

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.

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2002 QUICK FACTS REPORT

2002 Compared to 2001

	<u>2001</u>	<u>2002</u>	<u>% Change</u>
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

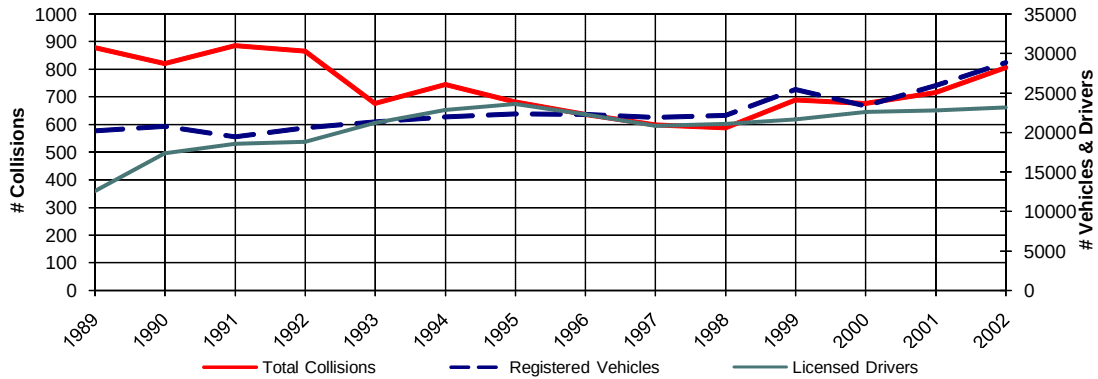
This section illustrates the 14-year history of collisions, victims and licensed drivers and vehicles.

