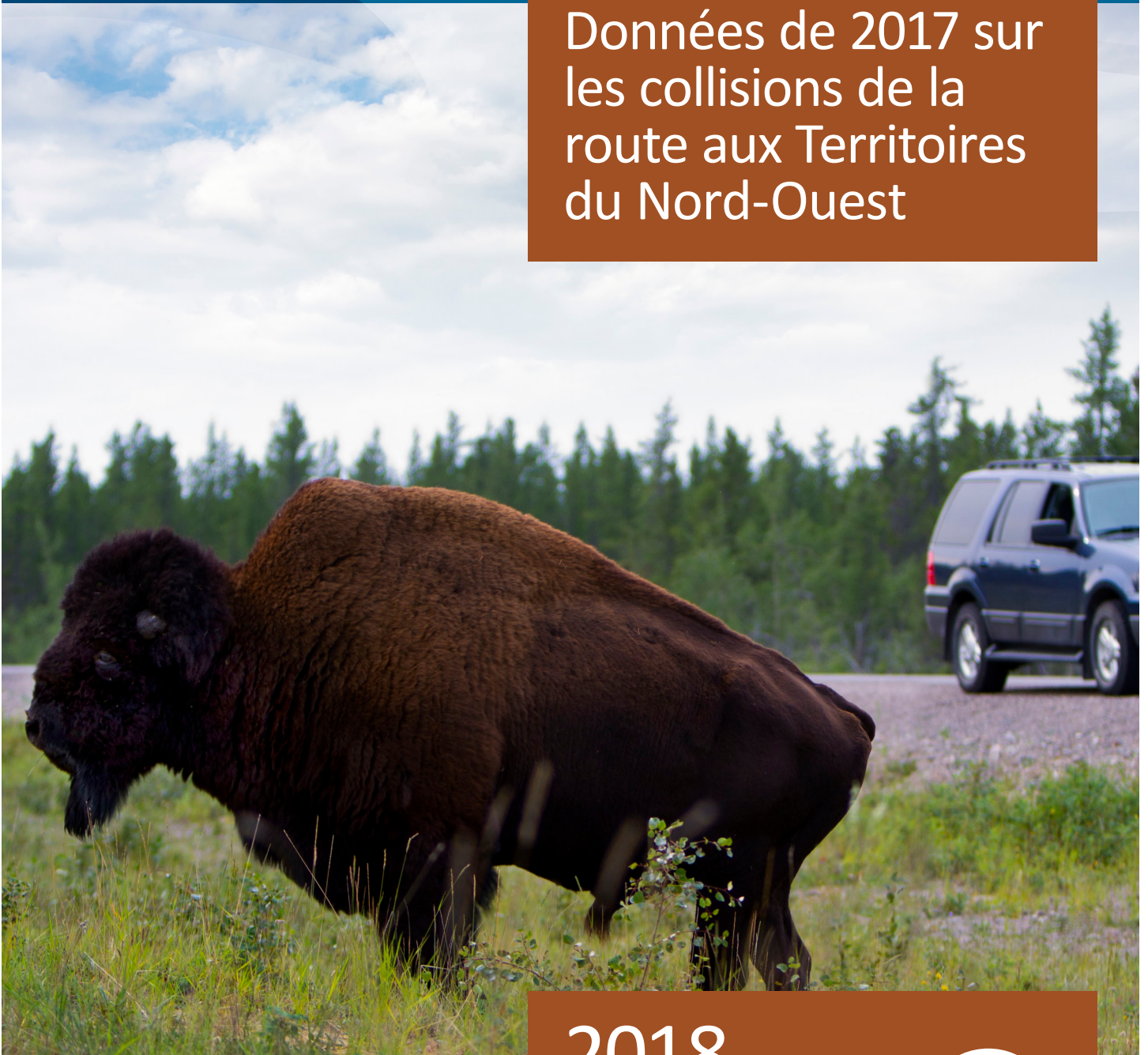


2017 NWT Traffic Collision Facts

Données de 2017 sur
les collisions de la
route aux Territoires
du Nord-Ouest



2018



Acknowledgements

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2017 Compared to 2016

	<u>2016</u>	<u>2017</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	421	438	4.0
PERSONAL INJURY COLLISIONS	80	68	-15.0
FATAL COLLISIONS	4	3	-25.0
TOTAL REPORTED COLLISIONS	505	509	0.8
NUMBER OF PERSONS KILLED	4	3	-25.0
NUMBER OF PERSONS INJURED	124	100	-19.4
NWT HIGHWAY SYSTEM COLLISIONS	91	94	3.3
RURAL COLLISIONS	4	2	-50.0
COLLISIONS IN COMMUNITIES	410	413	0.7
REGISTERED VEHICLES	38,967	39,706	1.9
LICENSED DRIVERS	26,408	26,158	-0.9
NWT POPULATION [1]	44,469	44,520	0.1
COLLISIONS PER 100 LICENSED DRIVERS	1.91	1.95	1.8
COLLISIONS PER 100 REGISTERED VEHICLES	1.30	1.28	-1.1
COLLISIONS PER 100 POPULATION	1.14	1.14	0.7
COLLISIONS INVOLVING ALCOHOL	33	26	-21.2

[1] 2016 and 2017 population from NWT Bureau of Statistics July 1 estimate published in 'Quarterly Report', March 2018.

Mention de Reconnaissance

Ce rapport a été rédigé par le personnel du ministère de l'Infrastructure du gouvernement des Territoires du Nord-Ouest. Pour toute question ou tout commentaire sur son contenu, veuillez communiquer avec le personnel de la Division de la conformité et des permis au numéro 867-767-9088.

Comparaison entre les années 2016 et 2017

	<u>2016</u>	<u>2017</u>	<u>Changement (%)</u>
Collisions ne causant que des dommages matériels	421	438	4,0
Collisions causant des blessures	80	68	-15,0
Collisions mortelles	4	3	-25,0
Total des collisions rapportées	505	509	0,8
Nombre de personnes tuées	4	3	-25,0
Nombre de personnes blessées	124	100	-19,4
Collisions sur le réseau routier territorial	91	94	3,3
Collisions en région rurale	4	2	-50,0
Collisions dans les collectivités	410	413	0,7
Véhicules immatriculés	38 967	39 706	1,9
Titulaires de permis	26 408	26 158	-0,9
Population des TNO [1]	44 469	44 520	0,1
N ^{bre} de collisions pour 100 titulaires de permis	1,91	1,95	1,8
N ^{bre} de collisions pour 100 véhicules immatriculés	1,30	1,28	-1,1
N ^{bre} de collisions pour 100 Ténos	1,14	1,14	0,7
Collisions mettant en cause de l'alcool	33	26	-21,2

[1] Les chiffres de la population territoriale en 2016 et 2017 sont tirés de l'estimation faite au 1^{er} juillet, publiée dans le rapport trimestriel de mars 2018 du Bureau de la statistique des TNO.

Introduction

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

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

Introduction

Le Système d'information sur les collisions de la route (SICR) est un système informatisé qui permet de compiler des données sur les collisions routières qui se produisent aux Territoires du Nord-Ouest (TNO). Les renseignements contenus dans la présente publication proviennent des formulaires de rapport de collision de véhicules automobiles remplis par les détachements de la Gendarmerie royale du Canada (GRC) conformément à l'article 262 de la *Loi sur les véhicules automobiles*. La collecte de ces données utiles est rendue possible grâce aux efforts et au dévouement des nombreux agents de la GRC de l'ensemble des TNO qui remplissent les formulaires à la suite de leurs enquêtes sur les collisions.

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

Section 1 -Historical Trends

This section illustrates the 29-year history of collisions, victims and licensed drivers and vehicles. There were a total of 508 collisions reported in 2017. Reporting definitions remained the same from 1989 to 2011. Starting in 2012, the monetary threshold for reporting property damage only collisions increased from \$1000 to \$2000. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1998. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, increased between 1998 and 2008. Since 2008, the total number of collisions has been declining along with the number of persons sustaining injuries.

Because of the small number of fatal collisions in the NWT, trends are difficult to identify and are subject to year-to-year fluctuations. The 3 traffic fatalities reported in 2017 is close to the 29-year average while the 100 persons injured in 2017 is considerably less than the 29-year average.

Section 1 — Tendances historiques

Cette section fait l'historique de 29 ans de collisions, de victimes, de titulaires de permis et de véhicules immatriculés. Au total, 508 collisions ont été signalées en 2017. Les définitions inscrites dans la déclaration sont demeurées les mêmes de 1989 à 2011. À compter de 2012, le seuil monétaire pour la déclaration des collisions ne causant que des dommages matériels est passé de 1 000 \$ à 2 000 \$. Le nombre de blessures et de collisions avec dommages matériels ainsi que le nombre total de collisions ont diminué chaque année entre 1989 et 1998. Ce déclin s'est produit malgré l'augmentation de la population et du nombre de titulaires de permis et de véhicules immatriculés. Le nombre total de collisions et de collisions ne causant que des dommages matériels a augmenté entre 1998 et 2008. Depuis 2008, le nombre total de collisions a diminué, de même que le nombre de personnes blessées.

En raison du petit nombre de collisions mortelles aux TNO, il est difficile d'identifier les tendances et celles-ci sont sujettes à des fluctuations d'une année à l'autre. Trois accidents de la route mortels ont été signalés en 2017, un nombre qui se rapproche de la moyenne sur 29 ans, tandis que 100 personnes blessées ont été signalées en 2017, un nombre considérablement inférieur à la moyenne sur 29 ans.

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 2 — Moment où les collisions se produisent

La section 2 montre la répartition des collisions selon l'heure du jour, le jour de la semaine et le mois. Le plus grand nombre de collisions est survenu durant les mois d'hiver, de novembre à mars. À l'inverse, les collisions causant des blessures sont plus susceptibles de se produire pendant les mois d'été.

Les collisions sont plus susceptibles de se produire en fin d'après-midi et en début de soirée. Il y a plus de collisions le vendredi et le samedi que le dimanche et en semaine.

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 twice as prevalent in injury and fatal collisions (10%) than in all collisions (5%). Driver error accounts for 67.8% of all factors in collisions, as compared to vehicle condition (less than 1%) and environmental condition (3.9%).

Section 3 — Principaux facteurs contributifs

Les facteurs contributifs sont les circonstances ou les facteurs qui, de l'avis de l'agent de police, ont contribué directement à la collision ou à sa gravité. Les facteurs sont choisis parmi quatre catégories : l'état du conducteur, le comportement du conducteur, l'état du véhicule et l'environnement de conduite.

Le facteur de l'état du conducteur est cité deux fois plus souvent dans les collisions mortelles et les collisions avec blessures (10 %) que dans toutes les collisions (5 %). Les erreurs de conduite représentent 67,8 % de tous les facteurs lors des collisions, comparativement à l'état du véhicule (moins de 1 %) et aux conditions de l'environnement (3,9 %).

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 4 — Facteurs environnementaux

L'environnement de conduite comprend les conditions routières, de luminosité et météorologiques, ainsi que les événements précédant une collision et pendant celle-ci. Il est important de comprendre tous ces facteurs afin de concevoir des mesures de prévention efficaces pour réduire les collisions. La section 4 présente une répartition des collisions pour chacun des différents environnements de conduite, selon la gravité et le réseau routier.

La plupart des collisions se produisent dans des conditions favorables, comme par temps clair, durant la journée et sur une chaussée exempte de défauts. Les collisions survenant à une intersection sont beaucoup plus fréquentes dans les collectivités que dans les régions rurales ou sur le réseau routier territorial.

Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2017, 730 drivers were involved in 509 collisions. This is an average of 1.43 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 19 years are nearly twice as likely to be involved in a collision than drivers aged 35 to 44 years. On August 1, 2005, the Graduated Driver Licensing Program was introduced to make the process of learning to drive a safer experience. New drivers are required to go through three stages to obtain a full Class 5 licence:

STAGE 1 – LEARNER CLASS 7

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

Conditions

- A Learner must drive with a fully licensed driver, who has a minimum of 24 months experience with a full Class 5 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.

Section 5 — Facteurs liés aux conducteurs

Cette section décrit les caractéristiques des conducteurs impliqués dans des collisions. En 2017, 730 conducteurs ont été impliqués dans 509 collisions. Il s'agit d'une moyenne de 1,43 conducteur par collision. Des détails sur l'âge, le sexe, l'état, le comportement et la classe de permis du conducteur sont présentés.

La surreprésentation des jeunes conducteurs dans les collisions est particulièrement préoccupante. Les conducteurs de 15 à 19 ans sont presque deux fois plus susceptibles d'être impliqués dans une collision que les conducteurs de 35 à 44 ans. Le 1^{er} août 2005, le Programme de délivrance de permis de conduire progressif a été instauré afin de rendre le processus d'apprentissage de la conduite plus sécuritaire. Les nouveaux conducteurs doivent passer par trois étapes avant d'obtenir un permis de conduire complet de classe 5 :

ÉTAPE 1 — APPRENTISSAGE – CLASSE 7

- Doit avoir 15 ans.
- Doit réussir un examen écrit.
- L'étape de l'apprentissage dure au moins 12 mois, à condition que le permis du conducteur ne soit pas suspendu.

Conditions

- Un apprenant doit conduire en compagnie d'un conducteur titulaire d'un permis de conduire qui possède au moins 24 mois d'expérience avec un permis complet de classe 5.
- Le temps durant lequel le permis est suspendu doit être rattrapé avant de pouvoir passer à la prochaine étape.
- Un apprenant ne peut pas transporter d'autre passager que le conducteur surveillant.
- Un apprenant ne peut pas conduire entre 23 h et 6 h.
- Un apprenant doit avoir un taux d'alcoolémie (TA) de 0.
- Un apprenant est assujéti à un seuil de points d'inaptitude plus bas.

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.

ÉTAPE 2 — PROBATION – CLASSE 5P

- Doit avoir 16 ans.
- Doit avoir terminé l'étape de l'apprentissage de 12 mois.
- Doit avoir réussi un examen pratique sur la route.
- L'étape de probation dure au moins 12 mois, à condition que le permis du conducteur ne soit pas suspendu.

Conditions

- Aucun conducteur surveillant requis.
- Le nombre de passagers qu'un conducteur en probation peut transporter peut être égal au nombre de ceintures de sécurité dans le véhicule.
- Un seul passager est autorisé à occuper le siège avant.
- Un conducteur en probation doit avoir un TA de 0.
- Un conducteur en probation est assujéti à un seuil de points d'inaptitude plus bas.

ÉTAPE 3 — PERMIS COMPLET – CLASSE 5

- Doit avoir 17 ans.
- Doit avoir terminé l'étape de la probation.

Section 6 - Vehicle Factors

There were a total of 917 vehicles involved in 509 collisions in 2017. This is an average of 1.80 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

Section 6 — Facteurs liés au véhicule

Au total, 917 véhicules ont été impliqués dans 509 collisions en 2017. Il s'agit d'une moyenne de 1,80 véhicule par collision. Cette section fournit des détails sur les différents types de véhicules impliqués dans des collisions.

