

# 2010 NWT Traffic Collision Facts



Department of Transportation  
Road Licensing and Safety Division  
August 2011

## **Acknowledgements**

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

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

## 2010 QUICK FACTS REPORT

### 2010 Compared to 2009

|                                        | <u>2009</u> | <u>2010</u> | <u>% Change</u> |
|----------------------------------------|-------------|-------------|-----------------|
| PROPERTY DAMAGE ONLY COLLISIONS        | 581         | 498         | -14.3           |
| PERSONAL INJURY COLLISIONS             | 103         | 84          | -18.4           |
| FATAL COLLISIONS                       | 5           | 3           | -40.0           |
| TOTAL REPORTED COLLISIONS              | 689         | 585         | -15.1           |
| NUMBER OF PERSONS KILLED               | 5           | 3           | -40.0           |
| NUMBER OF PERSONS INJURED              | 149         | 113         | -24.2           |
| NWT HIGHWAY SYSTEM COLLISIONS          | 152         | 113         | -25.7           |
| RURAL COLLISIONS                       | 14          | 8           | -42.9           |
| COLLISIONS IN COMMUNITIES              | 523         | 464         | -11.3           |
| REGISTERED VEHICLES                    | 33,036      | 33,688      | 2.0             |
| LICENSED DRIVERS                       | 24,449      | 24,785      | 1.4             |
| NWT POPULATION [1]                     | 43,439      | 43,759      | 0.7             |
| COLLISIONS PER 100 LICENSED DRIVERS    | 2.82        | 2.36        | -16.2           |
| COLLISIONS PER 100 REGISTERED VEHICLES | 2.09        | 1.74        | -16.7           |
| COLLISIONS PER 100 POPULATION          | 1.59        | 1.34        | -15.7           |
| COLLISIONS INVOLVING ALCOHOL           | 35          | 29          | -17.1           |

[1] 2009 and 2010 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2011.

### Introduction

The Traffic Collision Information System (TCIS) is a computer-based system that compiles information on traffic collisions occurring throughout the Northwest Territories. Information in this publication is derived from the motor vehicle collision report forms that are completed by Royal Canadian Mounted Police detachments in accordance with Section 262 of the *Motor Vehicles Act*. The collection of this valuable data is made possible by the efforts and dedication of the many Royal Canadian Mounted Police officers across the Northwest Territories who complete the forms from their collision investigations.

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

---

### Section 1 -Historical Trends

This section illustrates the 22-year history of collisions, victims and licensed drivers and vehicles. There were a total of 585 collisions reported in 2010, which is the lowest number ever since collision data was first collected in 1989. Reporting definitions have remained the same since 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 generally been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and are subject to year-to-year fluctuations. The 3 traffic fatalities reported in 2010 is close to the 22-year average while the 113 persons injured in 2010 is less than the 22-year average.

### Section 2 - Time of Occurrence

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

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

### Section 3 - Major Contributing Factors

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

Driver condition is more than three times as prevalent in injury and fatal collisions (19%) than in all collisions (6%). Driver error accounts for 73% of all factors in collisions, as compared to vehicular (1%) and environmental (5%).

### Section 4 - Environmental Factors

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

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

### Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2010, 817 drivers were involved in 585 collisions. This is an average of 1.40 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are nearly twice as likely to be involved in a collision than drivers aged 35 to 44 years. On August 1, 2005, the Graduated Driver Licensing Program was introduced to make the process of learning to drive a safer experience. New drivers are required to go through three stages to obtain a full Class 5 licence:

#### Stage 1 – Learner Class 7

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

#### Conditions

- A Learner must drive with a fully licensed driver, who has a minimum of 24 months experience with a full Class 5 license.
- Time spent suspended will have to be made up before moving on to the next stage.
- A Learner cannot have any passengers other than the supervisor.
- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.

- A Learner must have a 0 BAC.
- A Learner is subject to a lower demerit point threshold.

### Stage 2 – Probationary Class 5P

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

### Conditions

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

### Stage 3 – Full Class 5

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

## Section 6 - Vehicle Factors

There were a total of 1,010 vehicles involved in 585 collisions in 2010. This is an average of 1.73 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

## Section 7 - Victims and Occupant Restraints

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

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. The severity of injury is lower for victims using seat belts. In the Northwest Territories, only 7% of victims wearing seat belts were injured. On the other hand, 31% of the victims who were not wearing seat belts were injured.

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

### Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2010:

- 17 pedestrians were injured;
- no pedestrians were killed;
- 29% of the pedestrians injured were under the age of 15;
- all pedestrians were injured within a community;
- 18% of pedestrians had been drinking or were impaired by alcohol.

### Section 9 - Alcohol

On December 1, 2004, the Department of Transportation introduced new measures to reduce impaired driving in the Northwest Territories:

- Drivers caught with .05 to .08 blood alcohol content automatically have their driver's licence suspended for 24 hours for a first offence or 30 days for further offences within a 2 year period.
- Novice drivers with any blood alcohol content automatically have their driver's licence suspended for 30 days.
- Drivers caught with over .08 blood alcohol content or who refuse to provide a breathalyzer sample automatically have their driver's licence suspended for 24 hours. They are given a 7 day temporary driver's permit and then further suspended for 90 days in addition to Criminal Code charges for impaired driving.
- Drivers convicted of impaired driving under the Criminal Code are automatically prohibited from driving for:
  - 1 year for a first conviction;
  - 3 years for a second conviction;
  - 5 years for a third conviction;
  - 5 or more years for additional convictions or if the offence caused a death.
- Drivers wishing to have their driving privileges reinstated after an administrative licence suspension are required to pay reinstatement fees and may be required to satisfy conditions including:
  - An alcohol dependency assessment;
  - A driver assessment;
  - Participation in a driver improvement program;
  - Participation in an alcohol dependency awareness program;
  - Participation in an alcohol treatment program;
  - Participation in an alcohol ignition interlock program, or
  - Any other condition the Registrar considers appropriate.

- Police have the authority to impound a vehicle for 30 days if the vehicle is operated by a driver whose driving privileges are suspended.

In 2010, there were 29 collisions involving alcohol, resulting in 16 persons being injured. There were 2 alcohol-related fatalities in 2010. These figures are significantly below the 22-year averages.

### **Section 10 - Off-Road Vehicles**

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

- 55% of off-road vehicle collisions resulted in injuries;
- 20% of off-road vehicle drivers involved in collisions are 24 years of age or younger;
- 50% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- 50% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- all of the off-road vehicles involved in collisions were snowmobiles.

### **Section 11 - Geographic Distribution**

This section presents a detailed summary of collisions by Region, RCMP detachment and severity. 63% of collisions took place in the North Slave Region. The North Slave Region also accounted for 50% of persons injured. One fatality took place in the South Slave Region, while two fatalities occurred in the North Slave Region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 42. Highway 3 (Yellowknife Highway) accounted for 39% of collisions occurring on the eight numbered highways.

### **Section 12 – National Comparison**

This section compares injury and fatality rates for Canadian jurisdictions for the 2009 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown; per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the Northwest Territories are less than the Canada average for three of the six indicators.

## **Definitions**

**REPORTABLE MOTOR VEHICLE COLLISION** - an incident involving one or more motor vehicles resulting in death, personal injury or a minimum of \$1,000 in property damage. The Traffic Collision Information System (TCIS) only records reportable motor vehicle collisions that occur on, or adjacent to, roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## Quick Facts - Inside Front Cover

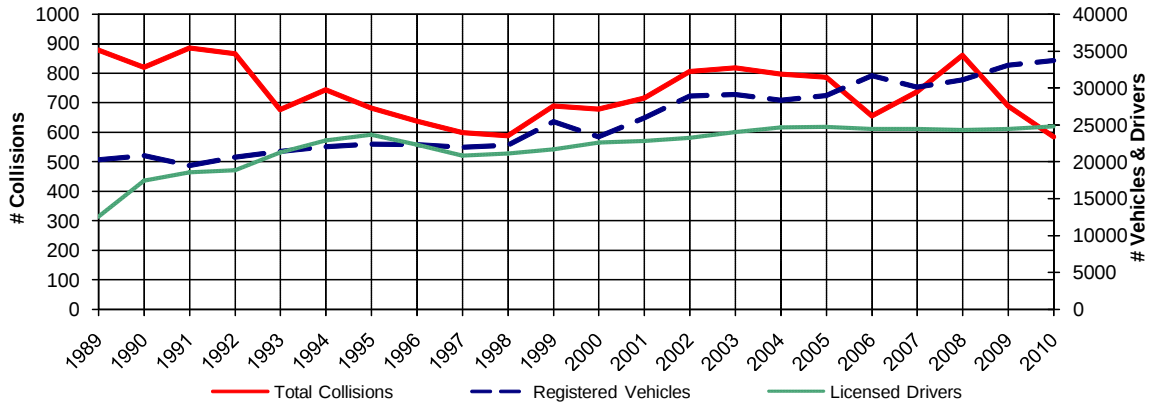
|                         |                                                                                              |           |
|-------------------------|----------------------------------------------------------------------------------------------|-----------|
| <b><u>Section 1</u></b> | <b><u>Historical Trends</u></b>                                                              | <b>1</b>  |
| Figure                  | 1.1 Trends in Licensed Drivers, Registered Vehicles and Collisions                           | 1         |
|                         | 1.2 Trends in Collision Rates by Vehicles, Drivers and Population                            | 1         |
|                         | 1.3 Trends in Injuries and Fatalities                                                        | 2         |
|                         | 1.4 Trends in Property Damage Collisions                                                     | 2         |
|                         | 1.5 Trends in Personal Injury Collisions                                                     | 3         |
|                         | 1.6 Trends in Fatal Collisions                                                               | 3         |
|                         | 1.7 Trends in All Reported Collisions                                                        | 4         |
|                         | 1.8 Property Damage Collisions by Month and Year                                             | 4         |
|                         | 1.9 Personal Injury Collisions by Month and Year                                             | 5         |
|                         | 1.10 Fatal Collisions by Month and Year                                                      | 5         |
|                         | 1.11 Total Collisions by Month and Year                                                      | 5         |
| <b><u>Section 2</u></b> | <b><u>Time of Occurrence</u></b>                                                             | <b>6</b>  |
| Figure                  | 2.1 Personal Injury Collisions by Month of Occurrence                                        | 6         |
|                         | 2.2 Fatal Collisions by Month of Occurrence                                                  | 6         |
|                         | 2.3 Total Collisions by Month of Occurrence                                                  | 6         |
|                         | 2.4 Collisions and Victims by Month of Occurrence                                            | 6         |
|                         | 2.5 Total Collisions by Time of Day                                                          | 6         |
|                         | 2.6 Total Collisions by Day of Week                                                          | 6         |
|                         | 2.7 Total Collisions by Time of Day and Day of Week                                          | 7         |
| <b><u>Section 3</u></b> | <b><u>Major Contributing Factors</u></b>                                                     | <b>8</b>  |
| Figure                  | 3.1 Collision by Severity Where Human Condition was a Major Contributing Factor              | 8         |
|                         | 3.2 Collisions by Severity Where Human Action was a Major Contributing Factor                | 8         |
|                         | 3.3 Collisions by Severity Where Vehicle Condition was a Major Contributing Factor           | 8         |
|                         | 3.4 Collisions by Severity Where Environmental Condition was a Major Contributing Factor     | 9         |
|                         | 3.5 Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown        | 9         |
|                         | 3.6 Major Contributing Factors by Collision Severity                                         | 9         |
|                         | 3.7 Collisions by Road System Where Human Condition was a Major Contributing Factor          | 10        |
|                         | 3.8 Collisions by Road System Where Human Action was a Major Contributing Factor             | 10        |
|                         | 3.9 Collisions by Road System Where Vehicle Condition was a Major Contributing Factor        | 10        |
|                         | 3.10 Collisions by Road System Where Environmental Condition was a Major Contributing Factor | 11        |
|                         | 3.11 Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown    | 11        |
|                         | 3.12 Major Contributing Factors in Collisions - Communities and NWT Highways                 | 11        |
| <b><u>Section 4</u></b> | <b><u>Environmental Factors</u></b>                                                          | <b>12</b> |
| Figure                  | 4.1 Collisions by Road Surface Type and Severity                                             | 12        |
|                         | 4.2 Collisions by Road Surface Environmental Condition and Severity                          | 12        |
|                         | 4.3 Collisions by Road Defect and Severity                                                   | 13        |

|                         |      |                                                                          |           |
|-------------------------|------|--------------------------------------------------------------------------|-----------|
|                         | 4.4  | Collisions by Light Condition and Severity                               | 13        |
|                         | 4.5  | Collisions by Weather Condition and Severity                             | 14        |
|                         | 4.6  | Collisions by Configuration and Severity                                 | 15        |
|                         | 4.7  | Collisions by Configuration and Road System                              | 16        |
|                         | 4.8  | Collisions by Collision Site and Severity                                | 17        |
|                         | 4.9  | Collisions by Collision Site and Road System                             | 17        |
|                         | 4.10 | Collisions by Roadway Alignment and Severity                             | 17        |
|                         | 4.11 | Collisions by Roadway Type and Severity                                  | 18        |
|                         | 4.12 | Collisions by Sequence of Events and Severity                            | 18        |
|                         | 4.13 | Collisions by Sequence of Events and Road System                         | 19        |
| <b><u>Section 5</u></b> |      | <b><u>Driver Factors</u></b>                                             | <b>20</b> |
| Figure                  | 5.1  | Drivers in Collisions and Relative Risk by Driver Age                    | 20        |
|                         | 5.2  | Collision Rates by Severity and Driver Age                               | 20        |
|                         | 5.3  | Number of Drivers in Collisions by Licence Class and Age                 | 21        |
|                         | 5.4  | Number of Drivers in Collisions by Driver Condition and Age              | 21        |
|                         | 5.5  | Number of Drivers in Collisions by Driver Action and Age                 | 22        |
| <b><u>Section 6</u></b> |      | <b><u>Vehicle Factors</u></b>                                            | <b>23</b> |
| Figure                  | 6.1  | Number of Vehicles in Collisions by Vehicle Type and Severity            | 23        |
|                         | 6.2  | Number of Vehicles in Collisions by Vehicle Condition and Severity       | 23        |
|                         | 6.3  | Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity       | 24        |
|                         | 6.4  | Number of Vehicles in Collisions by Vehicle Year and Severity            | 24        |
| <b><u>Section 7</u></b> |      | <b><u>Victims and Occupant Restraints</u></b>                            | <b>25</b> |
| Figure                  | 7.1  | Fatalities Classification                                                | 25        |
|                         | 7.2  | Injuries Classification                                                  | 25        |
|                         | 7.3  | Persons Injured by Road User Class and Age Group                         | 26        |
|                         | 7.4  | Persons Killed by Road User Class and Age Group                          | 26        |
|                         | 7.5  | Persons Injured or Killed by Road User Class and Gender                  | 26        |
|                         | 7.6  | Motor Vehicle Occupants by Injury Severity and Restraint Use             | 27        |
|                         | 7.7  | Restraints Used/Not Used                                                 | 27        |
|                         | 7.8  | Motor Vehicle Occupants by Injury Severity and Age Group                 | 28        |
|                         | 7.9  | Victim Restraint Use Rate by Victim Age                                  | 28        |
| <b><u>Section 8</u></b> |      | <b><u>Pedestrians</u></b>                                                | <b>29</b> |
| Figure                  | 8.1  | Pedestrians Injured or Killed by Age Group                               | 29        |
|                         | 8.2  | Pedestrians Injured or Killed by Pedestrian Action and Age Group         | 29        |
|                         | 8.3  | Pedestrians Injured or Killed by Place of Occurrence and Injury Severity | 30        |
|                         | 8.4  | Pedestrians Injured or Killed by Collision Site                          | 30        |
|                         | 8.5  | Pedestrians Injured or Killed by Pedestrian Condition                    | 30        |
| <b><u>Section 9</u></b> |      | <b><u>Alcohol</u></b>                                                    | <b>31</b> |
| Figure                  | 9.1  | Drinking Drivers in Collisions by Driver Age and Gender                  | 31        |
|                         | 9.2  | Collisions Involving Alcohol by Day of Week                              | 31        |
|                         | 9.3  | Percentage of Collisions Involving Alcohol by Year and Severity          | 31        |
|                         | 9.4  | Number of Collisions and Victims Involving Alcohol                       | 31        |
|                         | 9.5  | Number of Alcohol Related Collisions by Time of Day                      | 32        |
|                         | 9.6  | Injury Severity by Alcohol Involvement                                   | 32        |
|                         | 9.7  | Alcohol-Involved Collisions by Month                                     | 32        |

|                          |                                                                      |           |
|--------------------------|----------------------------------------------------------------------|-----------|
| <b><u>Section 10</u></b> | <b><u>Off-Road Vehicles</u></b>                                      | <b>33</b> |
| Figure                   | 10.1 Off-Road Vehicle Collisions by Month and Severity               | 33        |
|                          | 10.2 Off-Road Vehicle Collisions by Vehicle Type                     | 33        |
|                          | 10.3 Off-Road Vehicle Drivers in Collisions by Driver Age and Gender | 34        |
|                          | 10.4 Off-Road Vehicle Collisions by Severity and Driver Condition    | 34        |
|                          | 10.5 Off-Road Vehicle Collisions by Severity and Driver Action       | 35        |
|                          | 10.6 Off-Road Vehicle Occupants by Injury Severity and Helmet Use    | 35        |
| <b><u>Section 11</u></b> | <b><u>Geographic Distribution</u></b>                                | <b>36</b> |
| Figure                   | 11.1 Collisions by Region, RCMP Detachment and Severity              | 36        |
|                          | 11.2 Collision Rates by Region and RCMP Detachment                   | 37        |
|                          | 11.3 Collisions on the NWT Highway System                            | 38        |
|                          | 11.4 Collisions on the NWT Highway System - Map                      | 42        |
|                          | 11.5 Collision Rates on the NWT Highway System - Map                 | 43        |
| <b><u>Section 12</u></b> | <b><u>National Comparison</u></b>                                    | <b>44</b> |
| Figure                   | 12.1 Casualty Rates by Canadian Jurisdiction                         | 44        |
| <b><u>Appendix</u></b>   |                                                                      | <b>45</b> |
| Section                  | A1 Northwest Territories Collision Report Form Side I                | 45        |
|                          | A2 Northwest Territories Collision Report Form Side II               | 46        |
|                          | A3 Brief Description of Fatal Collisions                             | 47        |

## Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

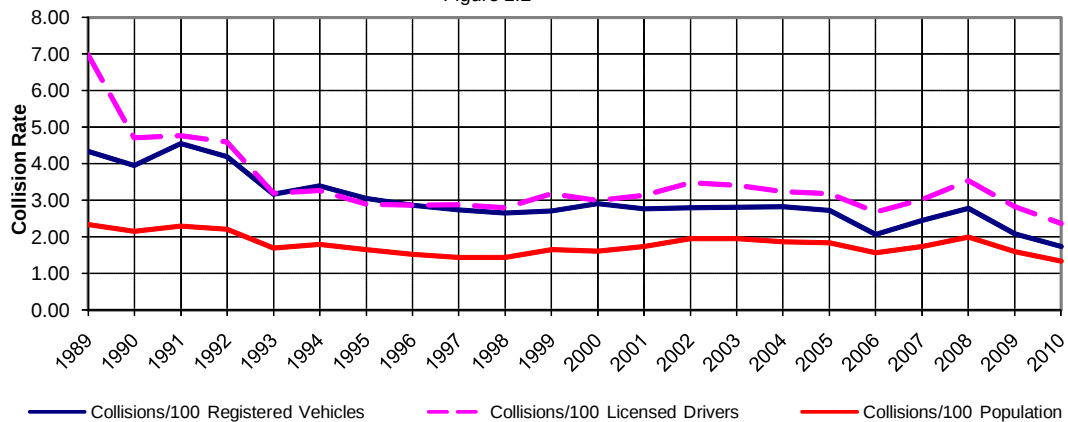


### 3 Year Summary

|                     | 2008   | 2009   | 2010   | % Change |
|---------------------|--------|--------|--------|----------|
| Registered Vehicles | 31,042 | 33,036 | 33,688 | 2.0      |
| Licensed Drivers    | 24,323 | 24,449 | 24,785 | 1.4      |
| Total Collisions    | 861    | 689    | 585    | -15.1    |

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

Figure 1.2

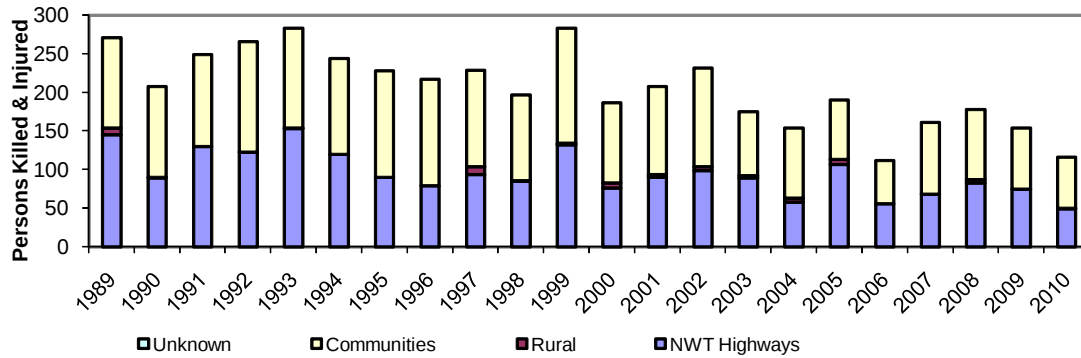


### 3 Year Summary

|                                    | 2008 | 2009 | 2010 | % Change |
|------------------------------------|------|------|------|----------|
| Collisions/100 Registered Vehicles | 2.77 | 2.09 | 1.74 | -16.7    |
| Collisions/100 Licensed Drivers    | 3.54 | 2.82 | 2.36 | -16.2    |
| Collisions/100 Population          | 1.99 | 1.59 | 1.34 | -15.7    |

## Trends in Injuries & Fatalities

Figure 1.3

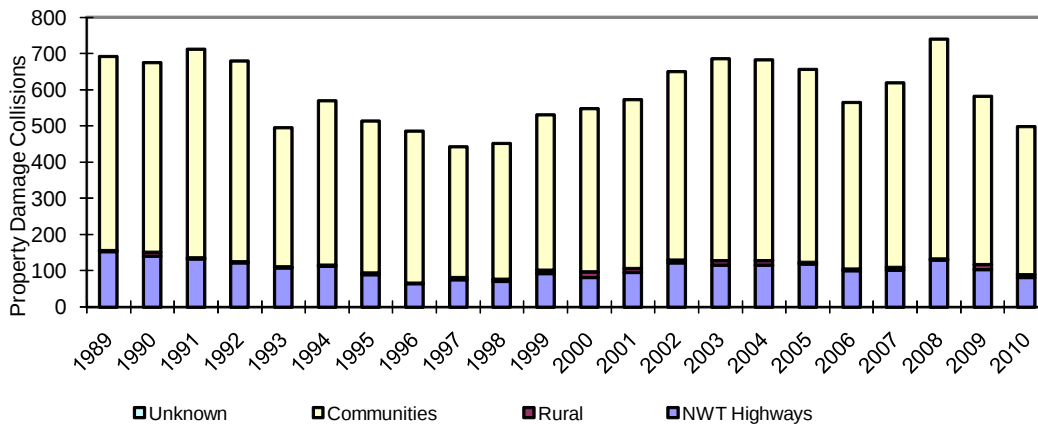


### 3 Year Summary

|              | Persons Injured |            |            |            | Persons Killed |          |          |          |
|--------------|-----------------|------------|------------|------------|----------------|----------|----------|----------|
|              | 2008            | 2009       | 2010       | Average    | 2008           | 2009     | 2010     | Average  |
| NWT Highways | 80              | 72         | 47         | 66         | 3              | 3        | 2        | 3        |
| Rural        | 4               | 0          | 1          | 2          | 0              | 0        | 0        | 0        |
| Communities  | 89              | 77         | 65         | 77         | 2              | 2        | 1        | 2        |
| <b>Total</b> | <b>173</b>      | <b>149</b> | <b>113</b> | <b>145</b> | <b>5</b>       | <b>5</b> | <b>3</b> | <b>4</b> |

## Trends in Property Damage Collisions

Figure 1.4

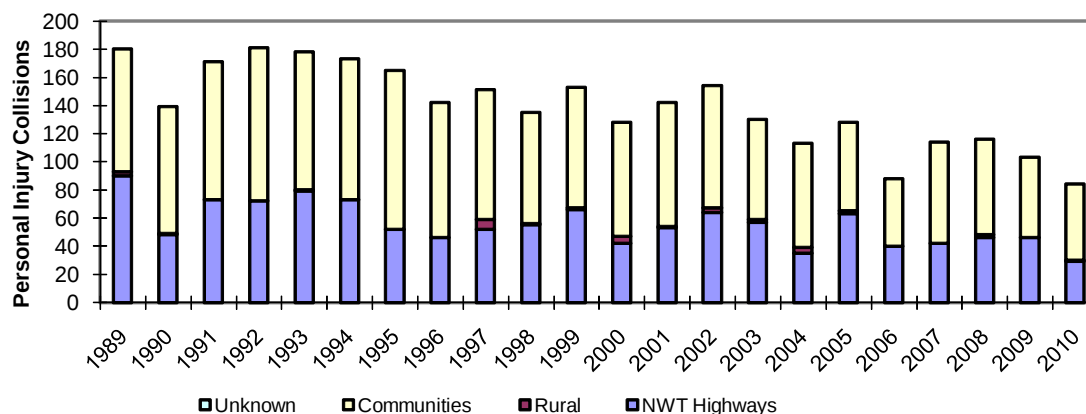


### 3 Year Summary

|              | Property Damage Collisions |            |            |            |
|--------------|----------------------------|------------|------------|------------|
|              | 2008                       | 2009       | 2010       | Average    |
| NWT Highways | 130                        | 103        | 82         | 105        |
| Rural        | 3                          | 14         | 7          | 8          |
| Communities  | 607                        | 464        | 409        | 493        |
| <b>Total</b> | <b>740</b>                 | <b>581</b> | <b>498</b> | <b>606</b> |

