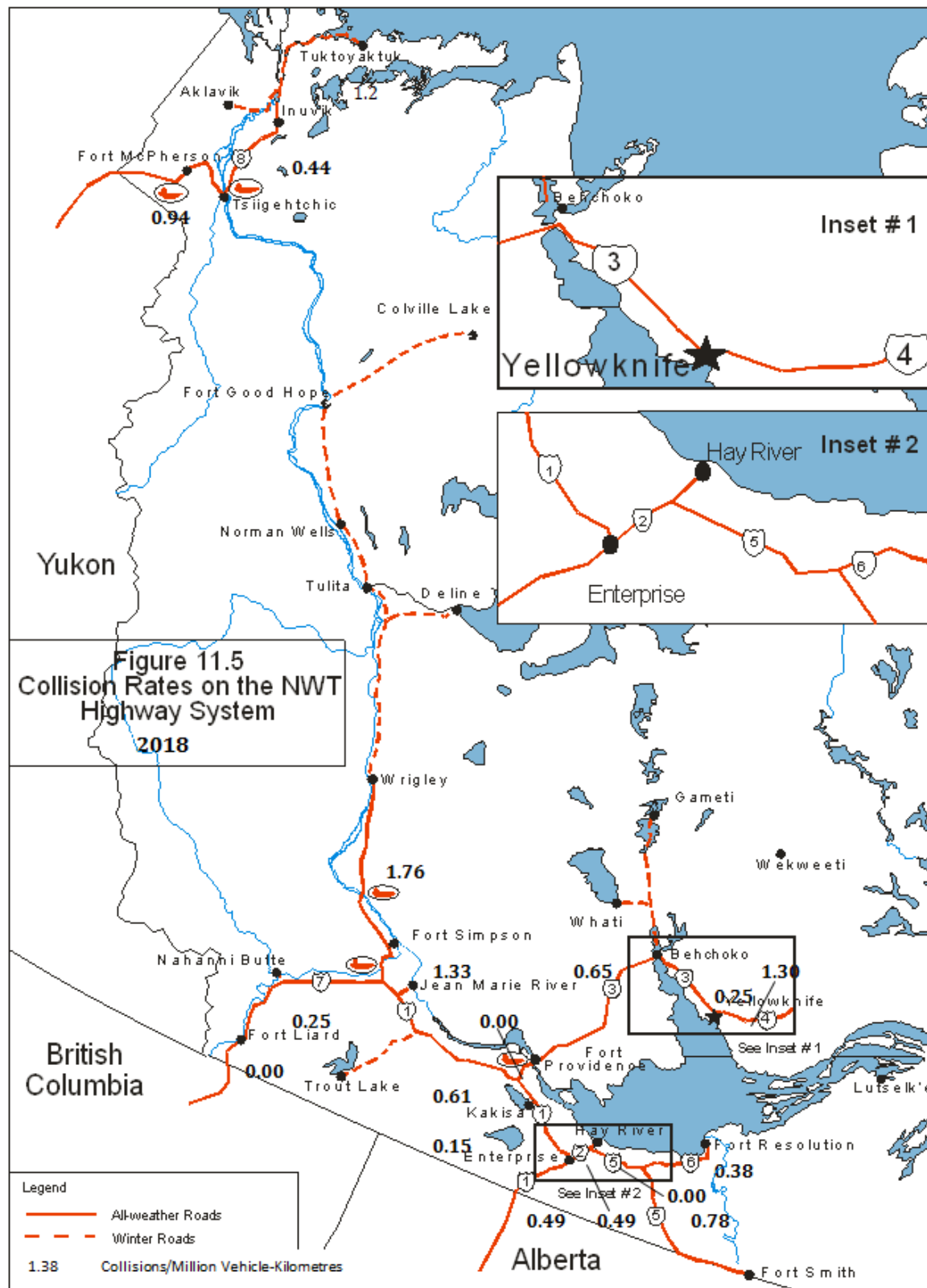
Geographic Distribution – Section 11

Access and			Collision	Collision	Collision	# Persons	# Persons
Winter Roads			Date	Severity	Configuration	Injured	Killed
Dettah Access Road	21	Sep	2018	Property Damage	Ran Off Road - Right	0	0
Jean Marie River Access Road	23	Dec	2018	Injury	Single Vehicle Rollover	1	0
Rae Access Road	17	Jul	2018	Injury	Collision with Pedestrian	1	0
Salt River Access Road	31	Mar	2018	Property Damage	Single Vehicle Rollover	0	0
Vee Lake Access Road	21	Jan	2018	Property Damage	Sideswipe - Opposite Direction	0	0
Vee Lake Access Road	12	Nov	2018	Property Damage	Sideswipe - Opposite Direction	0	0
Yellowknife Access Road	12	Jan	2018	Property Damage	Right Angle	0	0
Yellowknife Access Road	25	Jan	2018	Property Damage	Right Angle	0	0
Yellowknife Access Road	18	Sep	2018	Property Damage	Ran Off Road - Left	0	0
Aklavik Winter Access Road	8	Apr	2018	Property Damage	Single Vehicle Rollover	0	0
Aklavik Winter Access Road	24	Apr	2018	Property Damage	Ran Off Road - Left	0	0
Colville Lake Winter Access Road	28	Feb	2018	Property Damage	Head-on	0	0
Mackenzie Highway Winter Road	24	Jan	2018	Property Damage	Collision with Parked Vehicle	0	0
Mackenzie Highway Winter Road	8	Feb	2018	Property Damage	Ran Off Road - Right	0	0
Mackenzie Highway Winter Road	13	Feb	2018	Property Damage	Collision with Fixed Object	0	0
