# 2002 NWT Traffic Collision Facts

Department of Transportation
Road Licensing and Safety Division
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# Acknowledgements

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

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

# 2002 QUICK FACTS REPORT

## 2002 Compared to 2001

| | 2001 | 2002 | % Change |
|---|---|---|---|
| PROPERTY DAMAGE ONLY COLLISIONS | 572 | 650 | 13.6 |
| PERSONAL INJURY COLLISIONS | 142 | 154 | 8.5 |
| FATAL COLLISIONS | 2 | 3 | 50.0 |
| TOTAL REPORTED COLLISIONS | 716 | 807 | 12.7 |
| | | | |
| NUMBER OF PERSONS KILLED | 3 | 3 | 0.0 |
| NUMBER OF PERSONS INJURED | 205 | 232 | 13.2 |
| | | | |
| NWT HIGHWAY SYSTEM COLLISIONS | 151 | 187 | 23.8 |
| RURAL COLLISIONS | 11 | 11 | 0.0 |
| COLLISIONS IN COMMUNITIES | 554 | 609 | 9.9 |
| | | | |
| REGISTERED VEHICLES | 25,936 | 28,856 | 11.3 |
| LICENSED DRIVERS | 22,838 | 23,223 | 1.7 |
| | | | |
| NWT POPULATION [1] | 41,200 | 41,400 | 0.5 |
| | | | |
| COLLISIONS PER 100 LICENSED DRIVERS | 3.14 | 3.48 | 10.8 |
| COLLISIONS PER 100 REGISTERED VEHICLES | 2.76 | 2.80 | 1.3 |
| COLLISIONS PER 100 POPULATION | 1.74 | 1.95 | 12.2 |
| | | | |
| COLLISIONS INVOLVING ALCOHOL | 48 | 67 | 39.6 |

[1] 2001 and 2002 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2003.

# Introduction

The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories. This information is obtained from the motor vehicle collision (MVA) report forms that are completed by Royal Canadian Mounted Police detachments in accordance with Section 262 of the *Motor Vehicles Act*.

TCIS provides valuable information for many traffic collision countermeasure programs. TCIS, the MVA report form, and various collision publications are administered by the GNWT Department of Transportation, Road Licensing and Safety Division. The collection of this valuable data is made possible by the efforts and dedication of the many Royal Canadian Mounted Police officers across the Northwest Territories who complete MVA forms from their collision investigations.

# TCIS Definitions

**REPORTABLE MOTOR VEHICLE COLLISION** - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of $1,000 in property damage. TCIS only records reportable motor vehicle collisions which 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 which includes at least one occurrence of injury or damage. It originates when human control is lost and terminates when control is regained, or in the absence of persons who are able to regain control when all persons and property are at rest.

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

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

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

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

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

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

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

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

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

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

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

**TRAFFIC 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.

**TRAFFIC FATALITY 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.

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# Historical Trends

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# Historical Trends

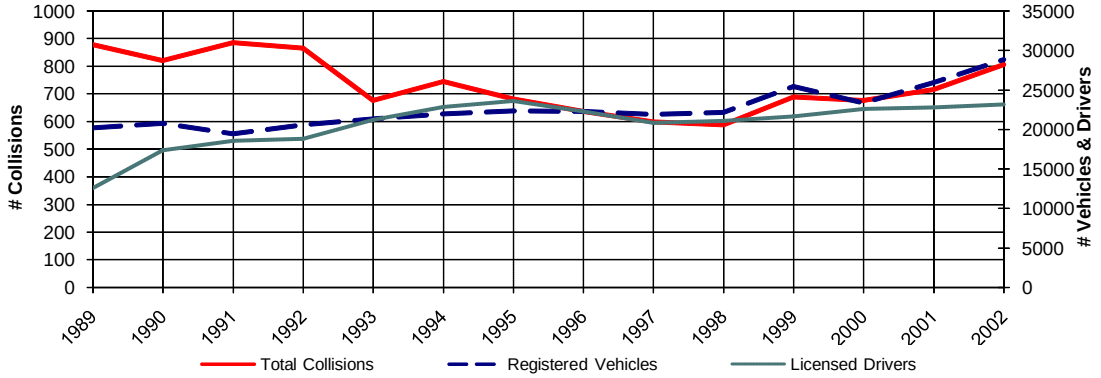
This section illustrates the 14-year history of collisions, victims and licensed drivers and vehicles.

Reporting definitions have remained the same since the inception of TCIS in 1989. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1997. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, however, have been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and subject to year-to-year fluctuations. The total of three traffic fatalities reported in 2002 is close to the 14-year average.

## Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

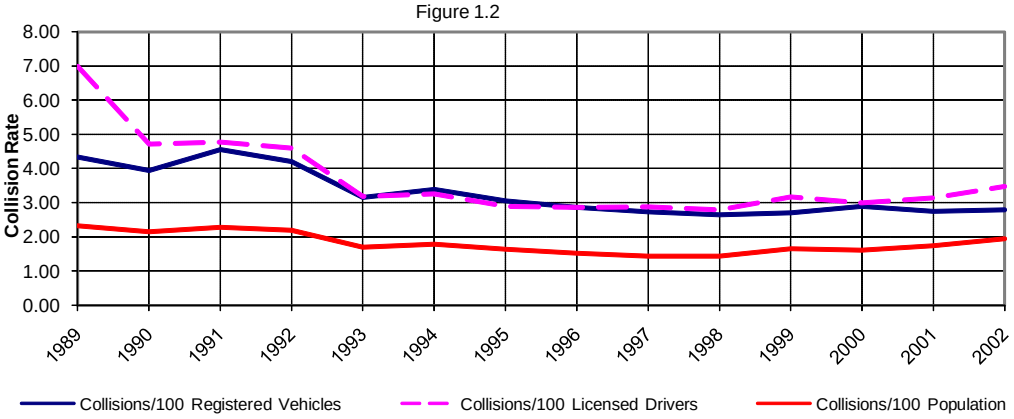



### 3 Year Summary

| | 2000 | 2001 | 2002 | % Change |
|---|---|---|---|---|
| Registered Vehicles | 23,371 | 25,936 | 28,856 | 11.3 |
| Licensed Drivers | 22,626 | 22,838 | 23,223 | 1.7 |
| Total Collisions | 678 | 716 | 807 | 12.7 |

## Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

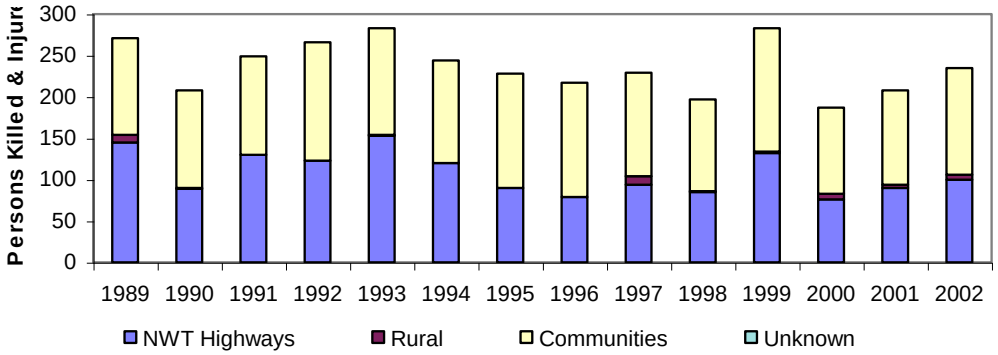



### 3 Year Summary

| | 2000 | 2001 | 2002 | % Change |
|---|---|---|---|---|
| Collisions/100 Registered Vehicles | 2.90 | 2.76 | 2.80 | 1.3 |
| Collisions/100 Licensed Drivers | 3.00 | 3.14 | 3.48 | 10.8 |
| Collisions/100 Population | 1.61 | 1.74 | 1.95 | 12.2 |

## Trends in Injuries & Fatalities

Figure 1.3

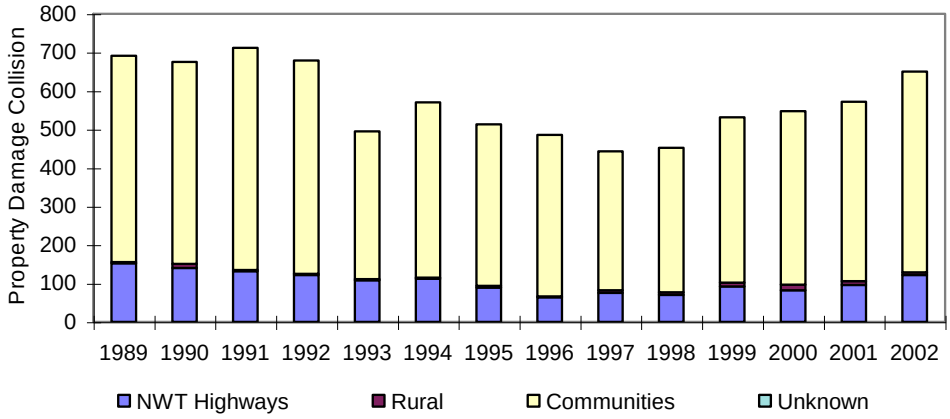



### 3 Year Summary

| | Persons Injured | | | | Persons Killed | | | |
|---|---|---|---|---|---|---|---|---|
| | 2000 | 2001 | 2002 | Average | 2000 | 2001 | 2002 | Average |
| NWT Highways | 74 | 87 | 99 | 87 | 2 | 3 | 1 | 2 |
| Rural | 7 | 4 | 5 | 5 | 0 | 0 | 1 | 0 |
| Communities | 101 | 114 | 128 | 114 | 3 | 0 | 1 | 1 |
| **Total** | **182** | **205** | **232** | **206** | **5** | **3** | **3** | **4** |

## Trends in Property Damage Collisions

Figure 1.4

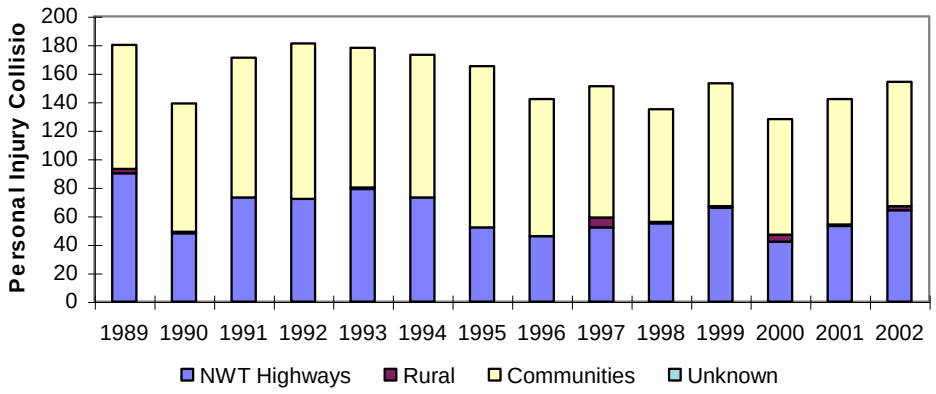



### 3 Year Summary

| | Property Damage Collisions | | | |
|---|---|---|---|---|
| | 2000 | 2001 | 2002 | Average |
| NWT Highways | 82 | 96 | 122 | 100 |
| Rural | 15 | 10 | 7 | 11 |
| Communities | 450 | 466 | 521 | 479 |
| **Total** | **547** | **572** | **650** | **590** |

## Trends in Personal Injury Collisions

Figure 1.5



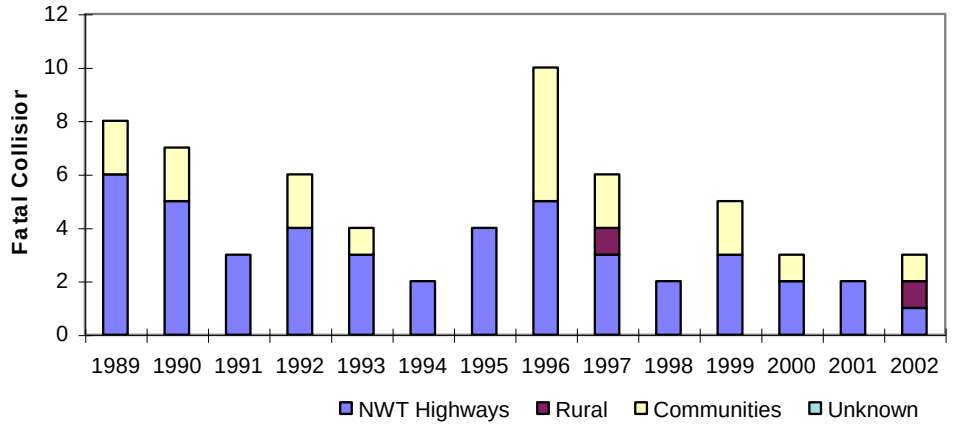

### 3 Year Summary

**Personal Injury Collisions**

| | 2000 | 2001 | 2002 | Average |
|---|---|---|---|---|
| NWT Highways | 42 | 53 | 64 | 53 |
| Rural | 5 | 1 | 3 | 3 |
| Communities | 81 | 88 | 87 | 85 |
| **Total** | **128** | **142** | **154** | **141** |

## Trends in Fatal Collisions

Figure 1.6



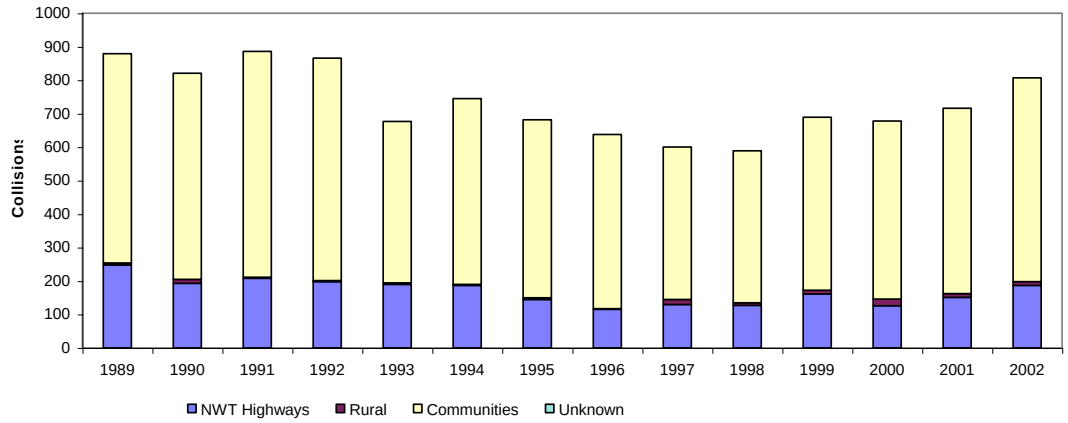

### 3 Year Summary

**Fatal Collisions**

| | 2000 | 2001 | 2002 | Average |
|---|---|---|---|---|
| NWT Highways | 2 | 2 | 1 | 2 |
| Rural | 0 | 0 | 1 | 0 |
| Communities | 1 | 0 | 1 | 1 |
| **Total** | **3** | **2** | **3** | **3** |

**Trends in All Reported Collisions**

Figure 1.7




**3 Year Summary**

| | 2000 | 2001 | 2002 | Average |
|---|---|---|---|---|
| NWT Highways | 126 | 151 | 187 | 155 |
| Rural | 20 | 11 | 11 | 14 |
| Communities | 532 | 554 | 609 | 565 |
| **Total** | **678** | **716** | **807** | **734** |

**Property Damage Collisions by Month and Year**

Figure 1.8

| Month | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Avg. 92 to 01 | 2002 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 74 | 46 | 52 | 50 | 54 | 53 | 64 | 65 | 60 | 50 | 57 | 85 |
| February | 68 | 56 | 72 | 46 | 59 | 45 | 46 | 65 | 49 | 65 | 57 | 64 |
| March | 68 | 52 | 50 | 78 | 56 | 44 | 36 | 47 | 45 | 59 | 54 | 64 |
| April | 59 | 30 | 32 | 32 | 31 | 26 | 22 | 34 | 33 | 35 | 33 | 35 |
| May | 45 | 23 | 33 | 31 | 26 | 23 | 20 | 30 | 34 | 34 | 30 | 42 |
| June | 35 | 23 | 31 | 24 | 32 | 32 | 29 | 30 | 27 | 39 | 30 | 41 |
| July | 48 | 33 | 39 | 38 | 36 | 37 | 34 | 29 | 31 | 22 | 35 | 38 |
| August | 51 | 35 | 42 | 39 | 24 | 37 | 34 | 38 | 36 | 38 | 37 | 53 |
| September | 48 | 39 | 34 | 29 | 29 | 25 | 34 | 36 | 34 | 32 | 34 | 40 |
| October | 65 | 52 | 59 | 38 | 56 | 48 | 39 | 63 | 58 | 65 | 54 | 61 |
| November | 64 | 53 | 73 | 49 | 42 | 26 | 37 | 45 | 53 | 61 | 50 | 64 |
| December | 54 | 53 | 53 | 59 | 41 | 47 | 57 | 49 | 87 | 72 | 57 | 63 |
| **Total** | **679** | **495** | **570** | **513** | **486** | **443** | **452** | **531** | **547** | **572** | **529** | **650** |

**Personal Injury Collisions by Month and Year** Figure 1.9

| Month | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Avg. 92 to 01 | 2002 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 19 | 16 | 11 | 16 | 15 | 13 | 10 | 15 | 17 | 13 | 15 | 11 |
| February | 12 | 16 | 7 | 14 | 15 | 19 | 10 | 13 | 14 | 14 | 13 | 6 |
| March | 12 | 16 | 9 | 20 | 10 | 16 | 11 | 11 | 9 | 7 | 12 | 8 |
| April | 9 | 13 | 6 | 12 | 7 | 19 | 7 | 9 | 4 | 7 | 9 | 5 |
| May | 12 | 13 | 9 | 11 | 7 | 11 | 4 | 6 | 9 | 8 | 9 | 9 |
| June | 18 | 17 | 18 | 15 | 10 | 6 | 20 | 12 | 9 | 14 | 14 | 15 |
| July | 15 | 24 | 18 | 15 | 16 | 8 | 11 | 22 | 11 | 6 | 15 | 19 |
| August | 18 | 9 | 23 | 18 | 11 | 16 | 14 | 12 | 7 | 16 | 14 | 16 |
| September | 19 | 12 | 14 | 11 | 14 | 10 | 11 | 11 | 9 | 10 | 12 | 13 |
| October | 16 | 16 | 20 | 10 | 15 | 14 | 17 | 20 | 12 | 21 | 16 | 22 |
| November | 13 | 14 | 19 | 12 | 9 | 10 | 8 | 10 | 10 | 10 | 12 | 15 |
| December | 18 | 12 | 19 | 11 | 13 | 9 | 12 | 12 | 17 | 16 | 14 | 15 |
| **Total** | **181** | **178** | **173** | **165** | **142** | **151** | **135** | **153** | **128** | **142** | **155** | **154** |

**Fatal Collisions by Month and Year** Figure 1.10

| Month | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Avg. 92 to 01 | 2002 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0.2 | 0 |
| February | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 1 |
| March | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0.5 | 0 |
| April | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0.6 | 0 |
| May | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.3 | 0 |
| June | 3 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0.5 | 0 |
| July | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0.5 | 0 |
| August | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0.6 | 0 |
| September | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0.3 | 0 |
| October | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0.5 | 1 |
| November | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 1 |
| December | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0.1 | 0 |
| **Total** | **6** | **4** | **2** | **4** | **10** | **6** | **2** | **5** | **3** | **2** | **4.4** | **3** |

**Total Collisions by Month and Year** Figure 1.11

| Month | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | Avg. 92 to 01 | 2002 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| January | 93 | 62 | 63 | 66 | 69 | 66 | 74 | 80 | 78 | 64 | 72 | 96 |
| February | 80 | 72 | 79 | 60 | 74 | 64 | 56 | 78 | 63 | 79 | 71 | 71 |
| March | 80 | 69 | 59 | 98 | 68 | 62 | 47 | 58 | 54 | 66 | 66 | 72 |
| April | 69 | 44 | 38 | 45 | 39 | 45 | 29 | 44 | 37 | 43 | 43 | 40 |
| May | 57 | 36 | 43 | 42 | 34 | 35 | 24 | 36 | 43 | 42 | 39 | 51 |
| June | 56 | 40 | 49 | 39 | 43 | 39 | 49 | 42 | 36 | 53 | 45 | 56 |
| July | 63 | 58 | 57 | 54 | 53 | 46 | 45 | 52 | 42 | 28 | 50 | 57 |
| August | 69 | 44 | 65 | 57 | 38 | 54 | 48 | 51 | 44 | 54 | 52 | 69 |
| September | 67 | 51 | 48 | 41 | 43 | 35 | 46 | 48 | 43 | 42 | 46 | 53 |
| October | 82 | 68 | 80 | 48 | 72 | 62 | 57 | 83 | 71 | 86 | 71 | 84 |
| November | 78 | 68 | 92 | 62 | 51 | 36 | 45 | 55 | 63 | 71 | 62 | 80 |
| December | 72 | 65 | 72 | 70 | 54 | 56 | 69 | 62 | 104 | 88 | 71 | 78 |
| **Total** | **866** | **677** | **745** | **682** | **638** | **600** | **589** | **689** | **678** | **716** | **688** | **807** |

# Time of Occurrence

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# Time of Occurrence

Figure 2.3 shows the highest number of collisions occurred during the winter months, November to March. Conversely Figure 2.1 shows more injury-producing collisions 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.