## Trends in Personal Injury Collisions

Figure 1.5

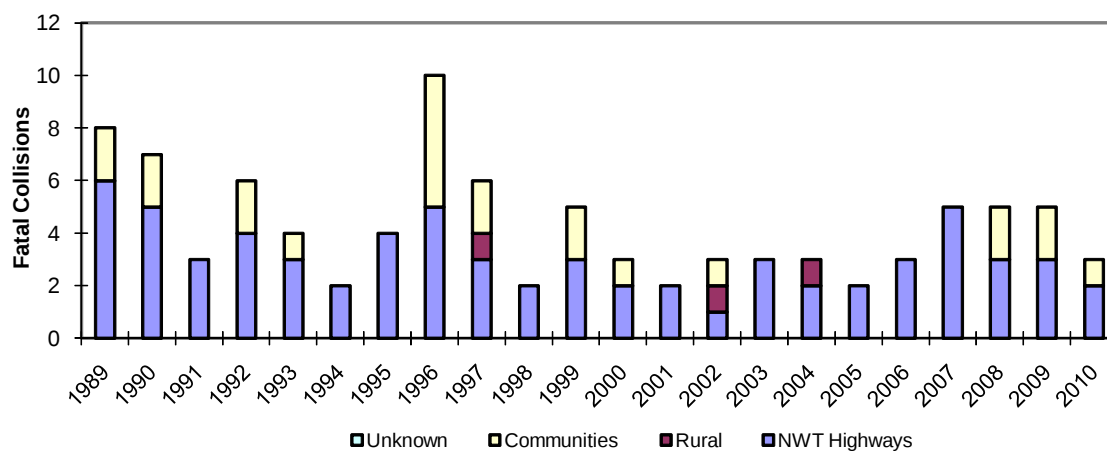


### 3 Year Summary

|              | Personal Injury Collisions |            |           |            |
|--------------|----------------------------|------------|-----------|------------|
|              | 2008                       | 2009       | 2010      | Average    |
| NWT Highways | 46                         | 46         | 29        | 40         |
| Rural        | 2                          | 0          | 1         | 1          |
| Communities  | 68                         | 57         | 54        | 60         |
| <b>Total</b> | <b>116</b>                 | <b>103</b> | <b>84</b> | <b>101</b> |

## Trends in Fatal Collisions

Figure 1.6

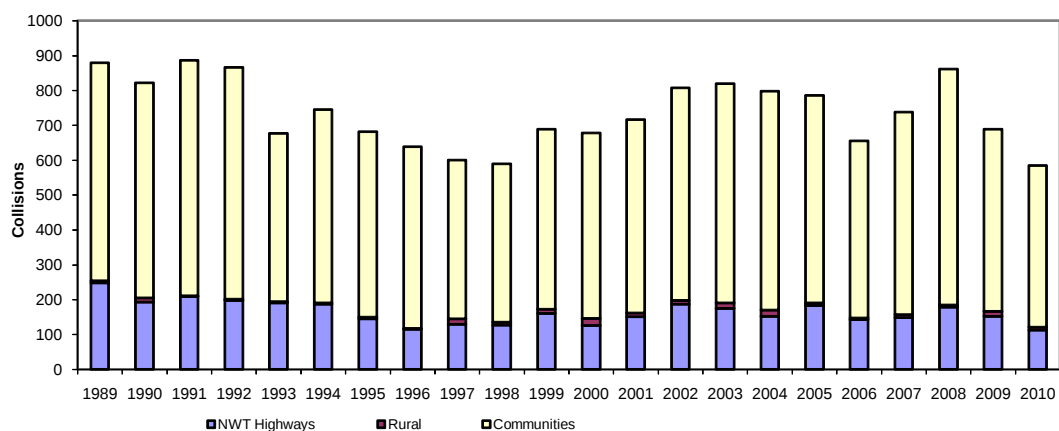


### 3 Year Summary

|              | Fatal Collisions |          |          |          |
|--------------|------------------|----------|----------|----------|
|              | 2008             | 2009     | 2010     | Average  |
| NWT Highways | 3                | 3        | 2        | 3        |
| Rural        | 0                | 0        | 0        | 0        |
| Communities  | 2                | 2        | 1        | 2        |
| <b>Total</b> | <b>5</b>         | <b>5</b> | <b>3</b> | <b>4</b> |

Trends in All Reported Collisions

Figure 1.7



## 3 Year Summary

|              | 2008       | 2009       | 2010       | Average    |
|--------------|------------|------------|------------|------------|
| NWT Highways | 179        | 152        | 113        | 148        |
| Rural        | 5          | 14         | 8          | 9          |
| Communities  | 677        | 523        | 464        | 555        |
| <b>Total</b> | <b>861</b> | <b>689</b> | <b>585</b> | <b>712</b> |

## Property Damage Collisions by Month and Year

Figure 1.8

| Month        | 2000       | 2001       | 2002       | 2003       | 2004       | 2005       | 2006       | 2007       | 2008       | 2009       | Avg. 00 to 09 | 2010       |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|---------------|------------|
| January      | 60         | 50         | 85         | 91         | 90         | 75         | 62         | 58         | 101        | 94         | 77            | 60         |
| February     | 49         | 65         | 64         | 76         | 85         | 87         | 54         | 72         | 68         | 63         | 68            | 40         |
| March        | 45         | 59         | 64         | 82         | 58         | 65         | 45         | 84         | 91         | 65         | 66            | 48         |
| April        | 33         | 35         | 35         | 47         | 37         | 52         | 42         | 33         | 44         | 46         | 40            | 35         |
| May          | 34         | 34         | 42         | 41         | 27         | 39         | 29         | 26         | 38         | 34         | 34            | 23         |
| June         | 27         | 39         | 41         | 47         | 51         | 43         | 30         | 45         | 33         | 38         | 39            | 34         |
| July         | 31         | 22         | 38         | 38         | 32         | 52         | 45         | 39         | 37         | 31         | 37            | 47         |
| August       | 36         | 38         | 53         | 34         | 35         | 42         | 34         | 39         | 53         | 30         | 39            | 29         |
| September    | 34         | 32         | 40         | 43         | 49         | 53         | 41         | 43         | 43         | 29         | 41            | 34         |
| October      | 58         | 65         | 61         | 47         | 59         | 47         | 33         | 50         | 56         | 48         | 52            | 49         |
| November     | 53         | 61         | 64         | 69         | 66         | 51         | 90         | 54         | 82         | 42         | 63            | 42         |
| December     | 87         | 72         | 63         | 72         | 93         | 50         | 59         | 76         | 94         | 61         | 73            | 57         |
| <b>Total</b> | <b>547</b> | <b>572</b> | <b>650</b> | <b>687</b> | <b>682</b> | <b>656</b> | <b>564</b> | <b>619</b> | <b>740</b> | <b>581</b> | <b>630</b>    | <b>498</b> |

## Personal Injury Collisions by Month and Year

Figure 1.9

| Month        | 2000       | 2001       | 2002       | 2003       | 2004       | 2005       | 2006      | 2007       | 2008       | 2009       | Avg. 00<br>to 09 | 2010      |
|--------------|------------|------------|------------|------------|------------|------------|-----------|------------|------------|------------|------------------|-----------|
| January      | 17         | 13         | 11         | 9          | 15         | 10         | 12        | 6          | 10         | 15         | 12               | 11        |
| February     | 14         | 14         | 6          | 25         | 8          | 8          | 4         | 15         | 16         | 5          | 12               | 5         |
| March        | 9          | 7          | 8          | 11         | 7          | 10         | 8         | 9          | 10         | 13         | 9                | 6         |
| April        | 4          | 7          | 5          | 7          | 11         | 3          | 10        | 7          | 7          | 7          | 7                | 6         |
| May          | 9          | 8          | 9          | 10         | 9          | 5          | 4         | 3          | 11         | 8          | 8                | 7         |
| June         | 9          | 14         | 15         | 9          | 10         | 15         | 8         | 10         | 10         | 8          | 11               | 5         |
| July         | 11         | 6          | 19         | 12         | 9          | 17         | 6         | 11         | 9          | 7          | 11               | 6         |
| August       | 7          | 16         | 16         | 11         | 18         | 15         | 8         | 13         | 7          | 6          | 12               | 9         |
| September    | 9          | 10         | 13         | 6          | 10         | 9          | 5         | 12         | 6          | 7          | 9                | 4         |
| October      | 12         | 21         | 22         | 15         | 6          | 13         | 9         | 9          | 10         | 10         | 13               | 9         |
| November     | 10         | 10         | 15         | 7          | 3          | 16         | 10        | 8          | 10         | 9          | 10               | 10        |
| December     | 17         | 16         | 15         | 8          | 7          | 7          | 4         | 11         | 10         | 8          | 10               | 6         |
| <b>Total</b> | <b>128</b> | <b>142</b> | <b>154</b> | <b>130</b> | <b>113</b> | <b>128</b> | <b>88</b> | <b>114</b> | <b>116</b> | <b>103</b> | <b>122</b>       | <b>84</b> |

## Fatal Collisions by Month and Year

Figure 1.10

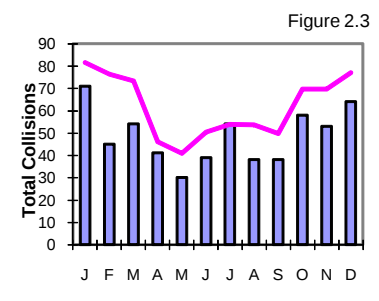
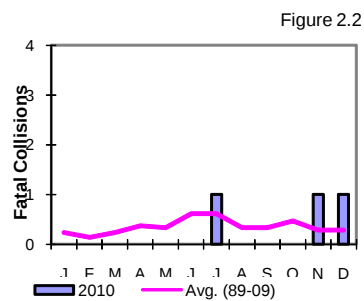
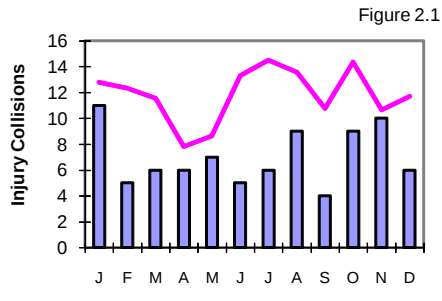
| Month        | 2000     | 2001     | 2002     | 2003     | 2004     | 2005     | 2006     | 2007     | 2008     | 2009     | Avg. 00<br>to 09 | 2010     |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|------------------|----------|
| January      | 1        | 1        | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0.4              | 0        |
| February     | 0        | 0        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 1        | 0.3              | 0        |
| March        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0.0              | 0        |
| April        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0.1              | 0        |
| May          | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 1        | 0.3              | 0        |
| June         | 0        | 0        | 0        | 1        | 1        | 1        | 0        | 0        | 0        | 0        | 0.3              | 0        |
| July         | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 2        | 1        | 0.5              | 1        |
| August       | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0.1              | 0        |
| September    | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2        | 2        | 0        | 0.4              | 0        |
| October      | 1        | 0        | 1        | 0        | 0        | 0        | 1        | 0        | 0        | 2        | 0.5              | 0        |
| November     | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0.2              | 1        |
| December     | 0        | 0        | 0        | 1        | 1        | 0        | 0        | 1        | 0        | 0        | 0.3              | 1        |
| <b>Total</b> | <b>3</b> | <b>2</b> | <b>3</b> | <b>3</b> | <b>3</b> | <b>2</b> | <b>3</b> | <b>5</b> | <b>5</b> | <b>5</b> | <b>3.4</b>       | <b>3</b> |

## Total Collisions by Month and Year

Figure 1.11

| Month        | 2000       | 2001       | 2002       | 2003       | 2004       | 2005       | 2006       | 2007       | 2008       | 2009       | Avg. 00<br>to 09 | 2010       |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------------|------------|
| January      | 78         | 64         | 96         | 101        | 105        | 85         | 75         | 64         | 111        | 109        | 89               | 71         |
| February     | 63         | 79         | 71         | 101        | 94         | 95         | 58         | 87         | 84         | 69         | 80               | 45         |
| March        | 54         | 66         | 72         | 93         | 65         | 75         | 53         | 93         | 101        | 78         | 75               | 54         |
| April        | 37         | 43         | 40         | 54         | 48         | 55         | 52         | 40         | 51         | 53         | 47               | 41         |
| May          | 43         | 42         | 51         | 51         | 36         | 45         | 33         | 30         | 49         | 43         | 42               | 30         |
| June         | 36         | 53         | 56         | 57         | 62         | 59         | 38         | 55         | 43         | 46         | 51               | 39         |
| July         | 42         | 28         | 57         | 50         | 41         | 69         | 52         | 51         | 48         | 39         | 48               | 54         |
| August       | 44         | 54         | 69         | 45         | 53         | 57         | 42         | 52         | 60         | 36         | 51               | 38         |
| September    | 43         | 42         | 53         | 48         | 59         | 62         | 46         | 57         | 51         | 36         | 50               | 38         |
| October      | 71         | 86         | 84         | 62         | 65         | 60         | 43         | 59         | 66         | 60         | 66               | 58         |
| November     | 63         | 71         | 80         | 76         | 69         | 67         | 100        | 62         | 93         | 51         | 73               | 53         |
| December     | 104        | 88         | 78         | 81         | 101        | 57         | 63         | 88         | 104        | 69         | 83               | 64         |
| <b>Total</b> | <b>678</b> | <b>716</b> | <b>807</b> | <b>819</b> | <b>798</b> | <b>786</b> | <b>655</b> | <b>738</b> | <b>861</b> | <b>689</b> | <b>755</b>       | <b>585</b> |

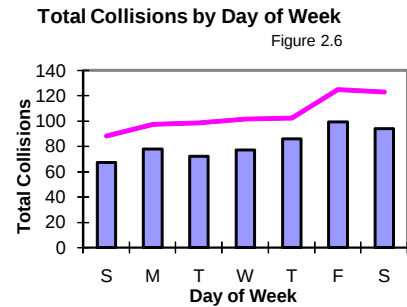
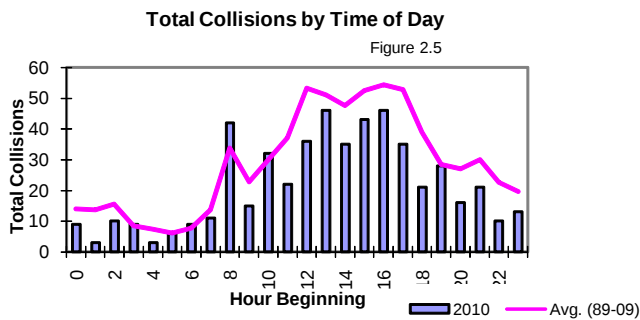
## Collisions by Month of Occurrence



## 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      | 60                   | 11              | 0        | 71         | 18                | 0        |
| February     | 40                   | 5               | 0        | 45         | 6                 | 0        |
| March        | 48                   | 6               | 0        | 54         | 7                 | 0        |
| April        | 35                   | 6               | 0        | 41         | 7                 | 0        |
| May          | 23                   | 7               | 0        | 30         | 7                 | 0        |
| June         | 34                   | 5               | 0        | 39         | 5                 | 0        |
| July         | 47                   | 6               | 1        | 54         | 10                | 1        |
| August       | 29                   | 9               | 0        | 38         | 14                | 0        |
| September    | 34                   | 4               | 0        | 38         | 4                 | 0        |
| October      | 49                   | 9               | 0        | 58         | 14                | 0        |
| November     | 42                   | 10              | 1        | 53         | 12                | 1        |
| December     | 57                   | 6               | 1        | 64         | 9                 | 1        |
| <b>Total</b> | <b>498</b>           | <b>84</b>       | <b>3</b> | <b>585</b> | <b>113</b>        | <b>3</b> |



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

Figure 2.7

| Collision Hour | Sunday      | Monday      | Tuesday     | Wednesday   | Thursday    | Friday      | Saturday    | Total        | %   |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-----|
| 12 to 1 a.m.   | 2           | 1           | 0           | 0           | 1           | 3           | 2           | 9            | 1.6 |
| 1 to 2 a.m.    | 1           | 0           | 0           | 1           | 1           | 0           | 0           | 3            | 0.5 |
| 2 to 3 a.m.    | 2           | 1           | 0           | 2           | 2           | 0           | 3           | 10           | 1.7 |
| 3 to 4 a.m.    | 2           | 0           | 2           | 1           | 2           | 0           | 2           | 9            | 1.6 |
| 4 to 5 a.m.    | 0           | 0           | 1           | 0           | 0           | 2           | 0           | 3            | 0.5 |
| 5 to 6 a.m.    | 1           | 0           | 0           | 0           | 3           | 2           | 0           | 6            | 1.0 |
| 6 to 7 a.m.    | 2           | 0           | 1           | 1           | 1           | 2           | 2           | 9            | 1.6 |
| 7 to 8 a.m.    | 0           | 2           | 2           | 1           | 3           | 2           | 1           | 11           | 1.9 |
| 8 to 9 a.m.    | 2           | 5           | 12          | 4           | 7           | 9           | 3           | 42           | 7.3 |
| 9 to 10 a.m.   | 1           | 5           | 2           | 4           | 0           | 3           | 0           | 15           | 2.6 |
| 10 to 11 a.m.  | 3           | 5           | 2           | 9           | 4           | 3           | 6           | 32           | 5.6 |
| 11 to 12 a.m.  | 1           | 1           | 5           | 2           | 3           | 5           | 5           | 22           | 3.8 |
| 12 to 1 p.m.   | 1           | 4           | 8           | 4           | 4           | 8           | 7           | 36           | 6.3 |
| 1 to 2 p.m.    | 5           | 5           | 5           | 5           | 6           | 9           | 11          | 46           | 8.0 |
| 2 to 3 p.m.    | 4           | 4           | 2           | 7           | 6           | 5           | 7           | 35           | 6.1 |
| 3 to 4 p.m.    | 10          | 6           | 4           | 4           | 5           | 9           | 5           | 43           | 7.5 |
| 4 to 5 p.m.    | 8           | 6           | 5           | 9           | 7           | 5           | 6           | 46           | 8.0 |
| 5 to 6 p.m.    | 2           | 7           | 4           | 2           | 9           | 6           | 5           | 35           | 6.1 |
| 6 to 7 p.m.    | 2           | 5           | 1           | 1           | 5           | 2           | 5           | 21           | 3.7 |
| 7 to 8 p.m.    | 4           | 4           | 3           | 4           | 4           | 4           | 5           | 28           | 4.9 |
| 8 to 9 p.m.    | 0           | 1           | 3           | 2           | 2           | 3           | 5           | 16           | 2.8 |
| 9 to 10 p.m.   | 4           | 4           | 0           | 3           | 3           | 5           | 2           | 21           | 3.7 |
| 10 to 11 p.m.  | 1           | 4           | 0           | 1           | 2           | 0           | 2           | 10           | 1.7 |
| 11 to 12 p.m.  | 1           | 3           | 0           | 5           | 0           | 2           | 2           | 13           | 2.3 |
| Not Stated     | 8           | 5           | 10          | 5           | 6           | 10          | 8           | 52           | 9.1 |
| <b>Total</b>   | <b>67</b>   | <b>78</b>   | <b>72</b>   | <b>77</b>   | <b>86</b>   | <b>99</b>   | <b>94</b>   | <b>573</b>   |     |
| <b>%</b>       | <b>11.7</b> | <b>13.6</b> | <b>12.6</b> | <b>13.4</b> | <b>15.0</b> | <b>17.3</b> | <b>16.4</b> | <b>100.0</b> |     |

\* Excludes collisions in which Day of Week was unknown.

### Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

| Human Condition                    | Property Damage | Personal Injury | Fatal    | Total     | % of Total Factors |
|------------------------------------|-----------------|-----------------|----------|-----------|--------------------|
| Fatigued, Fell Asleep              | 3               | 0               | 0        | 3         | 0.5                |
| Inexperience                       | 0               | 0               | 0        | 0         | 0.0                |
| Under Influence - Alcohol          | 17              | 10              | 2        | 29        | 5.0                |
| Under Influence - Drugs            | 0               | 2               | 0        | 2         | 0.3                |
| Sudden Illness, Lost Consciousness | 1               | 2               | 0        | 3         | 0.5                |
| Other Driver Condition             | 0               | 0               | 0        | 0         | 0.0                |
| <b>Total</b>                       | <b>21</b>       | <b>14</b>       | <b>2</b> | <b>37</b> | <b>6.3</b>         |

### Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

| Human Action                      | Property Damage | Personal Injury | Fatal    | Total      | % of Total Factors |
|-----------------------------------|-----------------|-----------------|----------|------------|--------------------|
| Following Too Closely             | 18              | 3               | 1        | 22         | 3.8                |
| Distracted, Inattentive           | 55              | 14              | 0        | 69         | 11.8               |
| Driving Too Fast for Conditions   | 52              | 11              | 0        | 63         | 10.8               |
| Improper Turning or Passing       | 21              | 0               | 0        | 21         | 3.6                |
| Failed to Yield Right-of-Way      | 26              | 12              | 0        | 38         | 6.5                |
| Disobeyed Traffic Control/Officer | 2               | 1               | 0        | 3          | 0.5                |
| Driving on Wrong Side of Road     | 1               | 1               | 0        | 2          | 0.3                |
| Driving in Wrong Direction        | 0               | 0               | 0        | 0          | 0.0                |
| Backing Unsafely                  | 123             | 3               | 0        | 126        | 21.5               |
| Lost Control                      | 57              | 23              | 0        | 80         | 13.7               |
| Other Driver Action               | 0               | 0               | 0        | 0          | 0.0                |
| <b>Total</b>                      | <b>355</b>      | <b>68</b>       | <b>1</b> | <b>424</b> | <b>72.5</b>        |

### Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

| Vehicle Condition                 | Property Damage | Personal Injury | Fatal    | Total    | % of Total Factors |
|-----------------------------------|-----------------|-----------------|----------|----------|--------------------|
| Defective Brakes                  | 0               | 0               | 0        | 0        | 0.0                |
| Defective Steering                | 0               | 0               | 0        | 0        | 0.0                |
| Defective Lights                  | 0               | 0               | 0        | 0        | 0.0                |
| Tire Blown Out                    | 0               | 0               | 0        | 0        | 0.0                |
| Unsecured Load, Spilled Load      | 1               | 0               | 0        | 1        | 0.2                |
| Oversized Load, Overload          | 0               | 0               | 0        | 0        | 0.0                |
| Visibility Obstructed             | 0               | 0               | 0        | 0        | 0.0                |
| Other Vehicle Contributing Factor | 5               | 0               | 0        | 5        | 0.9                |
| <b>Total</b>                      | <b>6</b>        | <b>0</b>        | <b>0</b> | <b>6</b> | <b>1.0</b>         |

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

Figure 3.4

| Environmental Condition            | Property Damage | Personal Injury | Fatal    | Total     | % of Total Factors |
|------------------------------------|-----------------|-----------------|----------|-----------|--------------------|
| Animal on Roadway                  | 23              | 1               | 0        | 24        | 4.1                |
| Road Surface or Condition          | 4               | 0               | 0        | 4         | 0.7                |
| Obstruction/Debris on Road         | 1               | 0               | 0        | 1         | 0.2                |
| View Obstructed, Glare, Reflection | 0               | 0               | 0        | 0         | 0.0                |
| Weather or Other Acts of God       | 0               | 0               | 0        | 0         | 0.0                |
| Other Environmental Factor         | 0               | 0               | 0        | 0         | 0.0                |
| <b>Total</b>                       | <b>28</b>       | <b>1</b>        | <b>0</b> | <b>29</b> | <b>5.0</b>         |

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

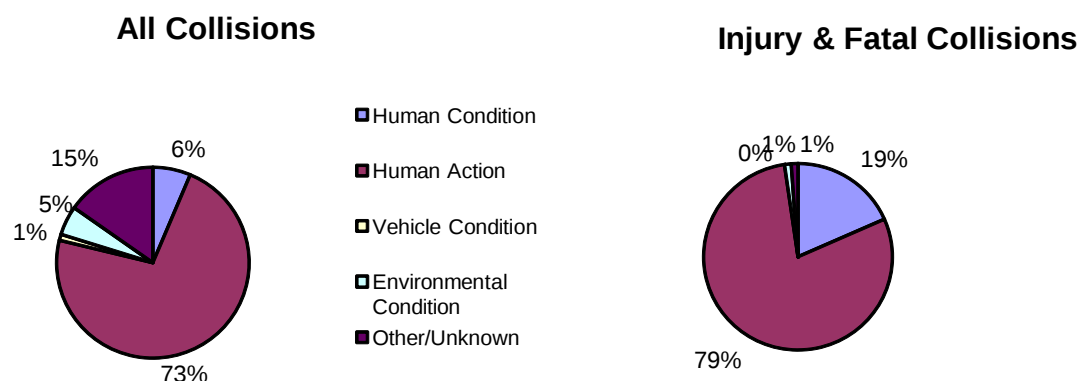
Figure 3.5

| Factor       | Property Damage | Personal Injury | Fatal    | Total     | % of Total Factors |
|--------------|-----------------|-----------------|----------|-----------|--------------------|
| Unspecified  | 0               | 0               | 0        | 0         | 0.0                |
| Unknown      | 88              | 1               | 0        | 89        | 15.2               |
| <b>Total</b> | <b>88</b>       | <b>1</b>        | <b>0</b> | <b>89</b> | <b>15.2</b>        |

|                          |            |           |          |            |              |
|--------------------------|------------|-----------|----------|------------|--------------|
| <b>Total All Factors</b> | <b>498</b> | <b>84</b> | <b>3</b> | <b>585</b> | <b>100.0</b> |
|--------------------------|------------|-----------|----------|------------|--------------|