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

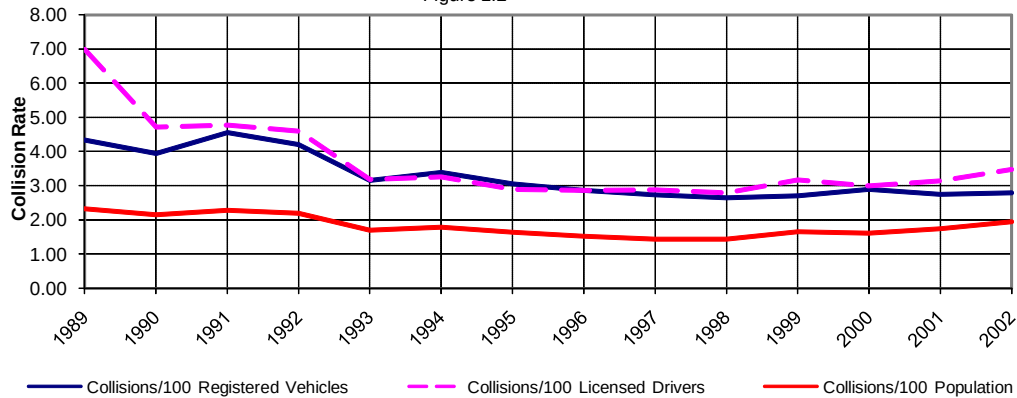


3 Year Summary

	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

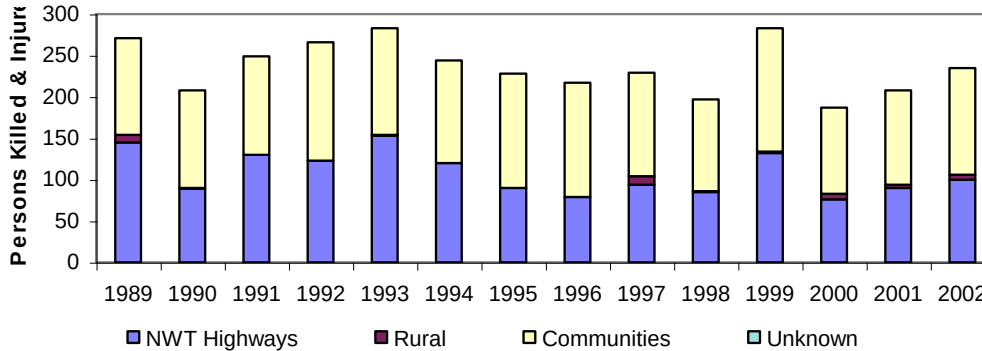


3 Year Summary

	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

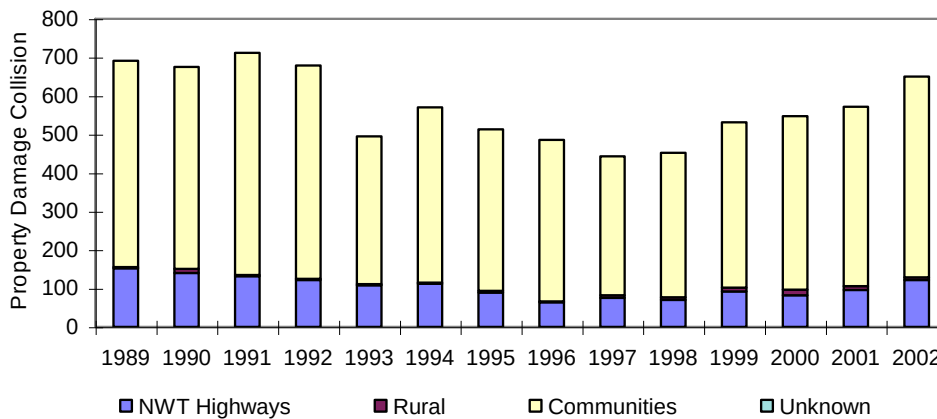


3 Year Summary

	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

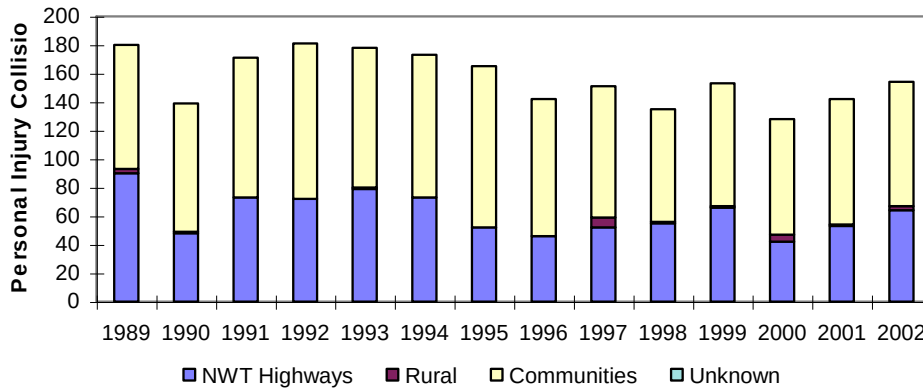


3 Year Summary

	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

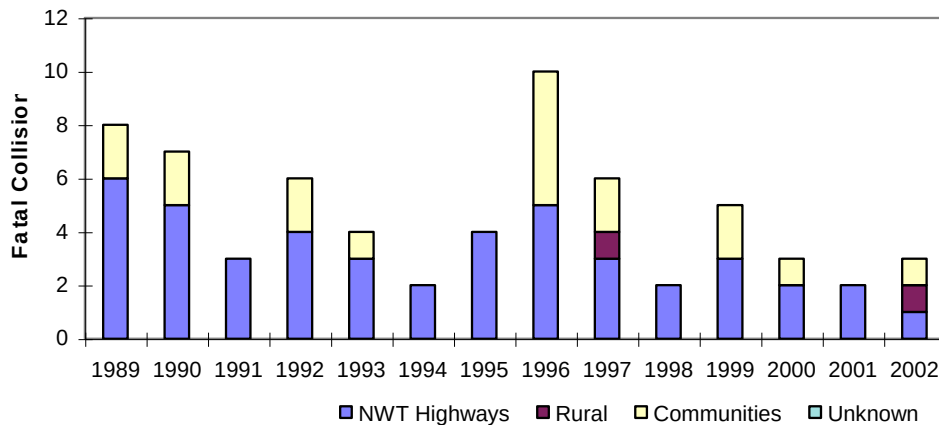


3 Year Summary

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



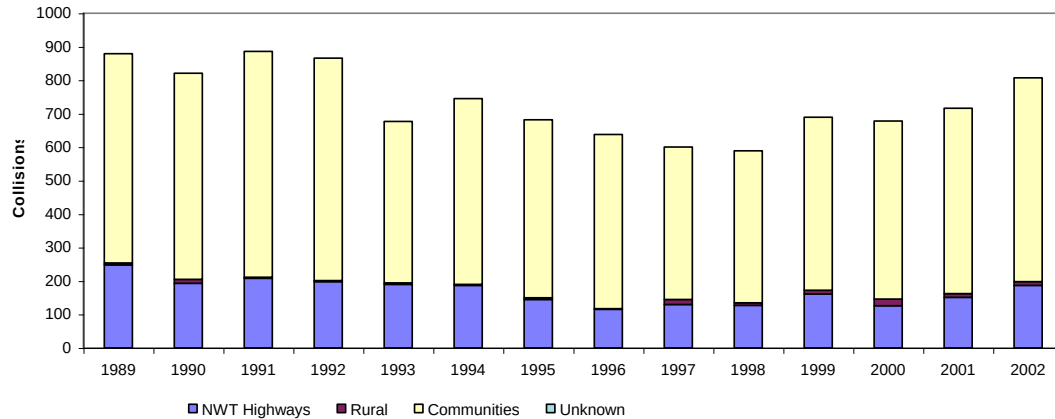
3 Year Summary

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

Historical Trends – Section 1

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
Avg. 92
to 01

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

Historical Trends – Section 1

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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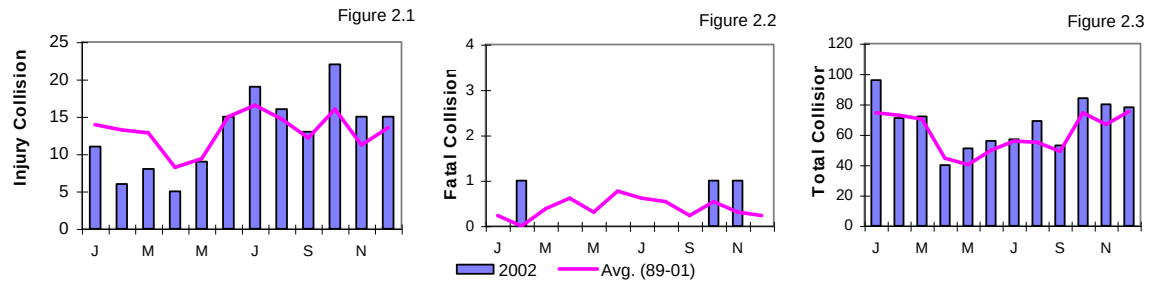
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Time of Occurrence

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

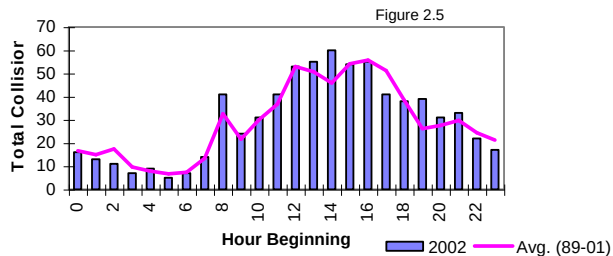


Collisions & Victims by Month of Occurrence

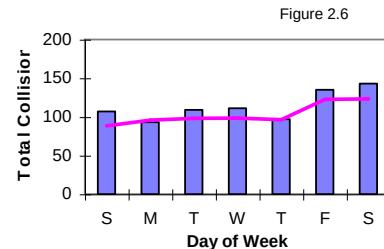
Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	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



Total Collisions by Day of Week



Time of Occurrence – Section 2

Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	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%).

Major Contributing Factors – Section 3

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Fatigued, Fell Asleep	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	% of Total	
				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	% of Total	
				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

Major Contributing Factors – Section 3

Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Animal on Roadway	15	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

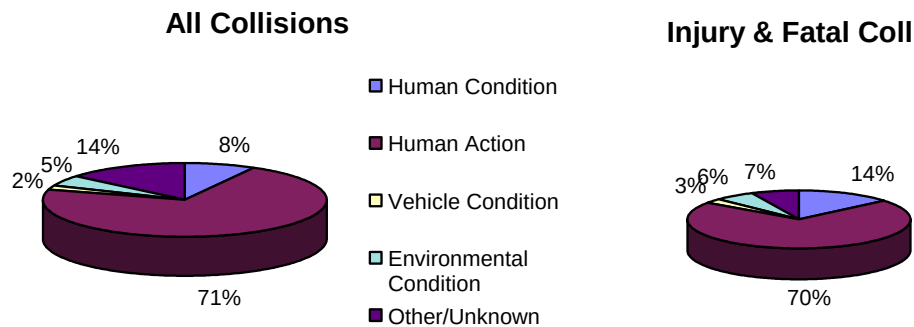
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				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
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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.

Major Contributing Factors – Section 3

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

Figure 3.7

Human Condition	NWT	In	Rural	% of Total	
	Highways	Communities		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	In	Rural	% of Total	
	Highways	Communities		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	In	Rural	% of Total	
	Highways	Communities		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

Major Contributing Factors – Section 3

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

Figure 3.10

Environmental Condition	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Animal on Roadway	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

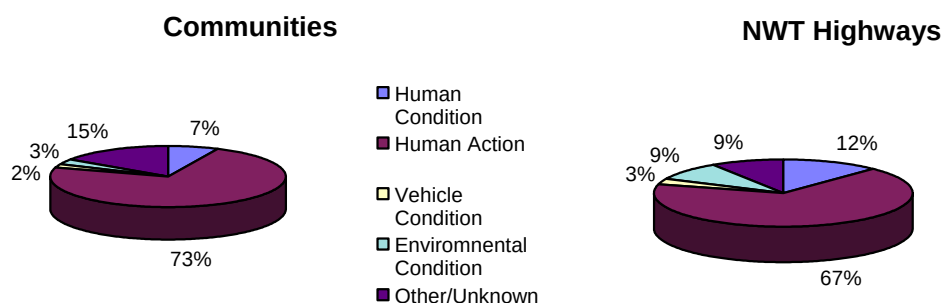
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT Highways	In Communities	Rural	% of Total	
				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.

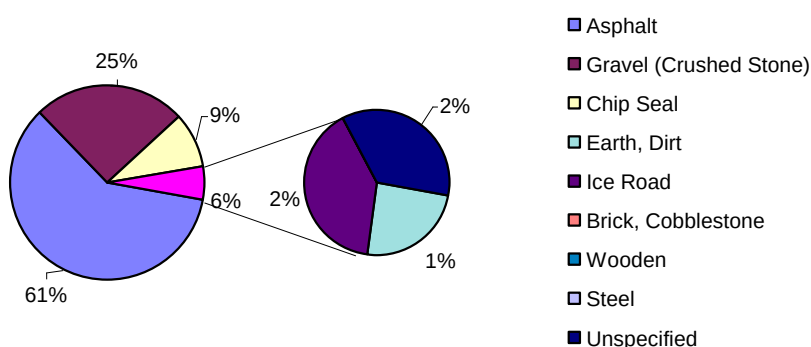
Figures 4.6 and 4.7 provide a breakdown on the types of collisions that occur for both single and multiple vehicle configurations. Figures 4.12 and 4.13 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jack-knifing.