Mackenzie Highway Winter Road	14	Feb	2018	Property Damage	Sideswipe - Opposite Direction	0	0
Mackenzie Highway Winter Road	31	Mar	2018	Property Damage	Collision with Parked Vehicle	0	0
Summary	Property	Personal					
Access and	Damage	Injury		Fatal	Total	Persons	Persons
Winter Roads	Collisions	Collisions		Collisions	Collisions	Injured	Killed
	15	2		0	17	2	0
Summary	Property	Personal					
All NWT	Damage	Injury		Fatal	Total	Persons	Persons
Highways	Collisions	Collisions		Collisions	Collisions	Injured	Killed
	67	28		2	97	42	2

Geographic Distribution – Section 11



Geographic Distribution – Section 11



National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2017 [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	5.0	421.9	4.8	405	7.1	595.6
Newfoundland & Labrador	6.1	516.8	6.0	513	5.4	463.7
Prince Edward Island	9.2	406.5	9.1	404	12.7	561.0
Nova Scotia	4.9	505.8	4.0	415	6.5	667.5
New Brunswick	6.6	353.3	5.7	308	9.0	484.3
Quebec	4.3	438.8	4.6	476	6.4	659.1
Ontario	4.1	362.2	4.0	357	5.8	513.9
Manitoba	5.5	940.6	4.9	844	8.1	1,390.2
Saskatchewan	8.6	390.7	6.8	311	12.5	566.8
Alberta	7.1	401.0	4.8	273	9.5	539.4
British Columbia	5.7	437.4	6.9	524	7.9	605.3
Yukon	18.2	694.2	10.3	392	24.0	913.9
Northwest Territories	6.7	224.6	7.2	241	11.5	382.3
Nunavut	0.0	60.5	0.0	575	0.0	411.6