**Major Contributing Factors by Collision Severity**

Figure 3.6



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

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

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

Figure 3.7

| Human Condition                    | NWT<br>Highways | In<br>Communities | Rural    | % of Total |            |
|------------------------------------|-----------------|-------------------|----------|------------|------------|
|                                    |                 |                   |          | Total      | Factors    |
| Fatigued, Fell Asleep              | 2               | 1                 | 0        | 3          | 0.5        |
| Inexperience                       | 0               | 0                 | 0        | 0          | 0.0        |
| Under Influence - Alcohol          | 6               | 22                | 1        | 29         | 5.0        |
| Under Influence - Drugs            | 0               | 2                 | 0        | 2          | 0.3        |
| Sudden Illness, Lost Consciousness | 0               | 3                 | 0        | 3          | 0.5        |
| Other Driver Condition             | 0               | 0                 | 0        | 0          | 0.0        |
| <b>Total</b>                       | <b>8</b>        | <b>28</b>         | <b>1</b> | <b>37</b>  | <b>6.3</b> |

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

Figure 3.8

| Human Action                      | NWT<br>Highways | In<br>Communities | Rural    | % of Total |             |
|-----------------------------------|-----------------|-------------------|----------|------------|-------------|
|                                   |                 |                   |          | Total      | Factors     |
| Following Too Closely             | 1               | 21                | 0        | 22         | 3.8         |
| Distracted, Inattentive           | 8               | 60                | 1        | 69         | 11.8        |
| Driving Too Fast for Conditions   | 17              | 46                | 0        | 63         | 10.8        |
| Improper Turning or Passing       | 3               | 18                | 0        | 21         | 3.6         |
| Failed to Yield Right-of-Way      | 2               | 36                | 0        | 38         | 6.5         |
| Disobeyed Traffic Control/Officer | 0               | 3                 | 0        | 3          | 0.5         |
| Driving on Wrong Side of Road     | 1               | 1                 | 0        | 2          | 0.3         |
| Driving in Wrong Direction        | 0               | 0                 | 0        | 0          | 0.0         |
| Backing Unsafely                  | 2               | 122               | 2        | 126        | 21.5        |
| Lost Control                      | 40              | 37                | 3        | 80         | 13.7        |
| Other Driver Action               | 0               | 0                 | 0        | 0          | 0.0         |
| <b>Total</b>                      | <b>74</b>       | <b>344</b>        | <b>6</b> | <b>424</b> | <b>72.5</b> |

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

Figure 3.9

| Vehicle Condition                 | NWT<br>Highways | In<br>Communities | Rural    | % of Total |            |
|-----------------------------------|-----------------|-------------------|----------|------------|------------|
|                                   |                 |                   |          | Total      | Factors    |
| Defective Brakes                  | 0               | 0                 | 0        | 0          | 0.0        |
| Defective Steering                | 0               | 0                 | 0        | 0          | 0.0        |
| Defective Lights                  | 0               | 0                 | 0        | 0          | 0.0        |
| Tire Blown Out                    | 0               | 0                 | 0        | 0          | 0.0        |
| Unsecured Load, Spilled Load      | 1               | 0                 | 0        | 1          | 0.2        |
| Oversized Load, Overload          | 0               | 0                 | 0        | 0          | 0.0        |
| Visibility Obstructed             | 0               | 0                 | 0        | 0          | 0.0        |
| Other Vehicle Contributing Factor | 1               | 4                 | 0        | 5          | 0.9        |
| <b>Total</b>                      | <b>2</b>        | <b>4</b>          | <b>0</b> | <b>6</b>   | <b>1.0</b> |

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

Figure 3.10

| Environmental Condition            | NWT<br>Highways | In<br>Communities | Rural    | % of Total<br>Factors |            |
|------------------------------------|-----------------|-------------------|----------|-----------------------|------------|
|                                    |                 |                   |          | Total                 |            |
| Animal on Roadway                  | 24              | 0                 | 0        | 24                    | 4.1        |
| Road Surface or Condition          | 2               | 2                 | 0        | 4                     | 0.7        |
| Obstruction/Debris on Road         | 1               | 0                 | 0        | 1                     | 0.2        |
| View Obstructed, Glare, Reflection | 0               | 0                 | 0        | 0                     | 0.0        |
| Weather or Other Acts of God       | 0               | 0                 | 0        | 0                     | 0.0        |
| Other Environmental Factor         | 0               | 0                 | 0        | 0                     | 0.0        |
| <b>Total</b>                       | <b>27</b>       | <b>2</b>          | <b>0</b> | <b>29</b>             | <b>5.0</b> |

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

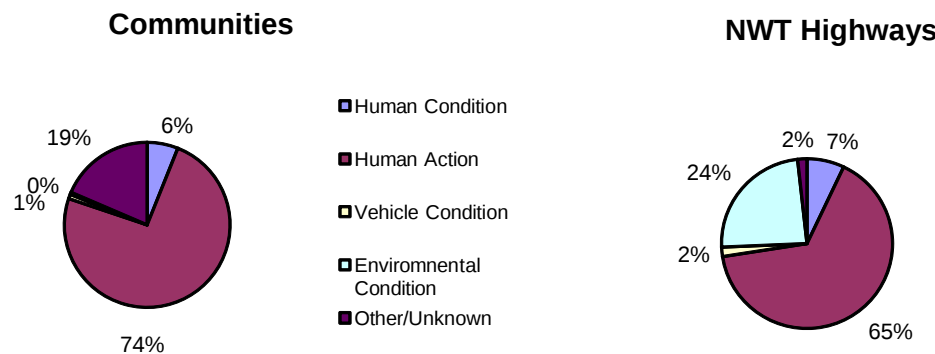
Figure 3.11

| Factor       | NWT<br>Highways | In<br>Communities | Rural    | % of Total<br>Factors |             |
|--------------|-----------------|-------------------|----------|-----------------------|-------------|
|              |                 |                   |          | Total                 |             |
| Unspecified  | 0               | 0                 | 0        | 0                     | 0.0         |
| Unknown      | 2               | 86                | 1        | 89                    | 15.2        |
| <b>Total</b> | <b>2</b>        | <b>86</b>         | <b>1</b> | <b>89</b>             | <b>15.2</b> |

|                          |            |            |          |            |              |
|--------------------------|------------|------------|----------|------------|--------------|
| <b>Total All Factors</b> | <b>113</b> | <b>464</b> | <b>8</b> | <b>585</b> | <b>100.0</b> |
|--------------------------|------------|------------|----------|------------|--------------|

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

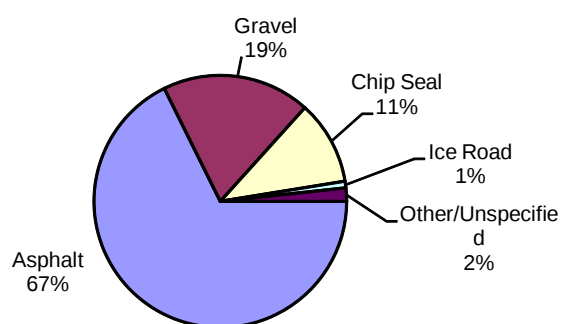
Figure 3.12



## Collisions by Road Surface Type and Severity

Figure 4.1

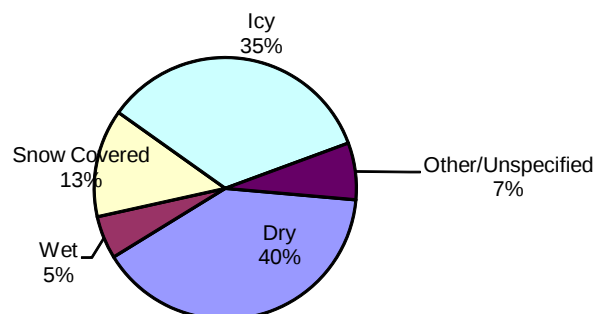
| Road Surface Type      | Property Damage | Personal Injury | Fatal    | Total      | %            |
|------------------------|-----------------|-----------------|----------|------------|--------------|
| Asphalt                | 346             | 49              | 1        | 396        | 67.7         |
| Concrete               | 1               | 0               | 0        | 1          | 0.2          |
| Gravel (Crushed Stone) | 90              | 21              | 0        | 111        | 19.0         |
| Earth, Dirt            | 1               | 1               | 0        | 2          | 0.3          |
| Chip Seal              | 48              | 13              | 2        | 63         | 10.8         |
| Brick, Cobblestone     | 0               | 0               | 0        | 0          | 0.0          |
| Wooden                 | 0               | 0               | 0        | 0          | 0.0          |
| Steel                  | 0               | 0               | 0        | 0          | 0.0          |
| Ice Road               | 5               | 0               | 0        | 5          | 0.9          |
| Unspecified            | 7               | 0               | 0        | 7          | 1.2          |
| <b>Total</b>           | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100.0</b> |



## Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

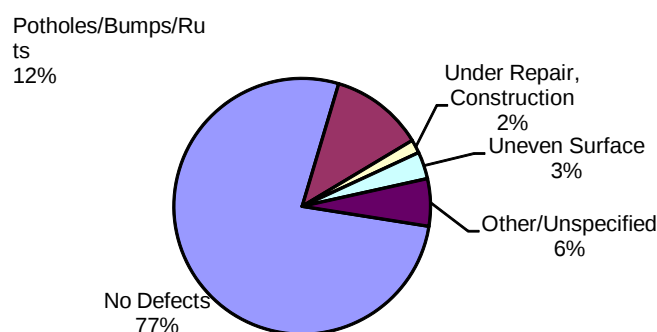
| Surface Condition      | Property Damage | Personal Injury | Fatal    | Total      | %          |
|------------------------|-----------------|-----------------|----------|------------|------------|
| Dry                    | 204             | 28              | 1        | 233        | 39.8       |
| Wet                    | 25              | 6               | 0        | 31         | 5.3        |
| Snow (Fresh, Loose)    | 62              | 10              | 2        | 74         | 12.6       |
| Slush, Wet Snow        | 4               | 0               | 0        | 4          | 0.7        |
| Icy                    | 169             | 33              | 0        | 202        | 34.5       |
| Loose Sand/Gravel/Dirt | 14              | 6               | 0        | 20         | 3.4        |
| Muddy                  | 3               | 1               | 0        | 4          | 0.7        |
| Fresh Oil              | 0               | 0               | 0        | 0          | 0.0        |
| Flooded                | 0               | 0               | 0        | 0          | 0.0        |
| Other                  | 1               | 0               | 0        | 1          | 0.2        |
| Unspecified            | 16              | 0               | 0        | 16         | 2.7        |
| <b>Total</b>           | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100</b> |



## Collisions by Road Defect and Severity

Figure 4.3

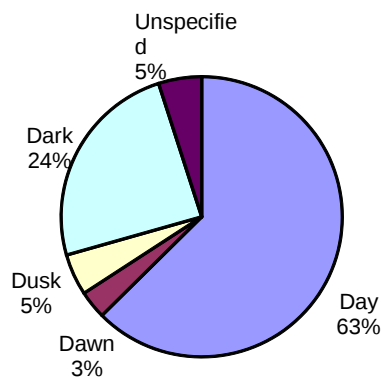
| Road Defect                | Property Damage | Personal Injury | Fatal    | Total      | %            |
|----------------------------|-----------------|-----------------|----------|------------|--------------|
| No Defects                 | 391             | 58              | 2        | 451        | 77.1         |
| Potholes/Bumps/Ruts        | 54              | 14              | 1        | 69         | 11.8         |
| Under Repair, Construction | 6               | 4               | 0        | 10         | 1.7          |
| Uneven Pavement Surface    | 17              | 3               | 0        | 20         | 3.4          |
| Worn                       | 9               | 2               | 0        | 11         | 1.9          |
| Obscured or Faded Markings | 2               | 2               | 0        | 4          | 0.7          |
| Other                      | 4               | 1               | 0        | 5          | 0.9          |
| Unspecified                | 15              | 0               | 0        | 15         | 2.6          |
| <b>Total</b>               | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100.0</b> |



## Collisions by Light Condition and Severity

Figure 4.4

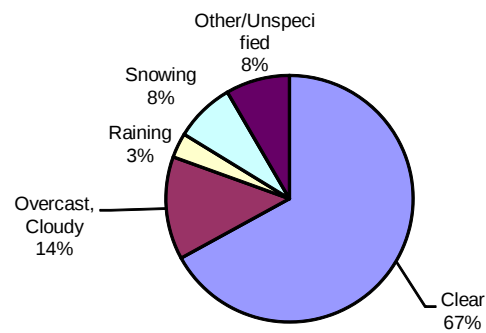
| Light Condition | Property Damage | Personal Injury | Fatal    | Total      | %            |
|-----------------|-----------------|-----------------|----------|------------|--------------|
| Day             | 308             | 57              | 1        | 366        | 62.6         |
| Dawn            | 17              | 2               | 0        | 19         | 3.2          |
| Dusk            | 21              | 6               | 1        | 28         | 4.8          |
| Dark            | 123             | 19              | 1        | 143        | 24.4         |
| Unspecified     | 29              | 0               | 0        | 29         | 5.0          |
| <b>Total</b>    | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100.0</b> |



## Collisions by Weather Condition and Severity

Figure 4.5

| Weather Condition                        | Property Damage | Personal Injury | Fatal    | Total      | %            |
|------------------------------------------|-----------------|-----------------|----------|------------|--------------|
| Clear (Sunny)                            | 335             | 55              | 2        | 392        | 67.0         |
| Overcast, Cloudy (No Precipitation)      | 66              | 13              | 0        | 79         | 13.5         |
| Raining                                  | 16              | 3               | 0        | 19         | 3.2          |
| Snowing                                  | 34              | 12              | 0        | 46         | 7.9          |
| Freezing Rain/Sleet/Hail                 | 2               | 0               | 0        | 2          | 0.3          |
| Visibility Limitations (fog, dust, etc.) | 10              | 1               | 1        | 12         | 2.1          |
| Strong Winds                             | 2               | 0               | 0        | 2          | 0.3          |
| Other                                    | 0               | 0               | 0        | 0          | 0.0          |
| Unspecified                              | 33              | 0               | 0        | 33         | 5.6          |
| <b>Total</b>                             | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100.0</b> |

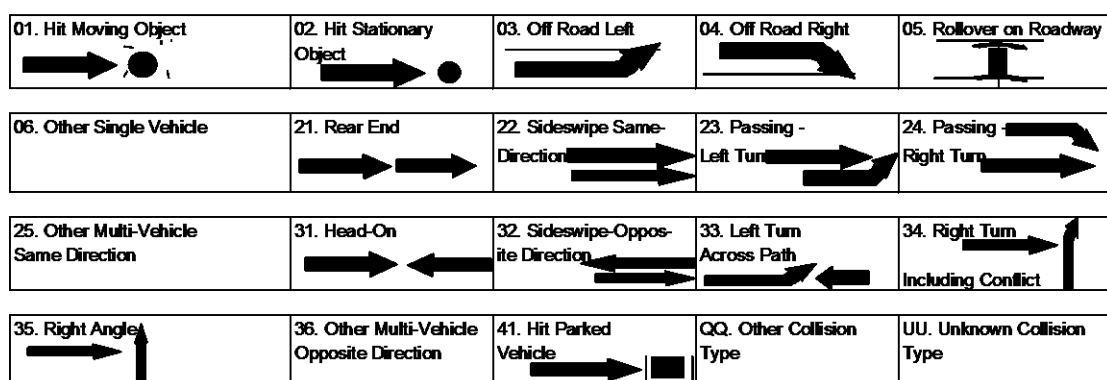


## Collisions by Configuration and Severity

Figure 4.6

| Configuration*                             | Property Damage | Personal Injury | Fatal    | Total      | % of Total   |
|--------------------------------------------|-----------------|-----------------|----------|------------|--------------|
| 01. Hit Moving Object                      |                 |                 |          |            |              |
| a) With Bison                              | 18              | 2               | 0        | 20         | 3.4          |
| b) With Other Animal                       | 8               | 0               | 0        | 8          | 1.4          |
| c) With Pedestrian                         | 1               | 16              | 0        | 17         | 2.9          |
| d) Other                                   | 0               | 0               | 0        | 0          | 0.0          |
| 02. Hit Stationary Object                  | 41              | 2               | 0        | 43         | 7.4          |
| 03. Off Road Left                          |                 |                 |          |            |              |
| a) With Rollover                           | 8               | 6               | 0        | 14         | 2.4          |
| b) No Rollover                             | 13              | 4               | 1        | 18         | 3.1          |
| 04. Off Road Right                         |                 |                 |          |            |              |
| a) With Rollover                           | 8               | 10              | 1        | 19         | 3.2          |
| b) No Rollover                             | 19              | 8               | 0        | 27         | 4.6          |
| 05. Rollover on Roadway                    | 4               | 1               | 0        | 5          | 0.9          |
| 06. Other Single Vehicle                   | 2               | 0               | 0        | 2          | 0.3          |
| 21. Rear End                               | 52              | 16              | 0        | 68         | 11.6         |
| 22. Sideswipe - Same Direction             | 12              | 1               | 0        | 13         | 2.2          |
| 23. Passing - Left Turn                    | 5               | 0               | 0        | 5          | 0.9          |
| 24. Passing - Right Turn                   | 2               | 1               | 0        | 3          | 0.5          |
| 25. Other Multi-Vehicle Same Direction     | 5               | 0               | 0        | 5          | 0.9          |
| 31. Head-On                                | 3               | 1               | 0        | 4          | 0.7          |
| 32. Sideswipe - Opposite Direction         | 9               | 1               | 1        | 11         | 1.9          |
| 33. Left Turn Across Path                  | 6               | 3               | 0        | 9          | 1.5          |
| 34. Right Turn Including Conflict          | 8               | 2               | 0        | 10         | 1.7          |
| 35. Right Angle                            | 61              | 7               | 0        | 68         | 11.6         |
| 36. Other Multi-Vehicle Opposite Direction | 5               | 0               | 0        | 5          | 0.9          |
| 41. Hit Parked Vehicle                     | 208             | 3               | 0        | 211        | 36.1         |
| QQ. Other Collision Type                   | 0               | 0               | 0        | 0          | 0.0          |
| UU. Unknown Collision Type                 | 0               | 0               | 0        | 0          | 0.0          |
| <b>Total</b>                               | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100.0</b> |

### \*Collision Configurations

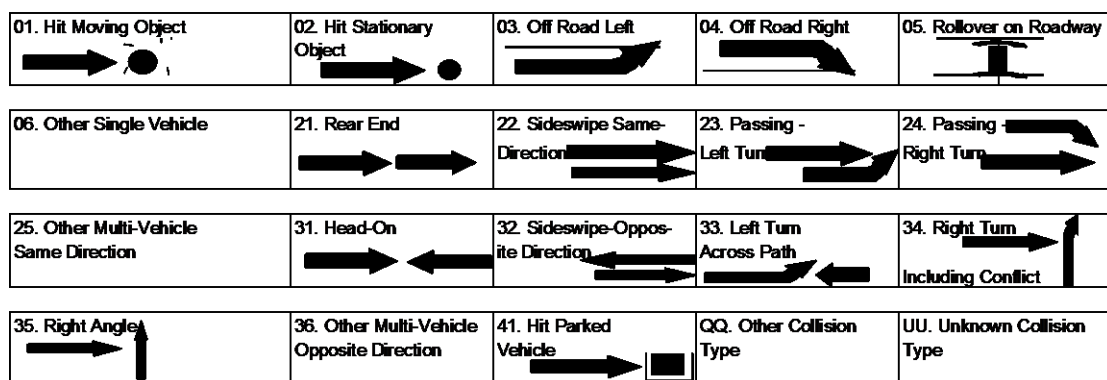


**Collisions by Configuration and Road System**

Figure 4.7

| Configuration*                             | NWT Highways | In Communities | Rural    | Total      | % of Total   |
|--------------------------------------------|--------------|----------------|----------|------------|--------------|
| 01. Hit Moving Object                      |              |                |          |            |              |
| a) With Bison                              | 20           | 0              | 0        | 20         | 3.4          |
| b) With Other Animal                       | 8            | 0              | 0        | 8          | 1.4          |
| c) With Pedestrian                         | 0            | 17             | 0        | 17         | 2.9          |
| d) Other                                   | 0            | 0              | 0        | 0          | 0.0          |
| 02. Hit Stationary Object                  | 5            | 37             | 1        | 43         | 7.4          |
| 03. Off Road Left                          |              |                |          |            |              |
| a) With Rollover                           | 12           | 2              | 0        | 14         | 2.4          |
| b) No Rollover                             | 11           | 6              | 1        | 18         | 3.1          |
| 04. Off Road Right                         |              |                |          |            |              |
| a) With Rollover                           | 16           | 3              | 0        | 19         | 3.2          |
| b) No Rollover                             | 14           | 12             | 1        | 27         | 4.6          |
| 05. Rollover on Roadway                    | 4            | 0              | 1        | 5          | 0.9          |
| 06. Other Single Vehicle                   | 2            | 0              | 0        | 2          | 0.3          |
| 21. Rear End                               | 5            | 63             | 0        | 68         | 11.6         |
| 22. Sideswipe - Same Direction             | 0            | 13             | 0        | 13         | 2.2          |
| 23. Passing - Left Turn                    | 2            | 3              | 0        | 5          | 0.9          |
| 24. Passing - Right Turn                   | 0            | 3              | 0        | 3          | 0.5          |
| 25. Other Multi-Vehicle Same Direction     | 0            | 5              | 0        | 5          | 0.9          |
| 31. Head-On                                | 0            | 4              | 0        | 4          | 0.7          |
| 32. Sideswipe - Opposite Direction         | 5            | 5              | 1        | 11         | 1.9          |
| 33. Left Turn Across Path                  | 1            | 8              | 0        | 9          | 1.5          |
| 34. Right Turn Including Conflict          | 0            | 10             | 0        | 10         | 1.7          |
| 35. Right Angle                            | 3            | 64             | 1        | 68         | 11.6         |
| 36. Other Multi-Vehicle Opposite Direction | 0            | 4              | 1        | 5          | 0.9          |
| 41. Hit Parked Vehicle                     | 5            | 205            | 1        | 211        | 36.1         |
| QQ. Other Collision Type                   | 0            | 0              | 0        | 0          | 0.0          |
| UU. Unknown Collision Type                 | 0            | 0              | 0        | 0          | 0.0          |
| <b>Total</b>                               | <b>113</b>   | <b>464</b>     | <b>8</b> | <b>585</b> | <b>100.0</b> |

**\*Collision Configurations**



## Collisions by Collision Site and Severity

Figure 4.8

| Collision Site                       | Property Damage | Personal Injury | Fatal    | Total      | %            |
|--------------------------------------|-----------------|-----------------|----------|------------|--------------|
| Non-Intersection                     | 244             | 38              | 3        | 285        | 48.7         |
| Intersection - Two Public Roadways   | 98              | 33              | 0        | 131        | 22.4         |
| Intersection - Parking Lot, Driveway | 83              | 11              | 0        | 94         | 16.1         |
| Railroad Level Crossing              | 0               | 0               | 0        | 0          | 0.0          |
| Bridge, Overpass, Viaduct            | 0               | 1               | 0        | 1          | 0.2          |
| Tunnel, Underpass                    | 0               | 0               | 0        | 0          | 0.0          |
| Passing, Climbing Lane               | 0               | 0               | 0        | 0          | 0.0          |
| Ramp                                 | 0               | 0               | 0        | 0          | 0.0          |
| Other                                | 69              | 1               | 0        | 70         | 12.0         |
| Unknown                              | 4               | 0               | 0        | 4          | 0.7          |
| <b>Total</b>                         | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100.0</b> |

## Collisions by Collision Site and Road System

Figure 4.9

| Collision Site                       | NWT Highways | In Communities | Rural    | Total      | %            |
|--------------------------------------|--------------|----------------|----------|------------|--------------|
| Non-Intersection                     | 98           | 182            | 5        | 285        | 48.7         |
| Intersection - Two Public Roadways   | 11           | 120            | 0        | 131        | 22.4         |
| Intersection - Parking Lot, Driveway | 2            | 92             | 0        | 94         | 16.1         |
| Railroad Level Crossing              | 0            | 0              | 0        | 0          | 0.0          |
| Bridge, Overpass, Viaduct            | 1            | 0              | 0        | 1          | 0.2          |
| Tunnel, Underpass                    | 0            | 0              | 0        | 0          | 0.0          |
| Passing, Climbing Lane               | 0            | 0              | 0        | 0          | 0.0          |
| Ramp                                 | 0            | 0              | 0        | 0          | 0.0          |
| Other                                | 1            | 66             | 3        | 70         | 12.0         |
| Unknown                              | 0            | 4              | 0        | 4          | 0.7          |
| <b>Total</b>                         | <b>113</b>   | <b>464</b>     | <b>8</b> | <b>585</b> | <b>100.0</b> |