Environmental Factors – Section 4

Collisions by Road Surface Type and Severity

Figure 4.1

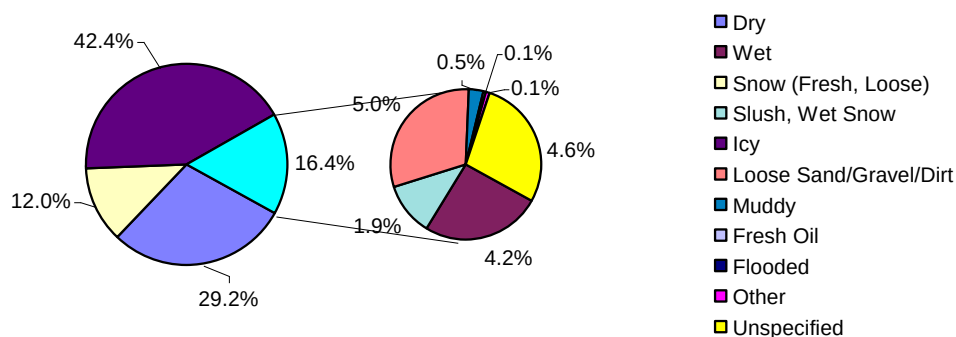
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	410	74	0	484	60.0
Concrete	1	0	0	1	0.1
Gravel (Crushed Stone)	151	51	1	203	25.2
Earth, Dirt	8	3	0	11	1.4
Chip Seal	51	22	1	74	9.2
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	13	4	1	18	2.2
Unspecified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

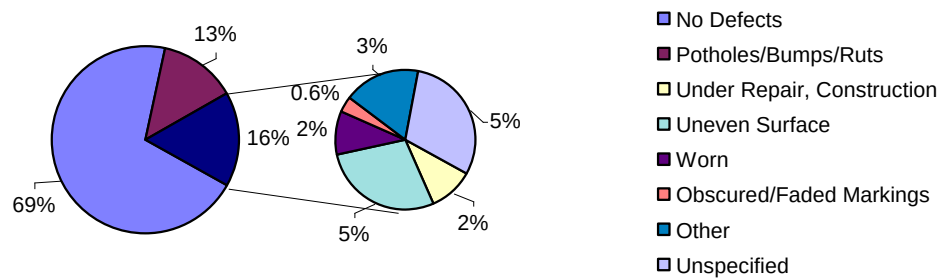


Environmental Factors – Section 4

Collisions by Road Defect and Severity

Figure 4.3

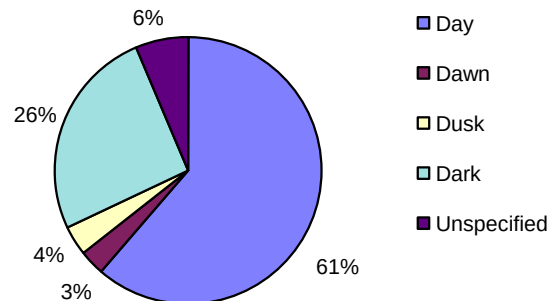
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	465	100	2	567	70.3
Potholes/Bumps/Ruts	70	38	0	108	13.4
Under Repair, Construction	9	5	0	14	1.7
Uneven Pavement Surface	32	5	0	37	4.6
Worn	11	2	0	13	1.6
Obscured or Faded Markings	3	2	0	5	0.6
Other	22	0	1	23	2.9
Unspecified	38	2	0	40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



Collisions by Light Condition and Severity

Figure 4.4

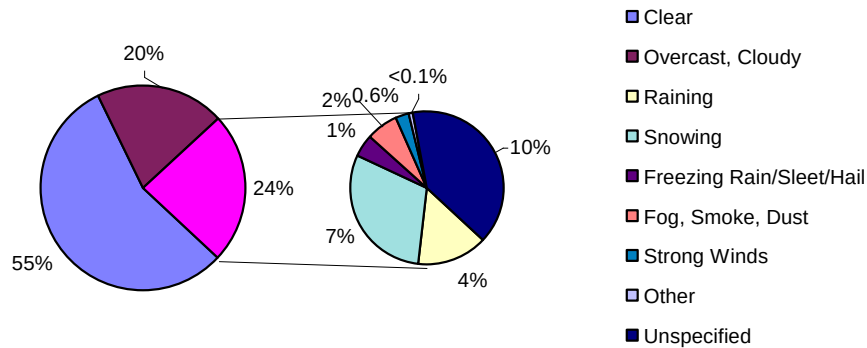
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	392	101	2	495	61.3
Dawn	20	6	0	26	3.2
Dusk	23	6	0	29	3.6
Dark	164	41	1	206	25.5
Unspecified	51	0	0	51	6.3
Total	650	154	3	807	100.0



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



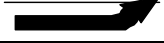
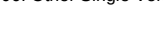
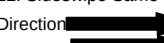
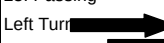
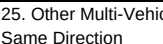
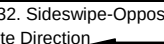
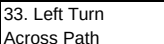
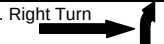
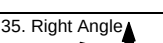
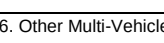
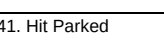
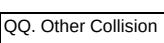
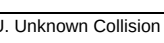
Environmental Factors – Section 4

Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With 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

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

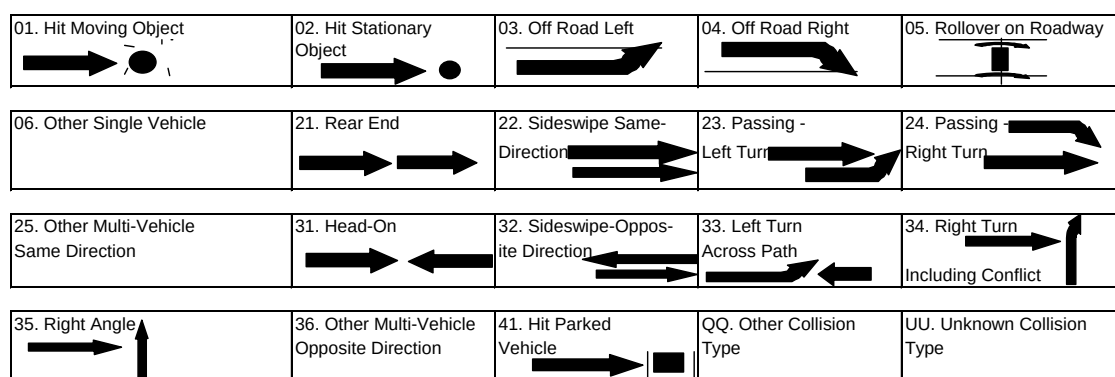
Environmental Factors – Section 4

Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With 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

Environmental Factors – Section 4

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	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

	NWT Highways	In Communities	Rural	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	1	0	1	0.1
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.