Section 7 - Victims and Occupant Restraints

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

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. The

Section 7 — Victimes et dispositifs de retenue des occupants

Les responsables du SICR tentent de saisir des données sur tous les usagers de la route impliqués dans des collisions, qu'ils soient blessés ou non. Ces données peuvent être utilisées pour calculer les taux d'exposition des usagers de la route selon la gravité des blessures, l'âge, la catégorie d'usagers de la route, le sexe et de nombreuses autres variables.

severity of injury is lower for victims using seat belts. In the NWT, only 8% of victims wearing seat belts were injured. On the other hand, 14% 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 NWT. The survey further estimated that only 56% of these children were in a correctly installed device or one that is appropriate for the size and age of the child.

Il convient de souligner la relation entre la gravité des blessures subies par les occupants d'un véhicule automobile et le port de la ceinture de sécurité. La gravité des blessures est inférieure chez les victimes qui portent leur ceinture de sécurité. Aux TNO, seulement 8 % des victimes qui portaient leur ceinture de sécurité ont été blessées. En revanche, 14 % des victimes qui ne portaient pas leur ceinture de sécurité l'ont été.

Le port approprié de la ceinture de sécurité est un facteur important dans l'évaluation de son efficacité à réduire le nombre de blessures ou à les prévenir. C'est particulièrement vrai pour les jeunes enfants et l'utilisation de dispositifs de retenue. Selon un sondage effectué en 2010 pour le compte de Transports Canada, environ 98 % des enfants étaient attachés au moyen d'un dispositif de retenue aux TNO. L'enquête a également estimé que seulement 56 % de ces enfants se trouvaient dans un dispositif installé correctement ou dans un dispositif adapté à la taille et à l'âge de l'enfant.

Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2017:

- 8 pedestrians were injured;
- no pedestrians were killed;
- 63% of the pedestrians injured were under the age of 20;
- all of the pedestrians were injured within a community;
- 25% of the pedestrians had been drinking or were impaired by alcohol.

Section 8 — Piétons

Cette section présente un résumé des collisions mettant en cause des piétons. Pour 2017 :

- 8 piétons ont été blessés;
- aucun piéton n'a été tué;
- 63 % des piétons blessés avaient moins de 20 ans;
- tous les piétons ont été blessés dans une collectivité;
- 25 % des piétons avaient consommé de l'alcool ou avaient les facultés affaiblies par l'alcool.

Section 9 - Alcohol

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

- Drivers caught with .05 to .08 blood alcohol content automatically have their driver's licence suspended for 24 hours for a first offence or 30 days for further offences within a 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, are then 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.

Section 9 — Alcool

Le 1^{er} décembre 2004, de nouvelles mesures ont été mises en place pour réduire la conduite avec facultés affaiblies aux TNO :

- Les conducteurs pris en faute avec un taux d'alcoolémie de 0,05 à 0,08 voient leur permis automatiquement suspendu pendant 24 heures pour une première infraction ou pendant 30 jours pour les infractions additionnelles commises dans une période de 2 ans.
- Les conducteurs novices pris en faute avec un taux d'alcoolémie, quel qu'il soit, voient leur permis automatiquement suspendu pendant 30 jours.
- Les conducteurs pris en faute avec un taux d'alcoolémie de plus de 0,08 ou qui refusent de subir un prélèvement par alcootest voient leur permis automatiquement suspendu pendant 24 heures, obtiennent ensuite un permis temporaire valide sept jours, puis voient leur permis suspendu pendant 90 jours, en plus d'être accusés de conduite avec facultés affaiblies en vertu du Code criminel.
- Les conducteurs reconnus coupables de conduite avec facultés affaiblies en vertu du Code criminel se voient automatiquement infliger une interdiction de conduire pendant :
 - 1 an pour une première condamnation;
 - 3 ans pour une deuxième condamnation;
 - 5 ans pour une troisième condamnation;
 - 5 ans ou plus pour les condamnations additionnelles ou si l'infraction a causé la mort.
- Les conducteurs qui souhaitent que leurs privilèges de conduite soient rétablis après une suspension administrative de leur permis doivent payer des frais de rétablissement et peuvent être tenus de respecter certaines conditions, notamment :
 - une évaluation de la dépendance à l'alcool;
 - une évaluation du conducteur;
 - la participation à un programme de perfectionnement des conducteurs;
 - la participation à un programme de sensibilisation à la dépendance à l'alcool;

-
- 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 2017, there were 26 collisions involving alcohol, resulting in 8 persons being injured. There were two alcohol-related fatalities in 2017. These figures are significantly below the 29-year averages.

- la participation à un programme de traitement de l'alcoolisme;
- la participation à un programme d'utilisation d'antidémarrage avec éthylomètre;
- toute autre condition que le registraire juge appropriée.

- La police a le pouvoir de saisir un véhicule pendant 30 jours s'il est conduit par une personne dont les privilèges de conduite sont suspendus.

En 2017, il y a eu 26 collisions mettant en cause de l'alcool, et huit personnes ont été blessées. Il y a eu deux décès liés à l'alcool en 2017. Ces chiffres sont nettement inférieurs aux moyennes sur 29 ans.

Section 10 - Off-Road Vehicles

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

- 55% of off-road vehicle collisions resulted in injuries;
- 55% of off-road vehicle drivers involved in collisions are 24 years of age or younger;
- 27% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol;
- 7% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- 45% of the off-road vehicles involved in collisions were snowmobiles.

Section 10 — Véhicules hors route

Les véhicules hors route, y compris les motoneiges et les véhicules tout-terrain (VTT), sont des moyens de transport courants dans les collectivités isolées des TNO. À la lumière des chiffres présentés dans cette section, mentionnons les faits suivants :

- 55 % des collisions liées à des véhicules hors route ont entraîné des blessures;
- 55 % des conducteurs de véhicules hors route impliqués dans des collisions ont 24 ans ou moins;
- 27 % des conducteurs de véhicules hors route impliqués dans des collisions avaient consommé de l'alcool ou avaient les facultés affaiblies par l'alcool;
- 7 % des conducteurs ou des passagers de véhicules hors route impliqués dans des collisions portaient un casque;
- 45 % des véhicules hors route impliqués dans des collisions étaient des motoneiges.

Section 11 - Geographic Distribution

This section presents a detailed summary of collisions by Region, RCMP detachment and severity. 67% of collisions took place in the North Slave Region. The North Slave Region also accounted for 53% of persons injured. One fatality took place in the South Slave Region while two took place in the North Slave Region.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 38. Highway 3 (Yellowknife Highway) accounted for 36% of collisions occurring on the nine numbered highways.

Section 11 — Répartition géographique

Cette section présente un résumé détaillé des collisions selon la région, le détachement de la GRC et la gravité. 67 % des collisions ont eu lieu dans la région North Slave. Cette même région comptait pour 53 % des personnes blessées. Un décès est survenu dans la région South Slave tandis qu'un autre est survenu dans la région North Slave.

Une carte détaillant les collisions survenues sur le réseau routier des TNO est présentée à la page 38. La route 3 (route Yellowknife) a été le théâtre de 36 % des collisions survenues sur les neuf routes numérotées.

Section 12 – National Comparison

This section compares injury and fatality rates for Canadian jurisdictions for the 2016 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown; per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the NWT are less than the Canada average for three of the six indicators.

Section 12 — Comparaison nationale

Cette section compare les taux de mortalité et de blessures pour les administrations canadiennes pendant l'année civile 2016. Il s'agit de l'année la plus récente pour laquelle des données complètes sont disponibles. Les taux de mortalité et de blessures sont indiqués; par 100 000 habitants, par milliard de véhicules-kilomètres parcourus et par 100 000 titulaires de permis dans chaque province et territoire. Le taux de mortalité aux TNO est inférieur à la moyenne canadienne pour trois des six indicateurs.

Definitions

REPORTABLE MOTOR VEHICLE COLLISION

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

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

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

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

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

- (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 Infrastructure.

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

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

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

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

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

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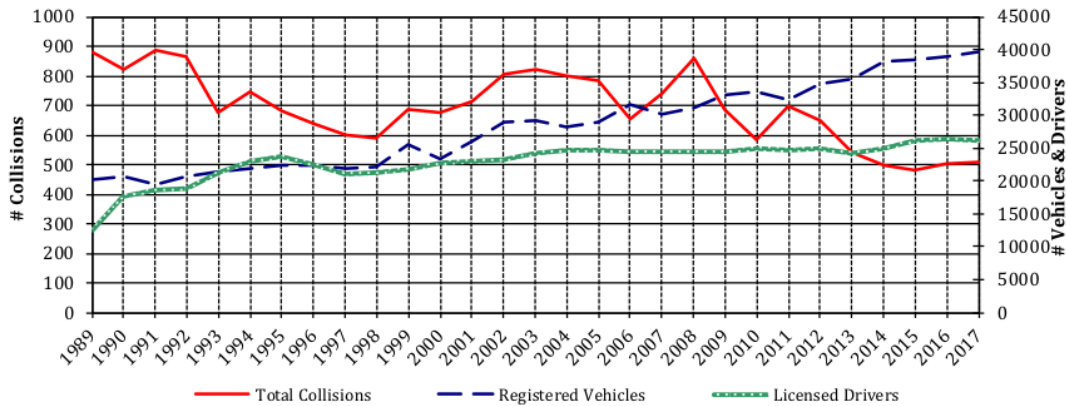
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Historical Trends – Section 1

Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

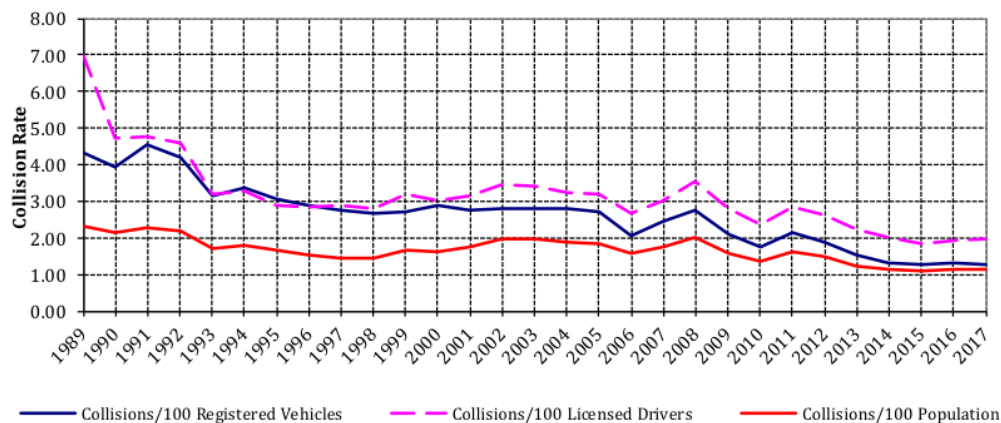


3 Year Summary

	2015	2016	2017	% Change
Registered Vehicles	38,393	38,967	39,706	1.9
Licensed Drivers	26,094	26,408	26,158	-0.9
Total Collisions	482	505	509	0.8

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2



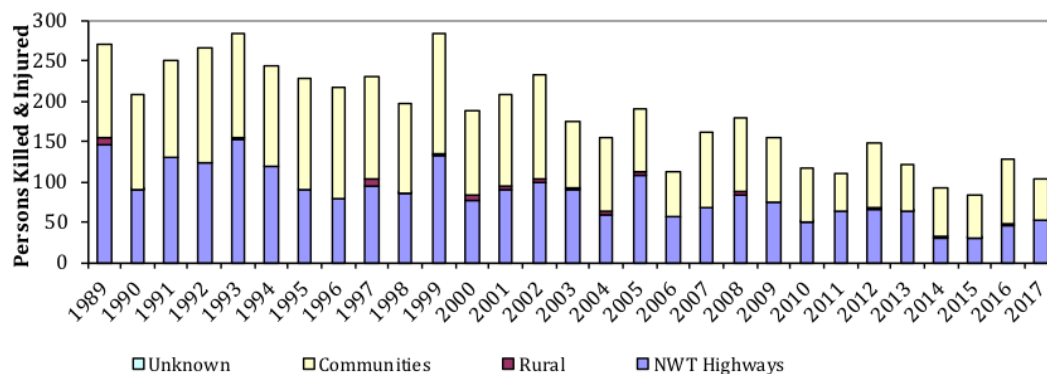
3 Year Summary

	2015	2016	2017	% Change
Collisions/100 Registered Vehicles	1.26	1.30	1.28	-1.1
Collisions/100 Licensed Drivers	1.85	1.91	1.95	1.8
Collisions/100 Population	1.09	1.14	1.14	0.7

Historical Trends – Section 1

Trends in Injuries & Fatalities

Figure 1.3

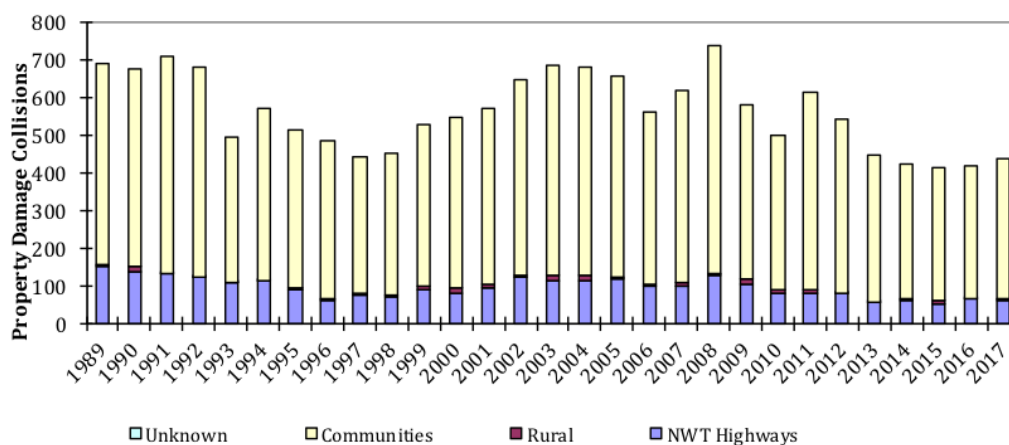


3 Year Summary

	Persons Injured					Persons Killed			
	2015	2016	2017	Average		2015	2016	2017	Average
NWT Highways	26	43	49	39	3	3	3	3	3
Rural	2	0	0	1	0	1	0	0	0
Communities	53	81	51	62	0	0	0	0	0
Total	81	124	100	102	3	4	3	3	3

Trends in Property Damage Collisions

Figure 1.4



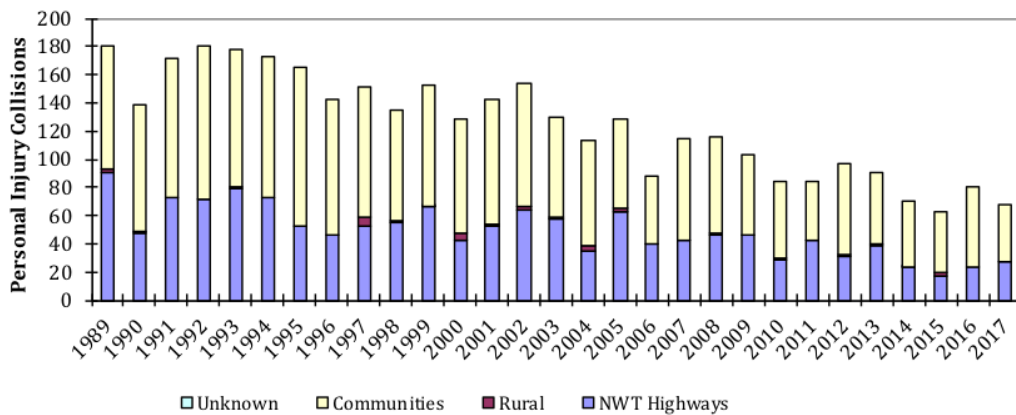
3 Year Summary

	Property Damage Collisions			
	2015	2016	2017	Average
NWT Highways	54	65	64	61
Rural	6	3	2	4
Communities	356	353	372	360
Total	416	421	438	425