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2017. 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		03. 02. Road Right		05. 02. Road Left		07. 02. Road Right		09. 02. Road Left	
TYPE		03. 03. Road Left		05. 03. Road Right		07. 03. Road Left		09. 03. Road Right	
29. VEH. SEQUENCE		03. 04. Road Right		05. 04. Road Left		07. 04. Road Right		09. 04. Road Left	
30. TOTAL OCCUPANTS		03. 05. Road Left		05. 05. Road Right		07. 05. Road Left		09. 05. Road Right	
LAST NAME		03. 06. Road Right		05. 06. Road Left		07. 06. Road Right		09. 06. Road Left	
ADDRESS		03. 07. Road Left		05. 07. Road Right		07. 07. Road Left		09. 07. Road Right	
DATE OF BIRTH		03. 08. Road Right		05. 08. Road Left		07. 08. Road Right		09. 08. Road Left	
DRIVER'S LICENCE #		03. 09. Road Left		05. 09. Road Right		07. 09. Road Left		09. 09. Road Right	
58. STATUS		03. 10. Road Right		05. 10. Road Left		07. 10. Road Right		09. 10. Road Left	
34. YEAR		03. 11. Road Left		05. 11. Road Right		07. 11. Road Left		09. 11. Road Right	
LICENCE PLATE #		03. 12. Road Right		05. 12. Road Left		07. 12. Road Right		09. 12. Road Left	
LAST NAME		03. 13. Road Left		05. 13. Road Right		07. 13. Road Left		09. 13. Road Right	
ADDRESS		03. 14. Road Right		05. 14. Road Left		07. 14. Road Right		09. 14. Road Left	
HOME PHONE		03. 15. Road Left		05. 15. Road Right		07. 15. Road Left		09. 15. Road Right	
INSURANCE COMPANY		03. 16. Road Right		05. 16. Road Left		07. 16. Road Right		09. 16. Road Left	
POLICY NUMBER		03. 17. Road Left		05. 17. Road Right		07. 17. Road Left		09. 17. Road Right	
29. Veh. Seq. #		03. 18. Road Right		05. 18. Road Left		07. 18. Road Right		09. 18. Road Left	
55. Sex		03. 19. Road Left		05. 19. Road Right		07. 19. Road Left		09. 19. Road Right	
56. Age		03. 20. Road Right		05. 20. Road Left		07. 20. Road Right		09. 20. Road Left	
61. Pos. 62. Ejection		03. 21. Road Left		05. 21. Road Right		07. 21. Road Left		09. 21. Road Right	
63. Ejection Location		03. 22. Road Right		05. 22. Road Left		07. 22. Road Right		09. 22. Road Left	
65. Safety 66. Proper Equip. Use		03. 23. Road Left		05. 23. Road Right		07. 23. Road Left		09. 23. Road Right	
67. Air Bag Deployed		03. 24. Road Right		05. 24. Road Left		07. 24. Road Right		09. 24. Road Left	
68. PROPER USE		03. 25. Road Left		05. 25. Road Right		07. 25. Road Left		09. 25. Road Right	
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75. AIR BAG DEPLOYED		03. 32. Road Right		05. 32. Road Left		07. 32. Road Right		09. 32. Road Left	
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78. AIR BAG DEPLOYED		03. 35. Road Left		05. 35. Road Right		07. 35. Road Left		09. 35. Road Right	
79. AIR BAG DEPLOYED		03. 36. Road Right		05. 36. Road Left		07. 36. Road Right		09. 36. Road Left	
80. AIR BAG DEPLOYED		03. 37. Road Left		05. 37. Road Right		07. 37. Road Left		09. 37. Road Right	
81. AIR BAG DEPLOYED		03. 38. Road Right		05. 38. Road Left		07. 38. Road Right		09. 38. Road Left	
82. AIR BAG DEPLOYED		03. 39. Road Left		05. 39. Road Right		07. 39. Road Left		09. 39. Road Right	
83. AIR BAG DEPLOYED		03. 40. Road Right		05. 40. Road Left		07. 40. Road Right		09. 40. Road Left	
84. AIR BAG DEPLOYED		03. 41. Road Left		05. 41. Road Right		07. 41. Road Left		09. 41. Road Right	
85. AIR BAG DEPLOYED		03. 42. Road Right		05. 42. Road Left		07. 42. Road Right		09. 42. Road Left	
86. AIR BAG DEPLOYED		03. 43. Road Left		05. 43. Road Right		07. 43. Road Left		09. 43. Road Right	
87. AIR BAG DEPLOYED		03. 44. Road Right		05. 44. Road Left		07. 44. Road Right		09. 44. Road Left	
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93. AIR BAG DEPLOYED		03. 50. Road Right		05. 50. Road Left		07. 50. Road Right		09. 50. Road Left	
94. AIR BAG DEPLOYED		03. 51. Road Left		05. 51. Road Right		07. 51. Road Left		09. 51. Road Right	
95. AIR BAG DEPLOYED		03. 52. Road Right		05. 52. Road Left		07. 52. Road Right		09. 52. Road Left	
96. AIR BAG DEPLOYED		03. 53. Road Left		05. 53. Road Right		07. 53. Road Left		09. 53. Road Right	
97. AIR BAG DEPLOYED		03. 54. Road Right		05. 54. Road Left		07. 54. Road Right		09. 54. Road Left	
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99. AIR BAG DEPLOYED		03. 56. Road Right		05. 56. Road Left		07. 56. Road Right		09. 56. Road Left	
100. AIR BAG DEPLOYED		03. 57. Road Left		05. 57. Road Right		07. 57. Road Left		09. 57. Road Right	
101. AIR BAG DEPLOYED		03. 58. Road Right		05. 58. Road Left		07. 58. Road Right		09. 58. Road Left	
102. AIR BAG DEPLOYED		03. 59. Road Left		05. 59. Road Right		07. 59. Road Left		09. 59. Road Right	