## Collisions by Month of Occurrence

Figure 2.1

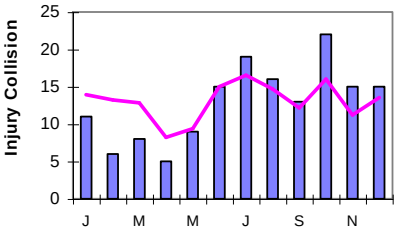



Figure 2.2

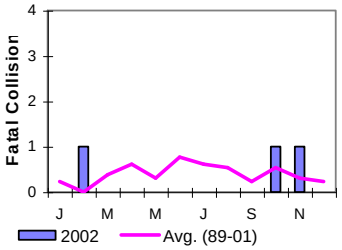
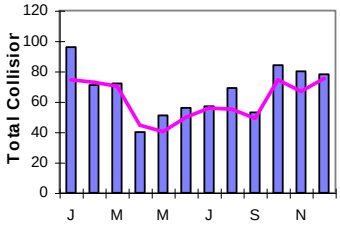



Figure 2.3



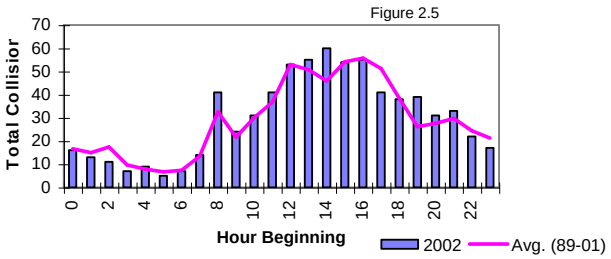

### Collisions & Victims by Month of Occurrence

Figure 2.4

| | Number of Collisions | | | | Number of Victims | |
|---|---|---|---|---|---|---|
| Month | Property Damage | Personal Injury | Fatal | Total | Injured | Killed |
| January | 85 | 11 | 0 | 96 | 14 | 0 |
| February | 64 | 6 | 1 | 71 | 10 | 1 |
| March | 64 | 8 | 0 | 72 | 11 | 0 |
| April | 35 | 5 | 0 | 40 | 7 | 0 |
| May | 42 | 9 | 0 | 51 | 15 | 0 |
| June | 41 | 15 | 0 | 56 | 19 | 0 |
| July | 38 | 19 | 0 | 57 | 34 | 0 |
| August | 53 | 16 | 0 | 69 | 28 | 0 |
| September | 40 | 13 | 0 | 53 | 25 | 0 |
| October | 61 | 22 | 1 | 84 | 28 | 1 |
| November | 64 | 15 | 1 | 80 | 21 | 1 |
| December | 63 | 15 | 0 | 78 | 20 | 0 |
| **Total** | **650** | **154** | **3** | **807** | **232** | **3** |

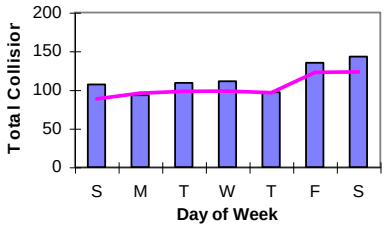
### Total Collisions by Time of Day

Figure 2.5




### Total Collisions by Day of Week

Figure 2.6



**Collisions by Time of Day & Day of Week***

Figure 2.7

| Collision Hour | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Total | % |
|---|---|---|---|---|---|---|---|---|---|
| 12 to 1 a.m. | 5 | 1 | 2 | 2 | 1 | 2 | 3 | 16 | 2.0 |
| 1 to 2 a.m. | 2 | 0 | 1 | 1 | 0 | 4 | 5 | 13 | 1.6 |
| 2 to 3 a.m. | 1 | 0 | 2 | 0 | 0 | 1 | 7 | 11 | 1.4 |
| 3 to 4 a.m. | 1 | 2 | 0 | 0 | 0 | 1 | 3 | 7 | 0.9 |
| 4 to 5 a.m. | 2 | 0 | 2 | 0 | 0 | 1 | 4 | 9 | 1.1 |
| 5 to 6 a.m. | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 5 | 0.6 |
| 6 to 7 a.m. | 2 | 0 | 1 | 0 | 0 | 3 | 1 | 7 | 0.9 |
| 7 to 8 a.m. | 2 | 1 | 3 | 1 | 2 | 5 | 0 | 14 | 1.8 |
| 8 to 9 a.m. | 3 | 5 | 8 | 6 | 7 | 10 | 2 | 41 | 5.2 |
| 9 to 10 a.m. | 0 | 4 | 6 | 4 | 2 | 6 | 2 | 24 | 3.0 |
| 10 to 11 a.m. | 5 | 5 | 4 | 5 | 4 | 2 | 6 | 31 | 3.9 |
| 11 to 12 a.m. | 5 | 8 | 5 | 7 | 4 | 5 | 7 | 41 | 5.2 |
| 12 to 1 p.m. | 6 | 4 | 9 | 6 | 9 | 9 | 10 | 53 | 6.7 |
| 1 to 2 p.m. | 7 | 7 | 8 | 7 | 4 | 6 | 16 | 55 | 6.9 |
| 2 to 3 p.m. | 10 | 10 | 9 | 5 | 7 | 6 | 13 | 60 | 7.5 |
| 3 to 4 p.m. | 6 | 6 | 3 | 9 | 11 | 15 | 4 | 54 | 6.8 |
| 4 to 5 p.m. | 7 | 6 | 6 | 12 | 6 | 12 | 6 | 55 | 6.9 |
| 5 to 6 p.m. | 3 | 2 | 8 | 7 | 9 | 8 | 4 | 41 | 5.2 |
| 6 to 7 p.m. | 7 | 7 | 5 | 4 | 3 | 8 | 4 | 38 | 4.8 |
| 7 to 8 p.m. | 2 | 7 | 4 | 6 | 7 | 4 | 9 | 39 | 4.9 |
| 8 to 9 p.m. | 3 | 5 | 6 | 3 | 3 | 5 | 6 | 31 | 3.9 |
| 9 to 10 p.m. | 7 | 2 | 5 | 7 | 3 | 3 | 6 | 33 | 4.2 |
| 10 to 11 p.m. | 4 | 3 | 2 | 3 | 4 | 2 | 4 | 22 | 2.8 |
| 11 to 12 p.m. | 3 | 3 | 1 | 1 | 2 | 2 | 5 | 17 | 2.1 |
| Not Stated | 13 | 5 | 9 | 12 | 9 | 15 | 15 | 78 | 9.8 |
| **Total** | **107** | **93** | **109** | **111** | **97** | **135** | **143** | **795** | |
| **%** | **13.5** | **11.7** | **13.7** | **14.0** | **12.2** | **17.0** | **18.0** | **100.0** | |

* Excludes collisions in which Day of Week was unknown.

# MAJOR CONTRIBUTING FACTORS

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# 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 can be selected from four categories: human condition, human action, vehicle condition or driving environment. Police officers are encouraged to use their skilled judgement in reporting the likely factors, even if the collision scene was not attended.

Figure 3.6 shows that human condition is nearly twice as prevalent in injury and fatal collisions (14%) than in all collisions (8%). Human factors account for 71% of all factors in collisions, as compared to vehicular (2%) and environmental (5%).

Figure 3.12 points out the difference between collisions occurring in communities and on the NWT Highway system. Environmental factors are three times as prevalent on NWT Highways (9%) than in communities (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 | 1 | 0 | 0 | 1 | 0.1 |
| Inexperience | 0 | 0 | 0 | 0 | 0.0 |
| Under Influence - Alcohol | 40 | 20 | 1 | 61 | 7.6 |
| Under Influence - Drugs | 0 | 0 | 0 | 0 | 0.0 |
| Sudden Illness, Lost Consciousness | 2 | 1 | 0 | 3 | 0.4 |
| Other Driver Condition | 0 | 0 | 0 | 0 | 0.0 |
| **Total** | **43** | **21** | **1** | **65** | **8.1** |

**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 | 29 | 5 | 0 | 34 | 4.2 |
| Distracted, Inattentive | 58 | 16 | 0 | 74 | 9.2 |
| Driving Too Fast for Conditions | 77 | 17 | 1 | 95 | 11.8 |
| Improper Turning or Passing | 18 | 2 | 0 | 20 | 2.5 |
| Failed to Yield Right-of-Way | 46 | 15 | 0 | 61 | 7.6 |
| Disobeyed Traffic Control/Officer | 12 | 0 | 0 | 12 | 1.5 |
| Driving on Wrong Side of Road | 1 | 2 | 0 | 3 | 0.4 |
| Driving in Wrong Direction | 0 | 0 | 0 | 0 | 0.0 |
| Backing Unsafely | 119 | 17 | 0 | 136 | 16.9 |
| Lost Control | 96 | 32 | 0 | 128 | 15.9 |
| Other Driver Action | 8 | 4 | 0 | 12 | 1.5 |
| **Total** | **464** | **110** | **1** | **575** | **71.3** |

**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 | 1 | 0 | 0 | 1 | 0.1 |
| Defective Steering | 0 | 0 | 0 | 0 | 0.0 |
| Defective Lights | 0 | 0 | 0 | 0 | 0.0 |
| Tire Blown Out | 4 | 3 | 0 | 7 | 0.9 |
| Unsecured Load, Spilled Load | 2 | 0 | 0 | 2 | 0.2 |
| Oversized Load, Overload | 0 | 0 | 0 | 0 | 0.0 |
| Visibility Obstructed | 0 | 0 | 0 | 0 | 0.0 |
| Other Vehicle Contributing Factor | 6 | 1 | 0 | 7 | 0.9 |
| **Total** | **13** | **4** | **0** | **17** | **2.1** |

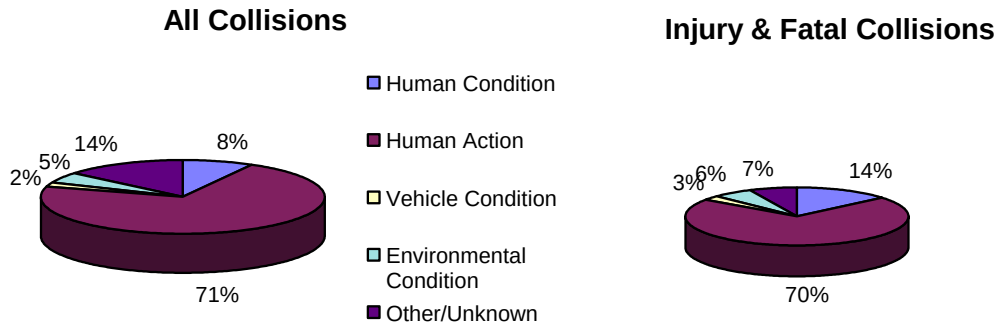
**Collisions by Severity Where Environmental Condition was a Major Contributing Factor** Figure 3.4

| Environmental Condition | Property Damage | Personal Injury | Fatal | Total | % of Total Factors |
|---|---|---|---|---|---|
| Animal on Roadway | 15 | 5 | 0 | 20 | 2.5 |
| Road Surface or Condition | 7 | 3 | 0 | 10 | 1.2 |
| Obstruction/Debris on Road | 3 | 0 | 0 | 3 | 0.4 |
| View Obstructed, Glare, Reflection | 2 | 0 | 0 | 2 | 0.2 |
| Weather or Other Acts of God | 2 | 0 | 1 | 3 | 0.4 |
| Other Environmental Factor | 0 | 0 | 0 | 0 | 0.0 |
| **Total** | **29** | **8** | **1** | **38** | **4.7** |

**Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown** Figure 3.5

| Factor | Property Damage | Personal Injury | Fatal | Total | % of Total Factors |
|---|---|---|---|---|---|
| Unspecified | 1 | 0 | 0 | 1 | 0.1 |
| Unknown | 100 | 11 | 0 | 111 | 13.8 |
| **Total** | **101** | **11** | **0** | **112** | **13.9** |
| **Total All Factors** | **650** | **154** | **3** | **807** | **100.0** |

**Major Contributing Factors by Collision Severity** Figure 3.6




TAIS 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.

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

Figure 3.7

| Human Condition | NWT Highways | In Communities | Rural | Total | % of Total Factors |
|---|---|---|---|---|---|
| Fatigued, Fell Asleep | 1 | 0 | 0 | 1 | 0.1 |
| Inexperience | 0 | 0 | 0 | 0 | 0.0 |
| Under Influence - Alcohol | 21 | 40 | 0 | 61 | 7.6 |
| Under Influence - Drugs | 0 | 0 | 0 | 0 | 0.0 |
| Sudden Illness, Lost Consciousness | 1 | 2 | 0 | 3 | 0.4 |
| Other Driver Condition | 0 | 0 | 0 | 0 | 0.0 |
| **Total** | **23** | **42** | **0** | **65** | **8.1** |

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

Figure 3.8

| Human Action | NWT Highways | In Communities | Rural | Total | % of Total Factors |
|---|---|---|---|---|---|
| Following Too Closely | 3 | 31 | 0 | 34 | 4.2 |
| Distracted, Inattentive | 17 | 55 | 2 | 74 | 9.2 |
| Driving Too Fast for Conditions | 22 | 73 | 0 | 95 | 11.8 |
| Improper Turning or Passing | 0 | 20 | 0 | 20 | 2.5 |
| Failed to Yield Right-of-Way | 8 | 53 | 0 | 61 | 7.6 |
| Disobeyed Traffic Control/Officer | 2 | 10 | 0 | 12 | 1.5 |
| Driving on Wrong Side of Road | 0 | 3 | 0 | 3 | 0.4 |
| Driving in Wrong Direction | 0 | 0 | 0 | 0 | 0.0 |
| Backing Unsafely | 14 | 120 | 2 | 136 | 16.9 |
| Lost Control | 57 | 69 | 2 | 128 | 15.9 |
| Other Driver Action | 2 | 9 | 1 | 12 | 1.5 |
| **Total** | **125** | **443** | **7** | **575** | **71.3** |

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

Figure 3.9

| Vehicle Condition | NWT Highways | In Communities | Rural | Total | % of Total Factors |
|---|---|---|---|---|---|
| Defective Brakes | 0 | 1 | 0 | 1 | 0.1 |
| Defective Steering | 0 | 0 | 0 | 0 | 0.0 |
| Defective Lights | 0 | 0 | 0 | 0 | 0.0 |
| Tire Blown Out | 3 | 4 | 0 | 7 | 0.9 |
| Unsecured Load, Spilled Load | 1 | 1 | 0 | 2 | 0.2 |
| Oversized Load, Overload | 0 | 0 | 0 | 0 | 0.0 |
| Visibility Obstructed | 0 | 0 | 0 | 0 | 0.0 |
| Other Vehicle Contributing Factor | 1 | 6 | 0 | 7 | 0.9 |
| **Total** | **5** | **12** | **0** | **17** | **2.1** |

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

Figure 3.10

| Environmental Condition | NWT Highways | In Communities | Rural | Total | % of Total Factors |
|---|---|---|---|---|---|
| Animal on Roadway | 12 | 7 | 1 | 20 | 2.5 |
| Road Surface or Condition | 2 | 8 | 0 | 10 | 1.2 |
| Obstruction/Debris on Road | 1 | 2 | 0 | 3 | 0.4 |
| View Obstructed, Glare, Reflection | 1 | 0 | 1 | 2 | 0.2 |
| Weather or Other Acts of God | 1 | 1 | 1 | 3 | 0.4 |
| Other Environmental Factor | 0 | 0 | 0 | 0 | 0.0 |
| **Total** | **17** | **18** | **3** | **38** | **4.7** |

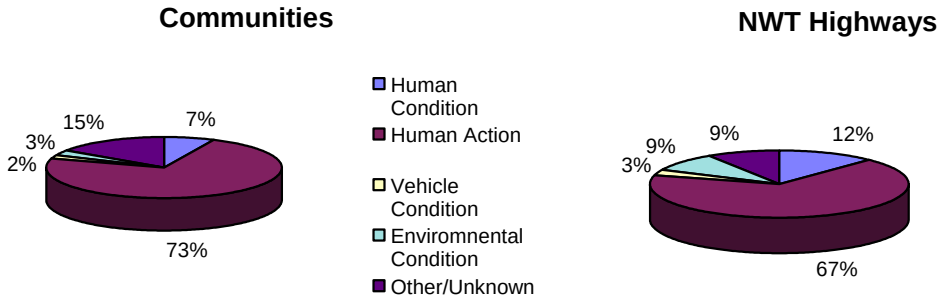
## Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

| Factor | NWT Highways | In Communities | Rural | Total | % of Total Factors |
|---|---|---|---|---|---|
| Unspecified | 0 | 1 | 0 | 1 | 0.1 |
| Unknown | 17 | 93 | 1 | 111 | 13.8 |
| **Total** | **17** | **94** | **1** | **112** | **13.9** |
| **Total All Factors** | **187** | **609** | **11** | **807** | **100.0** |

## Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12



# Environmental Factors

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# 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. This section of the report provides a breakdown of collisions for each of the different driving environments by severity and road system.

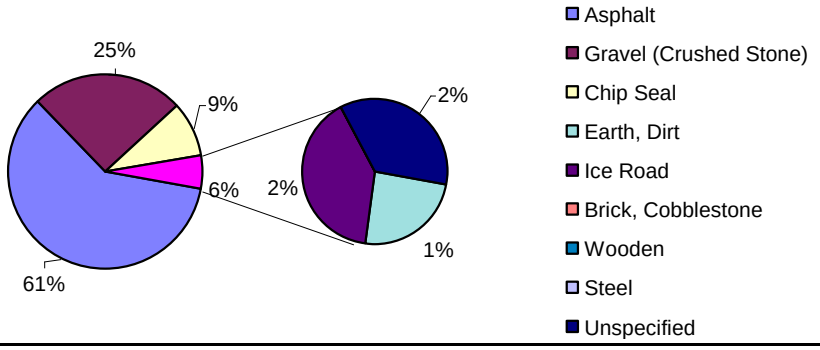
Figures 4.1 to 4.5 show that most collisions occur under near ideal conditions, such as clear weather, daylight and on a road surface that is free of defects. Figure 4.9 shows that intersection related collisions are far more frequent in communities than in rural areas or on the NWT Highway system.

Figures 4.6 and 4.7 provide a breakdown on the types of collisions that occur for both single and multiple vehicle configurations. Figures 4.12 and 4.13 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jack-knifing.