## Collisions by Roadway Alignment and Severity

Figure 4.10

| Road Alignment          | Property Damage | Personal Injury | Fatal    | Total      | %            |
|-------------------------|-----------------|-----------------|----------|------------|--------------|
| Straight & Level        | 402             | 55              | 2        | 459        | 78.5         |
| Straight with Grade     | 34              | 9               | 0        | 43         | 7.4          |
| Curved and Level        | 29              | 11              | 0        | 40         | 6.8          |
| Curve with Grade        | 16              | 4               | 1        | 21         | 3.6          |
| Top of Hill or Grade    | 6               | 4               | 0        | 10         | 1.7          |
| Bottom of Hill or Grade | 6               | 1               | 0        | 7          | 1.2          |
| Other                   | 0               | 0               | 0        | 0          | 0.0          |
| Unknown                 | 5               | 0               | 0        | 5          | 0.9          |
| <b>Total</b>            | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100.0</b> |

## Collisions by Roadway Type and Severity

Figure 4.11

| Road Type                       | Property Damage | Personal Injury | Fatal    | Total      | %            |
|---------------------------------|-----------------|-----------------|----------|------------|--------------|
| One-Way, Two Lane               | 2               | 0               | 0        | 2          | 0.3          |
| One-Way, Multi Lane             | 0               | 0               | 0        | 0          | 0.0          |
| Undivided, Two-Way, Two Lane    | 279             | 64              | 3        | 346        | 59.1         |
| Undivided, Two-Way, Multi Lane  | 21              | 6               | 0        | 27         | 4.6          |
| Divided, Barrier Median         | 4               | 1               | 0        | 5          | 0.9          |
| Divided with Median, No Barrier | 20              | 8               | 0        | 28         | 4.8          |
| Divided, Divider Unspecified    | 0               | 0               | 0        | 0          | 0.0          |
| Other                           | 168             | 5               | 0        | 173        | 29.6         |
| Unknown                         | 4               | 0               | 0        | 4          | 0.7          |
| <b>Total</b>                    | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100.0</b> |

## Collision Sequence of Events by Severity

Figure 4.12

| Non-Moving Objects                          | Property Damage | Personal Injury | Fatal    | Total      | %            |
|---------------------------------------------|-----------------|-----------------|----------|------------|--------------|
| Hit Parked Trailer                          | 0               | 0               | 0        | 0          | 0.0          |
| Hit Non-Fixed Object                        | 1               | 0               | 0        | 1          | 0.2          |
| Hit Building                                | 4               | 0               | 0        | 4          | 0.7          |
| Hit Ditch                                   | 0               | 0               | 0        | 0          | 0.0          |
| Hit Embankment, Dirt Pile, Rock             | 1               | 0               | 0        | 1          | 0.2          |
| Hit Culvert End, Drainage Structure         | 0               | 0               | 0        | 0          | 0.0          |
| Hit Tree, Bush, Hedge                       | 1               | 0               | 0        | 1          | 0.2          |
| Hit Utility Pole, Lamp Pole                 | 3               | 0               | 0        | 3          | 0.5          |
| Hit Curb                                    | 1               | 0               | 0        | 1          | 0.2          |
| Hit Post                                    | 4               | 0               | 0        | 4          | 0.7          |
| Hit Traffic Barrier                         | 1               | 0               | 0        | 1          | 0.2          |
| Hit Fixed Object Part of Road Structure     | 1               | 0               | 0        | 1          | 0.2          |
| Hit Fixed Object NOT Part of Road Structure | 3               | 0               | 0        | 3          | 0.5          |
| Hit Other Type Fixed Object                 | 6               | 0               | 0        | 6          | 1.0          |
| <b>Sub Total Fixed Objects</b>              | <b>26</b>       | <b>0</b>        | <b>0</b> | <b>26</b>  | <b>4.4</b>   |
| <b>Moveable Objects</b>                     |                 |                 |          |            |              |
| Another Road Vehicle                        | 376             | 35              | 1        | 412        | 70.4         |
| Bison                                       | 18              | 2               | 0        | 20         | 3.4          |
| Other Animal                                | 8               | 0               | 0        | 8          | 1.4          |
| Pedestrian                                  | 1               | 16              | 0        | 17         | 2.9          |
| Other Moveable Object                       | 0               | 0               | 0        | 0          | 0.0          |
| <b>Sub Total Moveable Objects</b>           | <b>403</b>      | <b>53</b>       | <b>1</b> | <b>457</b> | <b>78.1</b>  |
| <b>Non-Collision Events</b>                 |                 |                 |          |            |              |
| Ran Off Road                                | 32              | 0               | 0        | 32         | 5.5          |
| Rollover                                    | 20              | 17              | 1        | 38         | 6.5          |
| 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          |
| <b>Sub Total Non-Collision Events</b>       | <b>52</b>       | <b>17</b>       | <b>1</b> | <b>70</b>  | <b>12.0</b>  |
| <b>Other/Unknown Event</b>                  | <b>17</b>       | <b>14</b>       | <b>1</b> | <b>32</b>  | <b>5.5</b>   |
| <b>Grand Total</b>                          | <b>498</b>      | <b>84</b>       | <b>3</b> | <b>585</b> | <b>100.0</b> |

## Collision Sequence of Events by Road System

Figure 4.13

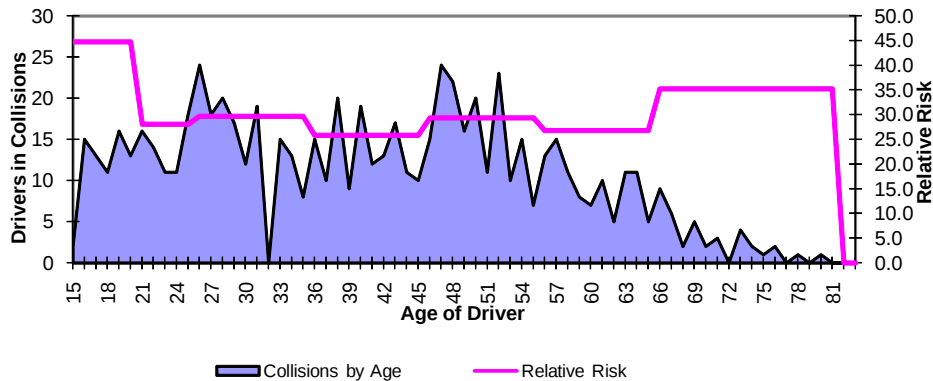
|                                             | NWT<br>Highways | In<br>Communities | Rural    | Total      | %            |
|---------------------------------------------|-----------------|-------------------|----------|------------|--------------|
| <b>Non-Moving Objects</b>                   |                 |                   |          |            |              |
| Hit Parked Trailer                          | 0               | 0                 | 0        | 0          | 0.0          |
| Hit Non-Fixed Object                        | 1               | 0                 | 0        | 1          | 0.2          |
| Hit Building                                | 0               | 4                 | 0        | 4          | 0.7          |
| Hit Ditch                                   | 0               | 0                 | 0        | 0          | 0.0          |
| Hit Embankment, Dirt Pile, Rock             | 0               | 1                 | 0        | 1          | 0.2          |
| Hit Culvert End, Drainage Structure         | 0               | 0                 | 0        | 0          | 0.0          |
| Hit Tree, Bush, Hedge                       | 0               | 1                 | 0        | 1          | 0.2          |
| Hit Utility Pole, Lamp Pole                 | 0               | 2                 | 1        | 3          | 0.5          |
| Hit Curb                                    | 0               | 1                 | 0        | 1          | 0.2          |
| Hit Post                                    | 0               | 4                 | 0        | 4          | 0.7          |
| Hit Traffic Barrier                         | 0               | 1                 | 0        | 1          | 0.2          |
| Hit Fixed Object Part of Road Structure     | 0               | 1                 | 0        | 1          | 0.2          |
| Hit Fixed Object NOT Part of Road Structure | 0               | 3                 | 0        | 3          | 0.5          |
| Hit Other Type Fixed Object                 | 0               | 6                 | 0        | 6          | 1.0          |
| <b>Sub Total Fixed Objects</b>              | <b>1</b>        | <b>24</b>         | <b>1</b> | <b>26</b>  | <b>4.4</b>   |
| <b>Moveable Objects</b>                     |                 |                   |          |            |              |
| Another Road Vehicle                        | 21              | 387               | 4        | 412        | 70.4         |
| Bison                                       | 20              | 0                 | 0        | 20         | 3.4          |
| Other Animal                                | 8               | 0                 | 0        | 8          | 1.4          |
| Pedestrian                                  | 0               | 17                | 0        | 17         | 2.9          |
| Other Moveable Object                       | 0               | 0                 | 0        | 0          | 0.0          |
| <b>Sub Total Moveable Objects</b>           | <b>49</b>       | <b>404</b>        | <b>4</b> | <b>457</b> | <b>78.1</b>  |
| <b>Non-Collision Events</b>                 |                 |                   |          |            |              |
| Ran Off Road                                | 0               | 0                 | 0        | 0          | 0.0          |
| Rollover                                    | 32              | 5                 | 1        | 38         | 6.5          |
| 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          |
| <b>Sub Total Non-Collision Events</b>       | <b>32</b>       | <b>5</b>          | <b>1</b> | <b>38</b>  | <b>6.5</b>   |
| <b>Unknown Event</b>                        | <b>31</b>       | <b>31</b>         | <b>2</b> | <b>64</b>  | <b>10.9</b>  |
| <b>Grand Total</b>                          | <b>113</b>      | <b>464</b>        | <b>8</b> | <b>585</b> | <b>100.0</b> |

**Licensed Drivers and Drivers in Collisions by Driver Age**

Figure 5.1

|                       | Under<br>16 | 16<br>to<br>19 | 20<br>to<br>24 | 25<br>to<br>34 | 35<br>to<br>44 | 45<br>to<br>54 | 55<br>to<br>64 | 65<br>and<br>Over | Not<br>Stated | Total  |
|-----------------------|-------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|---------------|--------|
| Licensed Drivers      | 149         | 1,193          | 2,316          | 5,626          | 5,183          | 5,655          | 3,441          | 1,222             | 0             | 24,785 |
| Drivers in Collisions | 5           | 55             | 65             | 167            | 134            | 166            | 92             | 43                | 90            | 817    |

**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<br>to<br>19 | 20<br>to<br>24 | 25<br>to<br>34 | 35<br>to<br>44 | 45<br>to<br>54 | 55<br>to<br>64 | 65<br>and<br>Over | Average<br>Rate |
|----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|-----------------|
| Property Damage            | 36.5           | 22.9           | 24.9           | 21.0           | 24.6           | 22.4           | 27.8              | 27.9            |
| Personal Injury<br>& Fatal | 8.2            | 5.2            | 4.8            | 4.8            | 4.8            | 4.4            | 7.4               | 5.1             |
| <b>Total</b>               | <b>44.7</b>    | <b>28.1</b>    | <b>29.7</b>    | <b>25.9</b>    | <b>29.4</b>    | <b>26.7</b>    | <b>35.2</b>       | <b>33.0</b>     |
| <b>Relative Risk*</b>      | <b>1.4</b>     | <b>0.9</b>     | <b>0.9</b>     | <b>0.8</b>     | <b>0.9</b>     | <b>0.8</b>     | <b>1.1</b>        | <b>1.0</b>      |

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

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

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.4 times more likely to be involved in a collision than the average driving population. On average, 4% of 15 to 19 year olds were involved in collisions, compared to 3% of 35 to 44 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

| Age Group              | Class 1 | Class 2 | Class 3 | Class 4 | Class 5 | Class 6 | Class 7 | Req'd. Licence | Not Stated | Total  |
|------------------------|---------|---------|---------|---------|---------|---------|---------|----------------|------------|--------|
| Under 16               | 0       | 0       | 0       | 0       | 0       | 0       | 1       | 2              | 1          | 5      |
| 16                     | 0       | 0       | 0       | 0       | 14      | 0       | 0       | 0              | 1          | 15     |
| 17                     | 0       | 0       | 0       | 0       | 11      | 0       | 0       | 0              | 2          | 13     |
| 18                     | 0       | 0       | 0       | 0       | 9       | 0       | 0       | 1              | 1          | 11     |
| 19                     | 0       | 0       | 0       | 0       | 14      | 0       | 1       | 0              | 1          | 16     |
| 20                     | 0       | 0       | 0       | 0       | 12      | 0       | 0       | 0              | 1          | 13     |
| 21-24                  | 0       | 0       | 2       | 4       | 40      | 0       | 4       | 1              | 0          | 52     |
| 25-34                  | 13      | 0       | 8       | 7       | 128     | 0       | 2       | 4              | 3          | 167    |
| 35-44                  | 12      | 0       | 6       | 11      | 99      | 0       | 2       | 2              | 1          | 134    |
| 45-54                  | 19      | 5       | 8       | 20      | 110     | 0       | 0       | 1              | 2          | 166    |
| 55-64                  | 12      | 0       | 5       | 9       | 62      | 0       | 2       | 0              | 1          | 92     |
| 65 and over            | 4       | 3       | 1       | 4       | 29      | 0       | 0       | 1              | 0          | 43     |
| Not Stated             | 0       | 0       | 0       | 0       | 0       | 0       | 0       | 1              | 0          | 90     |
| Drivers in Collisions  | 60      | 8       | 30      | 55      | 528     | 0       | 12      | 13             | 13         | 98     |
| Total Licensed Drivers | 1,369   | 168     | 758     | 1,201   | 19,456  | 3       | 1,830   | N/A            | N/A        | 24,785 |
| Relative Risk*         | 1.33    | 1.44    | 1.20    | 1.39    | 0.82    | 0.00    | 0.20    | N/A            | N/A        | 1.00   |

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

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

| Driver Condition                   | < 16 | 15  | 16  | 17  | 18  | 19  | 20  | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | Not Stated | Total | %     |
|------------------------------------|------|-----|-----|-----|-----|-----|-----|-------|-------|-------|-------|-------|-----|------------|-------|-------|
| Apparently Normal                  | 4    | 12  | 7   | 7   | 5   | 13  | 7   | 40    | 139   | 121   | 155   | 84    | 42  | 0          | 629   | 77.0  |
| Fatigued, Fell Asleep              | 0    | 0   | 0   | 0   | 0   | 1   | 0   | 0     | 2     | 2     | 1     | 0     | 0   | 0          | 6     | 0.7   |
| Inexperience                       | 0    | 1   | 4   | 4   | 4   | 2   | 2   | 4     | 4     | 2     | 1     | 1     | 0   | 0          | 25    | 3.1   |
| Under Influence - Alcohol          | 0    | 1   | 2   | 2   | 1   | 0   | 2   | 4     | 13    | 3     | 3     | 0     | 0   | 0          | 29    | 3.5   |
| Under Influence - Drugs            | 0    | 0   | 0   | 0   | 1   | 0   | 0   | 0     | 1     | 0     | 0     | 0     | 0   | 0          | 2     | 0.2   |
| Sudden Illness, Lost Consciousness | 0    | 0   | 0   | 0   | 0   | 0   | 1   | 0     | 1     | 1     | 0     | 0     | 0   | 0          | 3     | 0.4   |
| Other Condition                    | 0    | 0   | 0   | 0   | 0   | 0   | 0   | 1     | 1     | 0     | 0     | 0     | 0   | 0          | 2     | 0.2   |
| Unknown                            | 1    | 1   | 0   | 0   | 0   | 0   | 1   | 3     | 6     | 5     | 6     | 7     | 1   | 90         | 121   | 14.8  |
| Total                              | 5    | 15  | 13  | 13  | 11  | 16  | 13  | 52    | 167   | 134   | 166   | 92    | 43  | 90         | 817   |       |
| %                                  | 0.6  | 1.8 | 1.6 | 1.6 | 1.3 | 2.0 | 1.6 | 6.4   | 20.4  | 16.4  | 20.3  | 11.3  | 5.3 | 11.0       |       | 100.0 |

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

| Driver Action                      |      |     |     |     |     |     |       |       |       |       |       |     |        | Not   |      | Total | % |
|------------------------------------|------|-----|-----|-----|-----|-----|-------|-------|-------|-------|-------|-----|--------|-------|------|-------|---|
|                                    | < 16 | 16  | 17  | 18  | 19  | 20  | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65+ | Stated |       |      |       |   |
| Driving Properly                   | 1    | 2   | 3   | 0   | 3   | 2   | 15    | 53    | 49    | 54    | 28    | 15  | 0      | 225   | 27.5 |       |   |
| Following Too Closely              | 0    | 1   | 1   | 2   | 0   | 0   | 4     | 8     | 5     | 3     | 4     | 1   | 0      | 29    | 3.5  |       |   |
| Distracted, Inattentive            | 0    | 3   | 2   | 3   | 2   | 0   | 3     | 14    | 14    | 15    | 10    | 10  | 0      | 76    | 9.3  |       |   |
| Driving Too Fast                   | 0    | 2   | 3   | 5   | 3   | 3   | 6     | 21    | 9     | 16    | 4     | 2   | 3      | 77    | 9.4  |       |   |
| Improper Turning or Passing        | 0    | 0   | 0   | 0   | 1   | 1   | 2     | 3     | 3     | 9     | 2     | 1   | 1      | 23    | 2.8  |       |   |
| Failing to Yield Right of Way      | 1    | 2   | 0   | 0   | 0   | 3   | 6     | 13    | 4     | 7     | 5     | 1   | 0      | 42    | 5.1  |       |   |
| Disobeying Traffic Control/Officer | 0    | 0   | 0   | 0   | 0   | 0   | 0     | 2     | 0     | 0     | 0     | 1   | 0      | 3     | 0.4  |       |   |
| Driving on Wrong Side of Road      | 0    | 0   | 0   | 0   | 1   | 0   | 0     | 2     | 0     | 0     | 1     | 0   | 0      | 4     | 0.5  |       |   |
| Driving in Wrong Direction         | 0    | 0   | 0   | 0   | 0   | 0   | 0     | 0     | 0     | 0     | 0     | 0   | 0      | 0     | 0.0  |       |   |
| Backing Unsafely                   | 1    | 3   | 2   | 1   | 4   | 1   | 6     | 22    | 27    | 29    | 24    | 6   | 3      | 129   | 15.8 |       |   |
| Lost Control                       | 0    | 2   | 2   | 0   | 2   | 3   | 9     | 21    | 16    | 27    | 8     | 6   | 0      | 96    | 11.8 |       |   |
| Other Driver Action                | 0    | 0   | 0   | 0   | 0   | 0   | 0     | 0     | 0     | 0     | 0     | 0   | 0      | 0     | 0.0  |       |   |
| Unknown                            | 2    | 0   | 0   | 0   | 0   | 0   | 1     | 8     | 7     | 6     | 6     | 0   | 83     | 113   | 13.8 |       |   |
| Total                              | 5    | 15  | 13  | 11  | 16  | 13  | 52    | 167   | 134   | 166   | 92    | 43  | 90     | 817   |      |       |   |
| %                                  | 0.6  | 1.8 | 1.6 | 1.3 | 2.0 | 1.6 | 6.4   | 20.4  | 16.4  | 20.3  | 11.3  | 5.3 | 11.0   | 100.0 |      |       |   |

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

Figure 6.1

| Vehicle Type               | Property Damage | Personal Injury | Fatal    | Total       | %            |
|----------------------------|-----------------|-----------------|----------|-------------|--------------|
| Passenger Car              | 235             | 25              | 1        | 261         | 25.8         |
| Passenger Van              | 48              | 10              | 0        | 58          | 5.7          |
| Light Utility Vehicle      | 174             | 24              | 0        | 198         | 19.6         |
| Pickup Truck               | 300             | 42              | 0        | 342         | 33.9         |
| Panel/Cargo Van            | 14              | 6               | 0        | 20          | 2.0          |
| Other Truck/Van <= 4536 kg | 3               | 0               | 0        | 3           | 0.3          |
| Unit Truck > 4536 kg       | 8               | 2               | 0        | 10          | 1.0          |
| Road Tractor               | 11              | 3               | 2        | 16          | 1.6          |
| School Bus                 | 0               | 1               | 0        | 1           | 0.1          |
| Small School Bus           | 0               | 0               | 0        | 0           | 0.0          |
| Urban Transit Bus          | 2               | 0               | 0        | 2           | 0.2          |
| Intercity Bus              | 0               | 0               | 0        | 0           | 0.0          |
| Bus - Unspecified          | 0               | 0               | 0        | 0           | 0.0          |
| Motorcycle                 | 0               | 2               | 0        | 2           | 0.2          |
| Limited Speed Motorcycle   | 0               | 0               | 0        | 0           | 0.0          |
| Off Road Vehicles (ATV)    | 0               | 0               | 0        | 0           | 0.0          |
| Bicycle                    | 0               | 3               | 0        | 3           | 0.3          |
| Motor Home                 | 1               | 0               | 0        | 1           | 0.1          |
| Farm Equipment             | 0               | 0               | 0        | 0           | 0.0          |
| Construction Equipment     | 5               | 1               | 0        | 6           | 0.6          |
| Fire Engine                | 0               | 0               | 0        | 0           | 0.0          |
| Snowmobile                 | 4               | 6               | 1        | 11          | 1.1          |
| Streetcar                  | 0               | 0               | 0        | 0           | 0.0          |
| Other                      | 0               | 0               | 0        | 0           | 0.0          |
| Unknown                    | 76              | 0               | 0        | 76          | 7.5          |
| <b>Total</b>               | <b>881</b>      | <b>125</b>      | <b>4</b> | <b>1010</b> | <b>100.0</b> |

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

Figure 6.2

| Vehicle Condition               | Property Damage | Personal Injury | Fatal    | Total       | %            |
|---------------------------------|-----------------|-----------------|----------|-------------|--------------|
| No Apparent Defect              | 732             | 110             | 3        | 845         | 83.7         |
| Defective Brakes                | 2               | 0               | 0        | 2           | 0.2          |
| Defective Steering              | 0               | 0               | 0        | 0           | 0.0          |
| Defective Lighting              | 0               | 1               | 0        | 1           | 0.1          |
| Tire Blown Out                  | 2               | 0               | 0        | 2           | 0.2          |
| Unsecured Load, Spilled Load    | 1               | 0               | 0        | 1           | 0.1          |
| Oversized Load, Overload        | 0               | 0               | 0        | 0           | 0.0          |
| Visibility Obstructed           | 2               | 2               | 0        | 4           | 0.4          |
| Other Defective Vehicular Parts | 7               | 1               | 0        | 8           | 0.8          |
| Other Vehicular Factor          | 0               | 0               | 0        | 0           | 0.0          |
| Unknown                         | 135             | 11              | 1        | 147         | 14.6         |
| <b>Total</b>                    | <b>881</b>      | <b>125</b>      | <b>4</b> | <b>1010</b> | <b>100.0</b> |

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

Figure 6.3

| Vehicle Manoeuvre             | Property Damage | Personal Injury | Fatal    | Total       | %            |
|-------------------------------|-----------------|-----------------|----------|-------------|--------------|
| Going Straight Ahead          | 231             | 70              | 3        | 304         | 30.1         |
| Turning Left                  | 46              | 12              | 0        | 58          | 5.7          |
| Turning Right                 | 36              | 5               | 0        | 41          | 4.1          |
| Making U-Turn                 | 6               | 0               | 0        | 6           | 0.6          |
| Changing Lanes                | 3               | 0               | 0        | 3           | 0.3          |
| Merging                       | 0               | 0               | 0        | 0           | 0.0          |
| Reversing                     | 135             | 6               | 0        | 141         | 14.0         |
| Overtaking                    | 4               | 0               | 0        | 4           | 0.4          |
| Negotiating Curve             | 32              | 9               | 1        | 42          | 4.2          |
| Slowing or Stopped in Traffic | 82              | 17              | 0        | 99          | 9.8          |
| Starting in Traffic           | 1               | 0               | 0        | 1           | 0.1          |
| Leaving Roadside              | 7               | 1               | 0        | 8           | 0.8          |
| Stopped/Parked Legally        | 205             | 4               | 0        | 209         | 20.7         |
| Stopped/Parked Illegally      | 8               | 0               | 0        | 8           | 0.8          |
| Swerving to Avoid Collision   | 4               | 1               | 0        | 5           | 0.5          |
| Run-away or Roll-away Vehicle | 3               | 0               | 0        | 3           | 0.3          |
| Unspecified Manoeuvre         | 0               | 0               | 0        | 0           | 0.0          |
| Other                         | 0               | 0               | 0        | 0           | 0.0          |
| Unknown                       | 78              | 0               | 0        | 78          | 7.7          |
| <b>Total</b>                  | <b>881</b>      | <b>125</b>      | <b>4</b> | <b>1010</b> | <b>100.0</b> |