Historical Trends – Section 1

Trends in Personal Injury Collisions

Figure 1.5

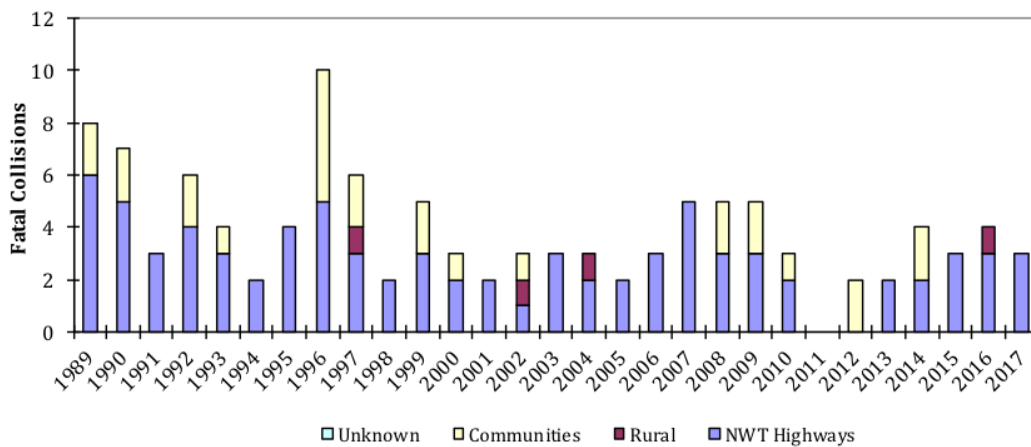


3 Year Summary

Personal Injury Collisions				
	2015	2016	2017	Average
NWT Highways	17	23	27	22
Rural	2	0	0	1
Communities	44	57	41	47
Total	63	80	68	70

Trends in Fatal Collisions

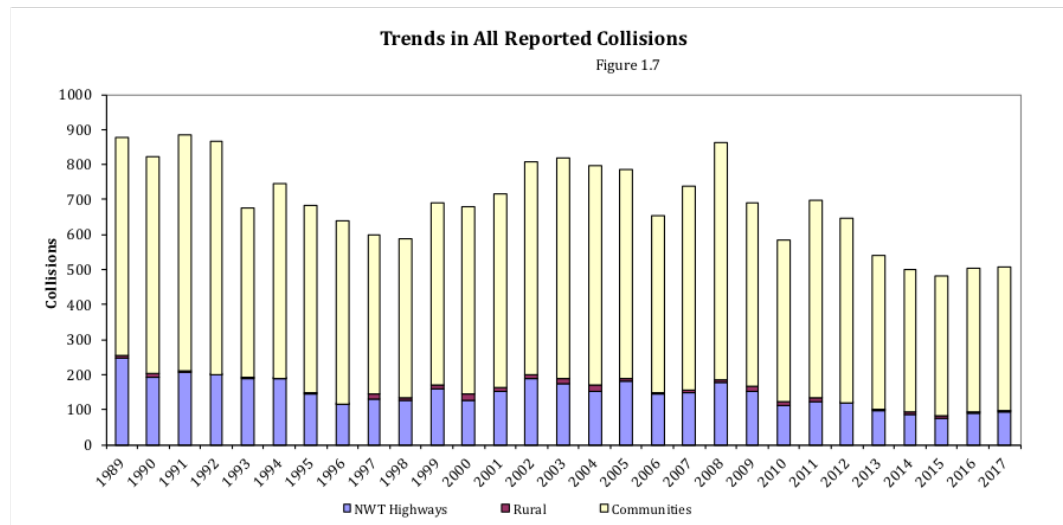
Figure 1.6



3 Year Summary

Fatal Collisions				
	2015	2016	2017	Average
NWT Highways	3	3	3	3
Rural	0	1	0	0
Communities	0	0	0	0
Total	3	4	3	3

Historical Trends – Section 1



3 Year Summary

	2015	2016	2017	Average
NWT Highways	74	91	94	86
Rural	8	4	2	5
Communities	400	410	413	408
Total	482	505	509	499

Property Damage Collisions by Month and Year

Figure 1.8
Avg. 07
to 16

Month	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Avg. 07 to 16	2017
January	58	101	94	60	75	75	56	56	37	46	66	44
February	72	68	63	40	69	56	49	57	44	46	56	42
March	84	91	65	48	61	63	50	35	34	40	57	52
April	33	44	46	35	42	36	38	28	26	44	37	25
May	26	38	34	23	31	32	20	32	27	32	30	20
June	45	33	38	34	38	31	32	25	34	22	33	35
July	39	37	31	47	36	26	31	17	29	25	32	22
August	39	53	30	29	39	23	17	28	30	26	31	33
September	43	43	29	34	34	32	35	22	22	26	32	32
October	50	56	48	49	43	57	24	26	34	31	42	38
November	54	82	42	42	70	54	43	49	50	31	52	53
December	76	94	61	57	75	57	54	51	49	52	63	42
Total	619	740	581	498	613	542	449	426	416	421	531	438

Historical Trends – Section 1

Personal Injury Collisions by Month and Year

Figure 1.9

Month	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Avg. 07 to 16	2017
January	6	10	15	11	9	12	9	7	8	8	10	3
February	15	16	5	5	6	7	9	8	3	6	8	6
March	9	10	13	6	6	9	9	5	2	7	8	8
April	7	7	7	6	8	4	6	2	2	7	6	2
May	3	11	8	7	5	7	4	2	5	4	6	3
June	10	10	8	5	8	12	6	10	4	9	8	2
July	11	9	7	6	10	9	12	6	3	10	8	7
August	13	7	6	9	7	6	9	8	13	5	8	10
September	12	6	7	4	5	6	4	4	3	2	5	4
October	9	10	10	9	9	4	10	6	6	5	8	7
November	8	10	9	10	6	13	8	5	7	8	8	6
December	11	10	8	6	5	14	4	7	7	9	8	10
Total	114	116	103	84	84	103	90	70	63	80	91	68

Fatal Collisions by Month and Year

Figure 1.10

Month	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Avg. 07 to 16	2017
January	0	0	0	0	0	0	0	0	0	0	0.0	0
February	0	0	1	0	0	0	1	0	0	0	0.2	0
March	0	0	0	0	0	0	1	0	0	2	0.3	0
April	0	0	0	0	0	0	0	0	0	0	0.0	0
May	1	0	1	0	0	0	0	1	1	0	0.4	2
June	0	0	0	0	0	1	0	0	0	1	0.2	0
July	1	2	1	1	0	0	0	1	0	0	0.6	0
August	0	0	0	0	0	0	0	0	0	1	0.1	0
September	2	2	0	0	0	0	0	0	1	0	0.5	0
October	0	0	2	0	0	1	0	2	1	0	0.6	1
November	0	1	0	1	0	0	0	0	0	0	0.2	0
December	1	0	0	1	0	0	0	0	0	0	0.2	0
Total	5	5	5	3	0	2	2	4	3	4	3.3	3

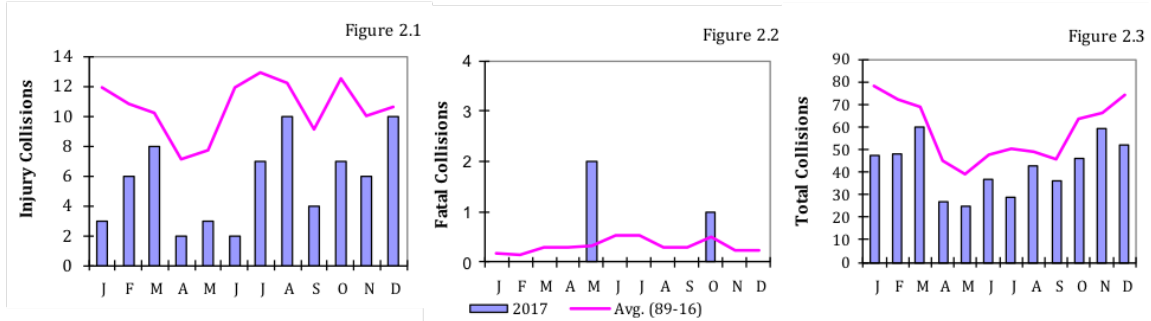
Total Collisions by Month and Year

Figure 1.11

Month	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Avg. 07 to 16	2017
January	64	111	109	71	84	87	65	63	45	54	75	47
February	87	84	69	45	75	63	59	65	47	52	65	48
March	93	101	78	54	67	72	60	40	36	49	65	60
April	40	51	53	41	50	40	42	30	28	51	43	27
May	30	49	43	30	36	39	24	35	33	36	36	25
June	55	43	46	39	46	44	38	35	38	32	42	37
July	51	48	39	54	46	35	43	24	32	35	41	29
August	52	60	36	38	46	29	26	36	43	32	40	43
September	57	51	36	38	39	38	39	26	26	28	38	36
October	59	66	60	58	52	62	34	34	41	36	50	46
November	62	93	51	53	76	67	51	54	57	39	60	59
December	88	104	69	64	80	71	58	58	56	61	71	52
Total	738	861	689	585	697	647	539	500	482	505	624	509

Time of Occurrence – Section 2

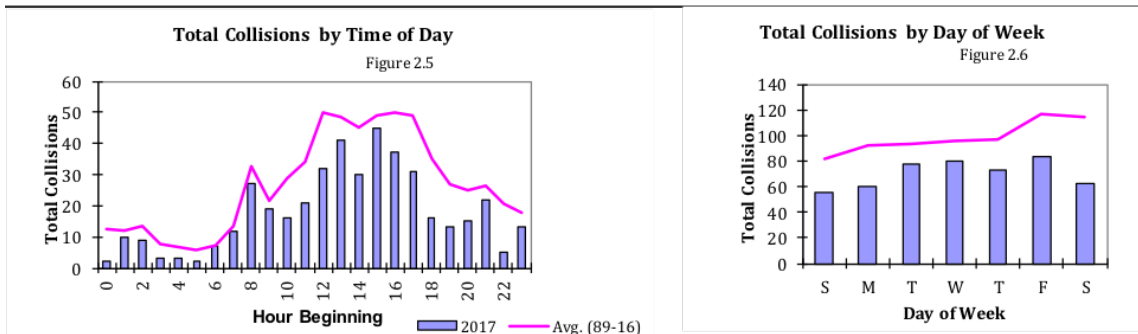
Collisions by Month of Occurrence



Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	44	3	0	47	4	0
February	42	6	0	48	8	0
March	52	8	0	60	11	0
April	25	2	0	27	3	0
May	20	3	2	25	9	2
June	35	2	0	37	3	0
July	22	7	0	29	11	0
August	33	10	0	43	17	0
September	32	4	0	36	9	0
October	38	7	1	46	8	1
November	53	6	0	59	6	0
December	42	10	0	52	11	0
Total	438	68	3	509	100	3



Time of Occurrence – Section 2

Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	1	0	1	0	0	0	0	2	0.4
1 to 2 a.m.	4	1	0	2	1	1	1	10	2.0
2 to 3 a.m.	3	0	0	3	1	1	1	9	1.8
3 to 4 a.m.	0	0	0	2	0	0	0	2	0.4
4 to 5 a.m.	0	0	0	1	0	0	2	3	0.6
5 to 6 a.m.	1	0	1	0	0	0	0	2	0.4
6 to 7 a.m.	2	0	0	1	1	1	2	7	1.4
7 to 8 a.m.	1	1	2	2	3	2	1	12	2.4
8 to 9 a.m.	1	2	3	3	10	5	3	27	5.5
9 to 10 a.m.	1	5	2	4	1	5	1	19	3.9
10 to 11 a.m.	1	2	2	2	3	3	3	16	3.2
11 to 12 a.m.	2	4	1	5	4	3	2	21	4.3
12 to 1 p.m.	0	2	11	6	4	8	1	32	6.5
1 to 2 p.m.	4	9	11	5	3	6	3	41	8.3
2 to 3 p.m.	4	3	3	6	4	2	8	30	6.1
3 to 4 p.m.	3	8	6	4	9	10	5	45	9.1
4 to 5 p.m.	3	4	7	4	3	6	10	37	7.5
5 to 6 p.m.	3	2	5	12	4	3	2	31	6.3
6 to 7 p.m.	2	2	2	1	5	2	2	16	3.2
7 to 8 p.m.	2	3	1	1	3	2	1	13	2.6
8 to 9 p.m.	4	0	3	1	1	2	4	15	3.0
9 to 10 p.m.	1	4	5	3	1	6	2	22	4.5
10 to 11 p.m.	1	1	1	1	1	0	0	5	1.0
11 to 12 p.m.	1	0	3	3	3	3	0	13	2.6
Not Stated	10	7	8	8	8	13	9	63	12.8
Total	55	60	78	80	73	84	63	493	
%	11.2	12.2	15.8	16.2	14.8	17.0	12.8	100.0	

* Excludes collisions in which Day of Week was unknown.