## Collisions by Road Surface Type and Severity

Figure 4.1

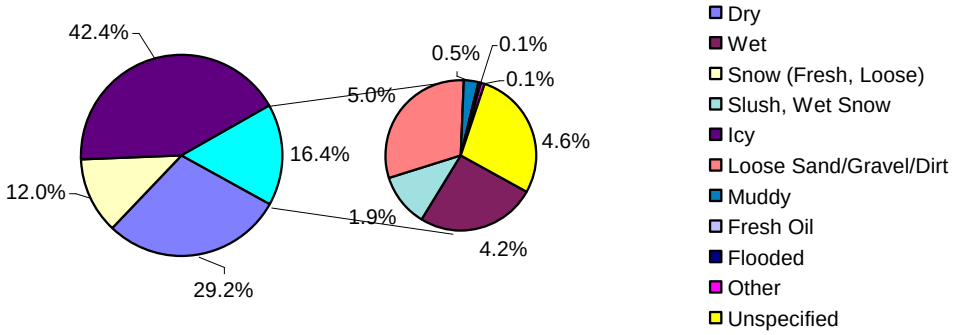
| Road Surface Type | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| Asphalt | 410 | 74 | 0 | 484 | 60.0 |
| Concrete | 1 | 0 | 0 | 1 | 0.1 |
| Gravel (Crushed Stone) | 151 | 51 | 1 | 203 | 25.2 |
| Earth, Dirt | 8 | 3 | 0 | 11 | 1.4 |
| Chip Seal | 51 | 22 | 1 | 74 | 9.2 |
| Brick, Cobblestone | 0 | 0 | 0 | 0 | 0.0 |
| Wooden | 0 | 0 | 0 | 0 | 0.0 |
| Steel | 0 | 0 | 0 | 0 | 0.0 |
| Ice Road | 13 | 4 | 1 | 18 | 2.2 |
| Unspecified | 16 | 0 | 0 | 16 | 2.0 |
| **Total** | **650** | **154** | **3** | **807** | 100.0 |




## Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

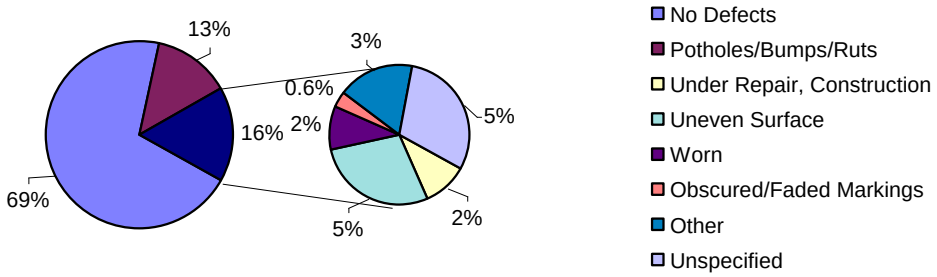
| Surface Condition | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| Dry | 189 | 47 | 0 | 236 | 29.2 |
| Wet | 23 | 11 | 0 | 34 | 4.2 |
| Snow (Fresh, Loose) | 77 | 19 | 1 | 97 | 12.0 |
| Slush, Wet Snow | 9 | 6 | 0 | 15 | 1.9 |
| Icy | 291 | 49 | 2 | 342 | 42.4 |
| Loose Sand/Gravel/Dirt | 24 | 16 | 0 | 40 | 5.0 |
| Muddy | 2 | 2 | 0 | 4 | 0.5 |
| Fresh Oil | 0 | 1 | 0 | 1 | 0.1 |
| Flooded | 0 | 0 | 0 | 0 | 0.0 |
| Other | 1 | 0 | 0 | 1 | 0.1 |
| Unspecified | 34 | 3 | 0 | 37 | 4.6 |
| **Total** | **650** | **154** | **3** | **807** | 100 |



## Collisions by Road Defect and Severity

Figure 4.3

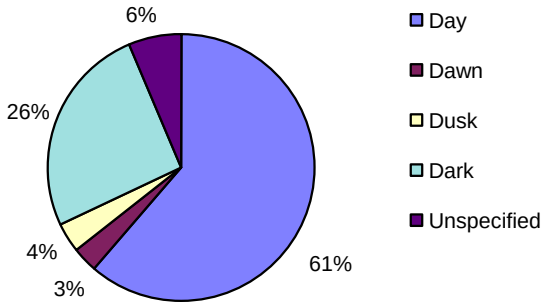
| Road Defect | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| No Defects | 465 | 100 | 2 | 567 | 70.3 |
| Potholes/Bumps/Ruts | 70 | 38 | 0 | 108 | 13.4 |
| Under Repair, Construction | 9 | 5 | 0 | 14 | 1.7 |
| Uneven Pavement Surface | 32 | 5 | 0 | 37 | 4.6 |
| Worn | 11 | 2 | 0 | 13 | 1.6 |
| Obscured or Faded Markings | 3 | 2 | 0 | 5 | 0.6 |
| Other | 22 | 0 | 1 | 23 | 2.9 |
| Unspecified | 38 | 2 | 0 | 40 | 5.0 |
| **Total** | **650** | **154** | **3** | **807** | 100.0 |




## Collisions by Light Condition and Severity

Figure 4.4

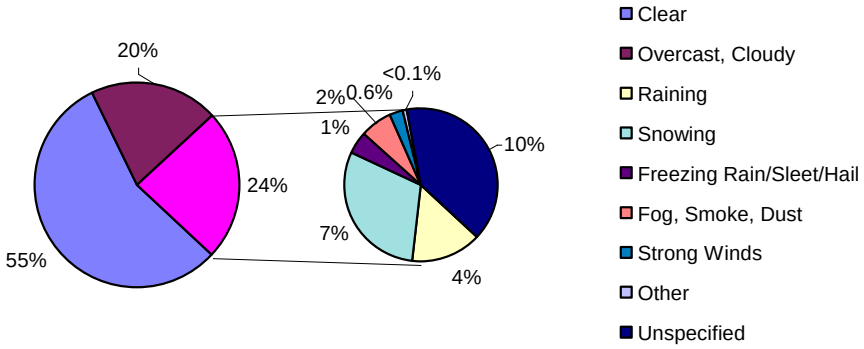
| Light Condition | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| Day | 392 | 101 | 2 | 495 | 61.3 |
| Dawn | 20 | 6 | 0 | 26 | 3.2 |
| Dusk | 23 | 6 | 0 | 29 | 3.6 |
| Dark | 164 | 41 | 1 | 206 | 25.5 |
| Unspecified | 51 | 0 | 0 | 51 | 6.3 |
| **Total** | **650** | **154** | **3** | **807** | 100.0 |



## Collisions by Weather Condition and Severity

Figure 4.5

| Weather Condition | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| Clear (Sunny) | 372 | 78 | 0 | 450 | 55.8 |
| Overcast, Cloudy (No Precipitation) | 127 | 36 | 1 | 164 | 20.3 |
| Raining | 17 | 12 | 0 | 29 | 3.6 |
| Snowing | 46 | 12 | 0 | 58 | 7.2 |
| Freezing Rain/Sleet/Hail | 6 | 3 | 0 | 9 | 1.1 |
| Visibility Limitations (fog, dust, etc.) | 9 | 3 | 1 | 13 | 1.6 |
| Strong Winds | 3 | 1 | 1 | 5 | 0.6 |
| Other | 0 | 2 | 0 | 2 | 0.2 |
| Unspecified | 70 | 7 | 0 | 77 | 9.5 |
| **Total** | **650** | **154** | **3** | **807** | 100.0 |

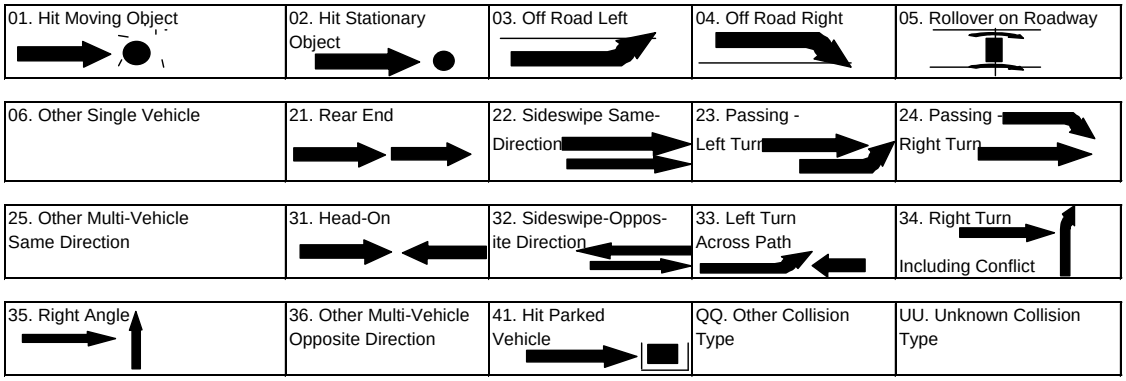


**Collisions by Configuration and Severity**

Figure 4.6

| Configuration* | Property Damage | Personal Injury | Fatal | Total | % of Total |
|---|---|---|---|---|---|
| 01. Hit Moving Object | | | | | |
| a) With Animal | 18 | 1 | 0 | 19 | 2.4 |
| b) With Pedestrian | 0 | 17 | 1 | 18 | 2.2 |
| c) Other | 0 | 0 | 0 | 0 | 0.0 |
| 02. Hit Stationary Object | 40 | 6 | 0 | 46 | 5.7 |
| 03. Off Road Left | | | | | |
| a) With Rollover | 12 | 25 | 0 | 37 | 4.6 |
| b) No Rollover | 22 | 7 | 1 | 30 | 3.7 |
| 04. Off Road Right | | | | | |
| a) With Rollover | 27 | 21 | 0 | 48 | 5.9 |
| b) No Rollover | 28 | 10 | 0 | 38 | 4.7 |
| 05. Rollover on Roadway | 3 | 7 | 0 | 10 | 1.2 |
| 06. Other Single Vehicle | 1 | 0 | 0 | 1 | 0.1 |
| 21. Rear End | 86 | 18 | 0 | 104 | 12.9 |
| 22. Sideswipe - Same Direction | 13 | 0 | 0 | 13 | 1.6 |
| 23. Passing - Left Turn | 6 | 1 | 0 | 7 | 0.9 |
| 24. Passing - Right Turn | 5 | 0 | 0 | 5 | 0.6 |
| 25. Other Multi-Vehicle Same Direction | 2 | 0 | 0 | 2 | 0.2 |
| 31. Head-On | 6 | 7 | 0 | 13 | 1.6 |
| 32. Sideswipe - Opposite Direction | 17 | 1 | 0 | 18 | 2.2 |
| 33. Left Turn Across Path | 16 | 6 | 0 | 22 | 2.7 |
| 34. Right Turn Including Conflict | 6 | 2 | 0 | 8 | 1.0 |
| 35. Right Angle | 89 | 22 | 0 | 111 | 13.8 |
| 36. Other Multi-Vehicle Opposite Direction | 25 | 1 | 0 | 26 | 3.2 |
| 41. Hit Parked Vehicle | 228 | 2 | 1 | 231 | 28.6 |
| QQ. Other Collision Type | 0 | 0 | 0 | 0 | 0.0 |
| UU. Unknown Collision Type | 0 | 0 | 0 | 0 | 0.0 |
| **Total** | **650** | **154** | **3** | **807** | **100.0** |

***Collision Configurations**

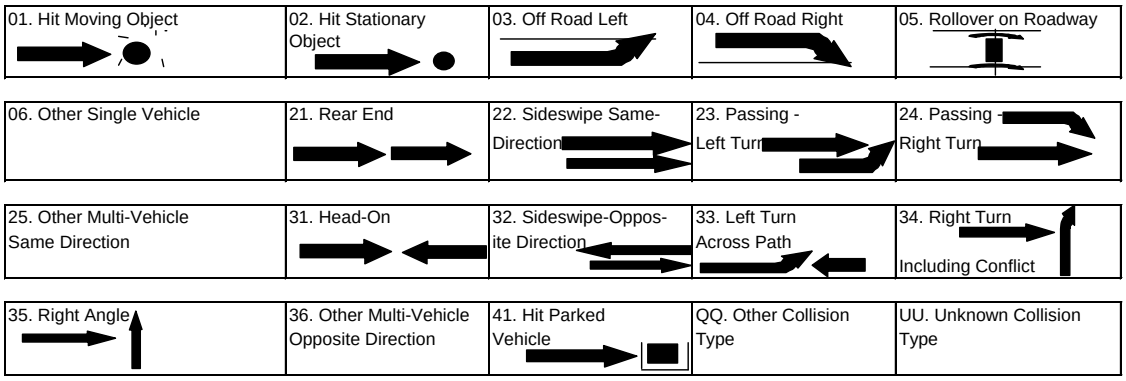


**Collisions by Configuration and Road System**

Figure 4.7

| Configuration* | NWT Highways | In Communities | Rural | Total | % of Total |
|---|---|---|---|---|---|
| 01. Hit Moving Object | | | | | |
| a) With Animal | 19 | 0 | 0 | 19 | 2.4 |
| b) With Pedestrian | 0 | 18 | 0 | 18 | 2.2 |
| c) Other | 0 | 0 | 0 | 0 | 0.0 |
| 02. Hit Stationary Object | 6 | 38 | 2 | 46 | 5.7 |
| 03. Off Road Left | | | | | |
| a) With Rollover | 31 | 5 | 1 | 37 | 4.6 |
| b) No Rollover | 23 | 7 | 0 | 30 | 3.7 |
| 04. Off Road Right | | | | | |
| a) With Rollover | 42 | 6 | 0 | 48 | 5.9 |
| b) No Rollover | 31 | 7 | 0 | 38 | 4.7 |
| 05. Rollover on Roadway | 6 | 4 | 0 | 10 | 1.2 |
| 06. Other Single Vehicle | 0 | 1 | 0 | 1 | 0.1 |
| 21. Rear End | 11 | 93 | 0 | 104 | 12.9 |
| 22. Sideswipe - Same Direction | 2 | 11 | 0 | 13 | 1.6 |
| 23. Passing - Left Turn | 3 | 4 | 0 | 7 | 0.9 |
| 24. Passing - Right Turn | 0 | 5 | 0 | 5 | 0.6 |
| 25. Other Multi-Vehicle Same Direction | 1 | 1 | 0 | 2 | 0.2 |
| 31. Head-On | 0 | 12 | 1 | 13 | 1.6 |
| 32. Sideswipe - Opposite Direction | 7 | 8 | 3 | 18 | 2.2 |
| 33. Left Turn Across Path | 1 | 21 | 0 | 22 | 2.7 |
| 34. Right Turn Including Conflict | 0 | 8 | 0 | 8 | 1.0 |
| 35. Right Angle | 1 | 109 | 1 | 111 | 13.8 |
| 36. Other Multi-Vehicle Opposite Direction | 0 | 26 | 0 | 26 | 3.2 |
| 41. Hit Parked Vehicle | 3 | 225 | 3 | 231 | 28.6 |
| QQ. Other Collision Type | 0 | 0 | 0 | 0 | 0.0 |
| UU. Unknown Collision Type | 0 | 0 | 0 | 0 | 0.0 |
| **Total** | **187** | **609** | **11** | **807** | **100.0** |

***Collision Configurations**



## Collisions by Collision Site and Severity

Figure 4.8

| Collision Site | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| Non-Intersection | 237 | 95 | 2 | 334 | 41.4 |
| Intersection - Two Public Roadways | 146 | 36 | 0 | 182 | 22.6 |
| Intersection - Parking Lot, Driveway | 135 | 20 | 1 | 156 | 19.3 |
| Railroad Level Crossing | 0 | 0 | 0 | 0 | 0.0 |
| Bridge, Overpass, Viaduct | 3 | 1 | 0 | 4 | 0.5 |
| Tunnel, Underpass | 0 | 0 | 0 | 0 | 0.0 |
| Passing, Climbing Lane | 0 | 0 | 0 | 0 | 0.0 |
| Ramp | 0 | 0 | 0 | 0 | 0.0 |
| Other | 118 | 2 | 0 | 120 | 14.9 |
| Unknown | 11 | 0 | 0 | 11 | 1.4 |
| **Total** | **650** | **154** | **3** | **807** | **100.0** |

## Collisions by Collision Site and Road System

Figure 4.9

| Collision Site | NWT Highways | In Communities | Rural | Total | % |
|---|---|---|---|---|---|
| Non-Intersection | 174 | 153 | 7 | 334 | 41.4 |
| Intersection - Two Public Roadways | 7 | 175 | 0 | 182 | 22.6 |
| Intersection - Parking Lot, Driveway | 3 | 151 | 2 | 156 | 19.3 |
| Railroad Level Crossing | 0 | 0 | 0 | 0 | 0.0 |
| Bridge, Overpass, Viaduct | 3 | 0 | 1 | 4 | 0.5 |
| Tunnel, Underpass | 0 | 0 | 0 | 0 | 0.0 |
| Passing, Climbing Lane | 0 | 0 | 0 | 0 | 0.0 |
| Ramp | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 119 | 1 | 120 | 14.9 |
| Unknown | 0 | 11 | 0 | 11 | 1.4 |
| **Total** | **187** | **609** | **11** | **807** | **100.0** |

## Collisions by Roadway Alignment and Severity

Figure 4.10

| Road Alignment | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| Straight & Level | 455 | 102 | 2 | 559 | 69.3 |
| Straight with Grade | 62 | 12 | 0 | 74 | 9.2 |
| Curved and Level | 51 | 21 | 1 | 73 | 9.0 |
| Curve with Grade | 30 | 11 | 0 | 41 | 5.1 |
| Top of Hill or Grade | 15 | 3 | 0 | 18 | 2.2 |
| Bottom of Hill or Grade | 10 | 3 | 0 | 13 | 1.6 |
| Other | 2 | 0 | 0 | 2 | 0.2 |
| Unknown | 25 | 2 | 0 | 27 | 3.3 |
| **Total** | **650** | **154** | **3** | **807** | **100.0** |

## Collisions by Roadway Type and Severity

Figure 4.11

| Road Type | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| One-Way, Two Lane | 7 | 1 | 0 | 8 | 1.0 |
| One-Way, Multi Lane | 0 | 0 | 0 | 0 | 0.0 |
| Undivided, Two-Way, Two Lane | 386 | 125 | 3 | 514 | 63.7 |
| Undivided, Two-Way, Multi Lane | 47 | 13 | 0 | 60 | 7.4 |
| Divided, Barrier Median | 0 | 1 | 0 | 1 | 0.1 |
| Divided with Median, No Barrier | 24 | 9 | 0 | 33 | 4.1 |
| Divided, Divider Unspecified | 1 | 0 | 0 | 1 | 0.1 |
| Other | 175 | 4 | 0 | 179 | 22.2 |
| Unknown | 10 | 1 | 0 | 11 | 1.4 |
| **Total** | **650** | **154** | **3** | **807** | **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 | 0.1 |
| Hit Building | 2 | 0 | 0 | 2 | 0.2 |
| Hit Ditch | 0 | 0 | 0 | 0 | 0.0 |
| Hit Embankment, Dirt Pile, Rock | 1 | 0 | 0 | 1 | 0.1 |
| Hit Culvert End, Drainage Structure | 0 | 0 | 0 | 0 | 0.0 |
| Hit Tree. Bush, Hedge | 1 | 0 | 0 | 1 | 0.1 |
| Hit Utility Pole, Lamp Pole | 1 | 0 | 0 | 1 | 0.1 |
| Hit Curb | 0 | 0 | 0 | 0 | 0.0 |
| Hit Post | 4 | 0 | 0 | 4 | 0.5 |
| Hit Traffic Barrier | 0 | 0 | 0 | 0 | 0.0 |
| Hit Fixed Object Part of Road Structure | 3 | 0 | 0 | 3 | 0.4 |
| Hit Fixed Object NOT Part of Road Structure | 5 | 0 | 0 | 5 | 0.6 |
| Hit Other Type Fixed Object | 0 | 1 | 0 | 1 | 0.1 |
| **Sub Total Fixed Objects** | **18** | **1** | **0** | **19** | **2.4** |
| **Moveable Objects** | | | | | |
| Another Road Vehicle | 499 | 60 | 1 | 560 | 69.4 |
| Animal | 18 | 1 | 0 | 19 | 2.4 |
| Pedestrian | 0 | 17 | 1 | 18 | 2.2 |
| Other Moveable Object | 0 | 0 | 0 | 0 | 0.0 |
| **Sub Total Moveable Objects** | **517** | **78** | **2** | **597** | **74.0** |
| **Non-Collision Events** | | | | | |
| Ran Off Road | 50 | 17 | 1 | 68 | 8.4 |
| Rollover | 42 | 53 | 0 | 95 | 11.8 |
| 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** | **92** | **70** | **1** | **163** | 20.2 |
| **Other/Unknown Event** | 23 | 5 | 0 | 28 | 3.5 |
| **Grand Total** | **650** | **154** | **3** | **807** | **100.0** |