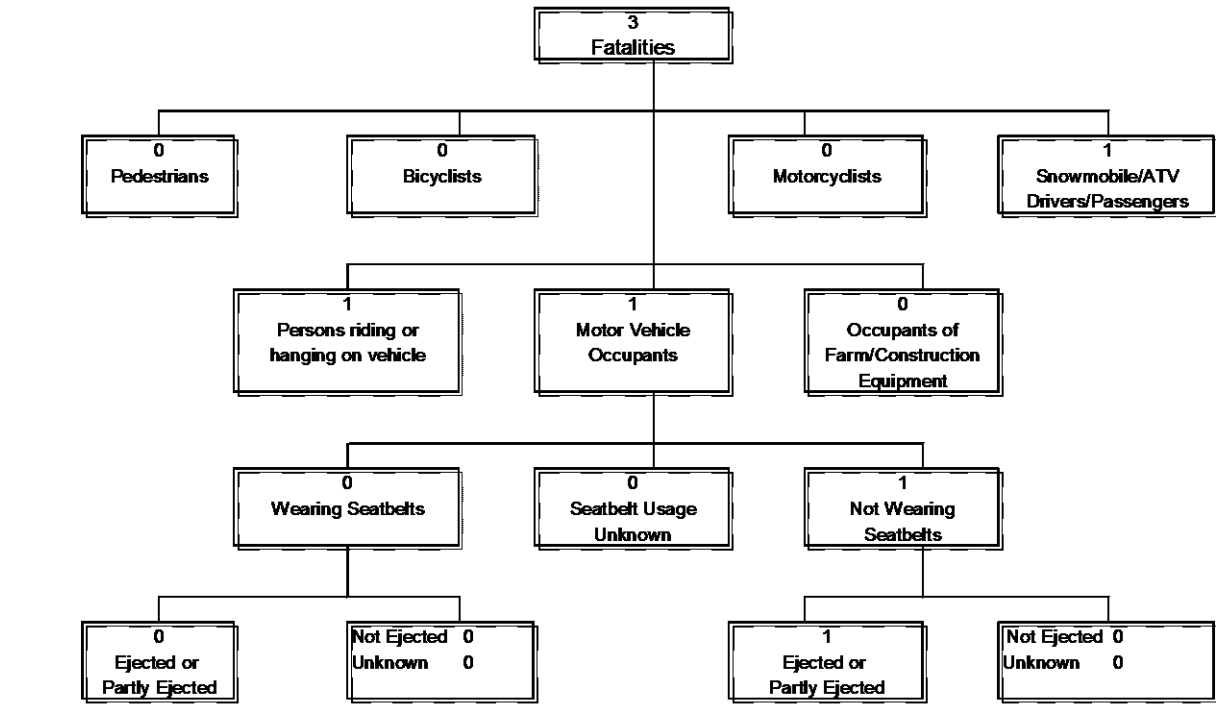
**Number of Vehicles in Collisions by Vehicle Year and Severity**

Figure 6.4

| Model Year   | Property Damage | Personal Injury | Fatal    | Total       | %            |
|--------------|-----------------|-----------------|----------|-------------|--------------|
| 2011         | 3               | 0               | 0        | 3           | 0.3          |
| 2010         | 55              | 9               | 0        | 64          | 6.3          |
| 2009         | 67              | 10              | 0        | 77          | 7.6          |
| 2008         | 109             | 17              | 0        | 126         | 12.5         |
| 2007         | 79              | 11              | 2        | 92          | 9.1          |
| 2006         | 61              | 5               | 0        | 66          | 6.5          |
| 2005         | 67              | 9               | 0        | 76          | 7.5          |
| 2004         | 43              | 5               | 0        | 48          | 4.8          |
| 2003         | 59              | 8               | 0        | 67          | 6.6          |
| 2002         | 32              | 4               | 1        | 37          | 3.7          |
| 2001         | 37              | 7               | 0        | 44          | 4.4          |
| 2000         | 46              | 5               | 1        | 52          | 5.1          |
| 1999 & Older | 134             | 31              | 0        | 165         | 16.3         |
| Unspecified  | 89              | 4               | 0        | 93          | 9.2          |
| <b>Total</b> | <b>881</b>      | <b>125</b>      | <b>4</b> | <b>1010</b> | <b>100.0</b> |

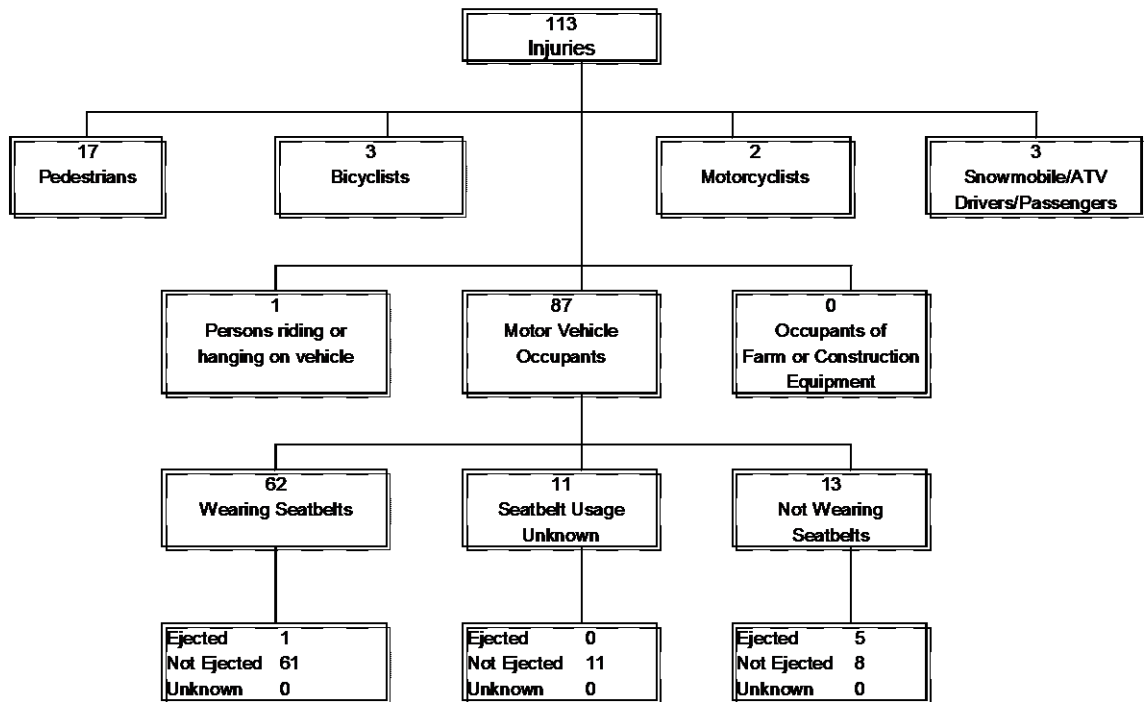
**Fatalities Classification**  
(January 1 to December 31, 2010)

Figure 7.1



**Injuries Classification**  
(January 1 to December 31, 2010)

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<br>to 4 | 5<br>to 14 | 15<br>to 19 | 20<br>to 24 | 25<br>to 34 | 35<br>to 44 | 45<br>to 54 | 55<br>to 64 | 65<br>& older | Not<br>Stated | Total      | %            |
|---------------------------------------|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|------------|--------------|
| Motor Vehicle Driver                  | 0         | 0          | 3           | 7           | 11          | 11          | 14          | 7           | 2             | 0             | 55         | 48.7         |
| Motor Vehicle Passenger               | 0         | 2          | 12          | 3           | 6           | 2           | 4           | 2           | 1             | 1             | 33         | 29.2         |
| Pedestrian                            | 2         | 0          | 3           | 2           | 3           | 3           | 0           | 0           | 3             | 1             | 17         | 15.0         |
| Bicyclist                             | 0         | 2          | 0           | 0           | 1           | 0           | 0           | 0           | 0             | 0             | 3          | 2.7          |
| Motorcyclist (includes<br>passengers) | 0         | 0          | 0           | 0           | 0           | 0           | 1           | 1           | 0             | 0             | 2          | 1.8          |
| ATV Operators & Passengers            | 0         | 0          | 0           | 0           | 0           | 0           | 0           | 0           | 0             | 0             | 0          | 0.0          |
| Snowmobile Operators<br>& Passengers  | 0         | 0          | 0           | 0           | 1           | 1           | 0           | 0           | 1             | 0             | 3          | 2.7          |
| 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          |
| <b>Total</b>                          | <b>2</b>  | <b>4</b>   | <b>18</b>   | <b>12</b>   | <b>22</b>   | <b>17</b>   | <b>19</b>   | <b>10</b>   | <b>7</b>      | <b>2</b>      | <b>113</b> | <b>100.0</b> |

**Persons Killed by Road User Class and Age Group**

Figure 7.4

| Road User Class                       | 0<br>to 4 | 5<br>to 14 | 15<br>to 19 | 20<br>to 24 | 25<br>to 34 | 35<br>to 44 | 45<br>to 54 | 55<br>to 64 | 65<br>& older | Not<br>Stated | Total    | %            |
|---------------------------------------|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|----------|--------------|
| Motor Vehicle Driver                  | 0         | 0          | 0           | 0           | 0           | 1           | 0           | 0           | 0             | 0             | 1        | 33.3         |
| Motor Vehicle Passenger               | 0         | 0          | 0           | 0           | 0           | 0           | 1           | 0           | 0             | 0             | 1        | 33.3         |
| Pedestrian                            | 0         | 0          | 0           | 0           | 0           | 0           | 0           | 0           | 0             | 0             | 0        | 0.0          |
| Bicyclist                             | 0         | 0          | 0           | 0           | 0           | 0           | 0           | 0           | 0             | 0             | 0        | 0.0          |
| Motorcyclist (includes<br>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<br>& Passengers  | 0         | 0          | 0           | 1           | 0           | 0           | 0           | 0           | 0             | 0             | 1        | 33.3         |
| 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          |
| <b>Total</b>                          | <b>0</b>  | <b>0</b>   | <b>0</b>    | <b>1</b>    | <b>0</b>    | <b>1</b>    | <b>1</b>    | <b>0</b>    | <b>0</b>      | <b>0</b>      | <b>3</b> | <b>100.0</b> |

**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                  | 30              | 25        | 0        | 55         | 1              | 0        | 0        | 1        |
| Motor Vehicle Passenger               | 15              | 18        | 0        | 33         | 1              | 0        | 0        | 1        |
| Pedestrian                            | 8               | 9         | 0        | 17         | 0              | 0        | 0        | 0        |
| Bicyclist                             | 2               | 1         | 0        | 3          | 0              | 0        | 0        | 0        |
| Motorcyclist (includes<br>passengers) | 2               | 0         | 0        | 2          | 0              | 0        | 0        | 0        |
| ATV Operators & Passengers            | 0               | 0         | 0        | 0          | 0              | 0        | 0        | 0        |
| Snowmobile Operators<br>& Passengers  | 3               | 0         | 0        | 3          | 1              | 0        | 0        | 1        |
| Farm/Construction Equipment           | 0               | 0         | 0        | 0          | 0              | 0        | 0        | 0        |
| Other                                 | 0               | 0         | 0        | 0          | 0              | 0        | 0        | 0        |
| Unspecified                           | 0               | 0         | 0        | 0          | 0              | 0        | 0        | 0        |
| <b>Total</b>                          | <b>60</b>       | <b>53</b> | <b>0</b> | <b>113</b> | <b>3</b>       | <b>0</b> | <b>0</b> | <b>3</b> |

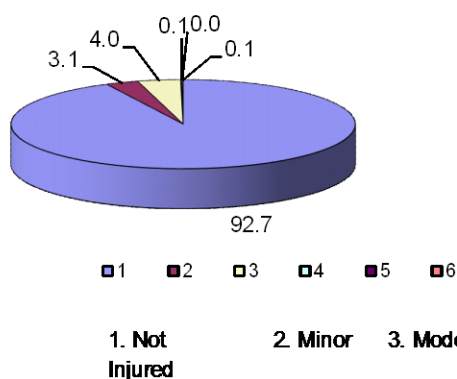
## Motor Vehicle\* Occupants by Injury Severity and Restraint Use

Figure 7.6

| Injury Severity            | Not Restrained | Lap Belt Only | Lap & Torso Belt | Child Restraint Device | Restraint Use Unknown | Total       | %            |
|----------------------------|----------------|---------------|------------------|------------------------|-----------------------|-------------|--------------|
| Not Injured                | 37             | 5             | 739              | 39                     | 269                   | 1089        | 92.4         |
| Minimal Injuries           | 5              | 0             | 26               | 0                      | 8                     | 39          | 3.3          |
| Minor Injuries             | 6              | 0             | 34               | 0                      | 1                     | 41          | 3.5          |
| Major (Hospital Admission) | 4              | 0             | 1                | 0                      | 0                     | 5           | 0.4          |
| Fatal                      | 2              | 0             | 0                | 0                      | 0                     | 2           | 0.2          |
| Injured - Extent Unknown   | 0              | 0             | 1                | 0                      | 2                     | 3           | 0.3          |
| <b>Total</b>               | <b>54</b>      | <b>5</b>      | <b>801</b>       | <b>39</b>              | <b>280</b>            | <b>1179</b> | <b>100.0</b> |

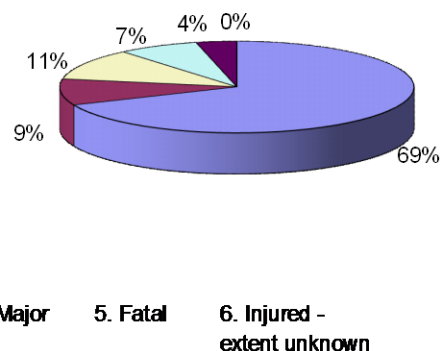
\* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

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**

| Injury Severity            | 0<br>to 4 | 5<br>to 14 | 15<br>to 19 | 20<br>to 24 | 25<br>to 34 | 35<br>to 44 | 45<br>to 54 | 55<br>to 64 | 65<br>& older | Not<br>Stated | Total      |
|----------------------------|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|------------|
| Not Injured                | 30        | 33         | 97          | 64          | 149         | 115         | 138         | 72          | 36            | 49            | 783        |
| Minimal Injuries           | 0         | 1          | 6           | 1           | 3           | 3           | 8           | 4           | 0             | 0             | 26         |
| Minor Injuries             | 0         | 1          | 3           | 4           | 11          | 5           | 6           | 3           | 1             | 0             | 34         |
| Major (Hospital Admission) | 0         | 0          | 0           | 0           | 0           | 0           | 0           | 1           | 0             | 0             | 1          |
| Fatal                      | 0         | 0          | 0           | 0           | 0           | 0           | 0           | 0           | 0             | 0             | 0          |
| Injured - Extent Unknown   | 0         | 0          | 0           | 0           | 0           | 0           | 0           | 0           | 1             | 0             | 1          |
| <b>Total</b>               | <b>30</b> | <b>35</b>  | <b>106</b>  | <b>69</b>   | <b>163</b>  | <b>123</b>  | <b>152</b>  | <b>80</b>   | <b>38</b>     | <b>49</b>     | <b>845</b> |

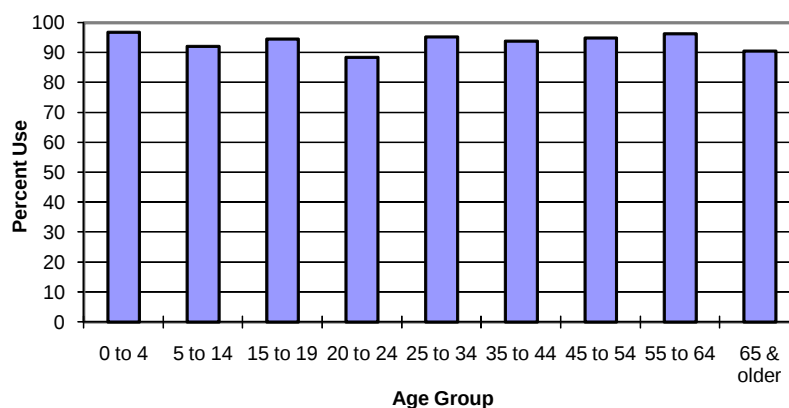
**Restraints Not Used**

| Injury Severity            | 0<br>to 4 | 5<br>to 14 | 15<br>to 19 | 20<br>to 24 | 25<br>to 34 | 35<br>to 44 | 45<br>to 54 | 55<br>to 64 | 65<br>& older | Not<br>Stated | Total     |
|----------------------------|-----------|------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|-----------|
| Not Injured                | 1         | 3          | 1           | 5           | 7           | 5           | 6           | 2           | 3             | 4             | 37        |
| Minimal Injuries           | 0         | 0          | 1           | 3           | 0           | 1           | 0           | 0           | 0             | 0             | 5         |
| Minor Injuries             | 0         | 0          | 2           | 1           | 0           | 0           | 1           | 1           | 1             | 0             | 6         |
| Major (Hospital Admission) | 0         | 0          | 2           | 0           | 1           | 1           | 0           | 0           | 0             | 0             | 4         |
| Fatal                      | 0         | 0          | 0           | 0           | 0           | 1           | 1           | 0           | 0             | 0             | 2         |
| Injured - Extent Unknown   | 0         | 0          | 0           | 0           | 0           | 0           | 0           | 0           | 0             | 0             | 0         |
| <b>Total</b>               | <b>1</b>  | <b>3</b>   | <b>6</b>    | <b>9</b>    | <b>8</b>    | <b>8</b>    | <b>8</b>    | <b>3</b>    | <b>4</b>      | <b>4</b>      | <b>54</b> |

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

**Victim Restraint Use Rate by Victim Age**

Figure 7.9



Pedestrians Injured or Killed by Age Group

Figure 8.1

|              | 0 to 4   | 5 to 14  | 15 to 19 | 20 to 24 | 25 to 34 | 35 to 44 | 45 to 54 | 55 to 64 | 65 & older | Not Stated | Total     | %     |
|--------------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------|-----------|-------|
| Injured      | 2        | 0        | 3        | 2        | 3        | 3        | 0        | 0        | 3          | 1          | 17        | 100.0 |
| Killed       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0   |
| <b>Total</b> | <b>2</b> | <b>0</b> | <b>3</b> | <b>2</b> | <b>3</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>3</b>   | <b>1</b>   | <b>17</b> |       |
| %            | 11.8     | 0.0      | 17.6     | 11.8     | 17.6     | 17.6     | 0.0      | 0.0      | 17.6       | 5.9        | 100.0     |       |

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

| Pedestrian Action                                                | 0 to 4   | 5 to 14  | 15 to 19 | 20 to 24 | 25 to 34 | 35 to 44 | 45 to 54 | 55 to 64 | 65 & older | Not Stated | Total     | %            |
|------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|------------|------------|-----------|--------------|
| Crossing Intersection With Traffic Control, With Right-of-Way    | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 1          | 0          | 2         | 11.8         |
| Crossing Intersection With Traffic Control, Without Right-of-Way | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0          | 0          | 1         | 5.9          |
| Crossing Intersection - No Traffic Control                       | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Crossing Roadway at Crosswalk                                    | 0        | 0        | 1        | 1        | 0        | 0        | 0        | 0        | 1          | 0          | 3         | 17.6         |
| Crossing Roadway Not at Intersection                             | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Walking Along Roadway Against Traffic                            | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Walking Along Roadway With Traffic                               | 0        | 0        | 0        | 2        | 1        | 0        | 0        | 0        | 0          | 0          | 3         | 17.6         |
| On Sidewalk, Median, Safety Zone                                 | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Walking on Travelled Part of Roadway Against Traffic             | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Walking on Travelled Part of Roadway With Traffic                | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Coming from Behind Parked Vehicle/Object on Roadside             | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 1          | 2         | 11.8         |
| Coming from Behind Moving Vehicle                                | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 1          | 0          | 2         | 11.8         |
| Running into Roadway                                             | 1        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0          | 0          | 2         | 11.8         |
| Getting On/Off School Bus                                        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Getting On/Off Other Vehicles                                    | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Pushing Vehicle on Road                                          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Working on Vehicle on Side of Road                               | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Playing on Roadway                                               | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Working on Roadway                                               | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Lying on Road                                                    | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| Other                                                            | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 0          | 0          | 2         | 11.8         |
| Unknown                                                          | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0          | 0          | 0         | 0.0          |
| <b>Total</b>                                                     | <b>2</b> | <b>0</b> | <b>3</b> | <b>2</b> | <b>3</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>3</b>   | <b>1</b>   | <b>17</b> | <b>100.0</b> |

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

Figure 8.3

| Place of Occurrence | Killed   | Injured   | Total     | %            |
|---------------------|----------|-----------|-----------|--------------|
| Urban               | 0        | 17        | 17        | 100.0        |
| Rural               | 0        | 0         | 0         | 0.0          |
| Unspecified         | 0        | 0         | 0         | 0.0          |
| <b>Total</b>        | <b>0</b> | <b>17</b> | <b>17</b> | <b>100.0</b> |

### Pedestrians Injured or Killed by Collision Site

Figure 8.4

| Collision Site                               | Killed   | Injured   | Total     | %            |
|----------------------------------------------|----------|-----------|-----------|--------------|
| Non-Intersection                             | 0        | 6         | 6         | 35.3         |
| At Intersection of At Least Two Roadways     | 0        | 7         | 7         | 41.2         |
| Intersection With Parking Lot/Driveway/Alley | 0        | 3         | 3         | 17.6         |
| 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         | 5.9          |
| Unspecified                                  | 0        | 0         | 0         | 0.0          |
| <b>Total</b>                                 | <b>0</b> | <b>17</b> | <b>17</b> | <b>100.0</b> |

### Pedestrians Injured or Killed by Pedestrian Condition

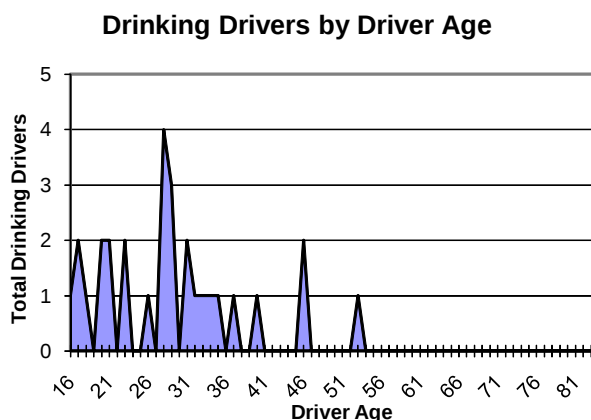
Figure 8.5

| Pedestrian Condition | Killed   | Injured   | Total     | %            |
|----------------------|----------|-----------|-----------|--------------|
| Apparently Normal    | 0        | 9         | 9         | 52.9         |
| Had Been Drinking    | 0        | 3         | 3         | 17.6         |
| Impaired by Alcohol  | 0        | 0         | 0         | 0.0          |
| Unknown              | 0        | 5         | 5         | 29.4         |
| <b>Total</b>         | <b>0</b> | <b>17</b> | <b>17</b> | <b>100.0</b> |

## Drinking Drivers in Collisions by Driver Age and Gender

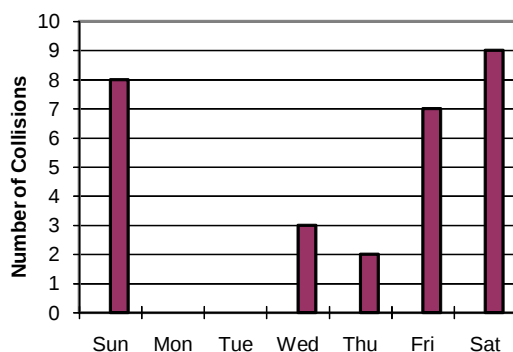
Figure 9.1

| Driver Age   | Male      | Female   | Not Stated | Total Drinking Drivers |
|--------------|-----------|----------|------------|------------------------|
| Under 16     | 0         | 0        | 0          | 0                      |
| 16           | 0         | 1        | 0          | 1                      |
| 17           | 1         | 1        | 0          | 2                      |
| 18           | 1         | 0        | 0          | 1                      |
| 19           | 0         | 0        | 0          | 0                      |
| 20           | 1         | 1        | 0          | 2                      |
| 21 to 24     | 3         | 1        | 0          | 4                      |
| 25 to 34     | 11        | 2        | 0          | 13                     |
| 35 to 44     | 1         | 2        | 0          | 3                      |
| 45 to 54     | 2         | 1        | 0          | 3                      |
| 55 to 64     | 0         | 0        | 0          | 0                      |
| 65 & Older   | 0         | 0        | 0          | 0                      |
| Not Stated   | 0         | 0        | 0          | 0                      |
| <b>Total</b> | <b>20</b> | <b>9</b> | <b>0</b>   | <b>29</b>              |



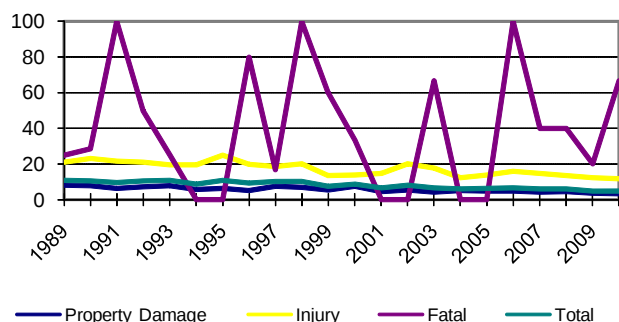
## Collisions Involving Alcohol by Day of Week