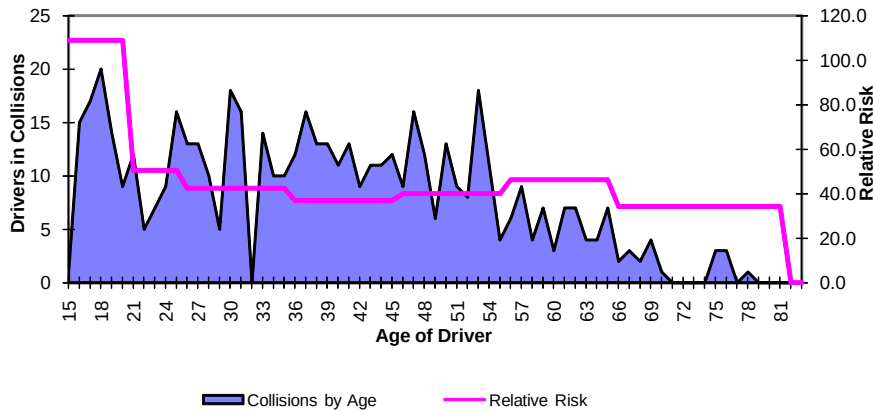
Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are 1.5 times as likely to be involved in a collision than drivers aged 35 to 44 years. Crash statistics involving young or inexperienced drivers are useful for developing graduated 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	Class 7 Req'd.	Class Not	Class No	Class Not	Total
Under 16	0	0	0	0	0	0	1	15	3	0	0	19
16	0	0	0	0	17	0	2	1	1	0	0	21
17	0	0	0	0	27	0	2	2	2	0	0	33
18	0	0	0	0	24	0	1	0	1	1	1	27
19	0	1	1	1	27	0	2	2	2	1	1	37
20	1	0	0	1	25	0	1	2	1	1	1	32
21-24	3	0	0	0	70	0	2	0	4	2	2	81
25-34	19	5	5	25	180	0	3	5	4	1	1	247
35-44	25	3	5	25	171	0	0	1	1	2	2	233
45-54	28	2	7	16	139	0	0	0	1	2	1	195
55-64	16	0	4	9	63	0	0	1	1	1	1	95
65 and over	1	0	0	0	21	0	0	0	0	0	0	22
Not Stated	0	0	0	0	0	0	0	1	0	112	113	113
Drivers in Collisions	93	11	22	77	764	0	14	30	21	123	1,155	1,155
Total Licensed Drivers	1,309	196	656	1,061	18,618	3	1,380	N/A	N/A	N/A	23,223	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	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 5.1

Driver Action														Not	
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	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.

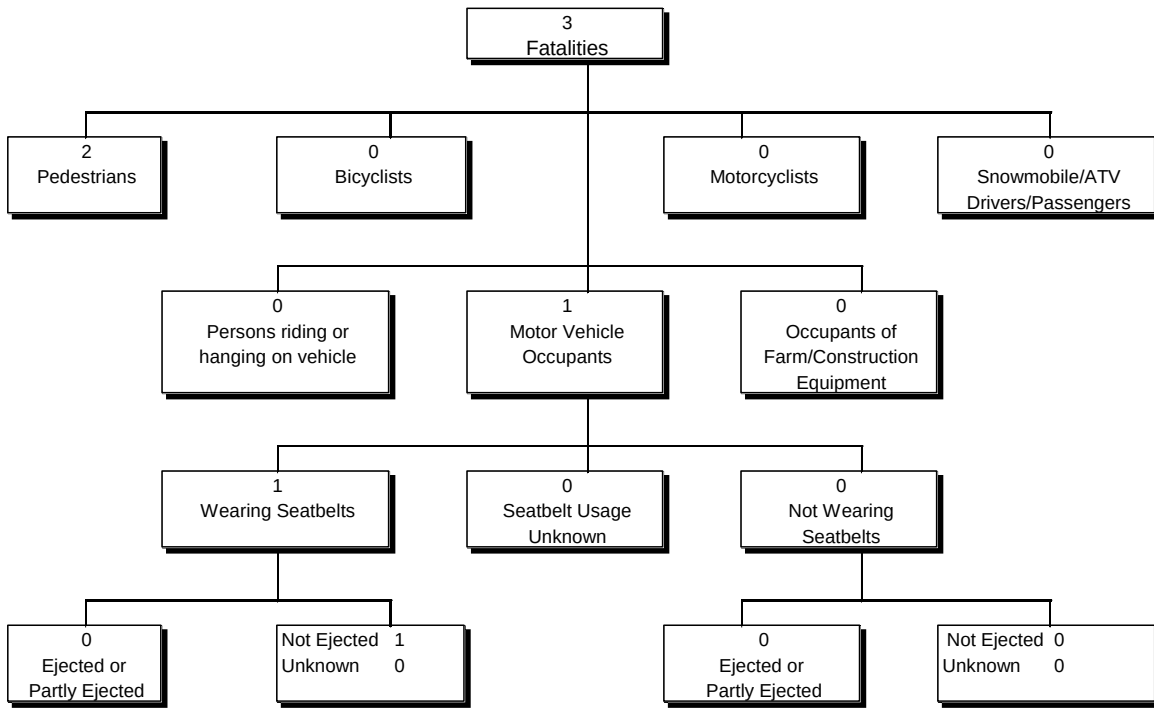
To combat the problem of child restraint misuse-use, child car seat inspection clinics are carried out by the Hay River, Inuvik and Yellowknife Fire Departments. The Car Seat Instructors Program is available to increase the number of qualified persons to conduct inspections at clinics and at occupant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

Victims and Occupant Restraints – Section 7

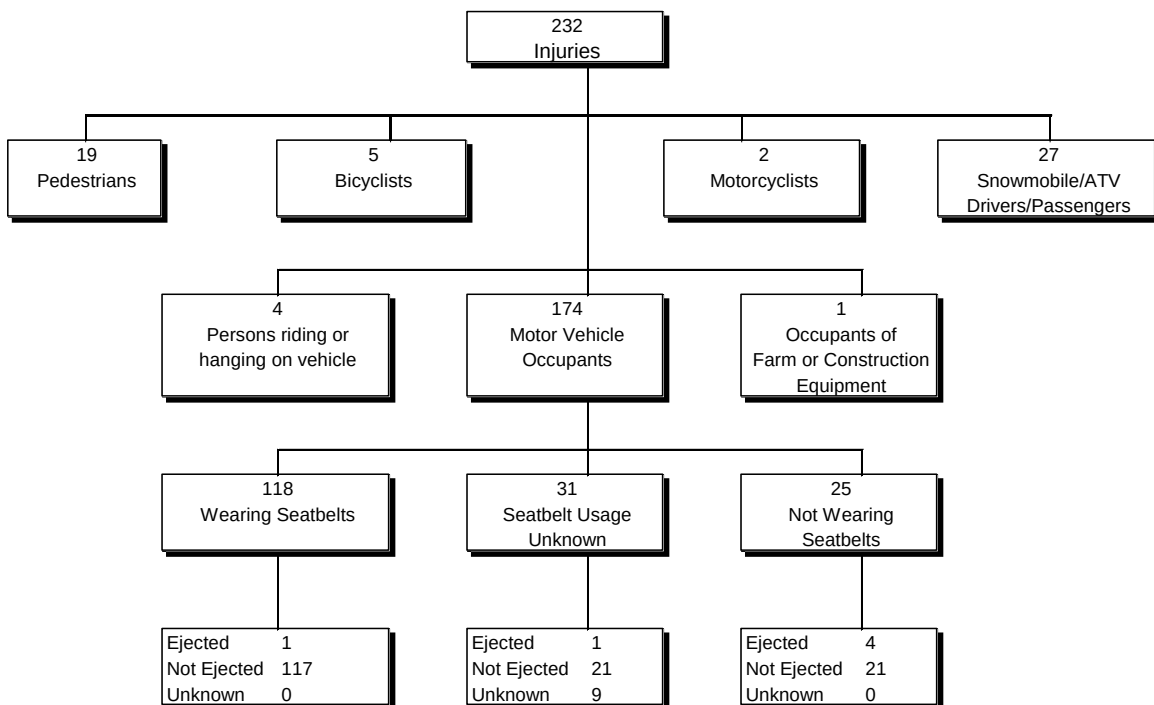
Fatalities Classification
(January 1 to December 31, 2002)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2002)