## Collision Sequence of Events by Road System

Figure 4.13

| Non-Moving Objects | NWT Highways | In Communities | Rural | Total | % |
|---|---|---|---|---|---|
| Hit Parked Trailer | 0 | 0 | 0 | 0 | 0.0 |
| Hit Non-Fixed Object | 0 | 1 | 0 | 1 | 0.1 |
| Hit Building | 0 | 2 | 0 | 2 | 0.2 |
| Hit Ditch | 0 | 0 | 0 | 0 | 0.0 |
| Hit Embankment, Dirt Pile, Rock | 0 | 1 | 0 | 1 | 0.1 |
| Hit Culvert End, Drainage Structure | 0 | 0 | 0 | 0 | 0.0 |
| Hit Tree. Bush, Hedge | 0 | 1 | 0 | 1 | 0.1 |
| Hit Utility Pole, Lamp Pole | 0 | 1 | 0 | 1 | 0.1 |
| Hit Curb | 0 | 0 | 0 | 0 | 0.0 |
| Hit Post | 0 | 4 | 0 | 4 | 0.5 |
| Hit Traffic Barrier | 0 | 0 | 0 | 0 | 0.0 |
| Hit Fixed Object Part of Road Structure | 2 | 1 | 0 | 3 | 0.4 |
| Hit Fixed Object NOT Part of Road Structure | 0 | 5 | 0 | 5 | 0.6 |
| Hit Other Type Fixed Object | 0 | 1 | 0 | 1 | 0.1 |
| **Sub Total Fixed Objects** | **2** | **17** | **0** | **19** | **2.4** |
| | | | | | |
| **Moveable Objects** | | | | | |
| Another Road Vehicle | 29 | 523 | 8 | 560 | 69.4 |
| Animal | 19 | 0 | 0 | 19 | 2.4 |
| Pedestrian | 0 | 18 | 0 | 18 | 2.2 |
| Other Moveable Object | 0 | 0 | 0 | 0 | 0.0 |
| **Sub Total Moveable Objects** | **48** | **541** | **8** | **597** | **74.0** |
| | | | | | |
| **Non-Collision Events** | | | | | |
| Ran Off Road | 54 | 14 | 0 | 68 | 8.4 |
| Rollover | 79 | 15 | 1 | 95 | 11.8 |
| 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** | **133** | **29** | **1** | **163** | 20.2 |
| | | | | | |
| **Unknown Event** | **4** | **22** | **2** | **28** | 3.5 |
| | | | | | |
| **Grand Total** | **187** | **609** | **11** | **807** | **100.0** |

# Driver Factors

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# Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2002, 1,155 drivers were involved in 807 collisions. This is an average of 1.43 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

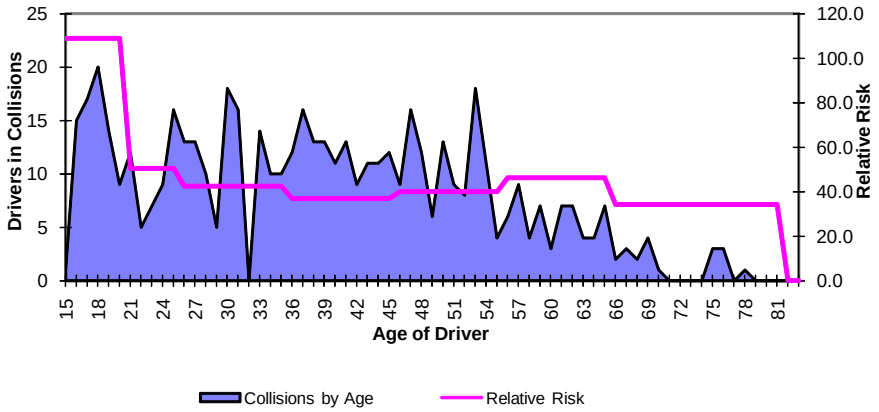
Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are 1.5 times as likely to be involved in a collision than drivers aged 35 to 44 years. Crash statistics involving young or inexperienced drivers are useful for developing graduated licensing programs.

## 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 | 99 | 1,159 | 2,239 | 5,820 | 6,330 | 4,877 | 2,058 | 641 | 0 | 23,223 |
| Drivers in Collisions | 19 | 118 | 113 | 247 | 233 | 195 | 95 | 22 | 113 | 1,155 |

## 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 | 77.1 | 36.6 | 34.7 | 30.3 | 33.2 | 37.4 | 26.5 | 40.3 |
| Personal Injury & Fatal | 31.8 | 13.8 | 7.7 | 6.5 | 6.8 | 8.7 | 7.8 | 9.4 |
| **Total** | **108.9** | **50.5** | **42.4** | **36.8** | **40.0** | **46.2** | **34.3** | **49.7** |
| **Relative Risk*** | **2.2** | **1.0** | **0.9** | **0.7** | **0.8** | **0.9** | **0.7** | **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 2.2 times more likely to be involved in a collision than the average driving population. On average, 11% of 15 to 19 year olds were involved in collisions, compared to 4% of 35 to 44 year olds.

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

## Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

| Age Group | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Not Req'd. | No Licence | Not Stated | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Under 16 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 3 | 0 | 19 |
| 16 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 1 | 1 | 0 | 21 |
| 17 | 0 | 0 | 0 | 0 | 27 | 0 | 2 | 2 | 2 | 0 | 33 |
| 18 | 0 | 0 | 0 | 0 | 24 | 0 | 1 | 0 | 1 | 1 | 27 |
| 19 | 0 | 1 | 1 | 1 | 27 | 0 | 2 | 2 | 2 | 1 | 37 |
| 20 | 1 | 0 | 0 | 1 | 25 | 0 | 1 | 2 | 1 | 1 | 32 |
| 21-24 | 3 | 0 | 0 | 0 | 70 | 0 | 2 | 0 | 4 | 2 | 81 |
| 25-34 | 19 | 5 | 5 | 25 | 180 | 0 | 3 | 5 | 4 | 1 | 247 |
| 35-44 | 25 | 3 | 5 | 25 | 171 | 0 | 0 | 1 | 1 | 2 | 233 |
| 45-54 | 28 | 2 | 7 | 16 | 139 | 0 | 0 | 0 | 1 | 2 | 195 |
| 55-64 | 16 | 0 | 4 | 9 | 63 | 0 | 0 | 1 | 1 | 1 | 95 |
| 65 and over | 1 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 22 |
| Not Stated | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 112 | 113 |
| **Drivers in Collisions** | **93** | **11** | **22** | **77** | **764** | **0** | **14** | **30** | **21** | **123** | **1,155** |
| **Total Licensed Drivers** | **1,309** | **196** | **656** | **1,061** | **18,618** | **3** | **1,380** | **N/A** | **N/A** | **N/A** | **23,223** |
| **Relative Risk*** | **1.43** | **1.13** | **0.67** | **1.46** | **0.83** | **0.00** | **0.20** | **N/A** | **N/A** | **N/A** | **1.00** |

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

## Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

| Driver Condition | < 16 | 16 | 17 | 18 | 19 | 20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | Not Stated | Total | % |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Apparently Normal | 6 | 15 | 26 | 16 | 27 | 16 | 53 | 196 | 189 | 169 | 74 | 14 | 0 | 801 | 69.4 |
| Fatigued, Fell Asleep | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0.3 |
| Inexperience | 10 | 3 | 2 | 3 | 2 | 1 | 3 | 5 | 3 | 1 | 1 | 2 | 0 | 36 | 3.1 |
| Under Influence - Alcohol | 0 | 3 | 5 | 3 | 5 | 6 | 9 | 22 | 9 | 2 | 4 | 1 | 0 | 69 | 6.0 |
| Under Influence - Drugs | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0.2 |
| Sudden Illness, Lost Consciousness | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0.2 |
| Other Condition | 1 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | 1 | 4 | 3 | 1 | 0 | 19 | 1.6 |
| Unknown | 2 | 0 | 0 | 5 | 3 | 6 | 15 | 18 | 26 | 18 | 13 | 4 | 113 | 223 | 19.3 |
| Total | **19** | **21** | **33** | **27** | **37** | **32** | **81** | **247** | **233** | **195** | **95** | **22** | **113** | **1,155** | |
| % | 1.6 | 1.8 | 2.9 | 2.3 | 3.2 | 2.8 | 7.0 | 21.4 | 20.2 | 16.9 | 8.2 | 1.9 | 9.8 | | **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 | 1 | 3 | 7 | 6 | 3 | 10 | 22 | 77 | 78 | 69 | 30 | 6 | 0 | 312 | 27.0 |
| Following Too Closely | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 14 | 9 | 2 | 2 | 0 | 0 | 32 | 2.8 |
| Distracted, Inattentive | 2 | 3 | 4 | 3 | 5 | 3 | 5 | 13 | 17 | 8 | 11 | 1 | 0 | 75 | 6.5 |
| Driving Too Fast | 4 | 3 | 6 | 5 | 5 | 2 | 16 | 28 | 21 | 15 | 10 | 3 | 3 | 121 | 10.5 |
| Improper Turning or Passing | 0 | 1 | 0 | 0 | 3 | 1 | 1 | 5 | 5 | 7 | 3 | 2 | 0 | 28 | 2.4 |
| Failing to Yield Right of Way | 5 | 0 | 2 | 1 | 2 | 0 | 4 | 11 | 8 | 10 | 3 | 2 | 2 | 50 | 4.3 |
| Disobeying Traffic Control/Officer | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 3 | 1 | 2 | 0 | 0 | 0 | 12 | 1.0 |
| Driving on Wrong Side of Road | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 5 | 0.4 |
| Driving in Wrong Direction | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Backing Unsafely | 1 | 5 | 5 | 4 | 4 | 2 | 10 | 37 | 28 | 30 | 12 | 3 | 4 | 145 | 12.6 |
| Lost Control | 3 | 3 | 4 | 5 | 10 | 6 | 14 | 41 | 42 | 28 | 13 | 4 | 1 | 174 | 15.1 |
| Other Driver Action | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 3 | 5 | 6 | 0 | 0 | 24 | 2.1 |
| Unknown | 2 | 1 | 4 | 1 | 3 | 4 | 5 | 11 | 19 | 18 | 5 | 1 | 103 | 177 | 15.3 |
| Total | **19** | **21** | **33** | **27** | **37** | **32** | **81** | **247** | **233** | **195** | **95** | **22** | **113** | **1,155** | |
| % | 1.6 | 1.8 | 2.9 | 2.3 | 3.2 | 2.8 | 7.0 | 21.4 | 20.2 | 16.9 | 8.2 | 1.9 | 9.8 | | **100.0** |

# Vehicle Factors

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# Vehicle Factors

There were a total of 1,381 vehicles involved in 807 collisions in 2002. This is an average of 1.71 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

While TCIS gives a fairly accurate account of the different types of vehicles involved in collisions, it is difficult to compare the relative involvement rate. For example, a highway transport truck, on average, travels 10 times more distance in a year than a passenger car. It is, therefore, necessary to determine the exposure of different types of vehicles. Obtaining accurate and useful information about the travel patterns and distances of different vehicles is a major challenge.

## Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

| Vehicle Type | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| Passenger Car | 340 | 72 | 0 | 412 | 29.8 |
| Passenger Van | 133 | 19 | 0 | 152 | 11.0 |
| Light Utility Vehicle | 119 | 27 | 1 | 147 | 10.6 |
| Pickup Truck | 387 | 62 | 1 | 450 | 32.6 |
| Panel/Cargo Van | 32 | 3 | 0 | 35 | 2.5 |
| Other Truck/Van <= 4536 kg | 7 | 2 | 0 | 9 | 0.7 |
| Unit Truck > 4536 kg | 9 | 1 | 0 | 10 | 0.7 |
| Road Tractor | 23 | 1 | 1 | 25 | 1.8 |
| School Bus | 3 | 0 | 0 | 3 | 0.2 |
| Small School Bus | 0 | 0 | 0 | 0 | 0.0 |
| Urban Transit Bus | 1 | 0 | 0 | 1 | 0.1 |
| Intercity Bus | 1 | 0 | 0 | 1 | 0.1 |
| Bus - Unspecified | 0 | 0 | 0 | 0 | 0.0 |
| Motorcycle | 0 | 2 | 0 | 2 | 0.1 |
| Limited Speed Motorcycle | 0 | 0 | 0 | 0 | 0.0 |
| Off Road Vehicles (ATV) | 1 | 2 | 0 | 3 | 0.2 |
| Bicycle | 0 | 5 | 0 | 5 | 0.4 |
| Motor Home | 1 | 0 | 0 | 1 | 0.1 |
| Farm Equipment | 0 | 0 | 0 | 0 | 0.0 |
| Construction Equipment | 4 | 1 | 0 | 5 | 0.4 |
| Fire Engine | 0 | 0 | 0 | 0 | 0.0 |
| Snowmobile | 7 | 18 | 1 | 26 | 1.9 |
| Streetcar | 0 | 0 | 0 | 0 | 0.0 |
| Other | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 92 | 2 | 0 | 94 | 6.8 |
| **Total** | **1160** | **217** | **4** | **1381** | 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 | 948 | 178 | 2 | 1128 | 81.7 |
| Defective Brakes | 2 | 1 | 0 | 3 | 0.2 |
| Defective Steering | 1 | 0 | 0 | 1 | 0.1 |
| Defective Lighting | 2 | 0 | 0 | 2 | 0.1 |
| Tire Blown Out | 2 | 4 | 0 | 6 | 0.4 |
| Unsecured Load, Spilled Load | 2 | 0 | 0 | 2 | 0.1 |
| Oversized Load, Overload | 1 | 0 | 0 | 1 | 0.1 |
| Visibility Obstructed | 4 | 0 | 0 | 4 | 0.3 |
| Other Defective Vehicular Parts | 8 | 3 | 0 | 11 | 0.8 |
| Other Vehicular Factor | 3 | 3 | 1 | 7 | 0.5 |
| Unknown | 187 | 28 | 1 | 216 | 15.6 |
| **Total** | **1160** | **217** | **4** | **1381** | 100.0 |

## Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

| Vehicle Manoeuvre | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| Going Straight Ahead | 328 | 121 | 1 | 450 | 32.6 |
| Turning Left | 56 | 21 | 0 | 77 | 5.6 |
| Turning Right | 53 | 5 | 0 | 58 | 4.2 |
| Making U-Turn | 3 | 0 | 0 | 3 | 0.2 |
| Changing Lanes | 8 | 0 | 0 | 8 | 0.6 |
| Merging | 3 | 0 | 0 | 3 | 0.2 |
| Reversing | 161 | 5 | 1 | 167 | 12.1 |
| Overtaking | 10 | 4 | 0 | 14 | 1.0 |
| Negotiating Curve | 48 | 21 | 1 | 70 | 5.1 |
| Slowing or Stopped in Traffic | 138 | 24 | 0 | 162 | 11.7 |
| Starting in Traffic | 3 | 1 | 0 | 4 | 0.3 |
| Leaving Roadside | 2 | 0 | 0 | 2 | 0.1 |
| Stopped/Parked Legally | 231 | 2 | 1 | 234 | 16.9 |
| Stopped/Parked Illegally | 4 | 0 | 0 | 4 | 0.3 |
| Swerving to Avoid Collision | 10 | 9 | 0 | 19 | 1.4 |
| Run-away or Roll-away Vehicle | 6 | 0 | 0 | 6 | 0.4 |
| Unspecified Manoeuvre | 2 | 2 | 0 | 4 | 0.3 |
| Other | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 94 | 2 | 0 | 96 | 7.0 |
| Total | **1160** | **217** | **4** | **1381** | 100.0 |

## Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

| Model Year | Property Damage | Personal Injury | Fatal | Total | % |
|---|---|---|---|---|---|
| 2003 | 9 | 0 | 0 | 9 | 0.7 |
| 2002 | 125 | 20 | 0 | 145 | 10.5 |
| 2001 | 128 | 23 | 1 | 152 | 11.0 |
| 2000 | 119 | 29 | 0 | 148 | 10.7 |
| 1999 | 86 | 16 | 0 | 102 | 7.4 |
| 1998 | 73 | 11 | 0 | 84 | 6.1 |
| 1997 | 68 | 8 | 0 | 76 | 5.5 |
| 1996 | 59 | 13 | 0 | 72 | 5.2 |
| 1995 | 53 | 11 | 0 | 64 | 4.6 |
| 1994 | 44 | 10 | 0 | 54 | 3.9 |
| 1993 | 37 | 7 | 0 | 44 | 3.2 |
| 1992 | 38 | 7 | 1 | 46 | 3.3 |
| 1991 & Older | 218 | 46 | 1 | 265 | 19.2 |
| Unspecified | 103 | 16 | 1 | 120 | 8.7 |
| **Total** | **1160** | **217** | **4** | **1381** | 100.0 |

# Victims and Occupant Restraints

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# Victims and Occupant Restraints

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

Figures 7.6, 7.7 and 7.8 show the relationships between the severity of injury to motor vehicle occupants and seat belt use. The severity of injury is lower for victims using seat belts. In the Northwest Territories, 90% of victims wearing seat belts were not injured. On the other hand, nearly 20% of the victims who were not wearing seat belts were injured.

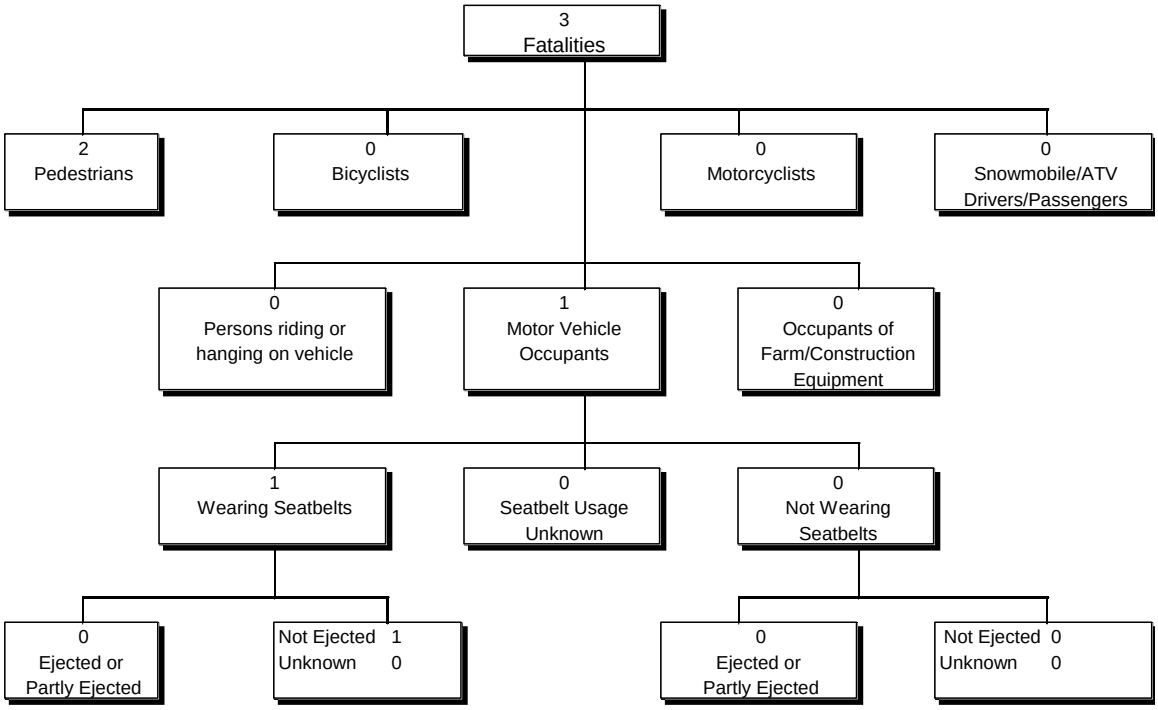
The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. In the Northwest Territories, less than 35% of children are restrained. It is estimated that only half of these children are in a correctly installed device or one that is appropriate for the size and age of the child.