Figure 9.2



## Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



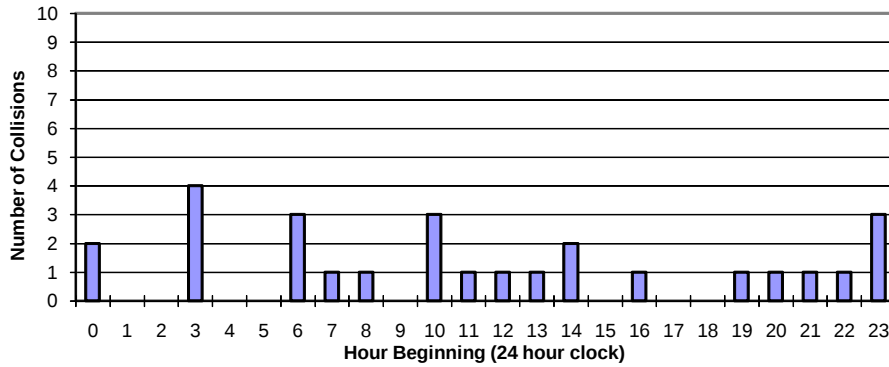
## Number of Collisions and Victims Involving Alcohol

Figure 9.4

| Number of Collisions |                 |                 |       |       |                       | Number of Victims |        |       |                    |
|----------------------|-----------------|-----------------|-------|-------|-----------------------|-------------------|--------|-------|--------------------|
| Year                 | Property Damage | Personal Injury | Fatal | Total | % of Total Collisions | Injured           | Killed | Total | % of Total Victims |
| 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               |
| 2003                 | 29              | 23              | 2     | 54    | 6.6                   | 35                | 2      | 37    | 21.1               |
| 2004                 | 36              | 14              | 0     | 50    | 6.3                   | 21                | 0      | 21    | 13.6               |
| 2005                 | 33              | 18              | 0     | 51    | 6.5                   | 25                | 0      | 25    | 13.3               |
| 2006                 | 27              | 14              | 2     | 43    | 6.6                   | 19                | 2      | 21    | 18.4               |
| 2007                 | 27              | 17              | 2     | 46    | 6.2                   | 31                | 2      | 33    | 20.5               |
| 2008                 | 34              | 16              | 2     | 52    | 6.0                   | 24                | 2      | 26    | 14.6               |
| 2009                 | 21              | 13              | 1     | 35    | 5.1                   | 18                | 1      | 19    | 12.3               |
| 2010                 | 17              | 10              | 2     | 29    | 5.0                   | 16                | 2      | 18    | 15.5               |
| Average              | 30              | 18              | 1     | 49    | 6.6                   | 29                | 1      | 30    | 17.2               |

Number of Alcohol Related Collisions by Time of Day

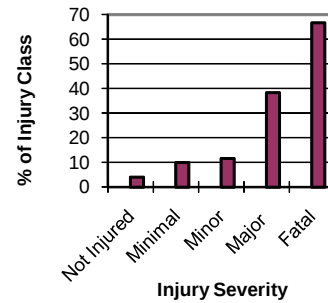
Figure 9.5



Injury Severity by Alcohol Involvement

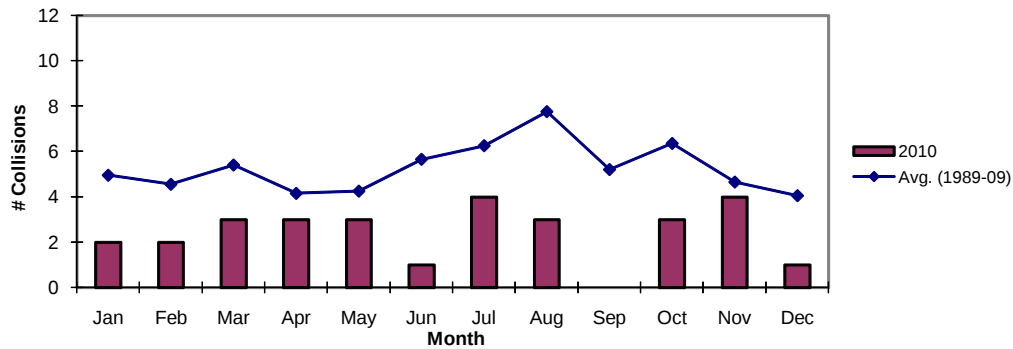
Figure 9.6

| Injury Severity          | Alcohol Involvement |             | Totals      | % with Alcohol |
|--------------------------|---------------------|-------------|-------------|----------------|
|                          | Yes                 | No          |             |                |
| Not Injured              | 45                  | 1,057       | 1102        | 4.1            |
| Minimal Injuries         | 4                   | 36          | 40          | 10.0           |
| Minor                    | 6                   | 46          | 52          | 11.5           |
| Major                    | 5                   | 8           | 13          | 38.5           |
| Fatal                    | 2                   | 1           | 3           | 66.7           |
| Injured - Extent Unknown | 1                   | 7           | 8           | 12.5           |
| <b>Total</b>             | <b>63</b>           | <b>1155</b> | <b>1218</b> | <b>5.2</b>     |



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

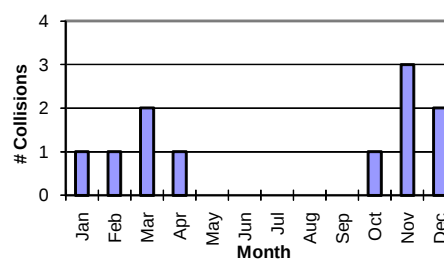
| Month        | Number of Collisions |                 |          |           | Number of Victims |          |
|--------------|----------------------|-----------------|----------|-----------|-------------------|----------|
|              | Property Damage      | Personal Injury | Fatal    | Total     | Injured           | Killed   |
| January      | 0                    | 1               | 0        | 1         | 2                 | 0        |
| February     | 0                    | 1               | 0        | 1         | 1                 | 0        |
| March        | 1                    | 1               | 0        | 2         | 1                 | 0        |
| April        | 1                    | 0               | 0        | 1         | 0                 | 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                    | 0               | 0        | 0         | 0                 | 0        |
| October      | 0                    | 1               | 0        | 1         | 1                 | 0        |
| November     | 1                    | 1               | 1        | 3         | 1                 | 1        |
| December     | 1                    | 1               | 0        | 2         | 1                 | 0        |
| <b>Total</b> | <b>4</b>             | <b>6</b>        | <b>1</b> | <b>11</b> | <b>7</b>          | <b>1</b> |

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

|                                | Snowmobile | ATV      | Total     |
|--------------------------------|------------|----------|-----------|
| <b>Total Victims</b>           | <b>4</b>   | <b>0</b> | <b>4</b>  |
| Killed                         | 1          | 0        | 1         |
| Injured                        | 3          | 0        | 3         |
| <b>Total Vehicles Involved</b> | <b>11</b>  | <b>0</b> | <b>11</b> |
| Fatal                          | 1          | 0        | 1         |
| Injury                         | 6          | 0        | 6         |
| Property Damage                | 4          | 0        | 4         |

Off-Road Vehicle Collisions by Month



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

Figure 10.3

| Age Group    | Snowmobile |          |          | ATV      |          |          | Total     | %            |
|--------------|------------|----------|----------|----------|----------|----------|-----------|--------------|
|              | Male       | Female   | Unknown  | Male     | Female   | Unknown  |           |              |
| 0 to 4       | 0          | 0        | 0        | 0        | 0        | 0        | 0         | 0.0          |
| 5 to 14      | 0          | 0        | 0        | 0        | 0        | 0        | 0         | 0.0          |
| 15 to 19     | 1          | 0        | 0        | 0        | 0        | 0        | 1         | 10.0         |
| 20 to 24     | 1          | 0        | 0        | 0        | 0        | 0        | 1         | 10.0         |
| 25 to 34     | 3          | 0        | 0        | 0        | 0        | 0        | 3         | 30.0         |
| 35 to 44     | 2          | 0        | 0        | 0        | 0        | 0        | 2         | 20.0         |
| 45 to 54     | 1          | 0        | 0        | 0        | 0        | 0        | 1         | 10.0         |
| 55 to 64     | 0          | 0        | 0        | 0        | 0        | 0        | 0         | 0.0          |
| 65 & Over    | 1          | 0        | 0        | 0        | 0        | 0        | 1         | 10.0         |
| Unknown      | 1          | 0        | 0        | 0        | 0        | 0        | 1         | 10.0         |
| <b>Total</b> | <b>10</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>10</b> | <b>100.0</b> |

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

Figure 10.4

| Driver Condition                   | Property Damage | Personal Injury | Fatal    | Total     | %            |
|------------------------------------|-----------------|-----------------|----------|-----------|--------------|
| Apparently Normal                  | 2               | 2               | 0        | 4         | 40.0         |
| Fatigue/Fell Asleep                | 0               | 0               | 0        | 0         | 0.0          |
| Inexperience                       | 0               | 0               | 0        | 0         | 0.0          |
| Under Influence - Alcohol          | 0               | 4               | 1        | 5         | 50.0         |
| Under Influence - Drugs            | 0               | 0               | 0        | 0         | 0.0          |
| Sudden Illness, Lost Consciousness | 0               | 0               | 0        | 0         | 0.0          |
| Other Condition                    | 0               | 0               | 0        | 0         | 0.0          |
| Unknown                            | 1               | 0               | 0        | 1         | 10.0         |
| <b>Total</b>                       | <b>3</b>        | <b>6</b>        | <b>1</b> | <b>10</b> | <b>100.0</b> |

## Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

| Driver Action                        | Property Damage | Personal Injury | Fatal    | Total     | %            |
|--------------------------------------|-----------------|-----------------|----------|-----------|--------------|
| Driving Properly                     | 0               | 0               | 0        | 0         | 0.0          |
| Following Too Closely                | 0               | 0               | 0        | 0         | 0.0          |
| Distracted, Inattentive              | 2               | 1               | 0        | 3         | 30.0         |
| Driving Too Fast for Conditions      | 1               | 4               | 1        | 6         | 60.0         |
| Improper Turning or Passing          | 0               | 0               | 0        | 0         | 0.0          |
| Failed to Yield Right-of-Way         | 0               | 1               | 0        | 1         | 10.0         |
| Disobeyed Traffic Control or Officer | 0               | 0               | 0        | 0         | 0.0          |
| Driving on Wrong Side of Road        | 0               | 0               | 0        | 0         | 0.0          |
| Driving in Wrong Direction           | 0               | 0               | 0        | 0         | 0.0          |
| Backing Unsafely                     | 0               | 0               | 0        | 0         | 0.0          |
| Lost Control                         | 0               | 0               | 0        | 0         | 0.0          |
| Other                                | 0               | 0               | 0        | 0         | 0.0          |
| Unknown                              | 0               | 0               | 0        | 0         | 0.0          |
| <b>Total</b>                         | <b>3</b>        | <b>6</b>        | <b>1</b> | <b>10</b> | <b>100.0</b> |

## Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

| Injury Severity            | Helmet Worn | Helmet Not Worn | Unknown  | Total     | %            |
|----------------------------|-------------|-----------------|----------|-----------|--------------|
| Not Injured                | 3           | 3               | 1        | 7         | 63.6         |
| Minimal Injuries           | 0           | 0               | 0        | 0         | 0.0          |
| Minor Injuries             | 0           | 0               | 0        | 0         | 0.0          |
| Major (Hospital Admission) | 1           | 1               | 0        | 2         | 18.2         |
| Fatal                      | 1           | 0               | 0        | 1         | 9.1          |
| Injured - Extent Unknown   | 0           | 1               | 0        | 1         | 9.1          |
| <b>Total</b>               | <b>5</b>    | <b>5</b>        | <b>1</b> | <b>11</b> | <b>100.0</b> |

## Collisions by Region, RCMP Detachment and Severity

Figure 11.1

### A - Inuvik Region

| RCMP<br>Detachment   | Number of Collisions |                    |          |           | Number of Victims |          |
|----------------------|----------------------|--------------------|----------|-----------|-------------------|----------|
|                      | Property<br>Damage   | Personal<br>Injury | Fatal    | Total     | Injured           | Killed   |
| Aklavik              | 1                    | 0                  | 0        | 1         | 0                 | 0        |
| Deline               | 1                    | 1                  | 0        | 2         | 1                 | 0        |
| Fort Good Hope       | 1                    | 0                  | 0        | 1         | 0                 | 0        |
| Fort McPherson       | 6                    | 3                  | 0        | 9         | 6                 | 0        |
| Holman               | 1                    | 1                  | 0        | 2         | 1                 | 0        |
| Inuvik               | 37                   | 7                  | 0        | 44        | 8                 | 0        |
| Norman Wells         | 6                    | 1                  | 0        | 7         | 1                 | 0        |
| Sachs Harbour        | 0                    | 0                  | 0        | 0         | 0                 | 0        |
| Tuktoyaktuk          | 2                    | 1                  | 0        | 3         | 1                 | 0        |
| Tulita               | 2                    | 0                  | 0        | 2         | 0                 | 0        |
| <b>Sub Total</b>     |                      |                    |          |           |                   |          |
| <b>Inuvik Region</b> | <b>57</b>            | <b>14</b>          | <b>0</b> | <b>71</b> | <b>18</b>         | <b>0</b> |

### B - Fort Simpson Region

| RCMP<br>Detachment         | Number of Collisions |                    |          |           | Number of Victims |          |
|----------------------------|----------------------|--------------------|----------|-----------|-------------------|----------|
|                            | Property<br>Damage   | Personal<br>Injury | Fatal    | Total     | Injured           | Killed   |
| Fort Liard                 | 6                    | 0                  | 0        | 6         | 0                 | 0        |
| Fort Simpson               | 17                   | 7                  | 0        | 24        | 11                | 0        |
| <b>Sub Total</b>           |                      |                    |          |           |                   |          |
| <b>Fort Simpson Region</b> | <b>23</b>            | <b>7</b>           | <b>0</b> | <b>30</b> | <b>11</b>         | <b>0</b> |

### C - South Slave Region

| RCMP<br>Detachment        | Number of Collisions |                    |          |            | Number of Victims |          |
|---------------------------|----------------------|--------------------|----------|------------|-------------------|----------|
|                           | Property<br>Damage   | Personal<br>Injury | Fatal    | Total      | Injured           | Killed   |
| Hay River                 | 53                   | 8                  | 1        | 62         | 10                | 1        |
| Fort Providence           | 22                   | 2                  | 0        | 24         | 4                 | 0        |
| Fort Resolution           | 1                    | 0                  | 0        | 1          | 0                 | 0        |
| Fort Smith                | 21                   | 6                  | 0        | 27         | 10                | 0        |
| Lutsel K'e                | 0                    | 2                  | 0        | 2          | 3                 | 0        |
| <b>Sub Total</b>          |                      |                    |          |            |                   |          |
| <b>South Slave Region</b> | <b>97</b>            | <b>18</b>          | <b>1</b> | <b>116</b> | <b>27</b>         | <b>1</b> |

### D - North Slave Region

| RCMP<br>Detachment         | Number of Collisions |                    |          |            | Number of Victims |          |
|----------------------------|----------------------|--------------------|----------|------------|-------------------|----------|
|                            | Property<br>Damage   | Personal<br>Injury | Fatal    | Total      | Injured           | Killed   |
| Rae/Wha Ti                 | 25                   | 7                  | 1        | 33         | 11                | 1        |
| Yellowknife                | 296                  | 38                 | 1        | 335        | 46                | 1        |
| <b>Sub Total</b>           |                      |                    |          |            |                   |          |
| <b>North Slave Region</b>  | <b>321</b>           | <b>45</b>          | <b>2</b> | <b>368</b> | <b>57</b>         | <b>2</b> |
| <b>Total - All Regions</b> | <b>498</b>           | <b>84</b>          | <b>3</b> | <b>585</b> | <b>113</b>        | <b>3</b> |

## 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 (2010 estimate [2]) | Collision Rates                  |                                     |                            |
|----------------------|----------------------|----------------------|-------------------------|--------------------------------|----------------------------------|-------------------------------------|----------------------------|
|                      |                      |                      |                         |                                | Collisions/ 100 Licensed Drivers | Collisions/ 100 Registered Vehicles | Collisions/ 100 Population |
| Aklavik              | 1                    | 198                  | 190                     | 658                            | 0.51                             | 0.53                                | 0.15                       |
| Deline               | 2                    | 175                  | 124                     | 567                            | 1.14                             | 1.61                                | 0.35                       |
| Fort Good Hope       | 1                    | 201                  | 137                     | 750                            | 0.50                             | 0.73                                | 0.13                       |
| Fort McPherson       | 9                    | 340                  | 355                     | 795                            | 2.65                             | 2.54                                | 1.13                       |
| Ulukhaktok           | 2                    | 59                   | 93                      | 472                            | 3.39                             | 2.15                                | 0.42                       |
| Inuvik               | 44                   | 1,858                | 2,105                   | 3,552                          | 2.37                             | 2.09                                | 1.24                       |
| Norman Wells         | 7                    | 479                  | 815                     | 816                            | 1.46                             | 0.86                                | 0.86                       |
| Sachs Harbour        | 0                    | 36                   | 36                      | 134                            | 0.00                             | 0.00                                | 0.00                       |
| Tuktoyaktuk          | 3                    | 289                  | 271                     | 1,252                          | 1.04                             | 1.11                                | 0.24                       |
| Tulita               | 2                    | 158                  | 162                     | 564                            | 1.27                             | 1.23                                | 0.35                       |
| <b>Sub Total</b>     |                      |                      |                         |                                |                                  |                                     |                            |
| <b>Inuvik Region</b> | <b>71</b>            | <b>3,793</b>         | <b>4,288</b>            | <b>9,560</b>                   | <b>1.87</b>                      | <b>1.66</b>                         | <b>0.74</b>                |

### B - Fort Simpson Region

| RCMP Detachment            | Number of Collisions | Licensed Drivers [1] | Registered Vehicles [1] | Population (2010 estimate [2]) | Collision Rates                  |                                     |                            |
|----------------------------|----------------------|----------------------|-------------------------|--------------------------------|----------------------------------|-------------------------------------|----------------------------|
|                            |                      |                      |                         |                                | Collisions/ 100 Licensed Drivers | Collisions/ 100 Registered Vehicles | Collisions/ 100 Population |
| Fort Liard                 | 6                    | 231                  | 411                     | 587                            | 2.60                             | 1.46                                | 1.02                       |
| Fort Simpson               | 24                   | 879                  | 1,717                   | 1,674                          | 2.73                             | 1.40                                | 1.43                       |
| <b>Sub Total</b>           |                      |                      |                         |                                |                                  |                                     |                            |
| <b>Fort Simpson Region</b> | <b>30</b>            | <b>1,110</b>         | <b>2,128</b>            | <b>2,261</b>                   | <b>2.70</b>                      | <b>1.41</b>                         | <b>1.33</b>                |

### C - South Slave Region

| RCMP Detachment           | Number of Collisions | Licensed Drivers [1] | Registered Vehicles [1] | Population (2010 estimate [2]) | Collision Rates                  |                                     |                            |
|---------------------------|----------------------|----------------------|-------------------------|--------------------------------|----------------------------------|-------------------------------------|----------------------------|
|                           |                      |                      |                         |                                | Collisions/ 100 Licensed Drivers | Collisions/ 100 Registered Vehicles | Collisions/ 100 Population |
| Hay River                 | 62                   | 2,845                | 5,155                   | 4,109                          | 2.18                             | 1.20                                | 1.51                       |
| Fort Providence           | 24                   | 266                  | 386                     | 767                            | 9.02                             | 6.22                                | 3.13                       |
| Fort Resolution           | 1                    | 254                  | 326                     | 494                            | 0.39                             | 0.31                                | 0.20                       |
| Fort Smith                | 27                   | 1,551                | 2,253                   | 2,483                          | 1.74                             | 1.20                                | 1.09                       |
| Lutsel K'e                | 2                    | 81                   | 65                      | 297                            | 2.47                             | 3.08                                | 0.67                       |
| <b>Sub Total</b>          |                      |                      |                         |                                |                                  |                                     |                            |
| <b>South Slave Region</b> | <b>116</b>           | <b>4,997</b>         | <b>8,185</b>            | <b>8,150</b>                   | <b>2.32</b>                      | <b>1.42</b>                         | <b>1.42</b>                |

### D - North Slave Region

| RCMP Detachment           | Number of Collisions | Licensed Drivers [1] | Registered Vehicles [1] | Population (2010 estimate [2]) | Collision Rates                  |                                     |                            |
|---------------------------|----------------------|----------------------|-------------------------|--------------------------------|----------------------------------|-------------------------------------|----------------------------|
|                           |                      |                      |                         |                                | Collisions/ 100 Licensed Drivers | Collisions/ 100 Registered Vehicles | Collisions/ 100 Population |
| Behchoko/Whati            | 33                   | 1,091                | 1,002                   | 3,019                          | 3.02                             | 3.29                                | 1.09                       |
| Yellowknife               | 335                  | 13,794               | 18,085                  | 20,187                         | 2.43                             | 1.85                                | 1.66                       |
| <b>Sub Total</b>          |                      |                      |                         |                                |                                  |                                     |                            |
| <b>North Slave Region</b> | <b>368</b>           | <b>14,885</b>        | <b>19,087</b>           | <b>23,206</b>                  | <b>2.47</b>                      | <b>1.93</b>                         | <b>1.59</b>                |

|                            |            |               |               |               |             |             |             |
|----------------------------|------------|---------------|---------------|---------------|-------------|-------------|-------------|
| <b>Total - All Regions</b> | <b>585</b> | <b>24,785</b> | <b>33,688</b> | <b>43,759</b> | <b>2.36</b> | <b>1.74</b> | <b>1.34</b> |
|----------------------------|------------|---------------|---------------|---------------|-------------|-------------|-------------|

[1] Number of registered vehicles and licensed drivers are as of December 31, 2010.

[2] 2010 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2011.