Figure 7.2



Victims and Occupant Restraints – Section 7

Persons Injured by Road User Class and Age Group

Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	1	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

Road User Class	Persons Injured				Persons Killed			
	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
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

Victims and Occupant Restraints – Section 7

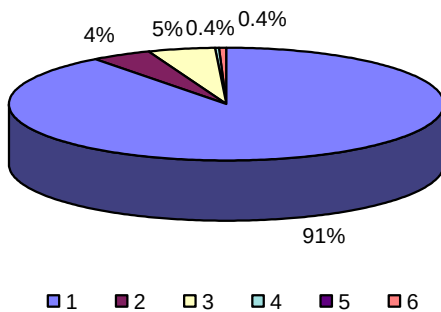
Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	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

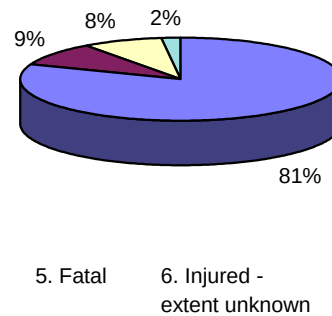
* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

Restraints Used



Restraints Not Used

Figure 7.7



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

Injury Classification

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

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

	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
Injury Severity											
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

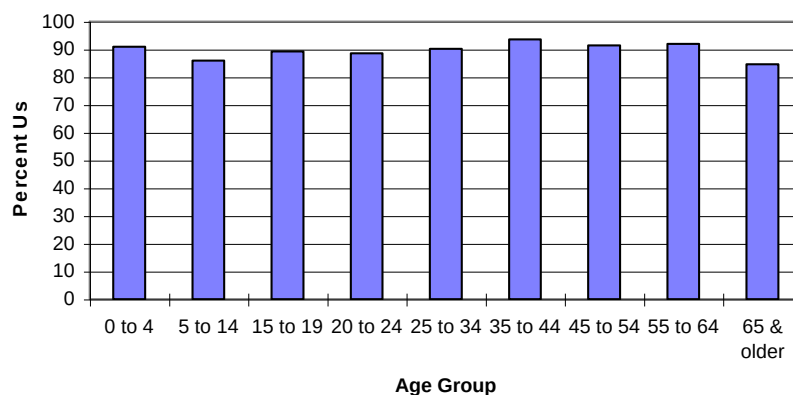
Restraints Not Used

	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
Injury Severity											
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	0	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	0	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:

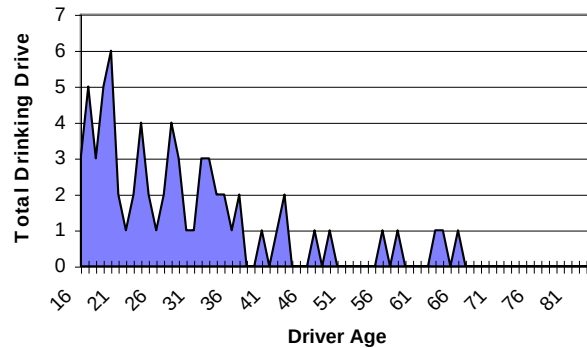
- Alcohol was a factor in 8% of all collisions;
- 6% of drivers involved in collisions had been drinking or were impaired by alcohol;
- 45% of drinking drivers were between the ages of 25 and 44;
- Alcohol-related crashes are more frequent during the late evening or early morning, on weekends and are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

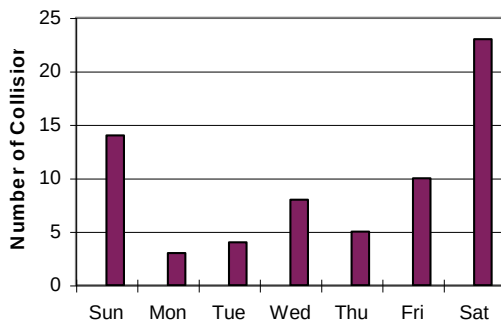
Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	0	0	0
16	2	1	0	3
17	5	0	0	5
18	2	1	0	3
19	4	1	0	5
20	5	1	0	6
21 to 24	6	3	0	9
25 to 34	19	3	0	22
35 to 44	6	3	0	9
45 to 54	2	0	0	2
55 to 64	4	0	0	4
65 & Older	1	0	0	1
Not Stated	0	0	0	0
Total	56	13	0	69

Drinking Drivers by Driver Age



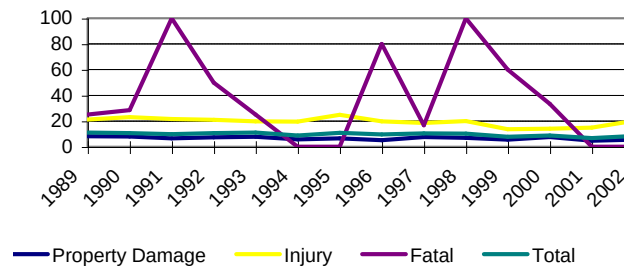
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



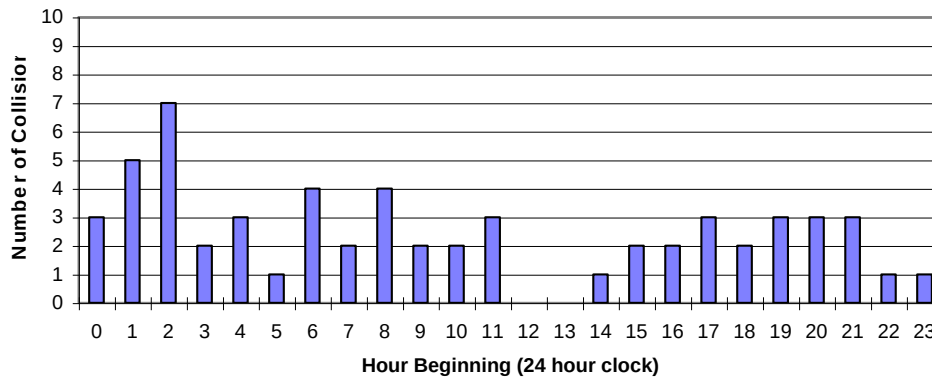
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			
	Property Damage	Personal Injury	Fatal	Total		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