To combat the problem of child restraint misuse-use, child car seat inspection clinics are carried out by the Hay River, Inuvik and Yellowknife Fire Departments. The Car Seat Instructors Program is available to increase the number of qualified persons to conduct inspections at clinics and at occupant restraint checkstops.

For more information on the Car Seat Instructors Program, please call the Department of Transportation, Road Licensing and Safety Division at (867) 873-7406.

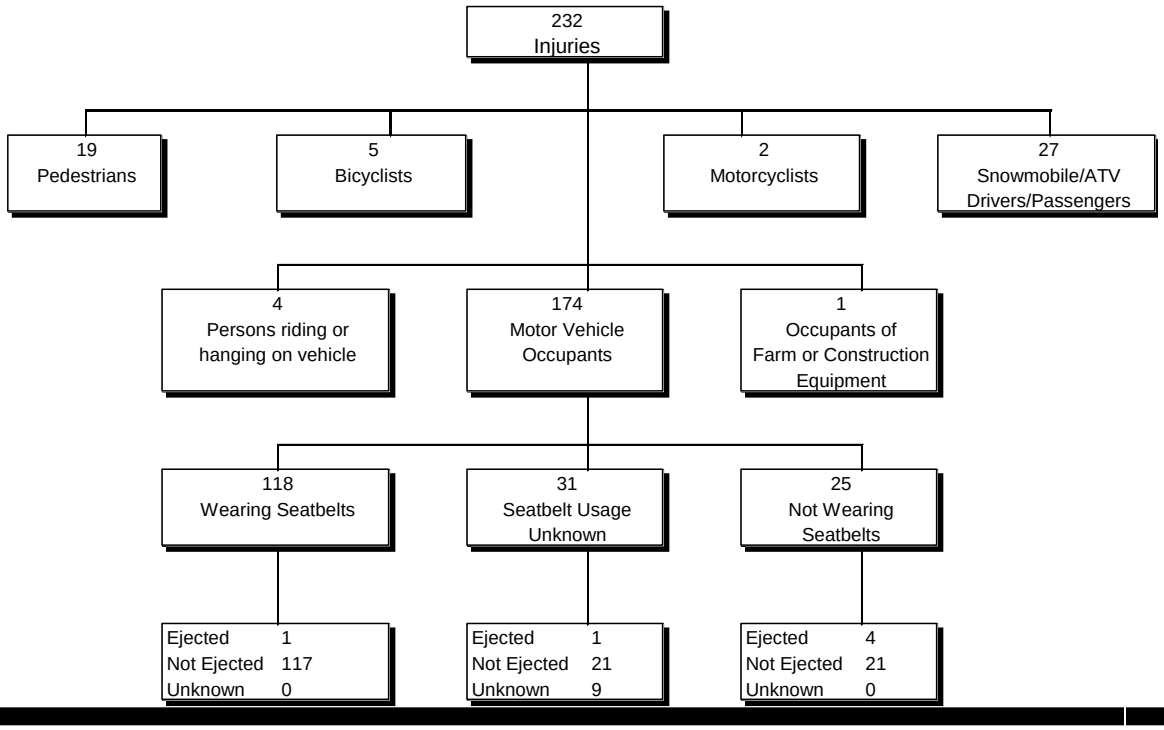
**Fatalities Classification**
**(January 1 to December 31, 2002)**

Figure 7.1




**Injuries Classification**
**(January 1 to December 31, 2002)**

Figure 7.2



**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 | 9 | 15 | 25 | 22 | 19 | 8 | 2 | 0 | **101** | 43.5 |
| Motor Vehicle Passenger | 6 | 6 | 17 | 18 | 9 | 8 | 5 | 2 | 2 | 4 | **77** | 33.2 |
| Pedestrian | 0 | 4 | 3 | 2 | 1 | 3 | 1 | 1 | 3 | 1 | **19** | 8.2 |
| Bicyclist | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | **5** | 2.2 |
| Motorcyclist (includes passengers | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | **2** | 0.9 |
| ATV Operators & Passengers | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 2.2 |
| Snowmobile Operators & Passengers | 0 | 9 | 7 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | **22** | 9.5 |
| Farm/Construction Equipment | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0.4 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0.0 |
| Unspecified | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0.0 |
| **Total** | **6** | **24** | **39** | **40** | **38** | **34** | **27** | **12** | **7** | **5** | **232** | 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 | 0 | 0 | 0 | 1 | 0 | 0 | **1** | 33.3 |
| 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 | 1 | 0 | **2** | 66.7 |
| 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** | **0** | **1** | **0** | **1** | **1** | **0** | **3** | 100.0 |

**Persons Injured or Killed by Road User Class and Gender** Figure 7.5

| | Persons Injured | | | | Persons Killed | | | |
|---|---|---|---|---|---|---|---|---|
| Road User Class | Male | Female | Unknown | Total | Male | Female | Unknown | Total |
| Motor Vehicle Driver | 60 | 41 | 0 | **101** | 1 | 0 | 0 | **1** |
| Motor Vehicle Passenger | 32 | 44 | 1 | **77** | 0 | 0 | 0 | **0** |
| Pedestrian | 10 | 9 | 0 | **19** | 1 | 1 | 0 | **2** |
| Bicyclist | 4 | 1 | 0 | **5** | 0 | 0 | 0 | **0** |
| Motorcyclist (includes passengers) | 2 | 0 | 0 | **2** | 0 | 0 | 0 | **0** **0** |
| ATV Operators & Passengers | 3 | 2 | 0 | **5** | 0 | 0 | 0 | **0** |
| Snowmobile Operators & Passengers | 12 | 10 | 0 | **22** | 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** | **124** | **107** | **1** | **232** | **2** | **1** | **0** | **3** |

## Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

| Injury Severity | Not Restrained | Lap Belt Only | Lap & Torso Belt | Child Restraint Device | Restraint Use Unknown | Total | % |
|---|---|---|---|---|---|---|---|
| Not Injured | 123 | 34 | 992 | 25 | 392 | **1566** | 89.7 |
| Minimal Injuries | 14 | 0 | 48 | 4 | 9 | **75** | 4.3 |
| Minor Injuries | 12 | 2 | 54 | 0 | 13 | **81** | 4.6 |
| Major (Hospital Admission) | 3 | 1 | 4 | 0 | 6 | **14** | 0.8 |
| Fatal | 0 | 0 | 1 | 0 | 0 | **1** | 0.1 |
| Injured - Extent Unknown | 0 | 0 | 5 | 0 | 3 | **8** | 0.5 |
| **Total** | **152** | **37** | **1104** | **29** | **423** | **1745** | 100.0 |

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

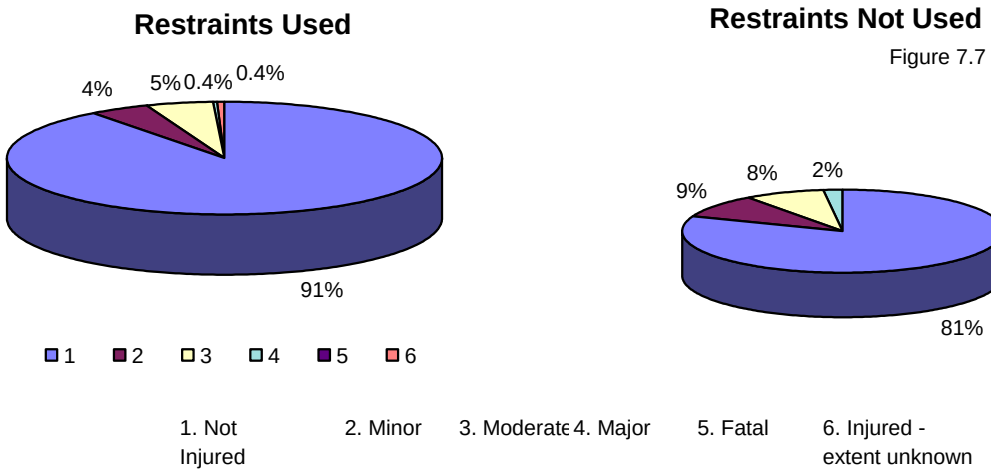



Figure 7.7

1. Not Injured 2. Minor 3. Moderate 4. Major 5. Fatal 6. Injured - extent unknown

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

**Injury Classification**

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

## Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

**Restraints Used**

| Injury Severity | 0 to 4 | 5 to 14 | 15 to 19 | 20 to 24 | 25 to 34 | 35 to 44 | 45 to 54 | 55 to 64 | 65 & older | Not Stated | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Not Injured | 36 | 56 | 159 | 109 | 215 | 182 | 161 | 72 | 19 | 42 | 1051 |
| Minimal Injuries | 4 | 2 | 11 | 6 | 8 | 9 | 10 | 2 | 0 | 0 | 52 |
| Minor Injuries | 0 | 3 | 4 | 7 | 16 | 12 | 6 | 5 | 2 | 1 | 56 |
| Major (Hospital Admission) | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 5 |
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Injured - Extent Unknown | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 0 | 5 |
| **Total** | **40** | **61** | **174** | **124** | **240** | **204** | **182** | **80** | **22** | **43** | **1170** |

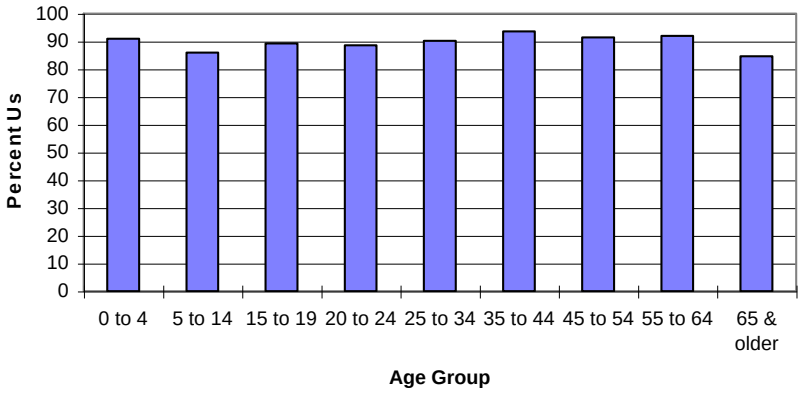
**Restraints Not Used**

| Injury Severity | 0 to 4 | 5 to 14 | 15 to 19 | 20 to 24 | 25 to 34 | 35 to 44 | 45 to 54 | 55 to 64 | 65 & older | Not Stated | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Not Injured | 2 | 8 | 17 | 9 | 20 | 12 | 17 | 4 | 3 | 31 | 123 |
| Minimal Injuries | 1 | 0 | 2 | 6 | 3 | 1 | 0 | 0 | 0 | 1 | 14 |
| Minor Injuries | 1 | 2 | 2 | 1 | 2 | 0 | 0 | 2 | 1 | 1 | 12 |
| Major (Hospital Admission) | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 3 |
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Injured - Extent Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **4** | **10** | **21** | **16** | **26** | **14** | **17** | **7** | **4** | **33** | **152** |

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

## Victim Restraint Use Rate by Victim Age

Figure 7.9



# Pedestrians

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# Pedestrians

## 2002 Quick Facts on Pedestrian Collisions

- 19 injured
- 2 killed
- 19% of the pedestrians injured were under the age of 15
- 90% of the pedestrians were killed or injured within a community
- 19% of pedestrians had been drinking or were impaired by alcohol

## 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 | 4 | 3 | 2 | 1 | 3 | 1 | 1 | 3 | 1 | 19 | 90.5 |
| Killed | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 9.5 |
| **Total** | **0** | **4** | **3** | **2** | **1** | **4** | **1** | **1** | **4** | **1** | **21** | |
| % | 0.0 | 19.0 | 14.3 | 9.5 | 4.8 | 19.0 | 4.8 | 4.8 | 19.0 | 4.8 | 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 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 6 | 28.6 |
| Crossing Intersection With Traffic Control, Without Right-of-Way | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 9.5 |
| Crossing Intersection - No Traffic Control | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Crossing Roadway at Crosswalk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Crossing Roadway Not at Intersection | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4.8 |
| Walking Along Roadway Against Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Walking Along Roadway With Traffic | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 9.5 |
| On Sidewalk, Median, Safety Zone | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 9.5 |
| 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 | 2 | 0 | 2 | 9.5 |
| Coming from Behind Moving Vehicle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Running into Roadway | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Getting On/Off School Bus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 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 | 2 | 0 | 0 | 0 | 0 | 2 | 9.5 |
| Lying on Road | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4.8 |
| Other | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9.5 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4.8 |
| **Total** | **0** | **4** | **3** | **2** | **1** | **4** | **1** | **1** | **4** | **1** | **21** | **100.0** |

## Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

| Place of Occurrence | Killed | Injured | Total | % |
|---|---|---|---|---|
| Urban | 1 | 18 | **19** | 90.5 |
| Rural | 1 | 1 | **2** | 9.5 |
| Unspecified | 0 | 0 | **0** | 0.0 |
| **Total** | **2** | **19** | **21** | 100.0 |

## Pedestrians Injured or Killed by Accident Site

Figure 8.4

| Accident Site | Killed | Injured | Total | % |
|---|---|---|---|---|
| Non-Intersection | 1 | 10 | **11** | 52.4 |
| At Intersection of At Least Two Roadways | 0 | 7 | **7** | 33.3 |
| Intersection With Parking Lot/Driveway/Alley | 1 | 1 | **2** | 9.5 |
| 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** | 4.8 |
| Unspecified | 0 | 0 | **0** | 0.0 |
| **Total** | **2** | **19** | **21** | 100.0 |

## Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

| Pedestrian Condition | Killed | Injured | Total | % |
|---|---|---|---|---|
| Apparently Normal | 0 | 9 | 9 | 42.9 |
| Had Been Drinking | 0 | 4 | 4 | 19.0 |
| Impaired by Alcohol | 0 | 0 | 0 | 0.0 |
| Unknown | 2 | 6 | 8 | 38.1 |
| **Total** | **2** | **19** | **21** | 100.0 |

# Alcohol

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# Alcohol

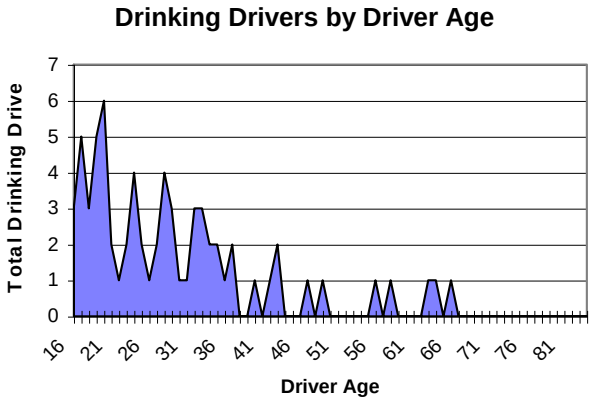
In 2002, there were 67 collisions involving alcohol in the Northwest Territories, resulting in 59 injuries. From the figures presented, the facts below should be noted:

- Alcohol was a factor in 8% of all collisions;
- 6% of drivers involved in collisions had been drinking or were impaired by alcohol;
- 45% of drinking drivers were between the ages of 25 and 44;
- Alcohol-related crashes are more frequent during the late evening or early morning, on weekends and are more likely to take place during the summer months;
- Alcohol was a factor in 25% of all traffic casualties.

## Drinking Drivers in Collisions by Driver Age and Gender

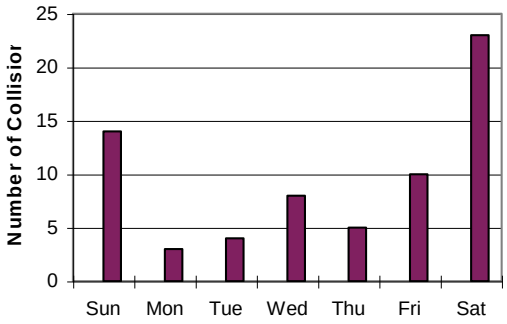
Figure 9.1

| Driver Age | Male | Female | Not Stated | Total Drinking Drivers |
|---|---|---|---|---|
| Under 16 | 0 | 0 | 0 | **0** |
| 16 | 2 | 1 | 0 | **3** |
| 17 | 5 | 0 | 0 | **5** |
| 18 | 2 | 1 | 0 | **3** |
| 19 | 4 | 1 | 0 | **5** |
| 20 | 5 | 1 | 0 | **6** |
| 21 to 24 | 6 | 3 | 0 | **9** |
| 25 to 34 | 19 | 3 | 0 | **22** |
| 35 to 44 | 6 | 3 | 0 | **9** |
| 45 to 54 | 2 | 0 | 0 | **2** |
| 55 to 64 | 4 | 0 | 0 | **4** |
| 65 & Older | 1 | 0 | 0 | **1** |
| Not Stated | 0 | 0 | 0 | **0** |
| **Total** | **56** | **13** | **0** | **69** |



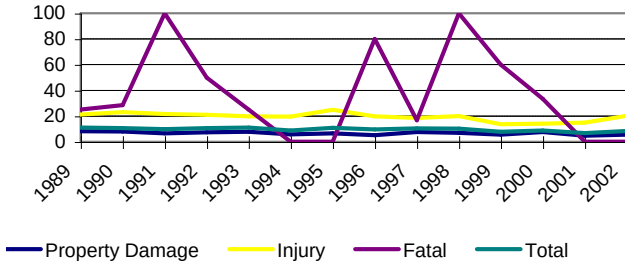

## Collisions Involving Alcohol by Day of Week

Figure 9.2




## Percentage of Collisons Involving Alcohol by Year and Severity

Figure 9.3



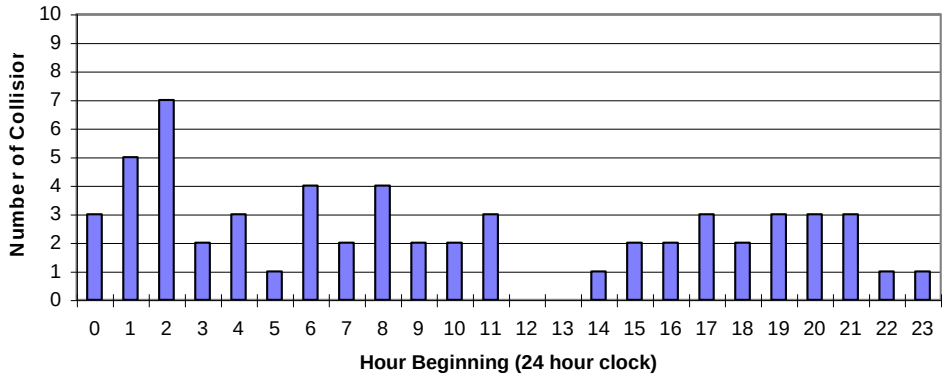

## Number of Collisions and Victims Involving Alcohol

Figure 9.4

| | Number of Collisions | | | | | Number of Victims | | | |
|---|---|---|---|---|---|---|---|---|---|
| Year | Property Damage | Personal Injury | Fatal | Total | % of Total Collisions | Injured | Killed | Total | % of Total Victims |
| 1992 | 50 | 38 | 3 | 91 | 10.5 | 59 | 3 | 62 | 23.3 |
| 1993 | 38 | 35 | 1 | 74 | 10.9 | 67 | 1 | 68 | 23.7 |
| 1994 | 32 | 34 | 0 | 66 | 8.9 | 51 | 0 | 51 | 20.9 |
| 1995 | 33 | 41 | 0 | 74 | 10.9 | 62 | 0 | 62 | 27.2 |
| 1996 | 25 | 28 | 8 | 61 | 9.6 | 50 | 8 | 58 | 26.7 |
| 1997 | 33 | 28 | 1 | 62 | 10.3 | 43 | 1 | 44 | 19.2 |
| 1998 | 31 | 27 | 2 | 60 | 10.2 | 45 | 2 | 47 | 23.7 |
| 1999 | 29 | 21 | 3 | 53 | 7.7 | 54 | 5 | 59 | 20.8 |
| 2000 | 41 | 18 | 1 | 60 | 8.8 | 30 | 3 | 33 | 17.6 |
| 2001 | 27 | 21 | 0 | 48 | 6.7 | 36 | 0 | 36 | 17.3 |
| 2002 | 36 | 31 | 0 | 67 | 8.3 | 59 | 0 | 59 | 25.1 |
| **Average** | **34** | **29** | **2** | **65** | **9.4** | **51** | **2** | **53** | **22.3** |