## Geographic Distribution – Section 11

Collisions on the NWT Highway System

Figure 11.3

| Highway #1<br>(Mackenzie)     | On Km                                     | Collision<br>Date                         | Collision<br>Severity       | Collision<br>Configuration     | # Persons<br>Injured       | # Persons<br>Killed       |
|-------------------------------|-------------------------------------------|-------------------------------------------|-----------------------------|--------------------------------|----------------------------|---------------------------|
|                               | 8.0                                       | 13 Sep 2010                               | Injury                      | Rear End                       | 1                          | 0                         |
|                               | 70.0                                      | 9 Sep 2010                                | Property Damage             | Collision with Other Animal    | 0                          | 0                         |
|                               | 85.8                                      | 19 Feb 2010                               | Injury                      | Single Vehicle Rollover        | 1                          | 0                         |
|                               | 106.0                                     | 8 Dec 2010                                | Fatal                       | Sideswipe - Opposite Direction | 2                          | 1                         |
|                               | 160.0                                     | 14 Aug 2010                               | Property Damage             | Single Vehicle Rollover        | 0                          | 0                         |
|                               | 188.0                                     | 31 Mar 2010                               | Property Damage             | Collision with Fixed Object    | 0                          | 0                         |
|                               | 191.0                                     | 2 Jul 2010                                | Property Damage             | Ran Off Road - Left            | 0                          | 0                         |
|                               | 195.0                                     | 15 Jul 2010                               | Property Damage             | Single Vehicle Rollover        | 0                          | 0                         |
|                               | 250.0                                     | 5 Aug 2010                                | Property Damage             | Ran Off Road - Left            | 0                          | 0                         |
|                               | 295.2                                     | 18 Oct 2010                               | Injury                      | Ran Off Road - Right           | 1                          | 0                         |
|                               | 300.0                                     | 23 May 2010                               | Injury                      | Ran Off Road - Right           | 1                          | 0                         |
|                               | 304.0                                     | 27 Oct 2010                               | Property Damage             | Single Vehicle Rollover        | 0                          | 0                         |
|                               | 325.0                                     | 25 Nov 2010                               | Property Damage             | Collision with Fixed Object    | 0                          | 0                         |
|                               | 369.0                                     | 21 Feb 2010                               | Property Damage             | Single Vehicle Rollover        | 0                          | 0                         |
|                               | 374.0                                     | 23 Dec 2010                               | Property Damage             | Single Vehicle Rollover        | 0                          | 0                         |
|                               | 386.0                                     | 18 Oct 2010                               | Property Damage             | Collision with Other Animal    | 0                          | 0                         |
|                               | 459.3                                     | 25 Dec 2010                               | Property Damage             | Single Vehicle Rollover        | 0                          | 0                         |
|                               | 498.0                                     | 23 Oct 2010                               | Property Damage             | Ran Off Road - Right           | 0                          | 0                         |
|                               | 530.0                                     | 26 Jan 2010                               | Injury                      | Ran Off Road - Right           | 5                          | 0                         |
|                               | 551.0                                     | 5 Aug 2010                                | Injury                      | Single Vehicle Rollover        | 1                          | 0                         |
| <b>Summary<br/>Highway #1</b> | <b>Property<br/>Damage<br/>Collisions</b> | <b>Personal<br/>Injury<br/>Collisions</b> | <b>Fatal<br/>Collisions</b> | <b>Total<br/>Collisions</b>    | <b>Persons<br/>Injured</b> | <b>Persons<br/>Killed</b> |
|                               | 13                                        | 6                                         | 1                           | 20                             | 12                         | 1                         |
| Highway #2<br>(Hay River)     | On Km                                     | Collision<br>Date                         | Collision<br>Severity       | Collision<br>Configuration     | # Persons<br>Injured       | # Persons<br>Killed       |
|                               | 5.0                                       | 22 Dec 2010                               | Property Damage             | Single Vehicle Rollover        | 0                          | 0                         |
|                               | 12.5                                      | 30 Oct 2010                               | Property Damage             | Single Vehicle Rollover        | 0                          | 0                         |
|                               | 32.0                                      | 16 Dec 2010                               | Property Damage             | Single Vehicle Rollover        | 0                          | 0                         |
|                               | 33.0                                      | 30 Nov 2010                               | Injury                      | Collision with Fixed Object    | 1                          | 0                         |
|                               | 35.0                                      | 8 Mar 2010                                | Injury                      | Single Vehicle Rollover        | 1                          | 0                         |
|                               | 36.1                                      | 16 Nov 2010                               | Injury                      | Rear End                       | 1                          | 0                         |
|                               | 37.0                                      | 21 Jan 2010                               | Property Damage             | Ran Off Road - Left            | 0                          | 0                         |
|                               | 37.4                                      | 4 Dec 2010                                | Property Damage             | Right Angle                    | 0                          | 0                         |
|                               | 38.0                                      | 13 Apr 2010                               | Property Damage             | Rear End                       | 0                          | 0                         |
|                               | 38.0                                      | 24 Nov 2010                               | Property Damage             | Right Angle                    | 0                          | 0                         |
|                               | 43.8                                      | 4 Aug 2010                                | Property Damage             | Sideswipe - Opposite Direction | 0                          | 0                         |
| <b>Summary<br/>Highway #2</b> | <b>Property<br/>Damage<br/>Collisions</b> | <b>Personal<br/>Injury<br/>Collisions</b> | <b>Fatal<br/>Collisions</b> | <b>Total<br/>Collisions</b>    | <b>Persons<br/>Injured</b> | <b>Persons<br/>Killed</b> |
|                               | 8                                         | 3                                         | 0                           | 11                             | 3                          | 0                         |

## Geographic Distribution – Section 11

| Highway #3<br>(Yellowknife) | On Km                            | Collision<br>Date                | Collision<br>Severity | Collision<br>Configuration     | # Persons<br>Injured | # Persons<br>Killed |
|-----------------------------|----------------------------------|----------------------------------|-----------------------|--------------------------------|----------------------|---------------------|
|                             | 6.0                              | 28 Feb 2010                      | Property Damage       | Ran Off Road - Right           | 0                    | 0                   |
|                             | 13.0                             | 5 Aug 2010                       | Injury                | Single Vehicle Rollover        | 2                    | 0                   |
|                             | 17.2                             | 26 Mar 2010                      | Property Damage       | Single Vehicle Rollover        | 0                    | 0                   |
|                             | 23.8                             | 21 Jun 2010                      | Property Damage       | Collision with Parked Vehicle  | 0                    | 0                   |
|                             | 25.0                             | 23 Aug 2010                      | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 28.0                             | 25 Jul 2010                      | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 60.0                             | 28 Oct 2010                      | Property Damage       | Ran Off Road - Right           | 0                    | 0                   |
|                             | 60.0                             | 12 Nov 2010                      | Injury                | Collision with Bison           | 2                    | 0                   |
|                             | 75.0                             | 2 Feb 2010                       | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 98.0                             | 3 Dec 2010                       | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 104.0                            | 29 Jan 2010                      | Property Damage       | Ran Off Road - Right           | 0                    | 0                   |
|                             | 110.0                            | 17 Dec 2010                      | Property Damage       | Collision with Other Animal    | 0                    | 0                   |
|                             | 120.0                            | 1 Nov 2010                       | Property Damage       | Ran Off Road - Right           | 0                    | 0                   |
|                             | 140.0                            | 3 Dec 2010                       | Injury                | Single Vehicle Rollover        | 2                    | 0                   |
|                             | 141.0                            | 13 Sep 2010                      | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 170.0                            | 13 Sep 2010                      | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 180.0                            | 26 Jul 2010                      | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 225.0                            | 4 Jun 2010                       | Property Damage       | Collision with Parked Vehicle  | 0                    | 0                   |
|                             | 228.0                            | 29 Oct 2010                      | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 230.0                            | 10 Apr 2010                      | Property Damage       | Ran Off Road - Right           | 0                    | 0                   |
|                             | 240.0                            | 2 Apr 2010                       | Property Damage       | Ran Off Road - Left            | 0                    | 0                   |
|                             | 248.0                            | 22 Mar 2010                      | Injury                | Collision with Bison           | 1                    | 0                   |
|                             | 250.0                            | 19 Dec 2010                      | Property Damage       | Collision with Other Animal    | 0                    | 0                   |
|                             | 255.0                            | 18 Nov 2010                      | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 264.0                            | 28 Aug 2010                      | Injury                | Ran Off Road - Right           | 1                    | 0                   |
|                             | 273.0                            | 14 Nov 2010                      | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 275.0                            | 12 Dec 2010                      | Property Damage       | Collision with Bison           | 0                    | 0                   |
|                             | 277.0                            | 24 Jun 2010                      | Property Damage       | Sideswipe - Opposite Direction | 0                    | 0                   |
|                             | 282.0                            | 17 Oct 2010                      | Property Damage       | Ran Off Road - Left            | 0                    | 0                   |
|                             | 284.0                            | 11 Jul 2010                      | Fatal                 | Single Vehicle Rollover        | 3                    | 1                   |
|                             | 290.0                            | 4 Jul 2010                       | Injury                | Single Vehicle Rollover        | 1                    | 0                   |
|                             | 303.0                            | 9 Sep 2010                       | Property Damage       | Collision with Other Animal    | 0                    | 0                   |
|                             | 311.0                            | 10 Nov 2010                      | Property Damage       | Ran Off Road - Left            | 0                    | 0                   |
|                             | 312.0                            | 26 Jan 2010                      | Property Damage       | Collision with Other Animal    | 0                    | 0                   |
|                             | 314.0                            | 21 Oct 2010                      | Injury                | Ran Off Road - Right           | 2                    | 0                   |
|                             | 332.0                            | 20 May 2010                      | Property Damage       | Passing - Left Turn            | 0                    | 0                   |
|                             | 332.0                            | 24 Nov 2010                      | Property Damage       | Collision with Other Animal    | 0                    | 0                   |
|                             | 333.4                            | 3 Dec 2010                       | Injury                | Ran Off Road - Right           | 1                    | 0                   |
|                             | 338.0                            | 2 Dec 2010                       | Injury                | Single Vehicle Rollover        | 1                    | 0                   |
|                             | 338.5                            | 27 Jan 2010                      | Property Damage       | Ran Off Road - Left            | 0                    | 0                   |
|                             | 338.8                            | 5 Feb 2010                       | Property Damage       | Rear End                       | 0                    | 0                   |
| Summary<br>Highway #3       | Property<br>Damage<br>Collisions | Personal<br>Injury<br>Collisions | Fatal<br>Collisions   | Total<br>Collisions            | Persons<br>Injured   | Persons<br>Killed   |
|                             | 31                               | 9                                | 1                     | 41                             | 16                   | 1                   |

## Geographic Distribution – Section 11

| Highway #4<br>(Ingraham Trail) | On Km | Collision<br>Date | Collision<br>Severity | Collision<br>Configuration | # Persons<br>Injured | # Persons<br>Killed |
|--------------------------------|-------|-------------------|-----------------------|----------------------------|----------------------|---------------------|
|                                | 0.0   | 19 Jan 2010       | Injury                | Left Turn Across Path      | 2                    | 0                   |
|                                | 25.8  | 4 Jun 2010        | Property Damage       | Single Vehicle Rollover    | 0                    | 0                   |
|                                | 45.6  | 24 Jul 2010       | Injury                | Single Vehicle Rollover    | 2                    | 0                   |

| Summary<br>Highway #4 | Property<br>Damage<br>Collisions | Personal<br>Injury<br>Collisions | Fatal<br>Collisions | Total<br>Collisions | Persons<br>Injured | Persons<br>Killed |
|-----------------------|----------------------------------|----------------------------------|---------------------|---------------------|--------------------|-------------------|
|                       | 1                                | 2                                | 0                   | 3                   | 4                  | 0                 |

| Highway #5<br>(Fort Smith Highway) | On Km | Collision<br>Date | Collision<br>Severity | Collision<br>Configuration    | # Persons<br>Injured | # Persons<br>Killed |
|------------------------------------|-------|-------------------|-----------------------|-------------------------------|----------------------|---------------------|
|                                    | 2.0   | 20 Oct 2010       | Property Damage       | Single Vehicle Rollover       | 0                    | 0                   |
|                                    | 2.5   | 25 Nov 2010       | Injury                | Ran Off Road - Left           | 1                    | 0                   |
|                                    | 22.0  | 9 Dec 2010        | Property Damage       | Single Vehicle Rollover       | 0                    | 0                   |
|                                    | 38.0  | 8 Feb 2010        | Property Damage       | Collision with Other Animal   | 0                    | 0                   |
|                                    | 81.0  | 4 Aug 2010        | Property Damage       | Collision with Bison          | 0                    | 0                   |
|                                    | 84.0  | 13 Jun 2010       | Property Damage       | Collision with Bison          | 0                    | 0                   |
|                                    | 101.0 | 17 Sep 2010       | Property Damage       | Collision with Bison          | 0                    | 0                   |
|                                    | 111.0 | 10 Aug 2010       | Property Damage       | Collision with Bison          | 0                    | 0                   |
|                                    | 120.0 | 22 Aug 2010       | Property Damage       | Collision with Parked Vehicle | 0                    | 0                   |
|                                    | 122.0 | 28 Sep 2010       | Property Damage       | Collision with Bison          | 0                    | 0                   |
|                                    | 158.0 | 18 Sep 2010       | Injury                | Single Vehicle Rollover       | 1                    | 0                   |
|                                    | 161.0 | 3 Sep 2010        | Property Damage       | Collision with Bison          | 0                    | 0                   |
|                                    | 180.0 | 3 Sep 2010        | Injury                | Single Vehicle Rollover       | 1                    | 0                   |
|                                    | 188.0 | 6 Dec 2010        | Property Damage       | Ran Off Road - Right          | 0                    | 0                   |
|                                    | 211.0 | 26 Mar 2010       | Property Damage       | Collision with Bison          | 0                    | 0                   |
|                                    | 266.0 | 9 Jan 2010        | Property Damage       | Single Vehicle Rollover       | 0                    | 0                   |

| Summary<br>Highway #5 | Property<br>Damage<br>Collisions | Personal<br>Injury<br>Collisions | Fatal<br>Collisions | Total<br>Collisions | Persons<br>Injured | Persons<br>Killed |
|-----------------------|----------------------------------|----------------------------------|---------------------|---------------------|--------------------|-------------------|
|                       | 13                               | 3                                | 0                   | 16                  | 3                  | 0                 |

| Highway #6<br>(Fort Resolution Highway) | On Km | Collision<br>Date | Collision<br>Severity | Collision<br>Configuration | # Persons<br>Injured | # Persons<br>Killed |
|-----------------------------------------|-------|-------------------|-----------------------|----------------------------|----------------------|---------------------|
|-----------------------------------------|-------|-------------------|-----------------------|----------------------------|----------------------|---------------------|

| Summary<br>Highway #6 | Property<br>Damage<br>Collisions | Personal<br>Injury<br>Collisions | Fatal<br>Collisions | Total<br>Collisions | Persons<br>Injured | Persons<br>Killed |
|-----------------------|----------------------------------|----------------------------------|---------------------|---------------------|--------------------|-------------------|
|                       | 0                                | 0                                | 0                   | 0                   | 0                  | 0                 |

## Geographic Distribution – Section 11

| Highway #7<br>(Liard Highway) | On Km | Collision<br>Date | Collision<br>Severity | Collision<br>Configuration     | # Persons<br>Injured | # Persons<br>Killed |
|-------------------------------|-------|-------------------|-----------------------|--------------------------------|----------------------|---------------------|
|                               | 18.0  | 4 Jul 2010        | Property Damage       | Other Single Vehicle Collision | 0                    | 0                   |
|                               | 21.2  | 30 Oct 2010       | Property Damage       | Ran Off Road - Left            | 0                    | 0                   |
|                               | 140.0 | 27 Jun 2010       | Property Damage       | Rear End                       | 0                    | 0                   |
|                               | 250.0 | 9 Aug 2010        | Property Damage       | Other Single Vehicle Collision | 0                    | 0                   |

| Summary<br>Highway #7 | Property<br>Damage<br>Collisions | Personal<br>Injury<br>Collisions | Fatal<br>Collisions | Total<br>Collisions | Persons<br>Injured | Persons<br>Killed |
|-----------------------|----------------------------------|----------------------------------|---------------------|---------------------|--------------------|-------------------|
|                       | 4                                | 0                                | 0                   | 4                   | 0                  | 0                 |

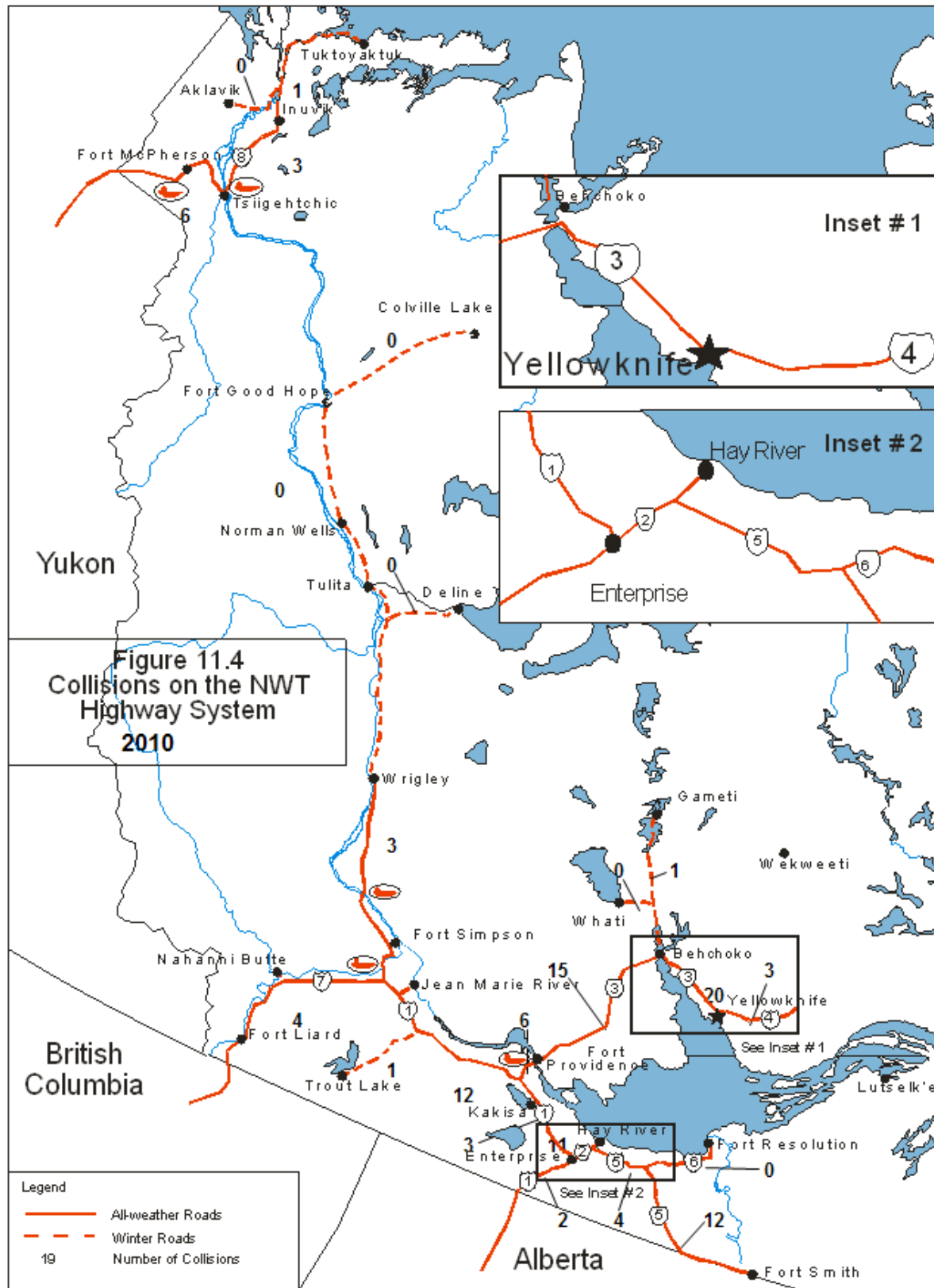
| Highway #8<br>(Dempster Highway) | On Km | Collision<br>Date | Collision<br>Severity | Collision<br>Configuration    | # Persons<br>Injured | # Persons<br>Killed |
|----------------------------------|-------|-------------------|-----------------------|-------------------------------|----------------------|---------------------|
|                                  | 43.9  | 3 Jan 2010        | Property Damage       | Single Vehicle Rollover       | 0                    | 0                   |
|                                  | 61.0  | 8 Aug 2010        | Injury                | Single Vehicle Rollover       | 2                    | 0                   |
|                                  | 70.0  | 5 Jul 2010        | Injury                | Ran Off Road - Left           | 1                    | 0                   |
|                                  | 70.0  | 8 Oct 2010        | Property Damage       | Collision with Parked Vehicle | 0                    | 0                   |
|                                  | 100.0 | 11 Oct 2010       | Injury                | Single Vehicle Rollover       | 3                    | 0                   |
|                                  | 115.0 | 28 May 2010       | Property Damage       | Single Vehicle Rollover       | 0                    | 0                   |
|                                  | 247.2 | 11 Sep 2010       | Property Damage       | Passing - Left Turn           | 0                    | 0                   |
|                                  | 263.0 | 8 Oct 2010        | Injury                | Single Vehicle Rollover       | 1                    | 0                   |
|                                  | 272.5 | 19 Jan 2010       | Injury                | Right Angle                   | 1                    | 0                   |

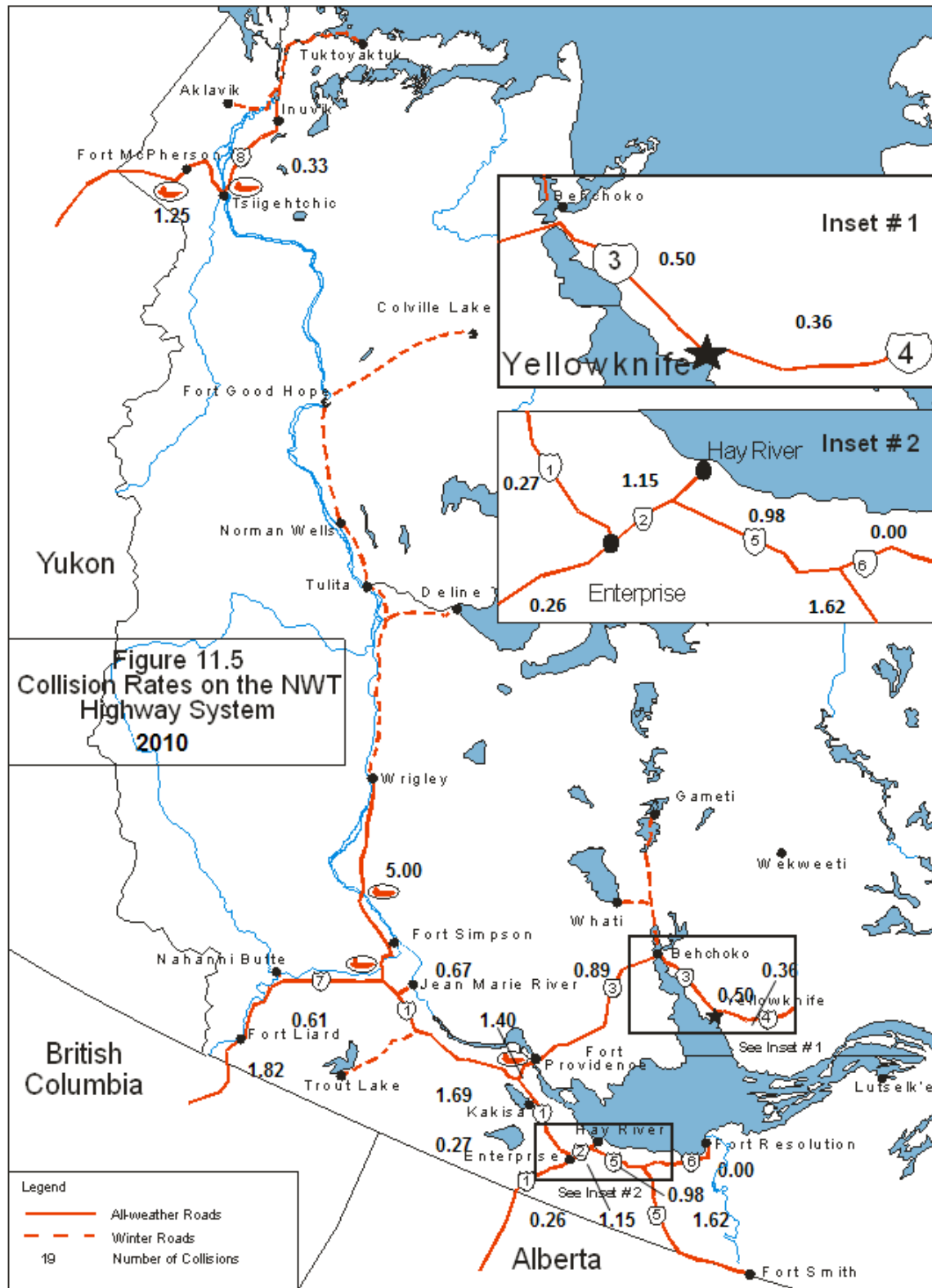
| Summary<br>Highway #8 | Property<br>Damage<br>Collisions | Personal<br>Injury<br>Collisions | Fatal<br>Collisions | Total<br>Collisions | Persons<br>Injured | Persons<br>Killed |
|-----------------------|----------------------------------|----------------------------------|---------------------|---------------------|--------------------|-------------------|
|                       | 4                                | 5                                | 0                   | 9                   | 8                  | 0                 |

| Access and<br>Winter Roads     | Collision<br>Date | Collision<br>Severity | Collision<br>Configuration     | # Persons<br>Injured | # Persons<br>Killed |
|--------------------------------|-------------------|-----------------------|--------------------------------|----------------------|---------------------|
| Fort Providence Access Road    | 30 Oct 2010       | Property Damage       | Ran Off Road - Right           | 0                    | 0                   |
| Fort Providence Access Road    | 18 Dec 2010       | Property Damage       | Collision with Fixed Object    | 0                    | 0                   |
| Fort Simpson Access Road       | 25 Apr 2010       | Injury                | Single Vehicle Rollover        | 1                    | 0                   |
| Pontoon East Access Road       | 14 Jul 2010       | Property Damage       | Collision with Parked Vehicle  | 0                    | 0                   |
| Rae Access Road                | 27 Nov 2010       | Property Damage       | Ran Off Road - Left            | 0                    | 0                   |
| Vee Lake Access Road           | 26 Sep 2010       | Property Damage       | Collision with Fixed Object    | 0                    | 0                   |
| Inuvik-tuktoyaktuk Winter Road | 19 Mar 2010       | Property Damage       | Single Vehicle Rollover        | 0                    | 0                   |
| Rae Lakes Winter Access Road   | 27 Mar 2010       | Property Damage       | Sideswipe - Opposite Direction | 0                    | 0                   |
| Trout Lake Winter Access Road  | 21 Mar 2010       | Property Damage       | Sideswipe - Opposite Direction | 0                    | 0                   |

| Summary<br>Access and<br>Winter Roads | Property<br>Damage<br>Collisions | Personal<br>Injury<br>Collisions | Fatal<br>Collisions | Total<br>Collisions | Persons<br>Injured | Persons<br>Killed |
|---------------------------------------|----------------------------------|----------------------------------|---------------------|---------------------|--------------------|-------------------|
|                                       | 8                                | 1                                | 0                   | 9                   | 1                  | 0                 |

| Summary<br>All NWT<br>Highways | Property<br>Damage<br>Collisions | Personal<br>Injury<br>Collisions | Fatal<br>Collisions | Total<br>Collisions | Persons<br>Injured | Persons<br>Killed |
|--------------------------------|----------------------------------|----------------------------------|---------------------|---------------------|--------------------|-------------------|
|                                | 82                               | 29                               | 2                   | 113                 | 47                 | 2                 |





**Casualty Rates by Canadian Jurisdiction - 2009 [1]**

Figure 12.1

| Province/<br>Territory       | Casualty Rates            |              |                                          |            |                                 |              |
|------------------------------|---------------------------|--------------|------------------------------------------|------------|---------------------------------|--------------|
|                              | Per 100,000<br>Population |              | Per Billion<br>Vehicle<br>Kilometres [2] |            | Per 100,000<br>Licensed Drivers |              |
|                              | Fatalities                | Injuries     | Fatalities                               | Injuries   | Fatalities                      | Injuries     |
| <b>Canada</b>                | <b>6.6</b>                | <b>512.7</b> | <b>6.6</b>                               | <b>519</b> | <b>9.5</b>                      | <b>745.3</b> |
| Newfoundland & Labrador      | 6.3                       | 464.0        | 6.9                                      | 509        | 8.8                             | 647.3        |
| Prince Edward Island         | 8.5                       | 540.8        | 9.4                                      | 596        | 12.4                            | 787.5        |
| Nova Scotia                  | 7.7                       | 804.4        | 7.2                                      | 752        | 10.6                            | 1,109.2      |
| New Brunswick                | 8.8                       | 510.9        | 8.3                                      | 481        | 12.1                            | 700.2        |
| Quebec                       | 6.6                       | 550.1        | 7.1                                      | 592        | 10.2                            | 856.6        |
| Ontario                      | 4.1                       | 472.5        | 4.2                                      | 491        | 5.9                             | 678.3        |
| Manitoba                     | 7.1                       | 591.7        | 7.3                                      | 616        | 11.1                            | 929.6        |
| Saskatchewan                 | 14.7                      | 652.2        | 11.8                                     | 526        | 21.2                            | 943.5        |
| Alberta                      | 9.6                       | 522.2        | 7.1                                      | 386        | 12.8                            | 701.7        |
| British Columbia             | 8.4                       | 451.4        | 10.5                                     | 563        | 12.1                            | 648.4        |
| Yukon                        | 20.8                      | 517.1        | 13.7                                     | 341        | 27.6                            | 685.6        |
| <b>Northwest Territories</b> | <b>11.5</b>               | <b>343.0</b> | <b>15.9</b>                              | <b>474</b> | <b>20.5</b>                     | <b>609.4</b> |
| Nunavut                      | 6.2                       | 130.5        | 65.1                                     | 1,368      | 44.7                            | 937.7        |

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2009. Published by Transport Canada.