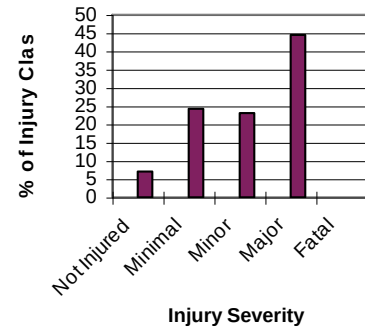
Figure 9.5



Injury Severity by Alcohol Involvement

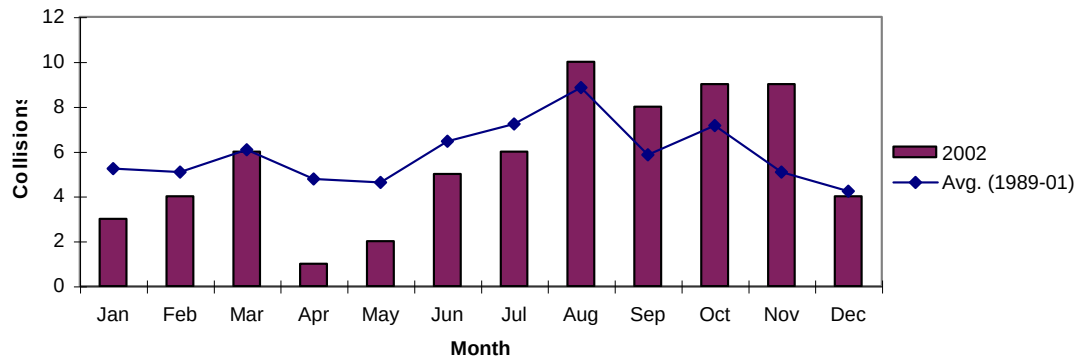
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
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

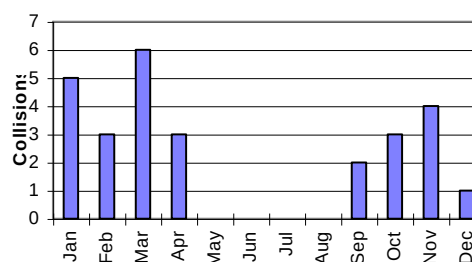
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2	3	0	5	4	0
February	2	0	1	3	1	1
March	3	3	0	6	4	0
April	1	2	0	3	4	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	2	0	2	5	0
October	0	3	0	3	3	0
November	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

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	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	
				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 Consciousness	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.

Geographic Distribution – Section 11

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	1	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				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	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				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	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				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	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
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Collision Rates by Region and RCMP Detachment

Figure 11.2

A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2002 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	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	Collisions/ 100 Registered Vehicles	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	Collisions/ 100 Registered Vehicles	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	Collisions/ 100 Registered Vehicles	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
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[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.

Geographic Distribution – Section 11

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	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

Geographic Distribution – Section 11

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

Geographic Distribution – Section 11

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

Geographic Distribution – Section 11

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

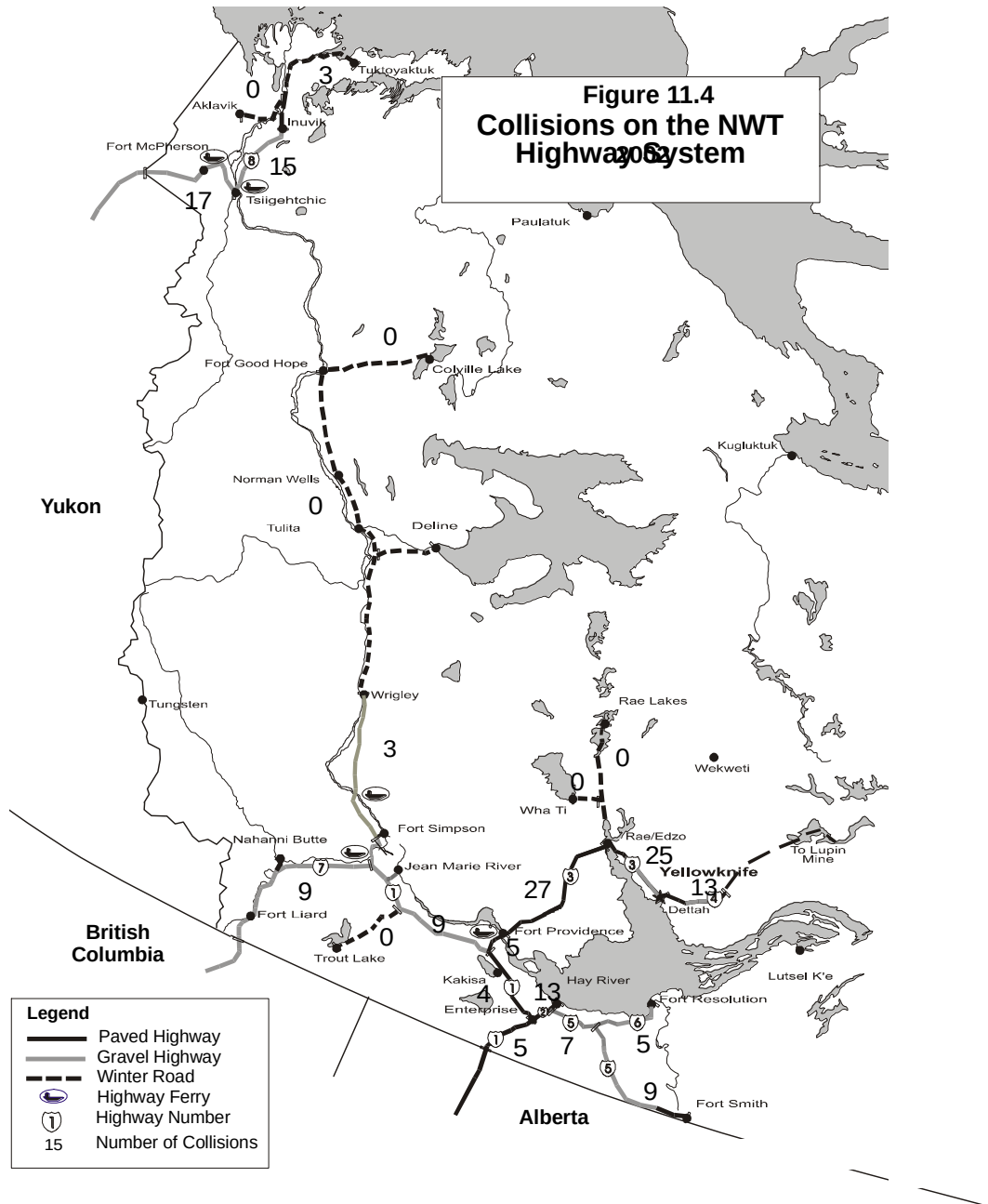
Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	5	4	0	9	6	0