103. AIR BAG DEPLOYED		03. 60. Road Right		05. 60. Road Left		07. 60. Road Right		09. 60. Road Left	
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126. AIR BAG DEPLOYED		03. 83. Road Left		05. 83. Road Right		07. 83. Road Left		09. 83. Road Right	
127. AIR BAG DEPLOYED		03. 84. Road Right		05. 84. Road Left		07. 84. Road Right		09. 84. Road Left	
128. AIR BAG DEPLOYED		03. 85. Road Left		05. 85. Road Right		07. 85. Road Left		09. 85. Road Right	
129. AIR BAG DEPLOYED		03. 86. Road Right		05. 86. Road Left		07. 86. Road Right		09. 86. Road Left	
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131. AIR BAG DEPLOYED		03. 88. Road Right		05. 88. Road Left		07. 88. Road Right		09. 88. Road Left	
132. AIR BAG DEPLOYED		03. 89. Road Left		05. 89. Road Right		07. 89. Road Left		09. 89. Road Right	
133. AIR BAG DEPLOYED		03. 90. Road Right		05. 90. Road Left		07. 90. Road Right		09. 90. Road Left	
134. AIR BAG DEPLOYED		03. 91. Road Left		05. 91. Road Right		07. 91. Road Left		09. 91. Road Right	
135. AIR BAG DEPLOYED		03. 92. Road Right		05. 92. Road Left		07. 92. Road Right		09. 92. Road Left	
136. AIR BAG DEPLOYED		03. 93. Road Left		05. 93. Road Right		07. 93. Road Left		09. 93. Road Right	
137. AIR BAG DEPLOYED		03. 94. Road Right		05. 94. Road Left		07. 94. Road Right		09. 94. Road Left	
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142. AIR BAG DEPLOYED		03. 99. Road Left		05. 99. Road Right		07. 99. Road Left		09. 99. Road Right	
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146. AIR BAG DEPLOYED		03. 103. Road Left		05. 103. Road Right		07. 103. Road Left		09. 103. Road Right	
147. AIR BAG DEPLOYED		03. 104. Road Right		05. 104. Road Left		07. 104. Road Right		09. 104. Road Left	
148. AIR BAG DEPLOYED		03. 105. Road Left		05. 105. Road Right		07. 105. Road Left		09. 105. Road Right	
149. AIR BAG DEPLOYED		03. 106. Road Right		05. 106. Road Left		07. 106. Road Right		09. 106. Road Left	
150. AIR BAG DEPLOYED		03. 107. Road Left		05. 107. Road Right		07. 107. Road Left		09. 107. Road Right	
151. AIR BAG DEPLOYED		03. 108. Road Right		05. 108. Road Left		07. 108. Road Right		09. 108. Road Left	
152. AIR BAG DEPLOYED		03. 109. Road Left		05. 109. Road Right		07. 109. Road Left		09. 109. Road Right	
153. AIR BAG DEPLOYED		03. 110. Road Right		05. 110. Road Left		07. 110. Road Right		09. 110. Road Left	
154. AIR BAG DEPLOYED		03. 111. Road Left		05. 111. Road Right		07. 111. Road Left		09. 111. Road Right	
155. AIR BAG DEPLOYED		03. 112. Road Right		05. 112. Road Left		07. 112. Road Right		09. 112. Road Left	
156. AIR BAG DEPLOYED		03. 113. Road Left		05. 113. Road Right		07. 113. Road Left		09. 113. Road Right	
157. AIR BAG DEPLOYED		03. 114. Road Right		05. 114. Road Left		07. 114. Road Right		09. 114. Road Left	
158. AIR BAG DEPLOYED		03. 115. Road Left		05. 115. Road Right		07. 115. Road Left		09. 115. Road Right	
159. AIR BAG DEPLOYED		03. 116. Road Right		05. 116. Road Left		07. 116. Road Right		09. 116. Road Left	
160. AIR BAG DEPLOYED		03. 117. Road Left		05. 117. Road Right		07. 117. Road Left		09. 117. Road Right	
161. AIR BAG DEPLOYED		03. 118. Road Right		05. 118. Road Left		07. 118. Road Right		09. 118. Road Left	
162. AIR BAG DEPLOYED		03. 119. Road Left		05. 119. Road Right		07. 119. Road Left		09. 119. Road Right	
163. AIR BAG DEPLOYED		03. 120. Road Right		05. 120. Road Left		07. 120. Road Right		09. 120. Road Left	
164. AIR BAG DEPLOYED		03. 121. Road Left		05. 121. Road Right		07. 121. Road Left		09. 121. Road Right	
165. AIR BAG DEPLOYED		03. 122. Road Right		05.					

2018 NWT Traffic Collision Facts | Données de 2018 sur les collisions de la route aux Territoires du Nord-Ouest

Appendix A3 – Brief Description of Fatal Collisions

The following is a brief description of the two fatal traffic collisions that took place in the Northwest Territories in 2018, resulting in two fatalities.

RCMP Detachment	Date	Description
Yellowknife	Mar 9	Pedestrian was struck by a pickup truck as he was crossing Highway #3 near kilometre 311. The pedestrian died at the scene. The two occupants of the pickup were not injured. Alcohol was not involved.
Fort Smith	May 13	Sport Utility Vehicle ran off road near kilometre 126 on Highway #5 and struck several trees. The driver, who was unrestrained and had been drinking, was ejected and died at the scene. Three passengers sustained moderate to serious injuries.

English

French

Cree

1ch0

Chipeewyan

South Slavey

North Slavey

Gwich'in

Inuvialuktun

Inuktitut

Inuinnaqtun

867-767-9082 ext. | poste 31041