## Number of Alcohol Related Collisions by Time of Day

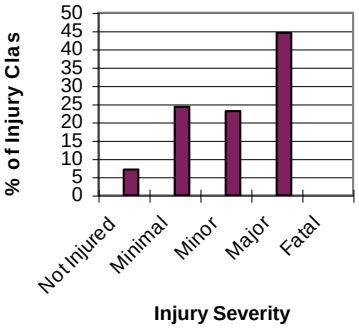
Figure 9.5




## Injury Severity by Alcohol Involvement

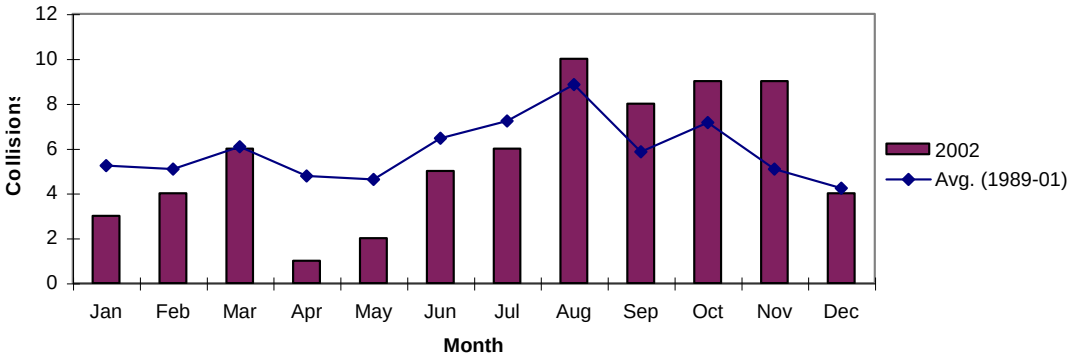
Figure 9.6

| Injury Severity | Alcohol Involvement Yes | Alcohol Involvement No | Totals | % with Alcohol |
|---|---|---|---|---|
| Not Injured | 112 | 1,476 | 1588 | 7.1 |
| Minimal Injuries | 23 | 72 | 95 | 24.2 |
| Minor | 24 | 80 | 104 | 23.1 |
| Major | 8 | 10 | 18 | 44.4 |
| Fatal | 0 | 3 | 3 | 0.0 |
| Injured - Extent Unknown | 4 | 11 | 15 | 26.7 |
| **Total** | **171** | **1652** | **1823** | **9.4** |




## Alcohol-Involved Collisions by Month

Figure 9.7



# Off-Road Vehicles

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# Off-Road Vehicles

Off-road vehicles, including snowmobiles and All-Terrain Vehicles (ATVs) are a common form of transportation throughout the Northwest Territories. The NWT is unique in that these types of vehicles are permitted to operate on roadways in communities. Despite their widespread use, relatively little is known about collisions involving snowmobiles and ATVs. Part of the problem lies with under-reporting to the police. Only those collisions that occur on or adjacent to a roadway are captured by TCIS. This section attempts to describe the details of collisions with off-road vehicles.

From the figures presented on the following pages, the facts below should be noted:

- 70% of off-road vehicle collisions result in injuries or death
- 75% of off-road vehicle drivers involved in collisions are 24 years of age or younger
- 22% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol
- only 24% of off-road vehicle drivers or passengers in collisions were wearing helmets
- nearly 90% of off-road vehicles involved in collisions were snowmobiles
- no collisions involving off-road vehicles were reported in May, June, July, and August

## Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

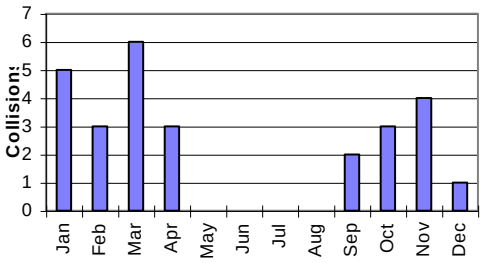
| | Number of Collisions | | | | Number of Victims | |
|---|---|---|---|---|---|---|
| Month | Property Damage | Personal Injury | Fatal | Total | Injured | Killed |
| January | 2 | 3 | 0 | 5 | 4 | 0 |
| February | 2 | 0 | 1 | 3 | 1 | 1 |
| March | 3 | 3 | 0 | 6 | 4 | 0 |
| April | 1 | 2 | 0 | 3 | 4 | 0 |
| May | 0 | 0 | 0 | 0 | 0 | 0 |
| June | 0 | 0 | 0 | 0 | 0 | 0 |
| July | 0 | 0 | 0 | 0 | 0 | 0 |
| August | 0 | 0 | 0 | 0 | 0 | 0 |
| September | 0 | 2 | 0 | 2 | 5 | 0 |
| October | 0 | 3 | 0 | 3 | 3 | 0 |
| November | 0 | 4 | 0 | 4 | 7 | 0 |
| December | 0 | 1 | 0 | 1 | 2 | 0 |
| **Total** | **8** | **18** | **1** | **27** | **30** | **1** |

## Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

| | Snowmobile | ATV | Total |
|---|---|---|---|
| **Total Victims** | **22** | **5** | **27** |
| Killed | 0 | 0 | 0 |
| Injured | 22 | 5 | 27 |
| **Total Vehicles Involved** | **26** | **3** | **29** |
| Fatal | 1 | 0 | 1 |
| Injury | 18 | 2 | 20 |
| Property Damage | 7 | 1 | 8 |

**Off-Road Vehicle Collisions by Month**



**Off-Road Vehicle Drivers in Collisions by Driver Age and Gender** Figure 10.3

| | Snowmobile | | | ATV | | | | |
|---|---|---|---|---|---|---|---|---|
| **Age Group** | **Male** | **Female** | **Unknown** | **Male** | **Female** | **Unknown** | **Total** | **%** |
| 0 to 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 5 to 14 | 5 | 2 | 0 | 0 | 0 | 0 | 7 | 25.0 |
| 15 to 19 | 6 | 3 | 0 | 1 | 1 | 0 | 11 | 39.3 |
| 20 to 24 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 10.7 |
| 25 to 34 | 4 | 1 | 0 | 0 | 0 | 0 | 5 | 17.9 |
| 35 to 44 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 3.6 |
| 45 to 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 55 to 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| 65 & Over | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 3.6 |
| **Total** | **18** | **6** | **1** | **2** | **1** | **0** | **28** | **100.0** |

**Off-Road Vehicle Collisions by Severity and Driver Condition** Figure 10.4

| **Driver Condition** | **Property Damage** | **Personal Injury** | **Fatal** | **Total** | **%** |
|---|---|---|---|---|---|
| Apparently Normal | 3 | 8 | 0 | 11 | 39.3 |
| Fatigue/Fell Asleep | 0 | 0 | 0 | 0 | 0.0 |
| Inexperience | 3 | 3 | 0 | 6 | 21.4 |
| Under Influence - Alcohol | 2 | 4 | 0 | 6 | 21.4 |
| Under Influence - Drugs | 0 | 0 | 0 | 0 | 0.0 |
| Sudden Illness, Lost Consiousness | 0 | 0 | 0 | 0 | 0.0 |
| Other Condition | 0 | 2 | 0 | 2 | 7.1 |
| Unknown | 0 | 3 | 0 | 3 | 10.7 |
| **Total** | **8** | **20** | **0** | **28** | **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 | 3 | 0 | 3 | 10.7 |
| Following Too Closely | 0 | 0 | 0 | 0 | 0.0 |
| Distracted, Inattentive | 0 | 2 | 0 | 2 | 7.1 |
| Driving Too Fast for Conditions | 1 | 8 | 0 | 9 | 32.1 |
| Improper Turning or Passing | 0 | 0 | 0 | 0 | 0.0 |
| Failed to Yield Right-of-Way | 3 | 1 | 0 | 4 | 14.3 |
| Disobeyed Traffic Control or Officer | 0 | 1 | 0 | 1 | 3.6 |
| Driving on Wrong Side of Road | 0 | 1 | 0 | 1 | 3.6 |
| Driving in Wrong Direction | 0 | 0 | 0 | 0 | 0.0 |
| Backing Unsafely | 0 | 0 | 0 | 0 | 0.0 |
| Lost Control | 4 | 2 | 0 | 6 | 21.4 |
| Other | 0 | 0 | 0 | 0 | 0.0 |
| Unknown | 0 | 2 | 0 | 2 | 7.1 |
| **Total** | **8** | **20** | **0** | **28** | **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 | 4 | 12 | 4 | 20 | 42.6 |
| Minimal Injuries | 3 | 5 | 1 | 9 | 19.1 |
| Minor Injuries | 2 | 9 | 2 | 13 | 27.7 |
| Major (Hospital Admission) | 0 | 2 | 1 | 3 | 6.4 |
| Fatal | 0 | 0 | 0 | 0 | 0.0 |
| Injured - Extent Unknown | 0 | 1 | 1 | 2 | 4.3 |
| **Total** | **9** | **29** | **9** | **47** | **100.0** |

# Geographic Distribution

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# Geographic Distribution

Figure 11.1 is a detailed summary of collisions by Region, RCMP detachment and severity. Sixty percent of collisions took place in the North Slave Region. The North Slave Region also accounted for 46% of persons injured. Two thirds of fatalities took place in the Inuvik Region. Figure 11.2 shows collision rates per 100 licensed drivers, registered vehicles and population by Region and RCMP detachment.

Figure 11.3 describes collisions that occurred on the NWT Highway system. Collisions are summarized by location (along numbered highways), date, severity, configuration, and the number of persons injured and killed. Highway 3 (Yellowknife Highway) accounted for 34% of the collisions occurring on the numbered highway system.

Figure 11.4 is a map showing the number of collisions on various segments of the NWT Highway system, including access and winter roads. Figure 11.5 is a map showing the corresponding collision rates expressed in the number of collisions per million vehicle-kilometres of travel.

## Collisions by Region, RCMP Detachment and Severity

Figure 11.1

**A - Inuvik Region**

| RCMP Detachment | Number of Collisions: Property Damage | Personal Injury | Fatal | Total | Number of Victims: Injured | Killed |
|---|---|---|---|---|---|---|
| Aklavik | 1 | 1 | 0 | 2 | 1 | 0 |
| Deline | 0 | 0 | 0 | 0 | 0 | 0 |
| Fort Good Hope | 1 | 3 | 0 | 4 | 12 | 0 |
| Fort McPherson | 16 | 8 | 0 | 24 | 18 | 0 |
| Holman | 1 | 0 | 0 | 1 | 0 | 0 |
| Inuvik | 78 | 20 | 0 | 98 | 25 | 0 |
| Norman Wells | 4 | 2 | 0 | 6 | 2 | 0 |
| Sachs Harbour | 0 | 0 | 0 | 0 | 0 | 0 |
| Tuktoyaktuk | 4 | 0 | 2 | 6 | 1 | 2 |
| Tulita | 0 | 1 | 0 | 1 | 2 | 0 |
| **Sub Total Inuvik Region** | **105** | **35** | **2** | **142** | **61** | **2** |

**B - Fort Simpson Region**

| RCMP Detachment | Number of Collisions: Property Damage | Personal Injury | Fatal | Total | Number of Victims: Injured | Killed |
|---|---|---|---|---|---|---|
| Fort Liard | 14 | 4 | 0 | 18 | 6 | 0 |
| Fort Simpson | 21 | 7 | 0 | 28 | 11 | 0 |
| **Sub Total Fort Simpson Region** | **35** | **11** | **0** | **46** | **17** | **0** |

**C - South Slave Region**

| RCMP Detachment | Number of Collisions: Property Damage | Personal Injury | Fatal | Total | Number of Victims: Injured | Killed |
|---|---|---|---|---|---|---|
| Hay River | 58 | 15 | 0 | 73 | 25 | 0 |
| Fort Providence | 21 | 6 | 0 | 27 | 10 | 0 |
| Fort Resolution | 4 | 4 | 0 | 8 | 6 | 0 |
| Fort Smith | 22 | 7 | 0 | 29 | 7 | 0 |
| Lutsel K'e | 1 | 0 | 0 | 1 | 0 | 0 |
| **Sub Total South Slave Region** | **106** | **32** | **0** | **138** | **48** | **0** |

**D - North Slave Region**

| RCMP Detachment | Number of Collisions: Property Damage | Personal Injury | Fatal | Total | Number of Victims: Injured | Killed |
|---|---|---|---|---|---|---|
| Rae/Wha Ti | 30 | 22 | 1 | 53 | 28 | 1 |
| Yellowknife | 374 | 54 | 0 | 428 | 78 | 0 |
| **Sub Total North Slave Region** | **404** | **76** | **1** | **481** | **106** | **1** |
| **Total - All Regions** | **650** | **154** | **3** | **807** | **232** | **3** |

## Collision Rates by Region and RCMP Detachment

Figure 11.2

**A - Inuvik Region**

| RCMP Detachment | Number of Collisions | Licensed Drivers [1] | Registered Vehicles [1] | Population (2002 estimate [2]) | Collision Rates: Collisions/ 100 Licensed Drivers | Collision Rates: Collisions/ 100 Registered Vehicles | Collision Rates: Collisions/ 100 Population |
|---|---|---|---|---|---|---|---|
| Aklavik | 2 | 153 | 95 | 689 | 1.31 | 2.11 | 0.29 |
| Deline | 0 | 156 | 72 | 618 | 0.00 | 0.00 | 0.00 |
| Fort Good Hope | 4 | 204 | 111 | 835 | 1.96 | 3.60 | 0.48 |
| Fort McPherson | 24 | 298 | 250 | 1,100 | 8.05 | 9.60 | 2.18 |
| Ulukhaktok | 1 | 64 | 127 | 462 | 1.56 | 0.79 | 0.22 |
| Inuvik | 98 | 1,889 | 2,052 | 3,504 | 5.19 | 4.78 | 2.80 |
| Norman Wells | 6 | 516 | 789 | 850 | 1.16 | 0.76 | 0.71 |
| Sachs Harbour | 0 | 31 | 39 | 162 | 0.00 | 0.00 | 0.00 |
| Tuktoyaktuk | 0 | 385 | 381 | 1,281 | 0.00 | 0.00 | 0.00 |
| Tulita | 1 | 140 | 87 | 465 | 0.71 | 1.15 | 0.22 |
| **Sub Total Inuvik Region** | **136** | **3,836** | **4,003** | **9,966** | **3.55** | **3.40** | **1.36** |

**B - Fort Simpson Region**

| RCMP Detachment | Number of Collisions | Licensed Drivers [1] | Registered Vehicles [1] | Population (2002 estimate [2]) | Collision Rates: Collisions/ 100 Licensed Drivers | Collision Rates: Collisions/ 100 Registered Vehicles | Collision Rates: Collisions/ 100 Population |
|---|---|---|---|---|---|---|---|
| Fort Liard | 18 | 232 | 307 | 558 | 7.76 | 5.86 | 3.23 |
| Fort Simpson | 28 | 813 | 1,044 | 1,646 | 3.44 | 2.68 | 1.70 |
| **Sub Total Fort Simpson Region** | **46** | **1,045** | **1,351** | **2,204** | **4.40** | **3.40** | **2.09** |

**C - South Slave Region**

| RCMP Detachment | Number of Collisions | Licensed Drivers [1] | Registered Vehicles [1] | Population (2002 estimate [2]) | Collision Rates: Collisions/ 100 Licensed Drivers | Collision Rates: Collisions/ 100 Registered Vehicles | Collision Rates: Collisions/ 100 Population |
|---|---|---|---|---|---|---|---|
| Hay River | 73 | 2,690 | 4,200 | 3,887 | 2.71 | 1.74 | 1.88 |
| Fort Providence | 27 | 266 | 352 | 805 | 10.15 | 7.67 | 3.35 |
| Fort Resolution | 8 | 221 | 246 | 557 | 3.62 | 3.25 | 1.44 |
| Fort Smith | 29 | 1,485 | 2,501 | 2,394 | 1.95 | 1.16 | 1.21 |
| Lutsel K'e | 1 | 81 | 48 | 417 | 1.23 | 2.08 | 0.24 |
| **Sub Total South Slave Region** | **138** | **4,743** | **7,347** | **8,060** | **2.91** | **1.88** | **1.71** |

**D - North Slave Region**

| RCMP Detachment | Number of Collisions | Licensed Drivers [1] | Registered Vehicles [1] | Population (2002 estimate [2]) | Collision Rates: Collisions/ 100 Licensed Drivers | Collision Rates: Collisions/ 100 Registered Vehicles | Collision Rates: Collisions/ 100 Population |
|---|---|---|---|---|---|---|---|
| Behchoko/Whati | 53 | 868 | 832 | 2,840 | 6.11 | 6.37 | 1.87 |
| Yellowknife | 428 | 12,731 | 15,323 | 18,109 | 3.36 | 2.79 | 2.36 |
| **Sub Total North Slave Region** | **481** | **13,599** | **16,155** | **20,949** | **3.54** | **2.98** | **2.30** |
| **Total - All Regions** | **801** | **23,223** | **28,856** | **41,400** | **3.45** | **2.78** | **1.93** |

[1] Number of registered vehicles and licensed drivers are as of December 31, 2002.

[2] 2002 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2003.