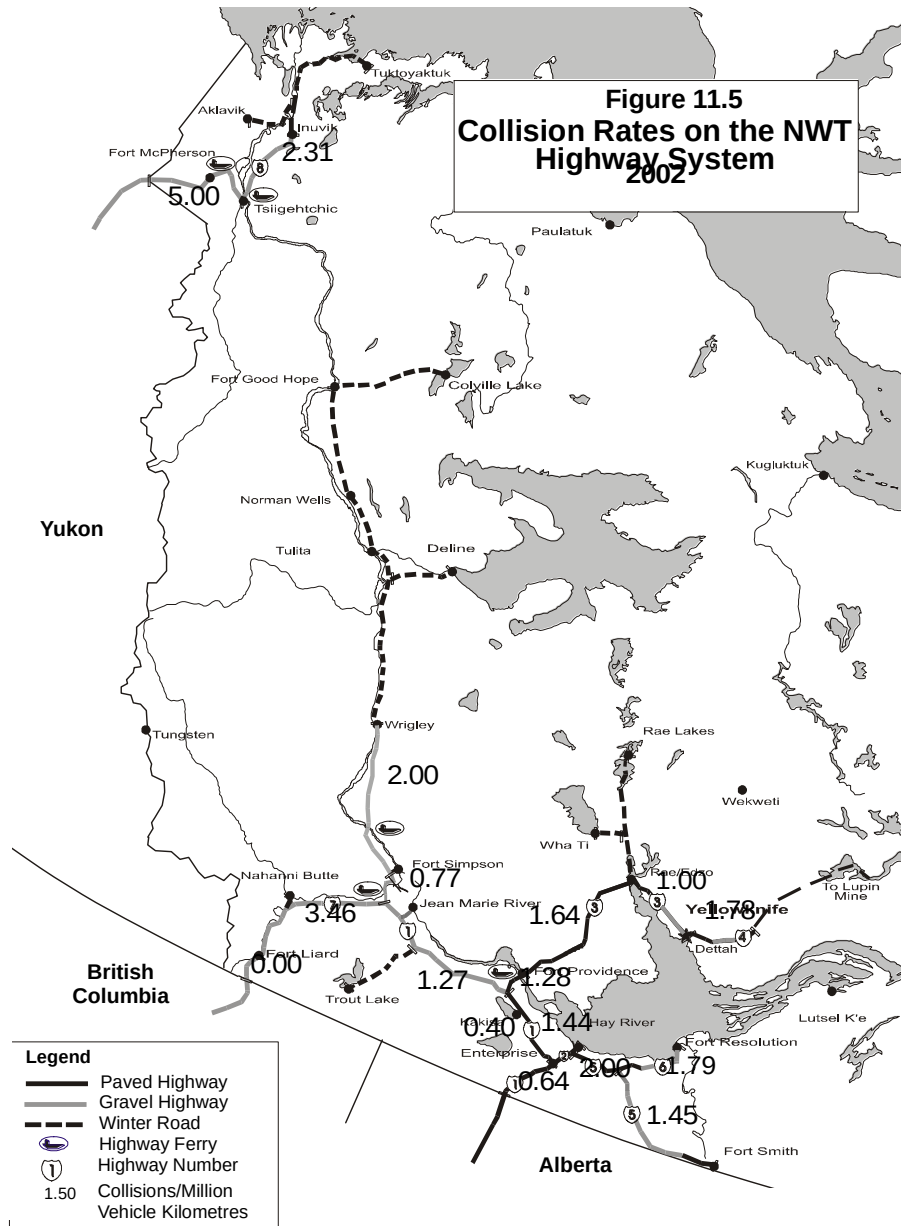
Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	11.0	8 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
	16.0	13 Oct 2002	Injury	Single Vehicle Rollover	1	0
	52.3	10 Jul 2002	Injury	Ran Off Road - Left	1	0
	58.2	22 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

Geographic Distribution – Section 11

Access and	Collision	Collision	Collision	# Persons	# Persons	
Winter Roads	Date	Severity	Configuration	Injured	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	





Appendix

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Appendix A1 – MVA Report Form Side I

Northwest Territories ACCIDENT REPORT				02. POLICE DETACHMENT				03. CASE NUMBER				PAGE OF			
1. In Community of (Give Park, Special Area Etc.)				31. DIRECTION OF TRAVEL				REPORT TYPE				REPORT STATUS			
2. Near Or Highway Number Or Street/Road/Avenue				8 7 6 5 4 3 2 1				1. Original 3. Amendment 2. Continuation 4. Correction				1. Complete 2. Incomplete			
At Intersection With Or Highway Number Or Street/Road/Avenue				9. Parked 5. Other U. Unknown				04. SCENE ATTENDED 1. Yes 2. No				05. - 08. DATE OF COLLISION			
If Not At Intersection metres of Street, Highway, Town, Etc.				21. Rear End 23. Passing - Left Turn 25. Other Multi-Vehicle Same Direction				10. COLLISION SEVERITY 1. Fatal 3. Property Damage 2. Injury U. Unknown				15. HIT AND RUN 1. Yes 2. No			
Special Reference If Location Can Be Described More Precisely, Enter Here				22. Sideswipe Same Direction 24. Passing - Right Turn 31. Head-On				32. Sideswipe Opposite Direction Including Conflict				34. Right Turn Opposite Direction			
14. TYPE 01. H&M Moving Object 03. Off Road Left 05. Roll-over on Roadway				21. Rear End 23. Passing - Left Turn 25. Other Multi-Vehicle Same Direction				32. Sideswipe Opposite Direction Including Conflict				34. Right Turn Opposite Direction			
02. H&M Stationary Object 04. Off Road Right 06. Other Single Vehicle				22. Sideswipe Same Direction 24. Passing - Right Turn 31. Head-On				33. Left Turn Across Path				35. Right Angle Vehicle			
29. VEH. SEQUENCE # LAST NAME FIRST NAME(S)				29. VEH. SEQUENCE # LAST NAME FIRST NAME(S)				43. FIRST IMPACT LOCATION				42. DAMAGE SEVERITY			
30. TOTAL OCCUPANTS #				30. TOTAL OCCUPANTS #				11 12 13 14 15 16 17 18 19 20				1. None 2. Minimal 3. Moderate 4. Severe 5. Demolished Q. Other U. Unknown			
ADDRESS				ADDRESS				61. POSITION				62. EJECTION			
DATE OF BIRTH SEX HOME PHONE WORK PHONE				DATE OF BIRTH SEX HOME PHONE WORK PHONE				63. EJECTION LOCATION				64. MEDICAL TREATMENT REQUIRED			
DRIVER'S LICENCE # 59. PROV. STATE CLASS 57. Years Licensed				DRIVER'S LICENCE # 59. PROV. STATE CLASS 57. Years Licensed				65. SAFETY EQUIPMENT				66. PROPER USE			
58. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired Q. Other N. Not Applicable U. Unknown				58. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired Q. Other N. Not Applicable U. Unknown				67. AIR BAG DEPLOYED							
34. YEAR MAKE/MODEL				34. YEAR MAKE/MODEL											
LICENCE PLATE # EXP 32. PROV. VIN U. Unknown				LICENCE PLATE # EXP 32. PROV. VIN U. Unknown											
LAST NAME FIRST NAME(S)				LAST NAME FIRST NAME(S)											
ADDRESS SAME AS ABOVE				ADDRESS SAME AS ABOVE											
HOME PHONE WORK PHONE				HOME PHONE WORK PHONE											
INSURANCE COMPANY ADDRESS				INSURANCE COMPANY ADDRESS											
POLICY NUMBER EXPIRY DATE				POLICY NUMBER EXPIRY DATE											
20. Veh. Seq. # 54. Person Seq. # 55. Sex F. Female M. Male U. Unk.				20. Veh. Seq. # 54. Person Seq. # 55. Sex F. Female M. Male U. Unk.											
56. Age 00 < 1 Yr. 61. Position 62. Ejection Location 63. Ejection Location				56. Age 00 < 1 Yr. 61. Position 62. Ejection Location 63. Ejection Location											
64. Medical Treatment Required 65. Safety Equipment 66. Proper Use 67. Air Bag Deployed				64. Medical Treatment Required 65. Safety Equipment 66. Proper Use 67. Air Bag Deployed											
Name				Name											
Rank				Rank											
Date Reviewed				Date Reviewed											
Reviewed By:				Reviewed By:											