Major Contributing Factors – Section 3

Collisions by Severity Where Human Condition was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	18	4	2	24	4.7
Under Influence - Drugs	0	0	1	1	0.2
Sudden Illness, Lost Consciousness	0	1	0	1	0.2
Other Driver Condition	0	0	0	0	0.0
Total	18	5	3	26	5.1

Collisions by Severity Where Human Action was a Major Contributing Factor

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Following Too Closely	17	4	0	21	4.1
Distracted, Inattentive	39	8	0	47	9.2
Driving Too Fast for Conditions	37	12	0	49	9.6
Improper Turning or Passing	10	0	0	10	2.0
Failed to Yield Right-of-Way	33	10	0	43	8.4
Disobeyed Traffic Control/Officer	3	1	0	4	0.8
Driving on Wrong Side of Road	4	0	0	4	0.8
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	81	4	0	85	16.7
Lost Control	66	16	0	82	16.1
Other Driver Action	0	0	0	0	0.0
Total	290	55	0	345	67.8

Collisions by Severity Where Vehicle Condition was a Major Contributing Factor

Figure 3.3

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

Major Contributing Factors – Section 3

Collisions by Severity Where Environmental Condition was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Animal on Roadway	11	3	0	14	2.8
Road Surface or Condition	2	1	0	3	0.6
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	1	0	1	0.2
Weather or Other Acts of God	2	0	0	2	0.4
Other Environmental Factor	0	0	0	0	0.0
Total	15	5	0	20	3.9

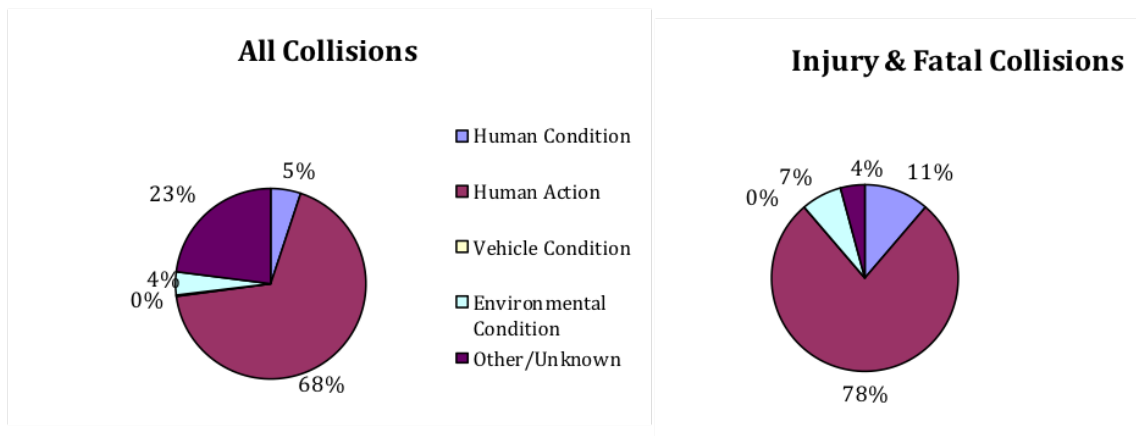
Collisions by Severity Where Major Contributing Factor was Unspecified or Unknown

Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	1	2	0	3	0.6
Unknown	113	1	0	114	22.4
Total	114	3	0	117	23.0
Total All Factors	438	68	3	509	100.0

Major Contributing Factors by Collision Severity

Figure 3.6



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

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

Major Contributing Factors – Section 3

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

Figure 3.7

Human Condition	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	7	17	0	24	4.7
Under Influence - Drugs	1	0	0	1	0.2
Sudden Illness, Lost Consciousness	0	1	0	1	0.2
Other Driver Condition	0	0	0	0	0.0
Total	8	18	0	26	5.1

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

Figure 3.8

Human Action	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Following Too Closely	6	15	0	21	4.1
Distracted, Inattentive	5	42	0	47	9.2
Driving Too Fast for Conditions	13	36	0	49	9.6
Improper Turning or Passing	2	8	0	10	2.0
Failed to Yield Right-of-Way	2	41	0	43	8.4
Disobeyed Traffic Control/Officer	0	4	0	4	0.8
Driving on Wrong Side of Road	2	2	0	4	0.8
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	83	1	85	16.7
Lost Control	36	46	0	82	16.1
Other Driver Action	0	0	0	0	0.0
Total	67	277	1	345	67.8

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

Figure 3.9

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

Major Contributing Factors – Section 3

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

Figure 3.10

Environmental Condition	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Animal on Roadway	13	1	0	14	2.8
Road Surface or Condition	1	2	0	3	0.6
Obstruction/Debris on Road	0	0	0	0	0.0
View Obstructed, Glare, Reflection	0	1	0	1	0.2
Weather or Other Acts of God	2	0	0	2	0.4
Other Environmental Factor	0	0	0	0	0.0
Total	16	4	0	20	3.9

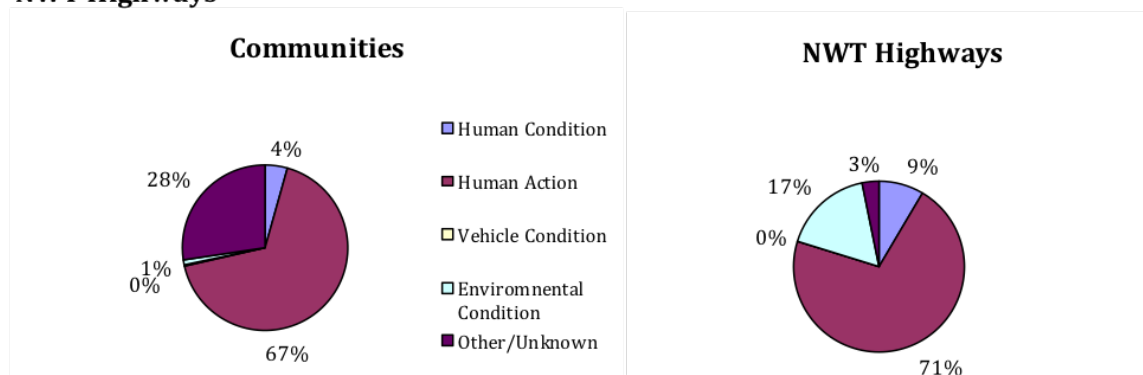
Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown

Figure 3.11

Factor	NWT Highways	In Communities	Rural	% of Total	
				Total	Factors
Unspecified	1	2	0	3	0.6
Unknown	2	111	1	114	22.4
Total	3	113	1	117	23.0
Total All Factors	94	413	2	509	100.0

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12

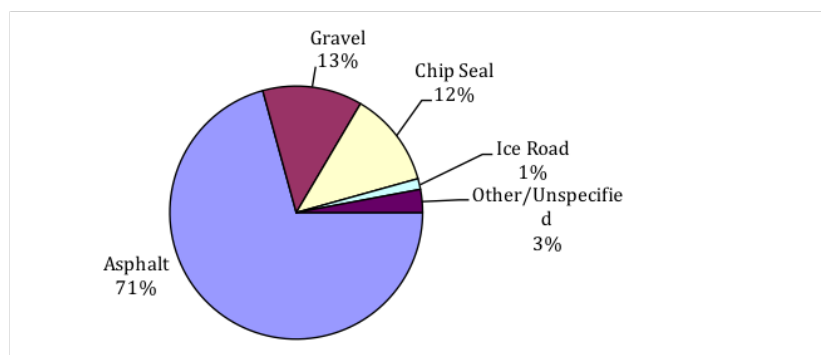


Environmental Factors – Section 4

Collisions by Road Surface Type and Severity

Figure 4.1

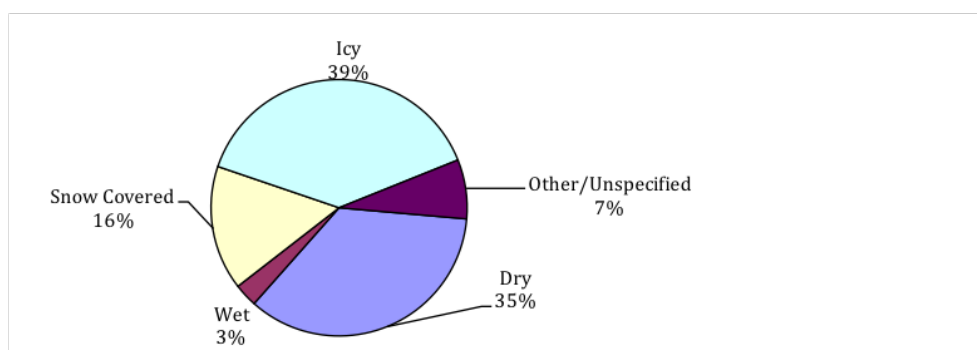
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	321	38	1	360	70.7
Concrete	0	0	0	0	0.0
Gravel (Crushed Stone)	53	12	0	65	12.8
Earth, Dirt	2	0	0	2	0.4
Chip Seal	43	17	2	62	12.2
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	6	1	0	7	1.4
Unspecified	13	0	0	13	2.6
Total	438	68	3	509	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	152	24	3	179	35.2
Wet	13	2	0	15	2.9
Snow (Fresh, Loose)	58	9	0	67	13.2
Slush, Wet Snow	11	2	0	13	2.6
Icy	172	25	0	197	38.7
Loose Sand/Gravel/Dirt	6	5	0	11	2.2
Muddy	2	1	0	3	0.6
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	24	0	0	24	4.7
Total	438	68	3	509	100

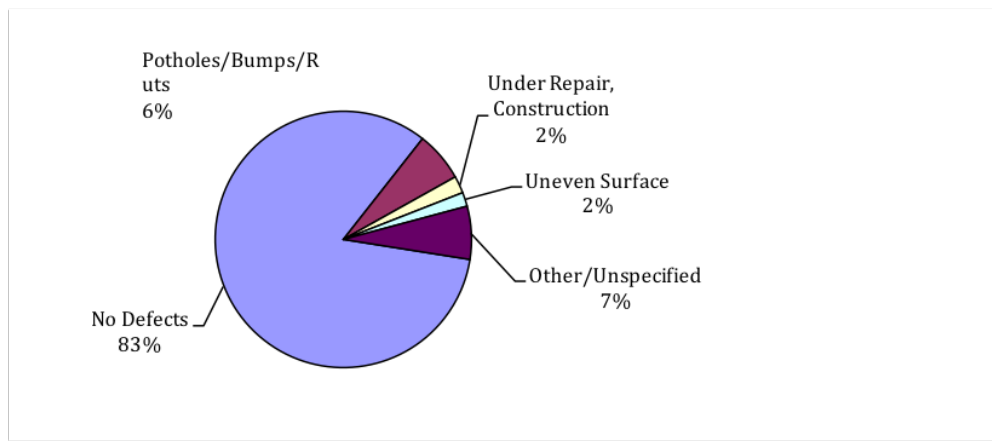


Environmental Factors – Section 4

Collisions by Road Defect and Severity

Figure 4.3

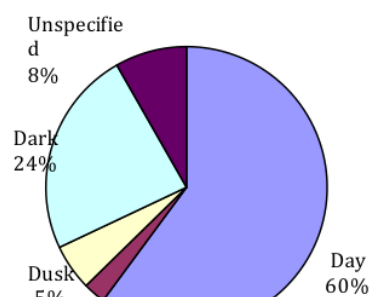
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	368	52	3	423	83.1
Potholes/Bumps/Ruts	23	9	0	32	6.3
Under Repair, Construction	9	2	0	11	2.2
Uneven Pavement Surface	6	3	0	9	1.8
Worn	8	1	0	9	1.8
Obscured or Faded Markings	1	0	0	1	0.2
Other	0	0	0	0	0.0
Unspecified	23	1	0	24	4.7
Total	438	68	3	509	100.0



Collisions by Light Condition and Severity

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	263	42	1	306	60.1
Dawn	10	3	0	13	2.6
Dusk	22	4	1	27	5.3
Dark	101	19	1	121	23.8
Unspecified	42	0	0	42	8.3
Total	438	68	3	509	100.0

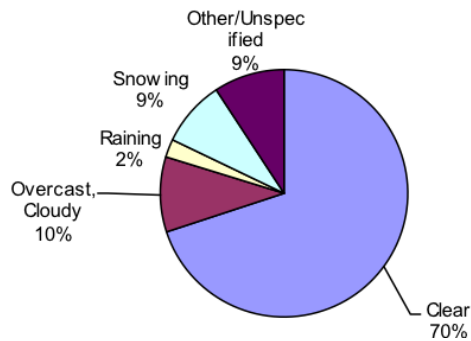


Environmental Factors – Section 4

Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	306	48	2	356	69.9
Overcast, Cloudy (No Precipitation)	41	8	1	50	9.8
Raining	9	3	0	12	2.4
Snowing	37	7	0	44	8.6
Freezing Rain/Sleet/Hail	2	0	0	2	0.4
Visibility Limitations (fog, dust, etc.)	3	0	0	3	0.6
Strong Winds	1	1	0	2	0.4
Other	0	0	0	0	0.0
Unspecified	39	1	0	40	7.9
Total	438	68	3	509	100.0



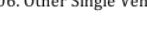
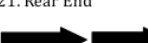
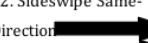
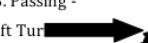
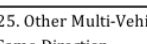
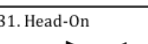
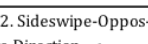
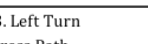
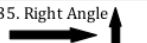
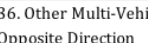
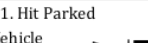
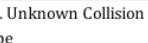
Environmental Factors – Section 4

Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	9	4	0	13	2.6
b) With Other Animal	4	0	0	4	0.8
c) With Pedestrian	1	8	0	9	1.8
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	22	2	0	24	4.7
03. Off Road Left					
a) With Rollover	5	3	0	8	1.6
b) No Rollover	11	3	0	14	2.8
04. Off Road Right					
a) With Rollover	12	5	2	19	3.7
b) No Rollover	8	7	1	16	3.1
05. Rollover on Roadway	0	3	0	3	0.6
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	72	11	0	83	16.3
22. Sideswipe - Same Direction	8	4	0	12	2.4
23. Passing - Left Turn	2	0	0	2	0.4
24. Passing - Right Turn	2	0	0	2	0.4
25. Other Multi-Vehicle Same Direction	1	0	0	1	0.2
31. Head-On	2	1	0	3	0.6
32. Sideswipe - Opposite Direction	14	1	0	15	2.9
33. Left Turn Across Path	6	2	0	8	1.6
34. Right Turn Including Conflict	5	0	0	5	1.0
35. Right Angle	48	12	0	60	11.8
36. Other Multi-Vehicle Opposite Direction	8	0	0	8	1.6
41. Hit Parked Vehicle	198	2	0	200	39.3
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	438	68	3	509	100.0

*Collision Configurations

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

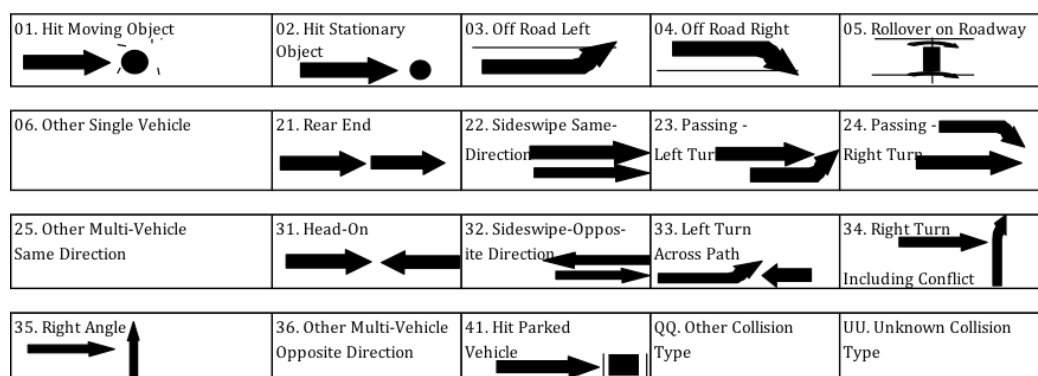
Environmental Factors – Section 4

Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Bison	13	0	0	13	2.6
b) With Other Animal	3	1	0	4	0.8
c) With Pedestrian	1	8	0	9	1.8
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	1	23	0	24	4.7
03. Off Road Left					
a) With Rollover	8	0	0	8	1.6
b) No Rollover	10	4	0	14	2.8
04. Off Road Right					
a) With Rollover	15	4	0	19	3.7
b) No Rollover	10	6	0	16	3.1
05. Rollover on Roadway	3	0	0	3	0.6
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	10	73	0	83	16.3
22. Sideswipe - Same Direction	2	10	0	12	2.4
23. Passing - Left Turn	1	1	0	2	0.4
24. Passing - Right Turn	0	2	0	2	0.4
25. Other Multi-Vehicle Same Direction	1	0	0	1	0.2
31. Head-On	2	1	0	3	0.6
32. Sideswipe - Opposite Direction	9	6	0	15	2.9
33. Left Turn Across Path	1	7	0	8	1.6
34. Right Turn Including Conflict	0	5	0	5	1.0
35. Right Angle	2	58	0	60	11.8
36. Other Multi-Vehicle Opposite Direction	0	8	0	8	1.6
41. Hit Parked Vehicle	2	196	2	200	39.3
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
Total	94	413	2	509	100.0