**Collisions on the NWT Highway System** Figure 11.3

| Highway #1 (Mackenzie) | On Km | Collision Date | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|---|---|---|---|---|---|---|
| | 20.0 | 7 Jan 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 42.8 | 5 Aug 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 48.0 | 30 Jun 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 81.8 | 22 Dec 2002 | Injury | Ran Off Road - Right | 2 | 0 |
| | 82.0 | 2 Mar 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 125.5 | 23 Dec 2002 | Property Damage | Collision with Fixed Object | 0 | 0 |
| | 144.0 | 1 Jul 2002 | Injury | Ran Off Road - Left | 2 | 0 |
| | 173.8 | 26 Aug 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 182.0 | 14 Oct 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 234.0 | 25 Oct 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 271.0 | 11 Aug 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 277.3 | 25 Sep 2002 | Injury | Single Vehicle Rollover | 5 | 0 |
| | 311.0 | 28 Jul 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 324.5 | 7 Aug 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 340.0 | 17 Jul 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 343.0 | 19 Aug 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 397.0 | 7 Jun 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 446.0 | 17 Aug 2002 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| | 489.8 | 27 May 2002 | Injury | Ran Off Road - Right | 2 | 0 |
| | 572.0 | 8 Feb 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 684.0 | 17 Jun 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |

| Summary Highway #1 | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 11 | 10 | 0 | 21 | 19 | 0 |

| Highway #2 (Hay River) | On Km | Collision Date | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|---|---|---|---|---|---|---|
| | 5.0 | 9 Oct 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 13.8 | 6 Nov 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 19.5 | 19 Dec 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 23.0 | 2 Aug 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 26.0 | 16 Jul 2002 | Injury | Passing - Left Turn | 1 | 0 |
| | 29.0 | 10 Jun 2002 | Injury | Rear End | 1 | 0 |
| | 34.0 | 13 Feb 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 35.0 | 7 Sep 2002 | Property Damage | Collision with Fixed Object | 0 | 0 |
| | 37.0 | 13 Dec 2002 | Property Damage | Right Angle | 0 | 0 |
| | 37.6 | 21 Dec 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 38.8 | 18 Aug 2002 | Property Damage | Rear End | 0 | 0 |
| | 40.2 | 16 Nov 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 42.3 | 8 Nov 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |

| Summary Highway #2 | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 10 | 3 | 0 | 13 | 3 | 0 |

| Highway #3 (Yellowknife) | On Km | Collision Date | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|---|---|---|---|---|---|---|
| | 17.2 | 3 Jan 2002 | Property Damage | Rear End | 0 | 0 |
| | 17.2 | 4 Jul 2002 | Property Damage | Collision with Parked Vehicle | 0 | 0 |
| | 23.4 | 28 Sep 2002 | Property Damage | Passing - Left Turn | 0 | 0 |
| | 26.4 | 30 Jun 2002 | Injury | Ran Off Road - Left | 1 | 0 |
| | 26.9 | 3 Sep 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 37.0 | 3 Dec 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 39.0 | 2 Apr 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 41.0 | 17 Feb 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 41.4 | 4 Mar 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 45.9 | 16 Nov 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 48.9 | 6 Feb 2002 | Property Damage | Rear End | 0 | 0 |
| | 49.0 | 7 Sep 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 50.4 | 2 Sep 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 63.0 | 18 Aug 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 74.0 | 18 May 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 82.0 | 30 Sep 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 112.0 | 18 Oct 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 120.0 | 4 Dec 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 124.0 | 22 Nov 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 131.0 | 3 Aug 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 153.0 | 30 Nov 2002 | Fatal | Ran Off Road - Left | 1 | 1 |
| | 162.0 | 23 Dec 2002 | Injury | Animal Strike | 1 | 0 |
| | 168.0 | 2 Oct 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 174.5 | 17 Dec 2002 | Injury | Rear End | 1 | 0 |
| | 198.0 | 17 Aug 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 203.0 | 1 Sep 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 214.0 | 3 Aug 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 218.0 | 9 Aug 2002 | Property Damage | Rear End | 0 | 0 |
| | 223.0 | 18 Nov 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 225.9 | 13 Jan 2002 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| | 226.0 | 20 Oct 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 238.0 | 15 Apr 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 247.0 | 29 Sep 2002 | Injury | Ran Off Road - Right | 2 | 0 |
| | 248.0 | 2 Sep 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 249.6 | 25 Aug 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 254.0 | 29 May 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 268.0 | 26 Dec 2002 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| | 272.0 | 2 Nov 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 277.0 | 20 Nov 2002 | Injury | Ran Off Road - Right | 1 | 0 |
| | 279.0 | 22 Nov 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 283.0 | 9 Jun 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 283.0 | 20 Sep 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 288.0 | 9 Jul 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 290.0 | 18 Jul 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 293.0 | 22 Dec 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 294.0 | 16 Jul 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 308.8 | 20 Dec 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 315.0 | 22 Feb 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 319.0 | 2 Jan 2002 | Property Damage | Sideswipe - Same Direction | 0 | 0 |
| | 319.0 | 10 Oct 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 322.5 | 15 Sep 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 322.6 | 21 Dec 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 322.6 | 28 Dec 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 325.0 | 22 Aug 2002 | Property Damage | Sideswipe - Same Direction | 0 | 0 |
| | 336.4 | 10 Jan 2002 | Injury | Rear End | 1 | 0 |
| | 338.4 | 21 Dec 2002 | Injury | Ran Off Road - Right | 1 | 0 |
| | 338.8 | 29 Jul 2002 | Property Damage | Rear End | 0 | 0 |

| Summary Highway #3 | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 37 | 19 | 1 | 57 | 23 | 1 |

| Highway #4 (Ingraham Trail) | On Km | Collision Date | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|---|---|---|---|---|---|---|
| | 0.3 | 8 Jul 2002 | Property Damage | Other Multi-Vehicle Same Direction | 0 | 0 |
| | 1.5 | 19 May 2002 | Injury | Rear End | 1 | 0 |
| | 4.8 | 3 Jul 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 5.0 | 14 Jun 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 8.0 | 12 Oct 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 9.8 | 30 Nov 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 10.3 | 11 Oct 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 12.0 | 30 May 2002 | Property Damage | Collision with Fixed Object | 0 | 0 |
| | 12.0 | 1 Sep 2002 | Injury | Rear End | 2 | 0 |
| | 24.3 | 1 Jul 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 26.7 | 23 Nov 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 36.0 | 12 Jan 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 49.0 | 16 Jun 2002 | Injury | Ran Off Road - Left | 2 | 0 |

| Summary Highway #4 | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 9 | 4 | 0 | 13 | 6 | 0 |

| Highway #5 (Fort Smith Highway) | On Km | Collision Date | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|---|---|---|---|---|---|---|
| | 1.5 | 1 May 2002 | Injury | Single Vehicle Rollover | 3 | 0 |
| | 2.5 | 5 Feb 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 2.5 | 13 Oct 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 8.4 | 19 Nov 2002 | Property Damage | Collision with Fixed Object | 0 | 0 |
| | 12.0 | 24 Nov 2002 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| | 22.0 | 3 Nov 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 58.0 | 19 May 2002 | Injury | Single Vehicle Rollover | 3 | 0 |
| | 73.0 | 26 Jan 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 100.0 | 2 May 2002 | Property Damage | Collision with Fixed Object | 0 | 0 |
| | 131.0 | 7 Jun 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 160.0 | 6 Jul 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 160.0 | 29 Nov 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 244.3 | 7 Sep 2002 | Property Damage | Passing - Left Turn | 0 | 0 |
| | 250.0 | 15 Mar 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 254.0 | 13 Jan 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 258.4 | 27 Feb 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |

| Summary Highway #5 | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 11 | 5 | 0 | 16 | 10 | 0 |

| Highway #6 (Fort Resolution Highway) | On Km | Collision Date | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|---|---|---|---|---|---|---|
| | 6.0 | 10 Aug 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 30.0 | 25 Aug 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 55.0 | 9 Sep 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 60.0 | 30 Dec 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 70.0 | 23 Oct 2002 | Injury | Single Vehicle Rollover | 1 | 0 |

| Summary Highway #6 | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 2 | 3 | 0 | 5 | 4 | 0 |

| Highway #7 (Liard Highway) | On Km | Collision Date | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|---|---|---|---|---|---|---|
| | 68.0 | 13 Jul 2002 | Injury | Ran Off Road - Right | 2 | 0 |
| | 108.0 | 9 Mar 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 128.0 | 8 Jul 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 132.0 | 7 Sep 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 145.0 | 23 Jul 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 150.3 | 16 Sep 2002 | Property Damage | Collision with Parked Vehicle | 0 | 0 |
| | 172.0 | 18 Oct 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 237.0 | 11 Jun 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 248.5 | 12 Aug 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |

| Summary Highway #7 | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 5 | 4 | 0 | 9 | 6 | 0 |

| Highway #8 (Dempster Highway) | On Km | Collision Date | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|---|---|---|---|---|---|---|
| | 11.0 | 8 Oct 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 16.0 | 13 Oct 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 52.3 | 10 Jul 2002 | Injury | Ran Off Road - Left | 1 | 0 |
| | 58.2 | 22 Jun 2002 | Injury | Ran Off Road - Left | 1 | 0 |
| | 60.0 | 22 Jun 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 63.0 | 31 May 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 71.9 | 13 Jul 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 84.5 | 2 Aug 2002 | Injury | Single Vehicle Rollover | 8 | 0 |
| | 87.4 | 31 Aug 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 90.0 | 4 Jul 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 98.0 | 23 Nov 2002 | Property Damage | Animal Strike | 0 | 0 |
| | 108.0 | 26 Jul 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| | 116.0 | 17 Mar 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 123.0 | 9 Jul 2002 | Property Damage | Rear End | 0 | 0 |
| | 123.0 | 21 Dec 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 127.0 | 19 Jun 2002 | Injury | Ran Off Road - Right | 1 | 0 |
| | 134.3 | 27 Jan 2002 | Property Damage | Collision with Parked Vehicle | 0 | 0 |
| | 173.3 | 17 Dec 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 214.0 | 13 Aug 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 220.9 | 5 Dec 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| | 242.0 | 8 Aug 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 249.0 | 9 Jun 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 256.0 | 21 Aug 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 260.0 | 5 Oct 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 262.3 | 8 Oct 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 264.3 | 4 Oct 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| | 266.0 | 20 Oct 2002 | Injury | Ran Off Road - Right | 1 | 0 |
| | 266.8 | 28 Jun 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| | 268.3 | 4 Oct 2002 | Property Damage | Left Turn Across Path | 0 | 0 |
| | 268.4 | 1 Apr 2002 | Injury | Ran Off Road - Right | 1 | 0 |
| | 269.5 | 11 Sep 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| | 270.6 | 31 Aug 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |

| Summary Highway #8 | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 21 | 11 | 0 | 32 | 20 | 0 |

| Access and Winter Roads | Collision Date | Collision Severity | Collision Configuration | # Persons Injured | # Persons Killed |
|---|---|---|---|---|---|
| Dettah Access Road | 2 Mar 2002 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| Dettah Access Road | 13 Oct 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Dettah Access Road | 24 Nov 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| Fort Simpson Access Road | 23 Nov 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Hay River Reserve Access Road | 18 Jan 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| Rae Access Road | 23 Jun 2002 | Injury | Single Vehicle Rollover | 2 | 0 |
| Rae Access Road | 22 Jul 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| Rae Access Road | 14 Sep 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Yellowknife Access Road | 7 Aug 2002 | Property Damage | Collision with Fixed Object | 0 | 0 |
| Aklavik Winter Access Road | 20 Feb 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| Aklavik Winter Access Road | 23 Apr 2002 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| Dettah Winter Access Road | 27 Jan 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |
| Dettah Winter Access Road | 28 Feb 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Inuvik-Tuktoyaktuk Winter Road | 22 Jan 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Inuvik-Tuktoyaktuk Winter Road | 25 Jan 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Inuvik-Tuktoyaktuk Winter Road | 22 Mar 2002 | Property Damage | Sideswipe - Opposite Direction | 0 | 0 |
| Nahanni Butte Winter Road | 16 Mar 2002 | Property Damage | Ran Off Road - Right | 0 | 0 |
| Rae Lakes Winter Access Road | 3 Feb 2002 | Property Damage | Single Vehicle Rollover | 0 | 0 |
| Rae Lakes Winter Access Road | 15 Feb 2002 | Injury | Single Vehicle Rollover | 3 | 0 |
| Rae Lakes Winter Access Road | 27 Mar 2002 | Injury | Single Vehicle Rollover | 1 | 0 |
| Rae Lakes Winter Access Road | 11 Apr 2002 | Property Damage | Ran Off Road - Left | 0 | 0 |

| Summary Access and Winter Roads | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 16 | 5 | 0 | 21 | 8 | 0 |

| Summary All NWT Highways | Property Damage Collisions | Personal Injury Collisions | Fatal Collisions | Total Collisions | Persons Injured | Persons Killed |
|---|---|---|---|---|---|---|
| | 122 | 64 | 1 | 187 | 99 | 1 |

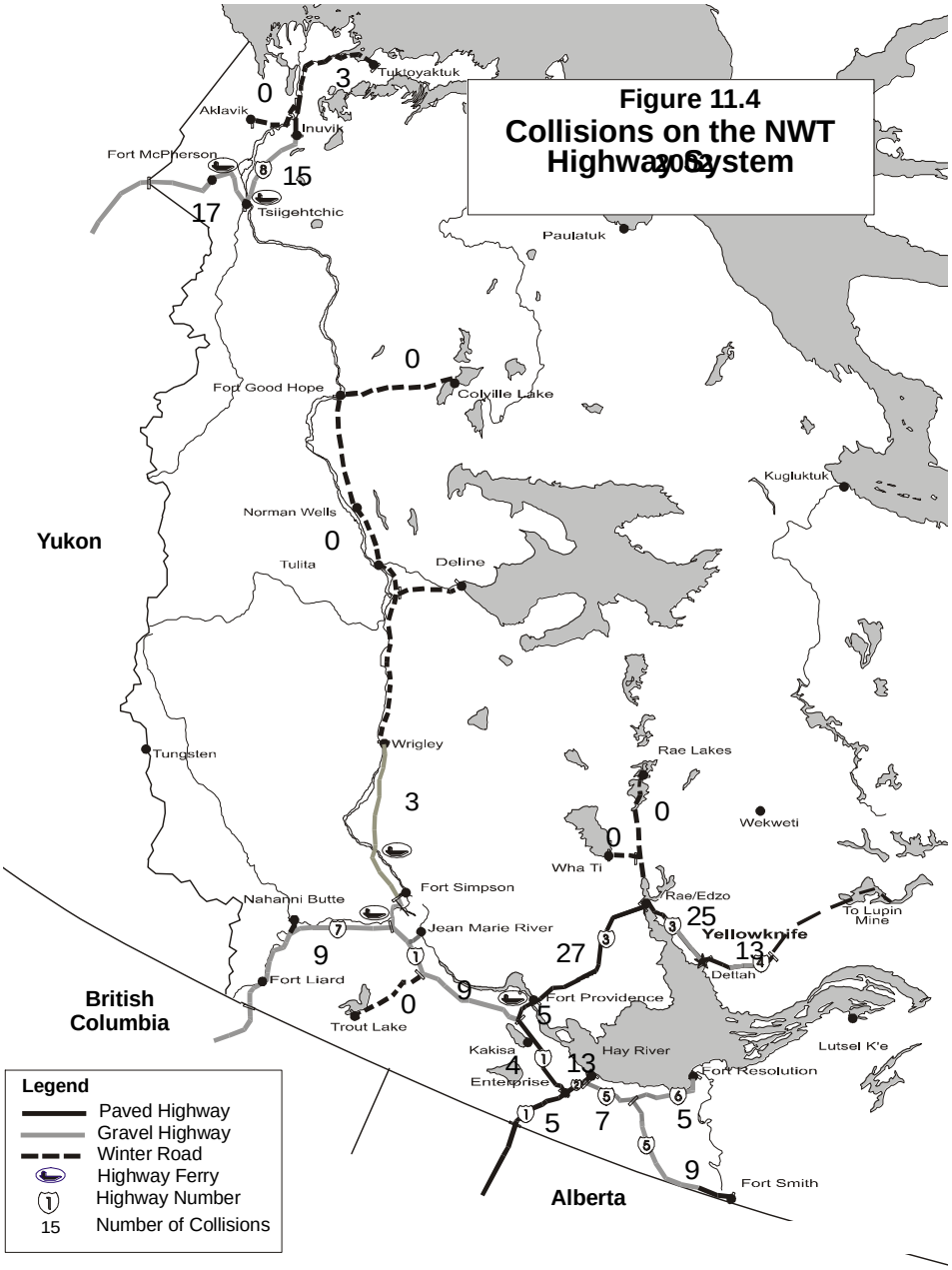
Figure 11.4
Collisions on the NWT Highway System 2002
Tuktoyaktuk
Aklavik
Inuvik
Fort McPherson
Tsiigehtchic
Paulatuk
Fort Good Hope
Colville Lake
Kugluktuk
Norman Wells
Tulita
Deline
Yukon
Tungsten
Wrigley
Rae Lakes
Wekweti
Wha Ti
Fort Simpson
Nahanni Butte
Rae/Edzo
To Lupin Mine
Yellowknife
Jean Marie River
Deltah
Fort Liard
Fort Providence
Trout Lake
Kakisa
Hay River
Lutsel K'e
Enterprise
Fort Resolution
Fort Smith
British Columbia
Alberta
Legend
Paved Highway
Gravel Highway
Winter Road
Highway Ferry
Highway Number
Number of Collisions

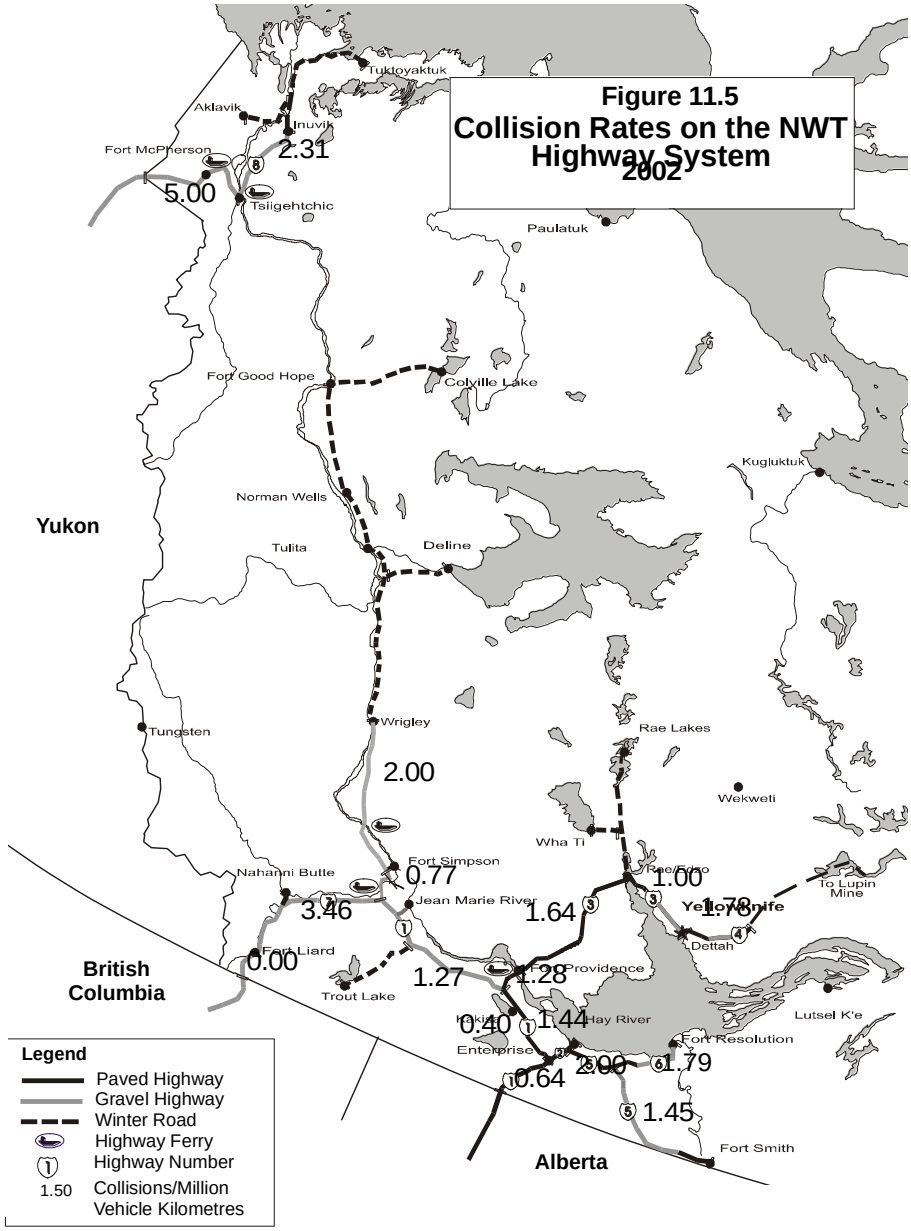
Figure 11.5
Collision Rates on the NWT Highway System
2002
Tuktoyaktuk
Aklavik
Inuvik
2.31
Fort McPherson
5.00
Tsiigehtchic
Paulatuk
Fort Good Hope
Colville Lake
Kugluktuk
Norman Wells
Yukon
Tulita
Deline
Wrigley
2.00
Tungsten
Rae Lakes
Wekweti
Wha Ti
Fort Simpson
0.77
Nahanni Butte
3.46
Jean Marie River
1.64
1.00
Rae/Edzo
To Lupin Mine
Yellowknife
1.78
Dettah
Fort Liard
0.00
British Columbia
1.27
Trout Lake
Providence
1.28
0.40
1.44
Hay River
Lutsel K'e
Enterprise
Fort Resolution
2.00
1.79
0.64
1.45
Fort Smith
Alberta
Legend
Paved Highway
Gravel Highway
Winter Road
Highway Ferry
Highway Number
1.50 Collisions/Million Vehicle Kilometres