Appendix A2 – MVA Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection ☐ 2. Intersection 2 Roads ☐ 3. Intersection With Parking Lot/Driveway/Alley ☐ 4. Railroad Level Crossing ☐ 5. Bridge, Overpass, Viaduct ☐ 6. Tunnel Or Underpass ☐ 7. Other ☐ 8. Unknown ☐	24. ROAD SURFACE 1. Dry, Normal ☐ 2. Wet ☐ 3. Snow (Fresh/Loose) ☐ 4. Slush, Wet Snow ☐ 5. Ice ☐ 6. Sandy/Gravel/Dirt ☐ 7. Muddy ☐ 8. Oil ☐ 9. Flooded ☐ 10. Other ☐ 11. Unknown ☐	31. VEHICLE TYPE 1. Urban Transit Bus ☐ 2. Inter-city Bus ☐ 3. Motorcycle ☐ 4. Motorcycle - Speed Limited ☐ 5. Off-Road Vehicle ☐ 6. Bicycle ☐ 7. Purpose-Built Motor Home ☐ 8. Farm Equipment ☐ 9. Construction Equipment ☐ 10. Snowmobile ☐ 11. Other ☐ 12. 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 ☐ 99. Other ☐ 00. 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 ☐ 28. Backing Unsafely ☐ 30. Lost Control ☐ NN. Driving Properly ☐ 99. Other ☐ 00. Unknown ☐	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 ☐ 17. Working On Vehicle ☐ 18. Playing On Road ☐ 19. Working On Road ☐ 20. Lying On Road ☐ NN. Not a Pedestrian ☐ 99. Other ☐ 00. Unknown ☐	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 ☐
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 ☐ 8. Other ☐ 9. Unknown ☐	25. ROAD CONDITION 1. Good ☐ 2. Potholes, Bumps, Ruts ☐ 3. Under Construction, Repair ☐ 4. Uneven ☐ 5. Worn ☐ 6. Obscured/Faded Markings ☐ 7. Other ☐ 8. 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 ☐ 00. Other ☐ 01. Unknown ☐	44 - 46. VEHICLE EVENTS NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway ☐ 02. Ran Off Road ☐ 03. Overturned, Rollover ☐ 04. Jackknife Or Trailer Swing ☐ 05. Fire Or Explosion ☐ 06. Load Spill ☐ 07. Load Shift ☐ 08. Submersion ☐ 09. Other Non-Collision Event ☐ HIT MOVING OBJECTS: 11. Hit Moving Motor Vehicle ☐ 12. Hit Pedestrian ☐ 13. Hit Bicyclist ☐ 14. Hit Animal ☐ 15. Hit Train ☐ 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 ☐ 99. Other ☐ 00. 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 ☐ 99. Other ☐ 00. 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 ☐ 99. Other ☐ 00. Unknown ☐	ADDITIONAL WITNESSES ON FILE? Yes ☐ No ☐ DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.
18. LIGHT CONDITION 1. Daylight ☐ 2. Dawn ☐ 3. Dusk ☐ 4. Darkness ☐ 5. Other ☐ 6. 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 ☐ 7. Other ☐ 8. Unknown ☐	37. EMERGENCY USE 1. Yes ☐ 2. No ☐ N. Not an Emergency Vehicle ☐ 00. 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 ☐ 0. Other ☐ 9. Unknown ☐	51. 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 ☐ 0. Other ☐ 00. Unknown ☐	52. DANGEROUS GOODS CLASS 1. Fully/Partially Loaded ☐ 2. Not Loaded ☐ N. Not a Commercial Vehicle ☐ 0. Other ☐ 00. Unknown ☐	DIAGRAM Use Solid Direction Lines, Before Impact and Broken Lines After
19. ARTIFICIAL LIGHT CONDITION 1. No Artificial Light ☐ 2. Artificial Light - On ☐ 3. Artificial Light - Off ☐ 4. Other ☐ 5. 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 ☐ 99. Other ☐ 00. 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 ☐ 9. Other ☐ 0. Unknown ☐	40. VEHICLE SPEED 000. Stopped In Traffic ☐ NN. Parked ☐ UU. Unknown ☐	47. DRIVER/PEDESTRIAN CONDITION 01. Fatigued/Fell Asleep ☐ 02. Inexperience ☐ 03. Under Influence - Alcohol ☐ 04. Under Influence - Drugs ☐ 05. Sudden Illness, Lost Consciousness ☐ NN. Apparently Normal ☐ 99. Other ☐ 00. Unknown ☐	53. LOAD STATUS 1. Fully/Partially Loaded ☐ 2. Not Loaded ☐ N. Not a Commercial Vehicle ☐ 0. Other ☐ 00. 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 ☐ UU. Unknown ☐ Dri 1 ☐ Dri 2 ☐ Ped 1 ☐ Ped 2 ☐ Ped 3 ☐ Ped 4 ☐
20. ROAD CLASSIFICATION I 1. Urban ☐ 2. Rural ☐ 3. Other ☐ 00. Unknown ☐	21. ROAD CLASSIFICATION II 1. Arterial ☐ 2. Collector ☐ 3. Local ☐ 4. Other (Parking Lot) ☐ 5. 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 ☐ 8. Other (Parking Lot) ☐ 9. 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 ☐ 0. Other ☐ 00. Unknown ☐	46. DRIVER/PEDESTRIAN CONDITION 01. Fatigued/Fell Asleep ☐ 02. Inexperience ☐ 03. Under Influence - Alcohol ☐ 04. Under Influence - Drugs ☐ 05. Sudden Illness, Lost Consciousness ☐ NN. Apparently Normal ☐ 99. Other ☐ 00. Unknown ☐	54. LOAD STATUS 1. Fully/Partially Loaded ☐ 2. Not Loaded ☐ N. Not a Commercial Vehicle ☐ 0. Other ☐ 00. 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 ☐ UU. Unknown ☐ Dri 1 ☐ Dri 2 ☐ Ped 1 ☐ Ped 2 ☐ Ped 3 ☐ Ped 4 ☐
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 ☐ 0. Other ☐ 00. 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 ☐	40. VEHICLE SPEED 000. Stopped In Traffic ☐ NN. Parked ☐ UU. Unknown ☐	47. DRIVER/PEDESTRIAN CONDITION 01. Fatigued/Fell Asleep ☐ 02. Inexperience ☐ 03. Under Influence - Alcohol ☐ 04. Under Influence - Drugs ☐ 05. Sudden Illness, Lost Consciousness ☐ NN. Apparently Normal ☐ 99. Other ☐ 00. Unknown ☐	54. LOAD STATUS 1. Fully/Partially Loaded ☐ 2. Not Loaded ☐ N. Not a Commercial Vehicle ☐ 0. Other ☐ 00. 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 ☐ UU. Unknown ☐ Dri 1 ☐ Dri 2 ☐ Ped 1 ☐ Ped 2 ☐ Ped 3 ☐ Ped 4 ☐	POLICE COMMENTS
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 ☐ 0. Other ☐ 00. 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 ☐	40. VEHICLE SPEED 000. Stopped In Traffic ☐ NN. Parked ☐ UU. Unknown ☐	47. DRIVER/PEDESTRIAN CONDITION 01. Fatigued/Fell Asleep ☐ 02. Inexperience ☐ 03. Under Influence - Alcohol ☐ 04. Under Influence - Drugs ☐ 05. Sudden Illness, Lost Consciousness ☐ NN. Apparently Normal ☐ 99. Other ☐ 00. Unknown ☐	54. LOAD STATUS 1. Fully/Partially Loaded ☐ 2. Not Loaded ☐ N. Not a Commercial Vehicle ☐ 0. Other ☐ 00. 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 ☐ UU. Unknown ☐ Dri 1 ☐ Dri 2 ☐ Ped 1 ☐ Ped 2 ☐ Ped 3 ☐ Ped 4 ☐	PROPOSED ACTION

Appendix A3 – Brief Description of Fatal Collisions

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