***Collision Configurations**



Environmental Factors – Section 4

Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	227	39	3	269	52.8
Intersection - Two Public Roadways	96	22	0	118	23.2
Intersection - Parking Lot, Driveway	67	7	0	74	14.5
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	0	0	0	0	0.0
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	36	0	0	36	7.1
Unknown	12	0	0	12	2.4
Total	438	68	3	509	100.0

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	86	182	1	269	52.8
Intersection - Two Public Roadways	5	113	0	118	23.2
Intersection - Parking Lot, Driveway	3	70	1	74	14.5
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	0	0	0	0	0.0
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	0	36	0	36	7.1
Unknown	0	12	0	12	2.4
Total	94	413	2	509	100.0

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	367	49	0	416	81.7
Straight with Grade	23	5	0	28	5.5
Curved and Level	26	9	2	37	7.3
Curve with Grade	9	3	1	13	2.6
Top of Hill or Grade	1	1	0	2	0.4
Bottom of Hill or Grade	1	1	0	2	0.4
Other	0	0	0	0	0.0
Unknown	11	0	0	11	2.2
Total	438	68	3	509	100.0

Environmental Factors – Section 4

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	1	0	0	1	0.2
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	245	58	3	306	60.1
Undivided, Two-Way, Multi Lane	25	4	0	29	5.7
Divided, Barrier Median	1	0	0	1	0.2
Divided with Median, No Barrier	22	3	0	25	4.9
Divided, Divider Unspecified	0	0	0	0	0.0
Other	133	3	0	136	26.7
Unknown	11	0	0	11	2.2
Total	438	68	3	509	100.0

Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	3	0	0	3	0.6
Hit Building	2	0	0	2	0.4
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	2	0	0	2	0.4
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	3	0	0	3	0.6
Hit Curb	0	0	0	0	0.0
Hit Post	1	0	0	1	0.2
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	2	0	0	2	0.4
Hit Other Type Fixed Object	1	0	0	1	0.2
Sub Total Fixed Objects	16	0	0	16	3.1
Moveable Objects					
Another Road Vehicle	366	33	0	399	78.4
Bison	9	4	0	13	2.6
Other Animal	4	0	0	4	0.8
Pedestrian	1	8	0	9	1.8
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	380	45	0	425	83.5
Non-Collision Events					
Ran Off Road	19	0	0	19	3.7
Rollover	17	11	2	30	5.9
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	36	11	2	49	9.6
Other /Unknown Event	6	12	1	19	3.7
Grand Total	438	68	3	509	100.0

Environmental Factors – Section 4

Collision Sequence of Events by Road System

Figure 4.13

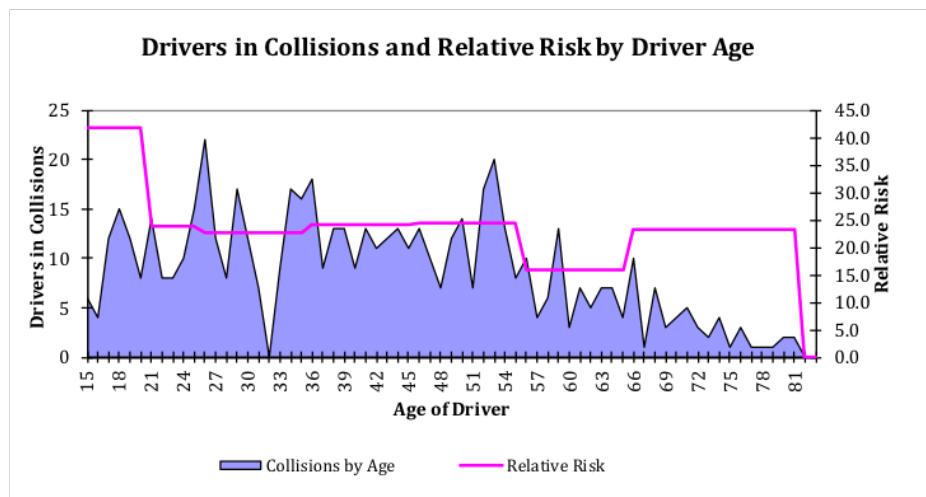
	NWT Highways	In Communities	Rural	Total	%
Non-Moving Objects					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	3	0	3	0.6
Hit Building	0	2	0	2	0.4
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	2	0	2	0.4
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	0	3	0	3	0.6
Hit Curb	0	0	0	0	0.0
Hit Post	0	1	0	1	0.2
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	2	0	2	0.4
Hit Other Type Fixed Object	0	1	0	1	0.2
Sub Total Fixed Objects	0	16	0	16	3.1
Moveable Objects					
Another Road Vehicle	30	367	2	399	78.4
Bison	13	0	0	13	2.6
Other Animal	3	1	0	4	0.8
Pedestrian	1	8	0	9	1.8
Other Moveable Object	0	0	0	0	0.0
Sub Total Moveable Objects	47	376	2	425	83.5
Non-Collision Events					
Ran Off Road	0	0	0	0	0.0
Rollover	26	4	0	30	5.9
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	26	4	0	30	5.9
Unknown Event	21	17	0	38	7.5
Grand Total	94	413	2	509	100.0

Driver Factors – Section 5

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	102	1,071	2,026	5,848	5,273	5,089	4,419	2,330	0	26,158
Drivers in Collisions	6	43	48	133	127	124	70	54	125	730



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

Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	37.5	18.3	17.3	20.7	20.0	13.4	21.5	23.9
Personal Injury & Fatal	4.3	5.4	5.5	3.4	4.3	2.5	1.7	4.0
Total	41.8	23.7	22.7	24.1	24.4	15.8	23.2	27.9
Relative Risk*	1.5	0.8	0.8	0.9	0.9	0.6	0.8	1.0

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

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

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.5 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 2% of 35 to 44 year olds.

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

Driver Factors – Section 5

Figure 5.3

Number of Drivers Involved in Collisions by Licence Class and Age

Age Group	Class 1	Class 16	Class 2	Class 26	Class 3	Class 36	Class 4	Class 46	Class 5	Class 56	Class 5P	Class 6	Class 7	Class 7 Req'd. Licence	Not Stated	Total
Under 16	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	6
16	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	4
17	0	0	0	0	0	0	0	0	8	0	2	0	1	0	1	12
18	0	0	0	0	0	0	0	0	13	0	1	0	0	0	1	15
19	0	0	0	0	1	0	0	0	10	0	0	0	0	0	1	12
20	0	0	0	0	2	0	0	0	5	0	1	0	0	0	0	8
21-24	3	0	1	0	0	0	1	0	29	0	1	0	2	1	0	40
25-34	5	2	1	0	4	0	7	0	106	1	1	0	2	2	0	133
35-44	10	2	2	0	5	0	11	0	94	0	1	0	1	0	2	127
45-54	21	1	2	0	5	0	12	0	79	2	0	0	1	1	0	124
55-64	9	0	3	0	1	0	8	0	48	1	0	0	0	0	0	70
65 and over	6	0	1	0	0	0	5	0	42	0	0	0	0	0	0	54
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125
Drivers in Collisions	54	3	10	0	18	0	44	0	435	4	7	0	10	5	10	730
Total Licensed Drivers	1033	358	109	43	667	130	961	108	18,131	1502	1209	1	1,906	N/A	N/A	26158
Relative Risk*	1.87316103	0.3	3.29	0.00	0.97	0.00	1.64	0.00	0.86	0.10	0.21	0.00	0.19	N/A	N/A	1

* Relative Risk = (% of Total Collisions in Class) / (% of Total Licensed Drivers in Class)

Figure 5.4

Number of Drivers Involved in Collisions by Condition and Age

Driver Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	2	2	10	10	11	8	28	116	117	112	63	51	1	531	72.7
Fatigued, Fell Asleep	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.1
Inexperience	3	0	1	2	0	0	0	3	0	2	1	0	0	12	1.6
Under Influence - Alcohol	1	1	0	1	1	0	4	7	4	5	0	1	1	26	3.6
Under Influence - Drugs	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0.3
Other Condition	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	1	1	2	0	0	8	5	5	5	5	2	123	157	21.5
Total	6	4	12	15	12	8	40	133	127	124	70	54	125	730	
%	0.8	0.5	1.6	2.1	1.6	1.1	5.5	18.2	17.4	17.0	9.6	7.4	17.1	100.0	

Driver Factors – Section 5

Figure 5.5

Number of Drivers Involved in Collisions by Driver Action and Age																				
Driver Action	<16					16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated		Total	%
Driving Properly	1	0		4	4		2	2	2	2	10	38	36	51	32	12	1		193	26.4
Following Too Closely	0	0		1	0		0	0	0	1	0	6	6	3	3	1	0		21	2.9
Distracted, Inattentive	0	0		1	0		0	0	0	2	4	13	9	5	8	6	0		48	6.6
Driving Too Fast	0	2		1	2		2	2	2	2	7	19	13	7	1	1	2		59	8.1
Improper Turning or Passing	0	0		0	2		0	0	0	0	0	2	1	0	1	5	0		11	1.5
Failing to Yield Right of Way	0	0		1	2		2	2	0	0	1	6	11	11	4	8	0		46	6.3
Disobeying Traffic Control/Officer	1	0		0	1		0	0	0	0	0	0	0	0	0	1	1		4	0.5
Driving on Wrong Side of Road	1	0		0	0		0	0	0	0	0	0	1	1	1	0	1		5	0.7
Driving in Wrong Direction	0	0		0	0		0	0	0	0	0	0	0	0	0	0	0		0	0.0
Backing Unsafely	0	0		2	1		2	2	0	0	6	20	15	24	8	7	6		91	12.5
Lost Control	3	2		2	3		2	2	0	0	7	21	25	17	6	5	5		98	13.4
Other Driver Action	0	0		0	0		0	0	0	0	1	0	1	1	0	0	0		3	0.4
Unknown	0	0		0	0		2	0	2	1	4	8	9	4	6	8	109		151	20.7
Total	6	4		12	15		12	8	12	8	40	133	127	124	70	54	125		730	
%	0.8	0.5		1.6	2.1		1.6	1.1	1.6	1.1	5.5	18.2	17.4	17.0	9.6	7.4	17.1		100.0	

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	178	19	1	198	21.6
Passenger Van	28	4	0	32	3.5
Light Utility Vehicle	187	21	1	209	22.8
Pickup Truck	265	42	1	308	33.6
Panel/Cargo Van	9	1	0	10	1.1
Other Truck/Van <= 4536 kg	3	0	0	3	0.3
Unit Truck > 4536 kg	10	1	0	11	1.2
Road Tractor	15	7	0	22	2.4
School Bus	2	0	0	2	0.2
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	3	0	0	3	0.3
Intercity Bus	0	0	0	0	0.0
Bus - Unspecified	1	0	0	1	0.1
Motorcycle	0	2	0	2	0.2
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	2	4	0	6	0.7
Bicycle	0	0	0	0	0.0
Motor Home	0	0	0	0	0.0
Farm Equipment	0	0	0	0	0.0
Construction Equipment	3	0	0	3	0.3
Fire Engine	0	0	0	0	0.0
Snowmobile	3	2	0	5	0.5
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	102	0	0	102	11.1
Total	811	103	3	917	100.0

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	649	91	0	740	80.7
Defective Brakes	1	0	0	1	0.1
Defective Steering	0	0	0	0	0.0
Defective Lighting	0	0	0	0	0.0
Tire Blown Out	2	0	0	2	0.2
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	1	1	0	2	0.2
Other Defective Vehicular Parts	3	0	0	3	0.3
Other Vehicular Factor	0	0	0	0	0.0
Unknown	154	11	3	168	18.3
Total	811	103	3	917	100.0

Vehicle Factors – Section 6

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	215	59	3	277	30.2
Turning Left	43	7	0	50	5.5
Turning Right	31	1	0	32	3.5
Making U-Turn	1	1	0	2	0.2
Changing Lanes	3	1	0	4	0.4
Merging	1	0	0	1	0.1
Reversing	90	4	0	94	10.3
Overtaking	2	0	0	2	0.2
Negotiating Curve	27	8	0	35	3.8
Slowing or Stopped in Traffic	88	19	0	107	11.7
Starting in Traffic	2	0	0	2	0.2
Leaving Roadside	4	1	0	5	0.5
Stopped/Parked Legally	200	2	0	202	22.0
Stopped/Parked Illegally	2	0	0	2	0.2
Swerving to Avoid Collision	4	0	0	4	0.4
Run-away or Roll-away Vehicle	1	0	0	1	0.1
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	97	0	0	97	10.6
Total	811	103	3	917	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

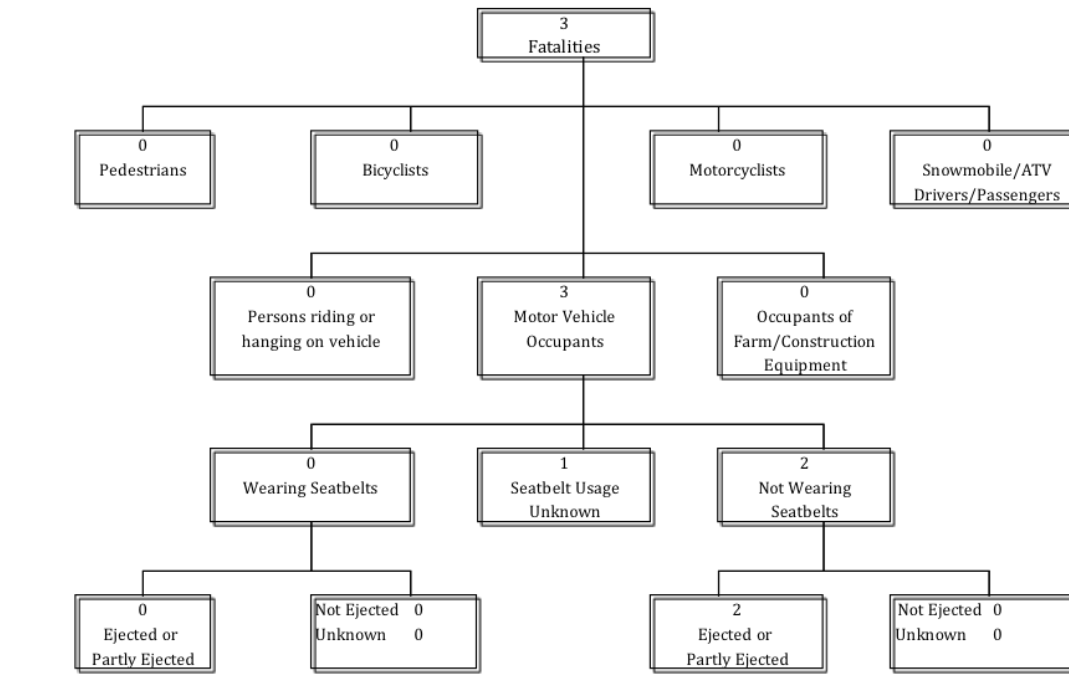
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2018	2	0	0	2	0.2
2017	53	2	0	55	6.0
2016	65	10	0	75	8.2
2015	80	5	0	85	9.3
2014	66	14	0	80	8.7
2013	54	7	0	61	6.7
2012	54	8	0	62	6.8
2011	41	4	0	45	4.9
2010	33	6	0	39	4.3
2009	24	6	0	30	3.3
2008	34	6	1	41	4.5
2007	22	2	0	24	2.6
2006 & Older	164	28	2	194	21.2
Unspecified	119	5	0	124	13.5
Total	811	103	3	917	100.0