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

# Appendix A1 – Collision Report Form Side I

| Northwest Territories ACCIDENT REPORT                                                                                                                                                                                                                                                                             |  |  |  | 02. POLICE DETACHMENT                                                                                                                                                                                                                                                                                                                                                                                      |  |  |  | 03. CASE NUMBER                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |  |  | PAGE OF                                                                                                                                                                                                                                                                                                                                                 |  |  |  |                                                                                                        |  |  |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--|--|--------------------------------------------------------------------------------------------------------|--|--|--|
| 1. In Community of (Give Park, Special Area Etc.)<br>2. Near Or Highway Number Or Street/Road/Avenue<br>At Intersection With Of Highway Number Or Street/Road/Avenue<br>If Not At Intersection metres of Street, Highway, Town, Etc.<br>Special Reference If Location Can Be Described More Precisely, Enter Here |  |  |  | 31. DIRECTION OF TRAVEL<br>1. 8 2. 7 3. 6 4. 5<br>5. Parked 6. Other<br>U. Unknown                                                                                                                                                                                                                                                                                                                         |  |  |  | REPORT TYPE<br>1. Original 2. Continuation 3. Amendment 4. Correction<br>5. Scene Attended 1. Yes 2. No<br>10. COLLISION SEVERITY<br>1. Fatal 2. Property Damage 3. Injury 4. Unknown<br>15. HIT AND RUN<br>1. Yes 2. No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |  |  | 09. HOUR 00-23 UU. Unknown<br>13. NO. VEHICLES<br>11. NO. KILLED<br>12. NO. INJURED                                                                                                                                                                                                                                                                     |  |  |  |                                                                                                        |  |  |  |
| 14. TYPE<br>01. H&M Moving Object 02. H&M Stationary Object<br>03. Off Road Left 04. Off Road Right<br>05. Rollover on Roadway 06. Other Single Vehicle<br>21. Rear End 22. Sideswipe Same Direction<br>23. Passing - Left Turn 24. Passing - Right Turn<br>25. Other Multi-Vehicle Same Direction 31. Head-On    |  |  |  | 29. VEH. SEQUENCE # 99. Ped. UU. Unknown<br>30. TOTAL OCCUPANTS<br>LAST NAME FIRST NAME(S)<br>ADDRESS<br>DATE OF BIRTH SEX HOME PHONE WORK PHONE<br>DRIVER'S LICENCE # 59. PROV. STATE 67. Years Licensed<br>58. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired 6. Other N. Not Applicable U. Unknown<br>34. YEAR MAKE/MODEL<br>LICENCE PLATE # EXP 32. PROV. VIN U. Unknown |  |  |  | 29. VEH. SEQUENCE # 99. Ped. UU. Unknown<br>30. TOTAL OCCUPANTS<br>LAST NAME FIRST NAME(S)<br>ADDRESS<br>DATE OF BIRTH SEX HOME PHONE WORK PHONE<br>DRIVER'S LICENCE # 59. PROV. STATE 67. Years Licensed<br>58. STATUS 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired 6. Other N. Not Applicable U. Unknown<br>34. YEAR MAKE/MODEL<br>LICENCE PLATE # EXP 32. PROV. VIN U. Unknown                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |  |  | 43. FIRST IMPACT LOCATION<br>1. 11 2. 12 3. 13 4. 14 5. 15 6. 16 7. 17 8. 18 9. 19 10. 20<br>15. Right Rear Two-Thirds 16. Entire Right Side 17. Right Side Unspecified 18. Undercarriage 19. Interior 20. Attachment<br>07. Left Front Two-Thirds 08. Left Rear Two-Thirds 09. Entire Left Side 10. Left Side - Unspecified 14. Right Front Two-Thirds |  |  |  | 42. DAMAGE SEVERITY<br>1. None 2. Minimal 3. Moderate 4. Severe 5. Demolished<br>QQ. Other UU. Unknown |  |  |  |
| LAST NAME FIRST NAME(S)<br>ADDRESS<br>HOME PHONE WORK PHONE<br>INSURANCE COMPANY ADDRESS<br>POLICY NUMBER EXPIRY DATE                                                                                                                                                                                             |  |  |  | LAST NAME FIRST NAME(S)<br>ADDRESS<br>HOME PHONE WORK PHONE<br>INSURANCE COMPANY ADDRESS<br>POLICY NUMBER EXPIRY DATE                                                                                                                                                                                                                                                                                      |  |  |  | 61. POSITION<br>11 12 13 21 22 23 31 32 33<br>62. EJECTION<br>1. Not Ejected 2. Partially Ejected 3. Fully Ejected<br>4. NIA Vehicle Type 5. Other U. Unknown<br>64. MEDICAL TREATMENT REQUIRED<br>1. Not Injured/Unknown if Injured 2. Minimal 3. Death - Natural Causes 4. Injured - Extent Unknown<br>65. SAFETY EQUIPMENT<br>01. No Safety Device Used 02. Lap Belt Only Used 03. Shoulder Belt Only Used 04. Lap/Shoulder Belt Used 05. Front-Facing Child Restraint in Use 06. Rear-Facing Child Restraint in Use 07. Booster Seat 08. Child Restraint in Use - Unspecified 09. Helmet Worn 10. Reflective Clothing Worn 11. Helmet & Reflective Clothing Worn 12. Other Device Used 13. No Safety Device Fitted UU. Unknown<br>66. PROPER USE<br>1. Used Correctly 2. Used Incorrectly 3. No Safety Device Fitted 4. No Safety Device Used 5. Other UU. Unknown<br>67. AIR BAG DEPLOYED<br>1. No Air Bag Fitted 2. Air Bag Fitted, No Deployment 3. Air Bag Fitted, Deployed 4. Air Bag Fitted, Deployment Unknown 5. Not Applicable Vehicle Type 6. Other UU. Unknown |  |  |  |                                                                                                                                                                                                                                                                                                                                                         |  |  |  |                                                                                                        |  |  |  |
| 20. Veh. Seq. # 54. Person Seq. # 55. Sex F. Female M. Male U. Unknown 56. Age 00 < 1 Yr. UU. Unknown 61. Position 62. Ejection 63. Ejection Location 64. Medical Treatment Required 65. Safety Equipment 66. Proper Use 67. Air Bag Deployed<br>(IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)                  |  |  |  | NAMES AND ADDRESSES<br>(IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)                                                                                                                                                                                                                                                                                                                                     |  |  |  | 68. OFFICER'S SIGNATURE<br>69. NAME<br>70. RANK<br>71. DATE REVIEWED<br>72. REVIEWED BY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |  |  |                                                                                                                                                                                                                                                                                                                                                         |  |  |  |                                                                                                        |  |  |  |

# Appendix A2 – Collision Report Form Side II

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                        |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>15. ROADWAY CONFIGURATION</b><br>1. Non-Intersection <input type="checkbox"/><br>2. Intersection 2 Roads <input type="checkbox"/><br>3. Intersection With Parking Lot/Driveway/Alley <input type="checkbox"/><br>4. Railroad Level Crossing <input type="checkbox"/><br>5. Bridge, Overpass, Viaduct <input type="checkbox"/><br>6. Tunnel Or Underpass <input type="checkbox"/><br>7. Other <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                 |  | <b>24. ROAD SURFACE</b><br>1. Dry, Normal <input type="checkbox"/><br>2. Wet <input type="checkbox"/><br>3. Snow (Fresh/Loose) <input type="checkbox"/><br>4. Slush, Wet Snow <input type="checkbox"/><br>5. Ice <input type="checkbox"/><br>6. Sandy/Gravel/Dirt <input type="checkbox"/><br>7. Muddy <input type="checkbox"/><br>8. Oil <input type="checkbox"/><br>9. Flooded <input type="checkbox"/><br>10. Other <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | <b>31. URBAN TRANSIT BUS</b><br>12. Intercity Bus <input type="checkbox"/><br>14. Motorcycle <input type="checkbox"/><br>15. Motorcycle - Speed Limited <input type="checkbox"/><br>16. Off-Road Vehicle <input type="checkbox"/><br>17. Bicycle <input type="checkbox"/><br>18. Purpose-Built Motor Home <input type="checkbox"/><br>19. Farm Equipment <input type="checkbox"/><br>20. Construction Equipment <input type="checkbox"/><br>22. Snowmobile <input type="checkbox"/><br>QQ. Other U.U. Unknown <input type="checkbox"/>                                                                                                                                                                                                               |  | <b>41. VEHICLE MANOEUVRE</b><br>01. Going Straight <input type="checkbox"/><br>02. Turning Left <input type="checkbox"/><br>03. Turning Right <input type="checkbox"/><br>04. Making U-Turn <input type="checkbox"/><br>05. Changing Lanes <input type="checkbox"/><br>06. Merging <input type="checkbox"/><br>07. Reversing <input type="checkbox"/><br>08. Overtaking <input type="checkbox"/><br>09. Negotiating Curve <input type="checkbox"/><br>10. Slowing, Stopping <input type="checkbox"/><br>11. Starting In Traffic <input type="checkbox"/><br>12. Leaving Roadside <input type="checkbox"/><br>13. Stopped/Parked Legally <input type="checkbox"/><br>14. Stopped/Parked Illegally <input type="checkbox"/><br>15. Swerving To Avoid Collision <input type="checkbox"/><br>16. Run-Away Or Roll Away Vehicle <input type="checkbox"/><br>21. Unspecified Manoeuvre <input type="checkbox"/><br>QQ. Other U.U. Unknown <input type="checkbox"/> |  | <b>48. DRIVER ACTION</b><br>21. Following Too Closely <input type="checkbox"/><br>22. Distracted, Inattentive <input type="checkbox"/><br>23. Driving Too Fast For Conditions <input type="checkbox"/><br>24. Improper Turning Or Passing <input type="checkbox"/><br>25. Fail To Yield Right-Of-Way <input type="checkbox"/><br>26. Disobeyed Traffic Control Device/Police Officer <input type="checkbox"/><br>27. Driving On Wrong Side Of Road <input type="checkbox"/><br>29. Backing Unsafely <input type="checkbox"/><br>30. Lost Control <input type="checkbox"/><br>NN. Driving Properly <input type="checkbox"/><br>QQ. Other U.U. Unknown <input type="checkbox"/> |  | <b>68. PEDESTRIAN ACTION</b><br>01. Crossing Intersection With ROW <input type="checkbox"/><br>02. Crossing Intersection Without ROW <input type="checkbox"/><br>04. In Crosswalk <input type="checkbox"/><br>05. Crossing Roadway At Midblock <input type="checkbox"/><br>06. Walking On Roadway Against Traffic <input type="checkbox"/><br>07. Walking On Roadway With Traffic <input type="checkbox"/><br>08. On Sidewalk, Median, Safety Zone <input type="checkbox"/><br>11. Coming From Behind Parked Vehicle/Object <input type="checkbox"/><br>12. Coming From Behind Moving Vehicle <input type="checkbox"/><br>13. Running Into Roadway <input type="checkbox"/><br>14. Getting On/Off School Bus <input type="checkbox"/><br>15. Getting On/Off Vehicle <input type="checkbox"/><br>16. Pushing Vehicle <input type="checkbox"/> Ped 1<br>17. Working On Vehicle <input type="checkbox"/> Ped 2<br>18. Playing On Road <input type="checkbox"/> Ped 3<br>19. Working On Road <input type="checkbox"/> Ped 4<br>NN. Not a Pedestrian <input type="checkbox"/><br>QQ. Other U.U. Unknown <input type="checkbox"/> |  | <b>INDEPENDENT WITNESSES</b><br>Last Name First Name<br>Address<br>Home Phone Work Phone<br>Last Name First Name<br>Address<br>Home Phone Work Phone<br><b>ADDITIONAL WITNESSES ON FILE?</b><br>Yes <input type="checkbox"/> No <input type="checkbox"/><br><b>DESCRIPTION:</b> Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.                                                                                                                              |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                        |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| <b>17. WEATHER CONDITION</b><br>1. Clear and/or Sunny <input type="checkbox"/><br>2. Overcast, Cloudy - No Precipitation <input type="checkbox"/><br>3. Raining <input type="checkbox"/><br>4. Snowing, Not Including Drifting Snow <input type="checkbox"/><br>5. Freezing Rain, Sleet, Hail <input type="checkbox"/><br>6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist) <input type="checkbox"/><br>7. Strong Wind <input type="checkbox"/><br>8. Other <input type="checkbox"/><br>U. Unknown <input type="checkbox"/> |  | <b>25. ROAD CONDITION</b><br>1. Good <input type="checkbox"/><br>2. Potholes, Bumps, Ruts <input type="checkbox"/><br>3. Under Construction, Repair <input type="checkbox"/><br>4. Uneven <input type="checkbox"/><br>5. Worn <input type="checkbox"/><br>6. Obscured/Faded Markings <input type="checkbox"/><br>7. Other <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  | <b>36. VEHICLE USE</b><br>01. Taxi <input type="checkbox"/><br>02. School Bus <input type="checkbox"/><br>03. Other Bus <input type="checkbox"/><br>04. Military <input type="checkbox"/><br>05. Police Cruiser <input type="checkbox"/><br>06. Other Police <input type="checkbox"/><br>07. Ambulance <input type="checkbox"/><br>08. Hearse <input type="checkbox"/><br>09. Tow Truck <input type="checkbox"/><br>10. Delivery Vehicle <input type="checkbox"/><br>11. Road Maintenance <input type="checkbox"/><br>12. Utilities Maintenance <input type="checkbox"/><br>13. Fire Response <input type="checkbox"/><br>99. No Special Use <input type="checkbox"/><br>QQ. Other <input type="checkbox"/><br>U.U. Unknown <input type="checkbox"/> |  | <b>44. VEHICLE EVENTS</b><br><b>NON-COLLISION EVENTS:</b><br>01. Skidded Or Spun On Roadway <input type="checkbox"/><br>02. Ran Off Road <input type="checkbox"/><br>03. Overturned, Rollover <input type="checkbox"/><br>04. Jackknife Or Trailer Swing <input type="checkbox"/><br>05. Fire Or Explosion <input type="checkbox"/><br>06. Load Spill <input type="checkbox"/><br>07. Load Shift <input type="checkbox"/> EVT1<br>08. Submersion <input type="checkbox"/><br>09. Other Non-Collision Event <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                          |  | <b>50. ENVIRONMENTAL FACTORS</b><br>51. Animal On Roadway <input type="checkbox"/><br>52. Road Surface Or Other Condition <input type="checkbox"/><br>53. Obstruction On Road <input type="checkbox"/><br>54. View Obstructed, Glare, Reflection <input type="checkbox"/><br>55. Weather Or Acts Of God <input type="checkbox"/><br>NN. No Environmental Factors <input type="checkbox"/><br>QQ. Other U.U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                  |  | <b>52. DANGEROUS GOODS CLASS</b><br>1. Explosives <input type="checkbox"/><br>2. Gases <input type="checkbox"/><br>3. Flammable Liquids <input type="checkbox"/><br>4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/><br>5. Oxidizers & Organic Peroxides <input type="checkbox"/><br>6. Poisonous & Infectious Substances <input type="checkbox"/><br>7. Radioactives <input type="checkbox"/><br>8. Corrosives <input type="checkbox"/><br>9. Misc. Dangerous Goods <input type="checkbox"/><br>N. Not a Commercial Vehicle <input type="checkbox"/><br>Q. Other U.U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  | <b>DIAGRAM</b> Use Solid Direction Lines Before Impact and Broken Lines After<br>                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                        |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| <b>18. LIGHT CONDITION</b><br>1. Daylight <input type="checkbox"/><br>2. Dawn <input type="checkbox"/><br>3. Dusk <input type="checkbox"/><br>4. Darkness <input type="checkbox"/><br>5. Other <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                  |  | <b>26. ROAD ALIGNMENT</b><br>1. Straight And Level <input type="checkbox"/><br>2. Straight With Grade <input type="checkbox"/><br>3. Curved And Level <input type="checkbox"/><br>4. Curved With Grade <input type="checkbox"/><br>5. Top Of Hill/Gradient <input type="checkbox"/><br>6. Bottom Of Hill/Gradient <input type="checkbox"/><br>7. Other <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  | <b>37. EMERGENCY USE</b><br>1. Yes <input type="checkbox"/><br>2. No <input type="checkbox"/><br>N. Not an Emergency Vehicle <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  | <b>39. USE OF HEADLIGHTS</b><br>1. No Headlights On/Not Equipped <input type="checkbox"/><br>2. Daytime Running Lights On <input type="checkbox"/><br>3. Headlights On <input type="checkbox"/><br>4. Parking Lights Only On <input type="checkbox"/><br>5. Fog Or Auxiliary Lights On <input type="checkbox"/><br>6. Other <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  | <b>53. LOAD STATUS</b><br><b>COMMERCIAL VEHICLES</b><br>1. Fully/Partially Loaded <input type="checkbox"/><br>2. Not Loaded <input type="checkbox"/><br>N. Not a Commercial Vehicle <input type="checkbox"/><br>Q. Other U.U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                |  | <b>60. BLOOD ALCOHOL CONCENTRATION</b><br>600-500 BAC (mg%) Of Driver <input type="checkbox"/><br>/Pedestrian <input type="checkbox"/><br>600. Not Tested, Driver/Pedestrian <input type="checkbox"/><br>610. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/><br>620. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/><br>999. No Alcohol Suspected <input type="checkbox"/><br>NN. Passenger U.U. Unknown <input type="checkbox"/><br>Driver 1 <input type="checkbox"/> Driver 2 <input type="checkbox"/><br>Ped 1 <input type="checkbox"/> Ped 2 <input type="checkbox"/><br>Ped 3 <input type="checkbox"/> Ped 4 <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                             |  | <b>POLICE COMMENTS</b><br>DRIVER AT FAULT<br>Y. Driver Wholly/Partially At Fault <input type="checkbox"/><br>N. Driver Not At Fault <input type="checkbox"/><br>U. Unknown <input type="checkbox"/><br>CHARGES LAID<br>Y. Charges Laid Against Driver <input type="checkbox"/><br>N. Charges Not Laid <input type="checkbox"/><br>U. Unknown/Pending/Proposed <input type="checkbox"/>                                                                                                                               |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |  |                                                                        |  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
| <b>20. ROAD CLASSIFICATION I</b><br>1. Urban <input type="checkbox"/><br>2. Rural <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                               |  | <b>27. TRAFFIC CONTROL</b><br>01. Traffic Signals - Oper. <input type="checkbox"/><br>02. Traffic Signals - Flashing <input type="checkbox"/><br>03. Stop Sign <input type="checkbox"/><br>04. Yield Sign <input type="checkbox"/><br>05. Warning Sign <input type="checkbox"/><br>06. Pedestrian Crosswalk <input type="checkbox"/><br>07. Police Officer <input type="checkbox"/><br>08. School Guard, Flagman <input type="checkbox"/><br>09. School Crossing <input type="checkbox"/><br>10. Reduced Speed Zone <input type="checkbox"/><br>11. No Passing Zone Sign <input type="checkbox"/><br>12. Road Markings <input type="checkbox"/><br>13. School Bus Stopped/ Lights Flashing <input type="checkbox"/><br>14. School Bus Stopped/ Lights Not Flashing <input type="checkbox"/><br>15. Rail Crossing With Signals and/or Gates <input type="checkbox"/><br>16. Rail X-ing, Signs Only <input type="checkbox"/><br>17. Unspec. Control Device <input type="checkbox"/><br>18. No Control Present <input type="checkbox"/><br>QQ. Other <input type="checkbox"/><br>U.U. Unknown <input type="checkbox"/> |  | <b>38. TRAILER TYPE</b><br>1. Recreational Trailer <input type="checkbox"/><br>2. Light Utility Trailer (Boat) <input type="checkbox"/><br>3. Commercial Full Trailer <input type="checkbox"/><br>4. One Semi-Trailer <input type="checkbox"/><br>5. Two Semi-Trailers, A-Train <input type="checkbox"/><br>6. Two Semi-Trailers, B-Train <input type="checkbox"/><br>7. Two Semi-Trailers, C-Train <input type="checkbox"/><br>8. Two Semi-Trailers, Connector Unknown <input type="checkbox"/><br>9. Three Semi-Trailers <input type="checkbox"/><br>N. No Trailers <input type="checkbox"/><br>Q. Other <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                           |  | <b>40. VEHICLE SPEED</b><br>000. Stopped in Traffic <input type="checkbox"/><br>NN. Parked <input type="checkbox"/><br>U.U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  | <b>47. DRIVER/PEDESTRIAN CONDITION</b><br>1. Fatigued/Fell Asleep <input type="checkbox"/><br>2. Inexperience <input type="checkbox"/><br>3. Under Influence - Alcohol <input type="checkbox"/><br>4. Under Influence - Drugs <input type="checkbox"/><br>5. Sudden Illness, Lost Consciousness <input type="checkbox"/><br>N. Apparently Normal <input type="checkbox"/><br>Q. Other U.U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                   |  | <b>21. ROAD CLASSIFICATION II</b><br>1. Arterial <input type="checkbox"/><br>2. Collector <input type="checkbox"/><br>3. Local <input type="checkbox"/><br>4. Other (Parking Lot) <input type="checkbox"/><br>U. Unknown <input type="checkbox"/>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  | <b>22. ROAD CLASSIFICATION III</b><br>1. One-Way, 2-Lane <input type="checkbox"/><br>2. One-Way, Multi-Lane <input type="checkbox"/><br>3. Undivided, 2-Way, 2-Lane <input type="checkbox"/><br>4. Undivided, 2-Way, Multi-Lane <input type="checkbox"/><br>5. Divided, With Barrier <input type="checkbox"/><br>6. Divided, With Median <input type="checkbox"/><br>7. Divided, Type Unspecified <input type="checkbox"/><br>8. Other (Parking Lot) <input type="checkbox"/><br>U. Unknown <input type="checkbox"/> |  | <b>23. ROAD MATERIAL</b><br>1. Asphalt <input type="checkbox"/><br>2. Concrete <input type="checkbox"/><br>3. Gravel <input type="checkbox"/><br>4. Earth, Dirt <input type="checkbox"/><br>5. Chip-Seal <input type="checkbox"/><br>6. Brick/Cobblestone <input type="checkbox"/><br>7. Wood <input type="checkbox"/><br>8. Steel Deck <input type="checkbox"/><br>9. Ice Road <input type="checkbox"/><br>10. Other <input type="checkbox"/><br>U. Unknown <input type="checkbox"/> |  | <b>28. POSTED SPEED LIMIT</b><br>U.U. Unknown <input type="checkbox"/> |  | <b>35. VEHICLE TYPE</b><br>01. Passenger Car <input type="checkbox"/><br>02. Passenger Van <input type="checkbox"/><br>03. Light Utility Vehicle <input type="checkbox"/><br>04. Pickup Truck, To 4500 kg <input type="checkbox"/><br>05. Panel/Cargo Van, To 4500 kg <input type="checkbox"/><br>06. Other Truck, Van, To 4500 kg <input type="checkbox"/><br>07. Unit Truck, > 4500 kg <input type="checkbox"/><br>08. Road Tractor <input type="checkbox"/><br>09. School Bus <input type="checkbox"/> |  |

## 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 2010, resulting in three fatalities.

| RCMP Detachment | Date   | Description                                                                                                                                                                                                                                                                                                       |
|-----------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Tli Cho         | 11-Jul | Single vehicle rollover involving passenger car near Km 284 on Highway #3. Alcohol-impaired driver was ejected and died at the scene. Three passengers sustained moderate to serious injuries.                                                                                                                    |
| Yellowknife     | 28-Nov | Alcohol-impaired operator of snowmobile lost control and ran off road on Taylor Road in Yellowknife City limits. The operator, who was wearing a helmet, sustained fatal injuries. Speeding was a factor.                                                                                                         |
| Hay River       | 8-Dec  | Two tractor-trailer units side-swiped each other near Km 106 on Highway #1. Visibility was limited due to snow thrown up by uninvolved vehicle. A passenger in the sleeper compartment of one of the units was fatally injured. The two drivers sustained moderate to serious injuries. Alcohol was not involved. |