# Appendix

**Contents:**


| | | | Page |
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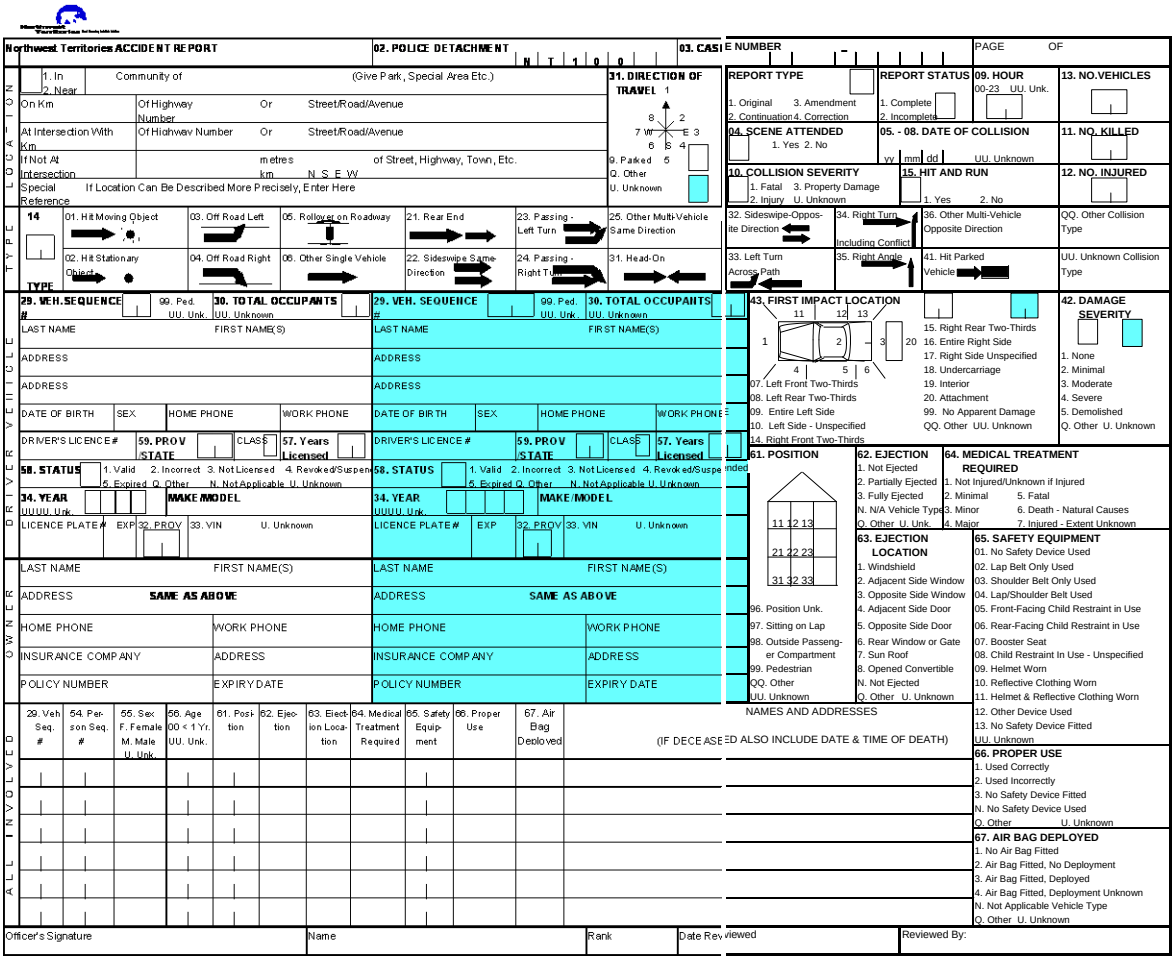
| | A2 | Northwest Territories MVA Report Form Side II | 73 |
| | A3 | Brief Description of Fatal Collisions | 74 |



Northwest Territories ACCIDENT REPORT — 02. POLICE DETACHMENT N T 1 0 0 — 03. CASE NUMBER — PAGE OF

LOCATION

1. In 2. Near — Community of (Give Park, Special Area Etc.)

On Km | Of Highway Number | Or | Street/Road/Avenue

At Intersection With | Km | Of Highway Number | Or | Street/Road/Avenue

If Not At Intersection | metres | km | N. S. E. W | of Street, Highway, Town, Etc.

Special Reference — If Location Can Be Described More Precisely, Enter Here

31. DIRECTION OF TRAVEL (1 2 3 4 5 6 7 8) 9. Parked Q. Other U. Unknown

REPORT TYPE: 1. Original 2. Continuation 3. Amendment 4. Correction

REPORT STATUS: 1. Complete 2. Incomplete

09. HOUR 00-23 UU. Unk.

13. NO.VEHICLES

04. SCENE ATTENDED: 1. Yes 2. No

05. - 08. DATE OF COLLISION: yy mm dd UU. Unknown

11. NO. KILLED

10. COLLISION SEVERITY: 1. Fatal 2. Injury 3. Property Damage U. Unknown

15. HIT AND RUN: 1. Yes 2. No

12. NO. INJURED

TYPE OF COLLISION

14 TYPE

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

DRIVER VEHICLE

29. VEH. SEQUENCE # — 99. Ped. UU. Unk. — 30. TOTAL OCCUPANTS UU. Unknown

LAST NAME — FIRST NAME(S)

ADDRESS

ADDRESS

DATE OF BIRTH — SEX — HOME PHONE — WORK PHONE

DRIVER'S LICENCE # — 59. PROV /STATE — CLASS — 57. Years Licensed

58. STATUS: 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired Q. Other N. Not Applicable U. Unknown

34. YEAR UUUU. Unk. — MAKE/MODEL

LICENCE PLATE # — EXP — 32. PROV — 33. VIN — U. Unknown

43. FIRST IMPACT LOCATION (1 2 3 4 5 6 11 12 13 20)

07. Left Front Two-Thirds
08. Left Rear Two-Thirds
09. Entire Left Side
10. Left Side - Unspecified
14. Right Front Two-Thirds
15. Right Rear Two-Thirds
16. Entire Right Side
17. Right Side Unspecified
18. Undercarriage
19. Interior
20. Attachment
99. No Apparent Damage
QQ. Other UU. Unknown

42. DAMAGE SEVERITY: 1. None 2. Minimal 3. Moderate 4. Severe 5. Demolished Q. Other U. Unknown

OWNER

LAST NAME — FIRST NAME(S)

ADDRESS — SAME AS ABOVE

HOME PHONE — WORK PHONE

INSURANCE COMPANY — ADDRESS

POLICY NUMBER — EXPIRY DATE

61. POSITION: 11 12 13 / 21 22 23 / 31 32 33; 96. Position Unk.; 97. Sitting on Lap; 98. Outside Passenger Compartment; 99. Pedestrian; QQ. Other; UU. Unknown

62. EJECTION: 1. Not Ejected 2. Partially Ejected 3. Fully Ejected N. N/A Vehicle Type Q. Other U. Unk.

64. MEDICAL TREATMENT REQUIRED: 1. Not Injured/Unknown if Injured 2. Minimal 3. Minor 4. Major 5. Fatal 6. Death - Natural Causes 7. Injured - Extent Unknown

63. EJECTION LOCATION: 1. Windshield 2. Adjacent Side Window 3. Opposite Side Window 4. Adjacent Side Door 5. Opposite Side Door 6. Rear Window or Gate 7. Sun Roof 8. Opened Convertible N. Not Ejected Q. Other U. Unknown

65. SAFETY EQUIPMENT: 01. No Safety Device Used 02. Lap Belt Only Used 03. Shoulder Belt Only Used 04. Lap/Shoulder Belt Used 05. Front-Facing Child Restraint in Use 06. Rear-Facing Child Restraint in Use 07. Booster Seat 08. Child Restraint In Use - Unspecified 09. Helmet Worn 10. Reflective Clothing Worn 11. Helmet & Reflective Clothing Worn 12. Other Device Used 13. No Safety Device Fitted UU. Unknown

66. PROPER USE: 1. Used Correctly 2. Used Incorrectly 3. No Safety Device Fitted N. No Safety Device Used Q. Other U. Unknown

67. AIR BAG DEPLOYED: 1. No Air Bag Fitted 2. Air Bag Fitted, No Deployment 3. Air Bag Fitted, Deployed 4. Air Bag Fitted, Deployment Unknown N. Not Applicable Vehicle Type Q. Other U. Unknown

ALL INVOLVED

| 29. Veh Seq. # | 54. Person Seq. # | 55. Sex F. Female M. Male U. Unk. | 56. Age 00 < 1 Yr. UU. Unk. | 61. Position | 62. Ejection | 63. Ejection Location | 64. Medical Treatment Required | 65. Safety Equipment | 66. Proper Use | 67. Air Bag Deployed | NAMES AND ADDRESSES (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

Officer's Signature — Name — Rank — Date Reviewed — Reviewed By:

**16.ROADWAY CONFIGURATION**
1. Non-Intersection
2. Intersection 2 Roads
3. Intersection With Parking Lot/Driveway/Alley
4. Railroad Level Crossing
5. Bridge, Overpass, Viaduct
6. Tunnel Or Underpass
Q. Other
U. Unknown

**17.WEATHER CONDITION**
1. Clear and/or Sunny
2. Overcast, Cloudy - No Precipitation
3. Raining
4. Snowing, Not Including Drifting Snow
5. Freez. Rain, Sleet, Hail
6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist)
7. Strong Wind
Q. Other
U. Unknown

**18.LIGHT CONDITION**
1. Daylight
2. Dawn
3. Dusk
5. Darkness
U. Unknown

**19. ARTIFICIAL LIGHT CONDITION**
1. No Artificial Light
2. Artificial Light - On
3. Artificial Light - Off
U. Unknown

**20. ROAD CLASSIFICATION I**
1. Urban
2. Rural
U. Unknown

**21. ROAD CLASSIFICATION II**
2. Arterial
3. Collector
4. Local
Q. Other (Parking Lot)
U. Unknown

**22. ROAD CLASSIFICATION III**
1. One-Way, 2-Lane
2. One-Way, Multi-Lane
3. Undivided, 2-Way, 2-Lane
4. Undivided, 2-Way, Multi-Lane
5. Divided, With Barrier
6. Divided, With Median
7. Divided,Type Unspecified
Q. Other (Parking Lot)
U. Unknown

**23. ROAD MATERIAL**
1. Asphalt
2. Concrete
3. Gravel
4. Earth, Dirt
5. Chip-Seal
6. Brick/Cobblestone
7. Wood
8. Steel Deck
9. Ice Road
Q. Other
U. Unknown

**24. ROAD SURFACE**
1. Dry, Normal
2. Wet
3. Snow (Fresh/Loose)
4. Slush, Wet Snow
5. Icy
6. Sandy/Gravel/Dirt
7. Muddy
8. Oil
9. Flooded
Q. Other
U. Unknown

**25. ROAD CONDITION**
1. Good
2. Potholes, Bumps, Ruts
3. Under Construction, Repair
4. Uneven
5. Worn
6. Obscured/Faded Markings
Q. Other
U. Unknown

**26. ROAD ALIGNMENT**
1. Straight And Level
2. Straight With Grade
3. Curved And Level
4. Curved With Grade
5. Top Of Hill/Gradient
6. Bottom Of Hill/Gradient
Q. Other
U. Unknown

**27. TRAFFIC CONTROL**
01. Traffic Signals - Oper.
02. Traffic Signals - Flashing
03. Stop Sign
04. Yield Sign
05. Warning Sign
06. Pedestrian Crosswalk
07. Police Officer
08. School Guard, Flagman
09. School Crossing
10. Reduced Speed Zone
11. No Passing Zone Sign
12. Road Markings
13. School Bus Stopped/ Lights Flashing
14. School Bus Stopped/ Lights Not Flashing
15. Rail Crossing With Signals and/or Gates
16. Rail X-ing, Signs Only
17. Unspec. Control Device
18. No Control Present
QQ. Other
UU. Unknown

**28. POSTED SPEED LIMIT**
UUU. Unknown

**35. VEHICLE TYPE**
01. Passenger Car
02. Passenger Van
03. Light Utility Vehicle
04. Pickup Truck,To 4500 kg
05. Panel/Cargo Van,To 4500 kg
06. Other Truck, Van,To 4500 kg
07. Unit Truck, > 4500 kg
08. Road Tractor
09. School Bus
11. Urban Transit Bus
12. Intercity Bus
14. Motorcycle
15. Motorcycle - Speed Limited
16. Off-Road Vehicle
17. Bicycle
18. Purpose-Built Motor Home
19. Farm Equipment
20. Construction Equipment
22. Snowmobile
QQ. Other UU. Unknown

**36. VEHICLE USE**
01. Taxi
02. School Bus
03. Other Bus
04. Military
05. Police Cruiser
06. Other Police
07. Ambulance
08. Hearse
09. Tow Truck
10. Delivery Vehicle
11. Road Maintenance
12. Utilities Maintenance
13. Fire Response
99. No Special Use
QQ. Other
UU. Unknown

**37. EMERGENCY USE**
1. Yes
2. No
N. Not an Emergency Vehicle
U. Unknown

**38. TRAILER TYPE**
1. Recreational Trailer
2. Light Utility Trailer (Boat)
3. Commercial Full Trailer
4. One Semi-Trailer
5. Two Semi-Trailers, A-Train
6. Two Semi-Trailers, B-Train
7. Two Semi-Trailers, C-Train
8. Two Semi-Trailers, Connector Unknown
9. Three Semi-Trailers
N. No Trailers
Q. Other
U. Unknown

**39. USE OF HEADLIGHTS**
1. No Headlights On/Not Equipped
2. Daytime Running Lights On
3. Headlights On
4. Parking Lights Only On
5. Fog Or Auxiliary Lights On
Q. Other
U. Unknown

**40.VEHICLE SPEED**
000. Stopped in Traffic
NNN. Parked
UUU. Unknown

**41. VEHICLE MANOEUVRE**
01. Going Straight
02. Turning Left
03. Turning Right
04. Making U-Turn
05. Changing Lanes
06. Merging
07. Reversing
08. Overtaking
09. Negotiating Curve
10. Slowing, Stopping
11. Starting In Traffic
12. Leaving Roadside
13. Stopped/Parked Legally
14. Stopped/Parked Illegally
15. Swerving To Avoid Collision
16. Run-Away Or Roll Away Vehicle
21. Unspecified Manoeuvre
QQ. Other UU. Unknown

**44 - 46. VEHICLE EVENTS**
NON-COLLISION EVENTS:
01. Skidded Or Spun On Roadway
02. Ran Off Road
03. Overturned, Rollover
04. Jacknife Or Trailer Swing
05. Fire Or Explosion
06. Load Spill
07. Load Shift **EVT1**
08. Submersion
09. Other Non-Collision Event
HIT MOVING OBJECTS:
11. Hit Moving Motor Vehicle
12. Hit Pedestrian
13. Hit Bicyclist **EVT2**
14. Hit Animal
15. Hit Train **EVT3**
19. Hit Another Moving Object
HIT NON-MOVING OBJECTS:
21. Hit Parked Vehicle
22. Hit Non-Fixed Object
23. Hit Building
24. Hit Ditch
25. Hit Embankment, Dirt Pile, Rock
26. Hit Culvert, Drainage Structure
27. Hit Tree/Bush/Hedge
28. Hit Light/Utility Pole
29. Hit Curb
30. Hit Post
31. Hit Traffic Barrier
32. Hit Other Fixed Object, Part Of Road Structure
33. Hit Other Fixed Object NOT Part Of Road Structure
39. Hit Other Type Fixed Object
NN. No 2nd or 3rd Event
QQ. Other UU. Unknown

**47. DRIVER/PEDESTRIAN CONDITION**
01. Fatigued/Fell Asleep
02. Inexperience
03. Under Influence -Alcohol
04. Under Influence - Drugs
05. Sudden Illness, Lost Conciousness
NN. Apparently Normal
QQ. Other UU. Unknown

**48. DRIVER ACTION**
21. Following Too Closely
22. Distracted, Inattentive
23. Driving Too Fast For Conditions
24. Improper Turning Or Passing
25. Fail To Yield Right-Of-Way
26. Disobeyed Traffic Control Device/ Police Officer
27. Driving On Wrong Side Of Road
29. Backing Unsafely
30. Lost Control
NN. Driving Properly
QQ. Other UU. Unknown

**49. VEHICLE FACTORS**
41. Defective Brakes
42. Defective Steering
43. Defective Lights
44. Tire Blown Out
45. Unsecured Or Spilled Load
46. Oversized Load, Overload
47. Visibility Obstructed
48. Other Defective Parts
NN. No Defects
QQ. Other UU. Unknown

**50. ENVIRONMENTAL FACTORS**
51. Animal On Roadway
52. Road Surface Or Other Condition
53. Obstruction On Road
54. View Obstructed, Glare, Reflection
55. Weather Or Acts Of God
NN. No Environmental Factors
QQ. Other UU. Unknown

**52. DANGEROUS GOODS CLASS**
1. Explosives
2. Gases
3. Flammable Liquids
4. Flammable Solids, Spontaneous Combustibles
5. Oxidizers & Organic Peroxides
6. Poisonous & Infectious Substances
7. Radioactives
8. Corrosives
9. Misc. Dangerous Goods
N. Not a Commercial Vehicle
Q. Other U. Unknown

**53. LOAD STATUS COMMERCIAL VEHICLES**
1. Fully/Partially Loaded
2. Not Loaded
N. Not a Commercial Vehicle
Q. Other U. Unknown

**60. BLOOD ALCOHOL CONCENTRATION**
000-500 BAC (mg%) of Driver /Pedestrian
600. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected
610. Not Tested Due To Injury, Alcohol Use Suspected
620. Not Tested - Other Reasons, Alcohol Use Suspected
998. No Alcohol Suspected
NNN. Passenger UUU. Unknown
Dri 1 Dri 2
Ped 1 Ped 2
Ped 3 Ped 4

**68. PEDESTRIAN ACTION**
01. Crossing Intersection With ROW
02. Crossing Intersection Without ROW
04. In Crosswalk
05. Crossing Roadway At Midblock
06. Walking On Roadway Against Traffic
07. Walking On Roadway With Traffic
08. On Sidewalk, Median, Safety Zone
11. Coming From Behind Parked Vehicle/Object
12. Coming From Behind Moving Vehicle
13. Running Into Roadway
14. Getting On/Off School Bus
15. Getting On/Off Vehicle
16. Pushing Vehicle Ped 1
17. Working On Vehicle
18. Playing On Road Ped 2
19. Working On Road
20. Lying On Road Ped 3
NN. Not a Pedestrian
QQ. Other UU. Unknown Ped 4

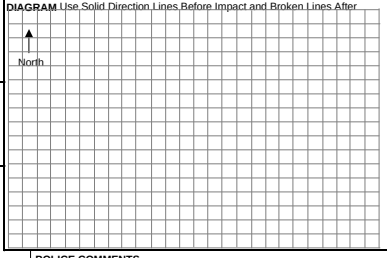
**INDEPENDENT WITNESSES**

| Last Name | First Name |
|---|---|
| Address | |
| Home Phone | Work Phone |
| Last Name | First Name |
| Address | |
| Home Phone | Work Phone |

**ADDITIONAL WITNESSES ON FILE?** Yes ☐ No ☐

**DESCRIPTION:** Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.

**DIAGRAM** Use Solid Direction Lines Before Impact and Broken Lines After




**POLICE COMMENTS**

**PROPOSED ACTION**

The following is a brief description of the three fatal traffic collisions that took place in the Northwest Territories in 2002, resulting in three fatalities.

| RCMP Detachment | Date | Description |
|---|---|---|
| Tuktoyaktuk | 04-Feb | Tractor-trailer unit struck two pedestrians and parked snowmobile on a privately maintained winter road. One pedestrian was fatally injured while the other pedestrian sustained unspecified injuries. Alcohol involvement unknown. |
| Tuktoyaktuk | 05-Oct | Pickup truck backing out of parking stall struck elderly pedestrian. Pedestrian fatally injured. Alcohol involvement unknown. |
| Rae | 30-Nov | Single vehicle ran off-road collision involving sport utility vehicle near Km 153 on Highway #3. The driver died at the scene while the right front passenger sustained unspecified injuries. Both occupants were fully restrained. Alcohol involvement unknown. |