Victims and Occupant Restraints – Section 7

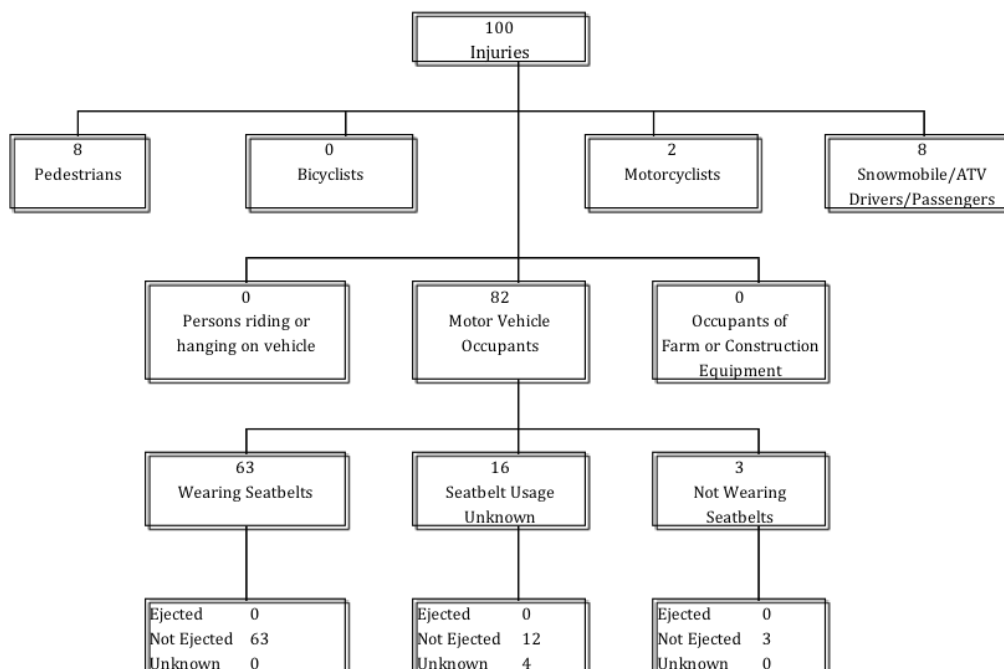
Fatalities Classification
(January 1 to December 31, 2017)

Figure 7.1



Injuries Classification
(January 1 to December 31, 2017)

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	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	2	5	16	10	14	4	1	1	53	53.0
Motor Vehicle Passenger	1	2	1	7	3	2	7	2	1	3	29	29.0
Pedestrian	0	2	3	0	0	1	1	1	0	0	8	8.0
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	1	0	1	0	0	0	2	2.0
ATV Operators & Passengers	0	2	4	0	0	0	0	0	0	0	6	6.0
Snowmobile Operators & Passengers	0	0	0	0	1	0	1	0	0	0	2	2.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	1	6	10	12	21	13	24	7	2	4	100	100.0

Persons Killed by Road User Class and Age Group

Figure 7.4

Road User Class	0	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	0	1	1	0	0	0	0	0	2	66.7
Motor Vehicle Passenger	0	0	0	0	1	0	0	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 passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	1	2	0	0	0	0	0	3	100.0

Persons Injured or Killed by Road User Class and Gender

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	28	24	1	53	2	0	0	2
Motor Vehicle Passenger	11	15	3	29	0	1	0	1
Pedestrian	2	6	0	8	0	0	0	0
Bicyclist	0	0	0	0	0	0	0	0
Motorcyclist (includes passengers)	2	0	0	2	0	0	0	0
ATV Operators & Passengers	1	5	0	6	0	0	0	0
Snowmobile Operators & Passengers	2	0	0	2	0	0	0	0
Farm/Construction Equipment	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
Total	46	50	4	100	2	1	0	3

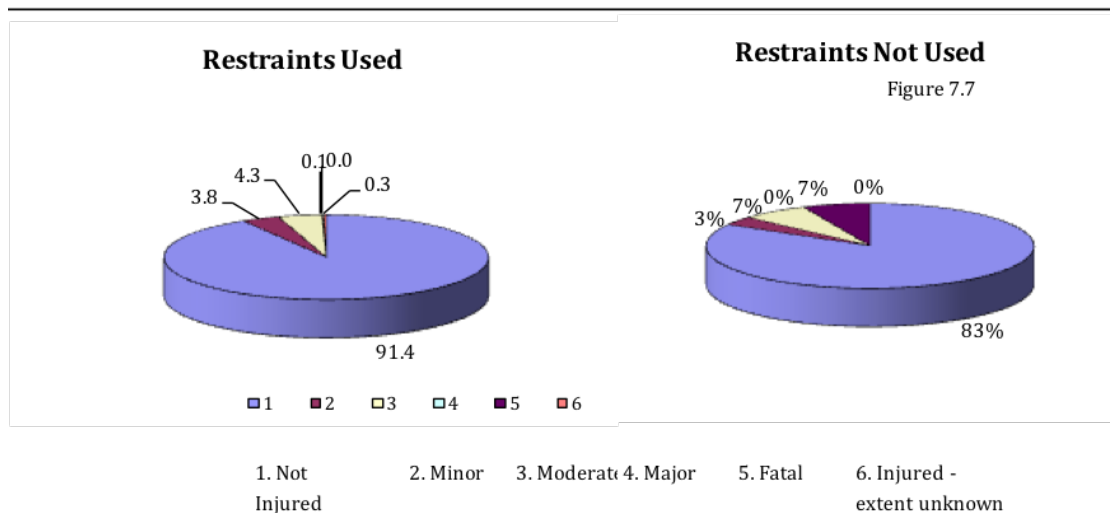
Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	25	6	637	30	216	914	91.5
Minimal Injuries	1	0	27	1	3	32	3.2
Minor Injuries	2	1	31	0	6	40	4.0
Major (Hospital Admission)	0	0	1	0	1	2	0.2
Fatal	2	0	0	0	1	3	0.3
Injured - Extent Unknown	0	0	2	0	6	8	0.8
Total	30	7	698	31	233	999	100.0

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



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

Injury Classification

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

Victims and Occupant Restraints – Section 7

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

	0	5	15	20	25	35	45	55	65	Not	
Injury Severity	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated	Total
Not Injured	30	24	63	51	122	124	111	67	56	25	673
Minimal Injuries	1	1	2	7	6	4	4	2	1	0	28
Minor Injuries	0	1	0	1	8	7	13	2	0	0	32
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	1	0	0	0	1	0	2
Total	31	26	65	59	137	135	128	72	58	25	736

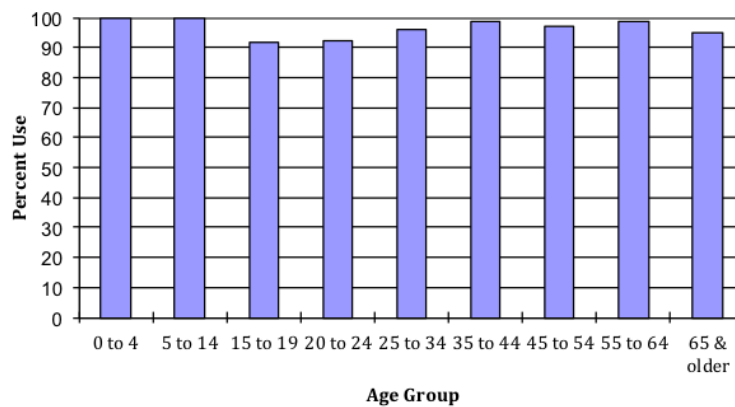
Restraints Not Used

	0	5	15	20	25	35	45	55	65	Not	
Injury Severity	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated	Total
Not Injured	0	0	6	2	5	2	3	1	3	3	25
Minimal Injuries	0	0	0	0	0	0	1	0	0	0	1
Minor Injuries	0	0	0	2	0	0	0	0	0	0	2
Major (Hospital Admission)	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	1	1	0	0	0	0	0	2
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	6	5	6	2	4	1	3	3	30

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

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians – Section 8

Figure 8.1
Pedestrians Injured or Killed by Age Group

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	0	2	3	0	0	1	1	1	0	0	8	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	2	3	0	0	1	1	1	0	0	8	
%	0.0	25.0	37.5	0.0	0.0	12.5	12.5	12.5	0.0	0.0	100.0	

Figure 8.2
Pedestrians Injured or Killed by Pedestrian Action and Age Group

	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	%
Pedestrian Action												
Crossing Intersection With Traffic Control, With Right-of-Way	0	1	0	0	0	0	0	0	0	0	1	12.5
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	1	0	0	1	12.5
Walking Along Roadway Against Traffic	0	0	2	0	0	0	0	0	0	0	2	25.0
Walking Along Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	1	0	0	0	1	0	0	0	0	2	25.0
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	0	1	0	0	0	0	0	0	0	1	12.5
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	1	0	0	0	1	12.5
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	2	3	0	0	1	1	1	0	0	8	100.0

Pedestrians – Section 8

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	8	8	100.0
Rural	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	0	8	8	100.0

Pedestrians Injured or Killed by Collision Site

Figure 8.4

Collision Site	Killed	Injured	Total	%
Non-Intersection	0	5	5	62.5
At Intersection of At Least Two Roadways	0	2	2	25.0
Intersection With Parking Lot/Driveway/Alley	0	1	1	12.5
Railroad Level Crossing	0	0	0	0.0
Bridge/Overpass/Viaduct	0	0	0	0.0
Tunnel or Underpass	0	0	0	0.0
Passing Lane/Climbing Lane	0	0	0	0.0
Other	0	0	0	0.0
Unspecified	0	0	0	0.0
Total	0	8	8	100.0

Pedestrians Injured or Killed by Pedestrian Condition

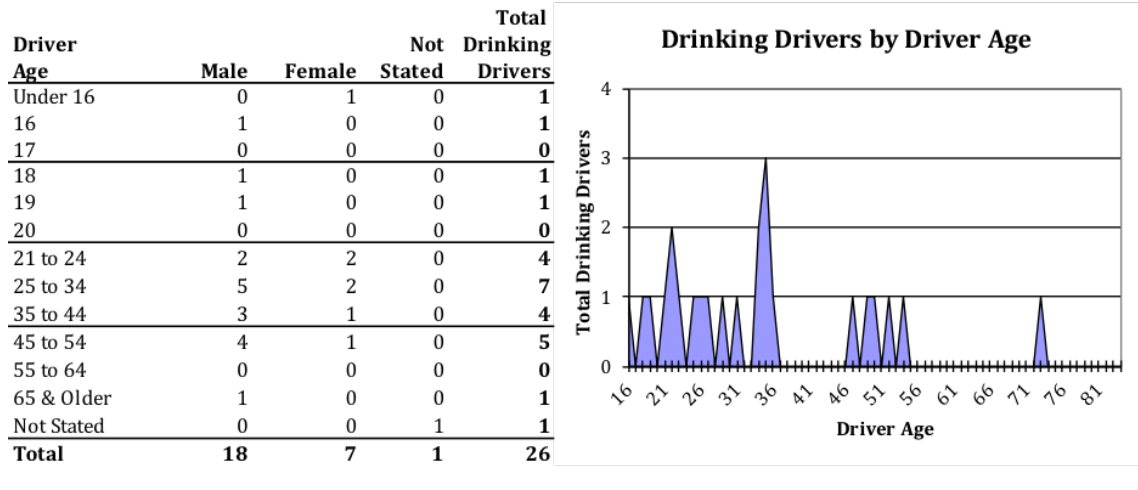
Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	0	5	5	62.5
Had Been Drinking	0	2	2	25.0
Impaired by Alcohol	0	0	0	0.0
Unknown	0	1	1	12.5
Total	0	8	8	100.0

Alcohol – Section 9

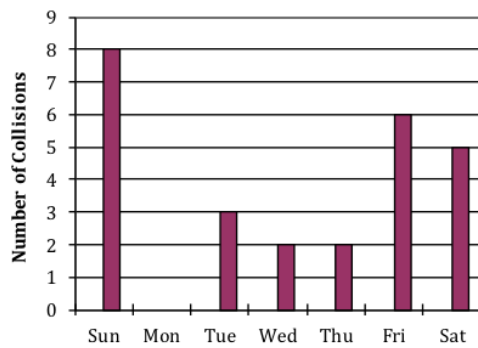
Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1



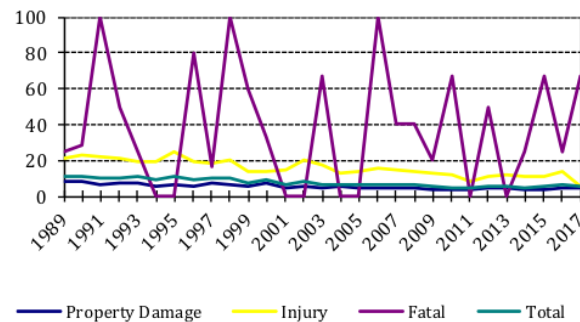
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



Number of Collisions and Victims Involving Alcohol

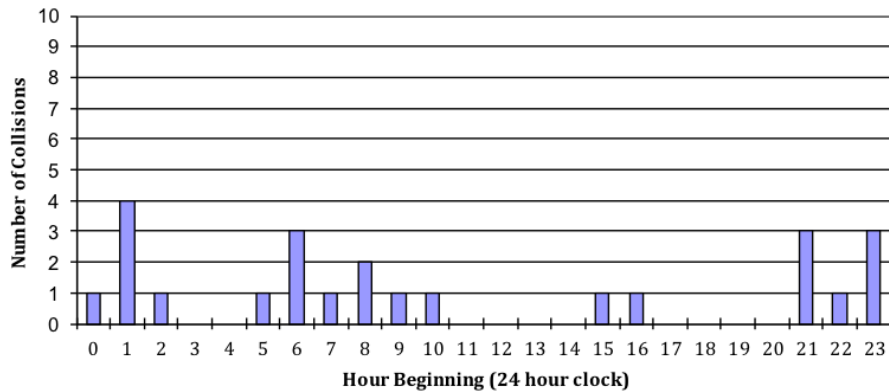
Figure 9.4

Number of Collisions							Number of Victims			
	Property Damage	Personal Injury	Fatal	Total	% of Total Collisions		Injured	Killed	Total	% of Total Victims
Year										
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	
2011	23	7	0	30	4.3	8	0	8	7.3	
2012	24	11	1	36	5.6	20	1	21	14.2	
2013	20	11	0	31	5.8	19	0	19	15.6	
2014	15	8	1	24	4.8	16	1	17	18.3	
2015	16	7	2	25	5.2	12	2	14	16.7	
2016	21	11	1	33	6.5	19	1	20	15.6	
2017	20	4	2	26	5.1	8	2	10	9.7	
Average	22	10	1	33	5.4	17	1	19	14.6	

Alcohol – Section 9

Number of Alcohol Related Collisions by Time of Day

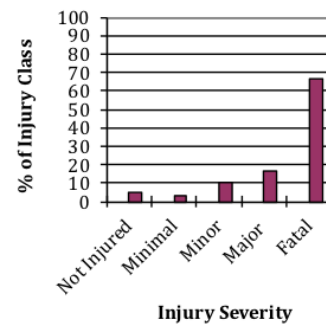
Figure 9.5



Injury Severity by Alcohol Involvement

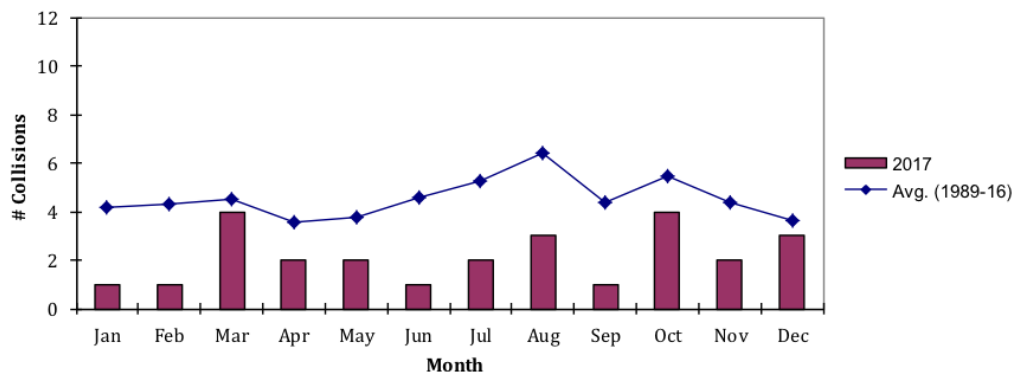
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	42	888	930	4.5
Minimal Injuries	1	33	34	2.9
Minor	5	43	48	10.4
Major	1	5	6	16.7
Fatal	2	1	3	66.7
Injured - Extent Unknown	1	11	12	8.3
Total	52	981	1033	5.0



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

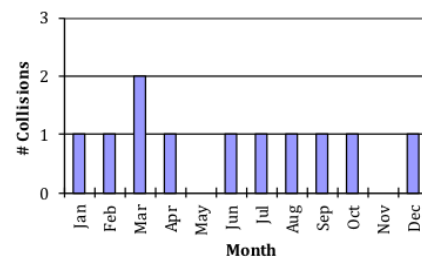
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	1	0	0	1	0	0
February	0	1	0	1	1	0
March	2	0	0	2	0	0
April	1	0	0	1	0	0
May	0	0	0	0	0	0
June	0	1	0	1	2	0
July	0	1	0	1	1	0
August	0	1	0	1	3	0
September	1	0	0	1	0	0
October	0	1	0	1	1	0
November	0	0	0	0	0	0
December	0	1	0	1	1	0
Total	5	6	0	11	9	0

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	2	6	8
Killed	0	0	0
Injured	2	6	8
Total Vehicles Involved	5	6	11
Fatal	0	0	0
Injury	2	4	6
Property Damage	3	2	5

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	2	2	0	5	45.5
20 to 24	1	0	0	0	0	0	1	9.1
25 to 34	1	1	0	1	0	0	3	27.3
35 to 44	0	0	0	0	0	0	0	0.0
45 to 54	1	0	0	0	0	0	1	9.1
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	1	1	9.1
Total	4	1	0	3	2	1	11	100.0

Off-Road Vehicles – Section 10

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	1	3	0	4	36.4
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	1	2	0	3	27.3
Under Influence - Alcohol	2	1	0	3	27.3
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	9.1
Total	5	6	0	11	100.0

Off-Road Vehicle Collisions by Severity and Driver Action

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	0	0	0	0	0.0
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	1	0	1	9.1
Driving Too Fast for Conditions	2	1	0	3	27.3
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	0	1	0	1	9.1
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
Driving on Wrong Side of Road	1	0	0	1	9.1
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	1	3	0	4	36.4
Other	0	0	0	0	0.0
Unknown	1	0	0	1	9.1
Total	5	6	0	11	100.0

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	1	7	5	13	61.9
Minimal Injuries	0	0	0	0	0.0
Minor Injuries	0	3	1	4	19.0
Major (Hospital Admission)	0	1	0	1	4.8
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	3	0	3	14.3
Total	1	14	6	21	100.0

Geographic Distribution – Section 11

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Inuvik Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	1	0	0	1	0	0
Fort McPherson	3	3	0	6	5	0
Ulukhaktok	0	1	0	1	1	0
Inuvik	30	6	0	36	7	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	0	0	0	0	0	0
Sub Total						
Inuvik Region	34	10	0	44	13	0

B - Sahtu Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Deline	2	0	0	2	0	0
Fort Good Hope	1	2	0	3	2	0
Norman Wells	2	1	0	3	3	0
Tulita	3	0	0	3	0	0
Sub Total						
Sahtu Region	8	3	0	11	5	0

C - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	2	0	0	2	0	0
Fort Simpson	10	0	0	10	0	0
Sub Total						
Fort Simpson Region	12	0	0	12	0	0

D - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	47	11	1	59	13	1
Fort Providence	7	5	0	12	12	0
Fort Resolution	4	1	0	5	1	0
Fort Smith	24	3	0	27	3	0
Lutsel K'e	0	0	0	0	0	0
Sub Total						
South Slave Region	82	20	1	103	29	1

E - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Behchoko/Wha Ti	13	5	0	18	10	0
Yellowknife	289	30	2	321	43	2
Sub Total						
North Slave Region	302	35	2	339	53	2

Total - All Regions	438	68	3	509	100	3
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Geographic Distribution – Section 11

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 (2017 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Aklavik	1	209	180	656	0.48	0.56	0.15
Fort McPherson	6	360	421	955	1.67	1.43	0.63
Uluksaktok	1	63	58	420	1.59	1.72	0.24
Inuvik	36	1,788	2,144	3,192	2.01	1.68	1.13
Sachs Harbour	0	34	44	112	0.00	0.00	0.00
Tuktoyaktuk	0	350	301	1,338	0.00	0.00	0.00
Sub Total							
Inuvik Region	44	2,804	3,148	6,673	1.57	1.40	0.66

B - Sahtu Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2017 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Deline	2	194	125	510	1.03	1.60	0.39
Fort Good Hope	3	227	170	729	1.32	1.76	0.41
Norman Wells	3	477	825	809	0.63	0.36	0.37
Tulita	3	195	163	497	1.54	1.84	0.60
Sub Total							
Sahtu Region	11	1,093	1,283	2,545	1.01	0.86	0.43

C - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2017 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Fort Liard	2	220	247	658	0.91	0.81	0.30
Fort Simpson	10	909	1,135	1,606	1.10	0.88	0.62
Sub Total							
Fort Simpson Region	12	1,129	1,382	2,264	1.06	0.87	0.53

D - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2017 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Hay River	59	2,901	7,392	4,178	2.03	0.80	1.41
Fort Providence	12	307	447	770	3.91	2.68	1.56
Fort Resolution	5	262	400	507	1.91	1.25	0.99
Fort Smith	27	1,641	2,351	2,562	1.65	1.15	1.05
Lutsel K'e	0	97	56	330	0.00	0.00	0.00
Sub Total							
South Slave Region	103	5,208	10,646	8,347	1.98	0.97	1.23

E - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2017 estimate [2])	Collision Rates		
					Collisions/ 100 Licensed Drivers	Collisions/ 100 Registered Vehicles	Collisions/ 100 Population
Behchoko/Whati	18	1,098	1,194	3,176	1.64	1.51	0.57
Yellowknife	321	14,826	22,053	21,373	2.17	1.46	1.50
Sub Total							
North Slave Region	339	15,924	23,247	24,549	2.13	1.46	1.38

Total - All Regions

	509	26,158	39,706	44,520	1.95	1.28	1.14
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Geographic Distribution – Section 11

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.0	22 Sep 2017	Property Damage	Single Vehicle Rollover	0	0
	28.0	27 Mar 2017	Injury	Single Vehicle Rollover	1	0
	42.0	14 Dec 2017	Property Damage	Single Vehicle Rollover	0	0
	67.6	21 Feb 2017	Injury	Single Vehicle Rollover	1	0
	70.0	2 Jan 2017	Injury	Single Vehicle Rollover	1	0
	72.7	18 Feb 2017	Injury	Rear End	1	0
	83.8	15 Dec 2017	Property Damage	Sideswipe - Opposite Direction	0	0
	83.8	28 Dec 2017	Property Damage	Single Vehicle Rollover	0	0
	86.0	3 Feb 2017	Injury	Ran Off Road - Left	2	0
	134.0	27 Jan 2017	Property Damage	Sideswipe - Opposite Direction	0	0
	175.0	29 Jul 2017	Property Damage	Single Vehicle Rollover	0	0
	292.0	4 Feb 2017	Injury	Sideswipe - Same Direction	2	0
	320.0	1 Aug 2017	Property Damage	Single Vehicle Rollover	0	0
	410.0	1 May 2017	Property Damage	Sideswipe - Opposite Direction	0	0
	425.0	17 Oct 2017	Property Damage	Sideswipe - Opposite Direction	0	0
	448.0	18 Mar 2017	Property Damage	Rear End	0	0
	469.0	13 Jan 2017	Property Damage	Rear End	0	0
	472.8	1 Jun 2017	Property Damage	Single Vehicle Rollover	0	0
	474.0	3 Mar 2017	Property Damage	Rear End	0	0
Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	13	6	0	19	8	0
Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	25.0	22 Oct 2017	Property Damage	Single Vehicle Rollover	0	0
	25.4	18 Oct 2017	Property Damage	Single Vehicle Rollover	0	0
	37.0	5 Dec 2017	Property Damage	Rear End	0	0
	38.8	28 Feb 2017	Property Damage	Right Angle	0	0
	42.5	4 Jan 2017	Property Damage	Ran Off Road - Left	0	0
Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	5	0	0	5	0	0

Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	34.0	20 Sep 2017	Injury	Collision with Bison	4	0
	64.0	16 Sep 2017	Injury	Single Vehicle Rollover	3	0
	68.0	3 Mar 2017	Property Damage	Rear End	0	0
	75.0	16 Aug 2017	Property Damage	Collision with Bison	0	0
	75.0	26 Aug 2017	Injury	Collision with Bison	2	0
	76.0	15 Mar 2017	Property Damage	Rear End	0	0
	90.0	30 Nov 2017	Property Damage	Collision with Bison	0	0
	121.0	UU Aug 2017	Property Damage	Collision with Bison	0	0
	121.0	12 Oct 2017	Property Damage	Collision with Bison	0	0
	130.0	8 May 2017	Injury	Single Vehicle Rollover	1	0
	155.0	2 Aug 2017	Injury	Collision with Bison	5	0
	183.0	15 Nov 2017	Property Damage	Collision with Bison	0	0
	193.0	3 Oct 2017	Injury	Collision with Bison	2	0
	195.0	5 Nov 2017	Property Damage	Collision with Bison	0	0
	202.0	20 Dec 2017	Property Damage	Sideswipe - Opposite Direction	0	0
	250.0	14 Dec 2017	Injury	Ran Off Road - Right	1	0
	254.0	30 Aug 2017	Injury	Ran Off Road - Right	1	0
	260.0	20 Aug 2017	Property Damage	Collision with Parked Vehicle	0	0
	271.0	31 May 2017	Property Damage	Ran Off Road - Left	0	0
	273.0	20 Feb 2017	Property Damage	Sideswipe - Opposite Direction	0	0
	290.0	29 Oct 2017	Property Damage	Ran Off Road - Right	0	0
	309.0	14 Mar 2017	Property Damage	Collision with Other Animal	0	0
	310.0	8 May 2017	Property Damage	Other Multi-Vehicle Same Direction	0	0
	310.0	29 Jul 2017	Injury	Single Vehicle Rollover	4	0
	322.8	27 Oct 2017	Property Damage	Passing - Left Turn	0	0
	332.0	20 Jan 2017	Property Damage	Rear End	0	0
	333.3	13 Mar 2017	Property Damage	Ran Off Road - Right	0	0
	337.8	3 Aug 2017	Injury	Single Vehicle Rollover	1	0
Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	18	10	0	28	24	0

Geographic Distribution – Section 11

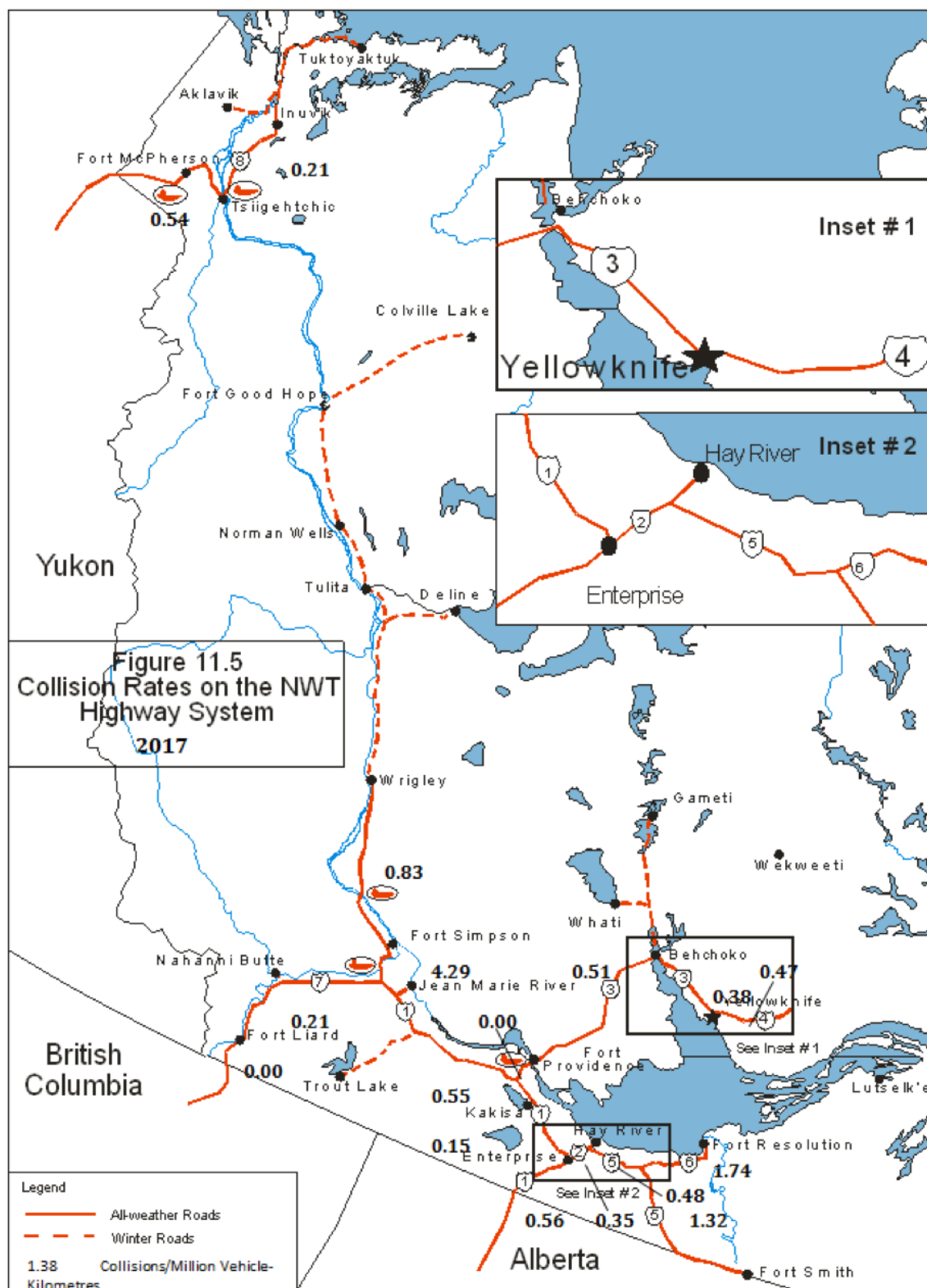
Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	10.0	8 Oct 2017	Property Damage	Head-on	0	0
	19.0	21 May 2017	Fatal	Ran Off Road - Right	4	1
	24.0	11 Jun 2017	Property Damage	Ran Off Road - Right	0	0
Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	0	1	3	4	1
Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	14.0	29 May 2017	Injury	Single Vehicle Rollover	1	0
	36.0	31 May 2017	Fatal	Single Vehicle Rollover	0	1
	40.0	1 Nov 2017	Property Damage	Sideswipe - Opposite Direction	0	0
	90.0	15 Jul 2017	Property Damage	Ran Off Road - Right	0	0
	92.0	10 Jul 2017	Injury	Ran Off Road - Right	1	0
	138.0	30 Jul 2017	Property Damage	Single Vehicle Rollover	0	0
	142.0	20 Jun 2017	Property Damage	Collision with Other Animal	0	0
	150.0	23 Nov 2017	Property Damage	Collision with Bison	0	0
	176.0	22 Sep 2017	Property Damage	Collision with Bison	0	0
	182.0	2 Sep 2017	Injury	Single Vehicle Rollover	1	0
	210.0	7 Aug 2017	Injury	Single Vehicle Rollover	1	0
	226.0	16 Aug 2017	Property Damage	Collision with Bison	0	0
	244.0	4 Aug 2017	Injury	Single Vehicle Rollover	1	0
Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	7	5	1	13	5	1
Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	20.0	6 Dec 2017	Property Damage	Single Vehicle Rollover	0	0
	53.0	19 May 2017	Property Damage	Ran Off Road - Left	0	0
	88.0	1 Jan 2017	Property Damage	Ran Off Road - Left	0	0
	90.0	26 Aug 2017	Injury	Collision with Pedestrian	1	0
Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3	1	0	4	1	0

Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km Collision Date				Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	192.0 21 Jul 2017				Property Damage	Single Vehicle Rollover	0	0
Summary Highway #7	Property Damage Collisions		Personal Injury Collisions		Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1		0		0	1	0	0
Highway #8 (Dempster Highway)	On Km Collision Date			Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed	
	2.0 12 Apr 2017			Injury	Sideswipe - Same Direction	2	0	
	11.0 21 Sep 2017			Property Damage	Collision with Parked Vehicle	0	0	
	190.0 21 Jul 2017			Injury	Ran Off Road - Right	1	0	
	239.3 7 Jul 2017			Property Damage	Single Vehicle Rollover	0	0	
	258.3 26 Aug 2017			Property Damage	Ran Off Road - Left	0	0	
Summary Highway #8	Property Damage Collisions		Personal Injury Collisions		Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	3		2		0	5	3	0
Access and Winter Roads				Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Dettah Access Road		1 Jul 2017		Injury	Ran Off Road - Right	1	0	
Dettah Access Road		26 Oct 2017		Fatal	Single Vehicle Rollover	0	1	
Hay River Reserve Access Road		10 Jun 2017		Property Damage	Single Vehicle Rollover	0	0	
Hay River Reserve Access Road		1 Nov 2017		Property Damage	Ran Off Road - Left	0	0	
Kakisa Lake Access Road		12 Nov 2017		Property Damage	Ran Off Road - Left	0	0	
Rae Access Road		18 Mar 2017		Property Damage	Right Angle	0	0	
Vee Lake Access Road		19 Feb 2017		Property Damage	Sideswipe - Opposite Direction	0	0	
Vee Lake Access Road		1 Mar 2017		Injury	Head-on	1	0	
Yellowknife Access Road		20 Feb 2017		Property Damage	Left Turn Across Path	0	0	
Yellowknife Access Road		24 Apr 2017		Property Damage	Rear End	0	0	
Yellowknife Access Road		19 Nov 2017		Property Damage	Collision with Fixed Object	0	0	
Aklavik Winter Access Road		23 Mar 2017		Injury	Sideswipe - Opposite Direction	2	0	
Dettah Winter Access Road		19 Mar 2017		Property Damage	Rear End	0	0	
Inuvik-tuktoyaktuk Winter Road		12 Apr 2017		Property Damage	Ran Off Road - Left	0	0	
Mackenzie Highway Winter Road		27 Jan 2017		Property Damage	Collision with Other Animal	0	0	
Mackenzie Highway Winter Road		27 Feb 2017		Property Damage	Ran Off Road - Left	0	0	
Summary Access and Winter Roads	Property Damage Collisions		Personal Injury Collisions		Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	12		3		1	16	4	1
Summary All NWT Highways	Property Damage Collisions		Personal Injury Collisions		Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	64		27		3	94	49	3



Geographic Distribution – Section 11



National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2016 [1]

Figure 12.1

Province/ Territory	Casualty Rates					
	Per 100,000 Population		Per Billion Vehicle Kilometres [2]		Per 100,000 Licensed Drivers	
	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
Canada	5.2	442.1	5.1	427.8	7.4	626.8
Newfoundland & Labrador	8.3	565.9	8.4	574.9	11.3	767.7
Prince Edward Island	7.4	390.7	7.3	389.3	10.1	535.8
Nova Scotia	5.1	508.6	4.2	423.1	6.7	674.1
New Brunswick	6.6	354.4	5.8	314.0	9.0	484.3
Quebec	4.2	448.2	4.6	491.5	6.3	672.5
Ontario	4.0	396.2	4.0	392.5	5.6	553.5
Manitoba	8.1	951.8	7.3	859.1	11.9	1,400.4
Saskatchewan	10.9	499.7	8.7	400.8	15.7	720.3
Alberta	7.1	392.3	4.8	269.6	9.5	528.5
British Columbia	6.1	446.3	7.4	538.5	8.7	632.6
Yukon	10.5	643.3	6.0	367.3	14.4	883.5
Northwest Territories	9.0	278.8	9.8	304.7	15.1	469.6
Nunavut	5.4	104.9	51.3	1,000.0	37.5	732.0

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2016. Published by Transport Canada.

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

60 2017 NWT Traffic Collision Facts | Données de 2017 sur les collisions de la route aux Territoires du Nord-Ouest

[illegible]

Appendix A2 – Collision Report Form Side II

16. ROADWAY CONFIGURATION 1. Non-Intersection ☐ 2. Intersection ☐ 3. Intersection With ☐ 4. Railroad Level Crossing ☐ 5. Bridge, Overpass, Viaduct ☐ 6. Tunnel Or Underpass ☐ 7. Other ☐		24. ROAD SURFACE 1. Dry, Normal ☐ 2. Wet ☐ 3. Snow (Fresh/Loose) ☐ 4. Ice, Wet/Snow ☐ 5. Sandy/Gravel/Dirt ☐ 6. Muddy ☐ 7. Other ☐		36. VEHICLE USE 01. Taxi ☐ 02. School Bus ☐ 03. Other Bus ☐ 04. Military ☐ 05. Police Cruiser ☐ 06. Other Police ☐ 07. Ambulance ☐ 08. Hearse ☐ 09. Tow Truck ☐ 10. Delivery Vehicle ☐ 11. R and Maintenance ☐ 12. Utility Maintenance ☐ 13. Fire Response ☐ 14. No Special Use ☐ 15. Other ☐		41. VEHICLE MANOEUVRE 01. Going Straight ☐ 02. Turning Left ☐ 03. Turning Right ☐ 04. Making U-Turn ☐ 05. Changing Lanes ☐ 06. Merging ☐ 07. Reversing ☐ 08. Overtaking ☐ 09. Negotiating Curve ☐ 10. Slowing, Stopping ☐ 11. Starting in Traffic ☐ 12. Leaving Roadside ☐ 13. Stopped/Parked Legally ☐ 14. Stopped/Parked Illegally ☐ 15. Swerving To Avoid Collision ☐ 16. Run-Away/Off-Road ☐ 21. Unspecified Manoeuvre ☐ 22. Other ☐		48. DRIVER ACTION 21. Following Too Closely ☐ 22. Distracted, Inattentive ☐ 23. Driving Too Fast For Conditions ☐ 24. Improper Turning Or Passing ☐ 25. Failure To Yield Right-Of-Way ☐ 26. Disobeyed Traffic Control Device/Police Officer ☐ 27. Driving On Wrong Side Of Road ☐ 28. Backing Unsafely ☐ 29. Lost Control ☐ 30. Driving Property ☐ 31. Other ☐		68. PEDESTRIAN ACTION 01. Crossing Intersection With ROW ☐ 02. Crossing Intersection Without ROW ☐ 03. In Crosswalk ☐ 04. Crossing Roadway At Midblock ☐ 05. Walking On Roadway Against Traffic ☐ 06. Walking On Roadway With Traffic ☐ 07. On Side Walk, Median, Safety Zone ☐ 08. Coming From Behind Parked Vehicle ☐ 09. Vehicle Object ☐ 10. Coming From Behind Moving Vehicle ☐ 11. Running Into Roadway ☐ 12. Getting On/Off School Bus ☐ 13. Getting On/Off Vehicle ☐ 14. Pushing Vehicle ☐ 15. Working On Vehicle ☐ 16. Working On Road ☐ 17. Lying On Road ☐ 18. Not a Pedestrian ☐ 19. Other ☐		48. VEHICLE FACTORS 41. Defective Brakes ☐ 42. Defective Steering ☐ 43. Defective Lights ☐ 44. Tire Blown Out ☐ 45. Unsecured Or Spilled Load ☐ 46. Oversized Load, Overload ☐ 47. Visibility Obstructed ☐ 48. Other Defective Parts ☐		50. ENVIRONMENTAL FACTORS 51. Animal On Roadway ☐ 52. Road Surface Or Other Condition ☐ 53. Obstruction On Road ☐ 54. View Obstructed, Glare, Reflection ☐ 55. Weather Or Acts Of God ☐ 56. Other ☐		52. DANGEROUS GOODS CLASS 1. Explosives ☐ 2. Gases ☐ 3. Flammable Liquids ☐ 4. Flammable Solids, Spontaneous Combustibles ☐ 5. Oxidizers & Organic Peroxides ☐ 6. Poisonous & Infectious Substances ☐ 7. Radioactives ☐ 8. Corrosives ☐ 9. Miscellaneous Dangerous Goods ☐ 10. Not a Commercial Vehicle ☐ 11. Other ☐		53. LOAD STATUS 1. Fully/Partially Loaded ☐ 2. Not Loaded ☐ 3. Other ☐		60. BLOOD ALCOHOL CONCENTRATION 600. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected ☐ 610. Not Tested Due To Injury, Alcohol Use Suspected ☐ 620. Not Tested - Other Reasons, Alcohol Use Suspected ☐ 998. No Alcohol Suspected ☐ 999. Passenger ☐ 1000. Driver 1 ☐ 1001. Driver 2 ☐ 1002. Ped 1 ☐ 1003. Ped 2 ☐ 1004. Ped 3 ☐ 1005. Ped 4 ☐		60. BLOOD ALCOHOL CONCENTRATION 600. Not Tested, Driver/Pedestrian Dead, Alcohol Use Suspected ☐ 610. Not Tested Due To Injury, Alcohol Use Suspected ☐ 620. Not Tested - Other Reasons, Alcohol Use Suspected ☐ 998. No Alcohol Suspected ☐ 999. Passenger ☐ 1000. Driver 1 ☐ 1001. Driver 2 ☐ 1002. Ped 1 ☐ 1003. Ped 2 ☐ 1004. Ped 3 ☐ 1005. Ped 4 ☐		40. VEHICLE SPEED 1. Fatigue/Fat Asleep ☐ 2. Inexperience ☐ 3. Under Influence - Alcohol ☐ 4. Under Influence - Drugs ☐ 5. Sudden Illness, Loss of Consciousness ☐ 6. Apparently Normal ☐ 7. Other ☐		40. VEHICLE SPEED 1. Fatigue/Fat Asleep ☐ 2. Inexperience ☐ 3. Under Influence - Alcohol ☐ 4. Under Influence - Drugs ☐ 5. Sudden Illness, Loss of Consciousness ☐ 6. Apparently Normal ☐ 7. Other ☐		40. VEHICLE SPEED 1. Fatigue/Fat Asleep ☐ 2. Inexperience ☐ 3. 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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 2017, resulting in three fatalities.

RCMP Detachment	Date	Description
Yellowknife	May 21	A passenger car ran off road near kilometre 19 on Highway #4 and submerged in a small pond. One of the passengers sustained fatal injuries. The driver was impaired by alcohol. The driver and other 3 passengers sustained moderate to serious injuries. Seat belt use by the 5 occupants is unknown.
Hay River	May 31	Single vehicle rollover near kilometre 36 on Highway #5. The driver was impaired by alcohol and was unrestrained. The driver was ejected and died at the scene.
Yellowknife	October 26	Single vehicle rollover involving a sport utility vehicle on the Detah Access Road, approximately 2 kilometres south of Highway #4. The unrestrained driver, who was under the influence of drugs, was ejected and died at the scene.

If you would like this information in another official language, call us.
English

Si vous voulez ces informations dans une autre langue officielle, contactez-nous.
French

Kĩspin ki nitawih̄tĩn ē nĩhĩyawih̄k ōma ācimōwin, tipwāsinān.
Cree

Tł̄chq̄ yatı k'èè. Dı wegodı newq̄ dè, gots'o gonede.
Tł̄chq̄

ʔerih̄tl'ís Dēne Sųh̄né yatı t'a huts'elk̄er xa beyáyatı theʔą ʔat'e, nuwe ts'ēn yółtı.
Chipewyan

Edı gondı dehǵáh got'ıe zhatıé k'éé edat'éh enahddh̄e nıde naxets'é edah̄ı.
South Slavey

K'áhshó got'ıne xədə k'é hederı ʔedıhtl'é yerınw̄e nıd̄é dúle.
North Slavey

Jii gwandak izhii gin̄j̄lk̄ vat'atr'ıj̄ah̄ch'uu zhit yinoh̄than j̄ı', diits'āt ginoh̄kh̄ı.
Gwich'in

Uvanittuaq ilitchurisukupku Inuvialuktun, ququaqluta.
Inuvialuktun

ᑕᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑕᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑕᑦᑭᑦᑭᑦᑭᑦᑭᑦ, ᑕᑦᑭᑦᑭᑦᑭᑦᑭᑦ ᑕᑦᑭᑦᑭᑦᑭᑦᑭᑦ.
Inuktitut

Hapkua titiqqat pijumagupkit Inuinnaqtun, uvaptinnut hivajarlutit.
Inuinnaqtun

867-767-9082 ext. | poste 31041