

# **2006 NWT Traffic Collision Facts**

Department of Transportation  
Road Licensing and Safety Division  
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## **Acknowledgements**

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

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

## 2006 QUICK FACTS REPORT

### 2006 Compared to 2005

	<u>2005</u>	<u>2006</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	656	564	-14.0
PERSONAL INJURY COLLISIONS	128	88	-31.3
FATAL COLLISIONS	2	2	0.0
TOTAL REPORTED COLLISIONS	786	654	-16.8
NUMBER OF PERSONS KILLED	2	2	0.0
NUMBER OF PERSONS INJURED	188	112	-40.4
NWT HIGHWAY SYSTEM COLLISIONS	183	142	-22.4
RURAL COLLISIONS	7	5	-28.6
COLLISIONS IN COMMUNITIES	596	507	-14.9
REGISTERED VEHICLES	34,669	35,938	3.7
LICENSED DRIVERS	29,166	28,974	-0.7
NWT POPULATION [1]	42,982	41,861	-2.6
COLLISIONS PER 100 LICENSED DRIVERS	2.69	2.26	-16.2
COLLISIONS PER 100 REGISTERED VEHICLES	2.27	1.82	-19.7
COLLISIONS PER 100 POPULATION	1.83	1.56	-14.6
COLLISIONS INVOLVING ALCOHOL	51	43	-15.7

[1] 2005 and 2006 population from NWT Bureau of Statistics July 1 estimate published in "Quarterly Report", March 2007.

### **Introduction**

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

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

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### **Section 1 -Historical Trends**

This section illustrates the 18-year history of collisions, victims and licensed drivers and vehicles. There were a total of 654 collisions reported in 2006, which is 16.8 percent fewer than 2005. Reporting definitions have remained the same since 1989. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1997. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, however, have generally been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and subject to year-to-year fluctuations. The two traffic fatalities reported in 2006 is close to the 18-year average while the 112 persons injured in 2006 is the lowest number since 1989.

### **Section 2 - Time of Occurrence**

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

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

### Section 3 - Major Contributing Factors

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

Driver condition is nearly three times as prevalent in injury and fatal collisions (20%) than in all collisions (7%). Driver error accounts for 69% of all factors in collisions, as compared to vehicular (1%) and environmental (6%).

### Section 4 - Environmental Factors

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

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

### Section 5 - Driver Factors

This section describes the characteristics of drivers involved in collisions. In 2006, 927 drivers were involved in 654 collisions. This is an average of 1.42 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

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

#### Stage 1 – Learner Class 7

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

#### Conditions

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

- A Learner cannot drive between the hours of 11 p.m. and 6 a.m.

### 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.

### Stage 3 – Full Class 5

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

## Section 6 - Vehicle Factors

There were a total of 1,154 vehicles involved in 654 collisions in 2006. This is an average of 1.76 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

## Section 7 - Victims and Occupant Restraints

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

Of interest is the relationship between the severity of injury to motor vehicle occupants and seat belt use. The severity of injury is lower for victims using seat belts. In 2006, only 6% of victims wearing seat belts were injured. On the other hand, 19% of the victims who were not wearing seat belts were injured.

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

### Section 8 - Pedestrians

This section presents a summary of collisions involving pedestrians. For 2006:

- 15 pedestrians were injured;
- no pedestrians were killed;
- 20% of the pedestrians injured were under the age of 15;
- 93% pedestrians were injured within a community;
- 27% of pedestrians had been drinking or were impaired by alcohol.

### Section 9 - Alcohol

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

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

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

In 2006, there were 43 collisions involving alcohol, resulting in 19 persons being injured. There were 2 alcohol-related fatalities in 2006. The number of collisions and persons injured are significantly below the 18-year averages.

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

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

- 64% of off-road vehicle collisions resulted in injuries;
- 50% 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;
- 16% of off-road vehicle drivers or passengers in collisions were wearing helmets;
- 77% of the off-road vehicles involved in collisions were snowmobiles.

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

This section presents a detailed summary of collisions by Region, RCMP detachment and severity. 59% of collisions took place in the North Slave Region. The North Slave Region also accounted for 42% of persons injured. The North Slave and Inuvik Regions had one fatality each.

A map detailing collisions that occurred on the NWT Highway system is shown on Page 44. Highway 3 (Yellowknife Highway) accounted for 32% of collisions occurring on the eight numbered highways.

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

This section compares injury and fatality rates for Canadian jurisdictions for the 2005 calendar year. This is the most recent year for which complete data is available. Fatality and injury rates are shown; per 100,000 population, per billion vehicle-kilometres of travel, and per 100,000 licensed drivers for each province and territory. The casualty rates for the Northwest Territories are less than the Canada average for all six indicators.



**Definitions**

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

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

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

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

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

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

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

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

**ROADWAY** - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for, or used by, the general public for the passage of vehicles and pedestrians. This includes sidewalks, boulevards and the immediate right-of-way adjacent to and parallel with the roadway. It also

includes winter/ice roads, trails, privately maintained roads, driveways and parking lots on which the general public may travel.

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

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

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

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

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

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

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

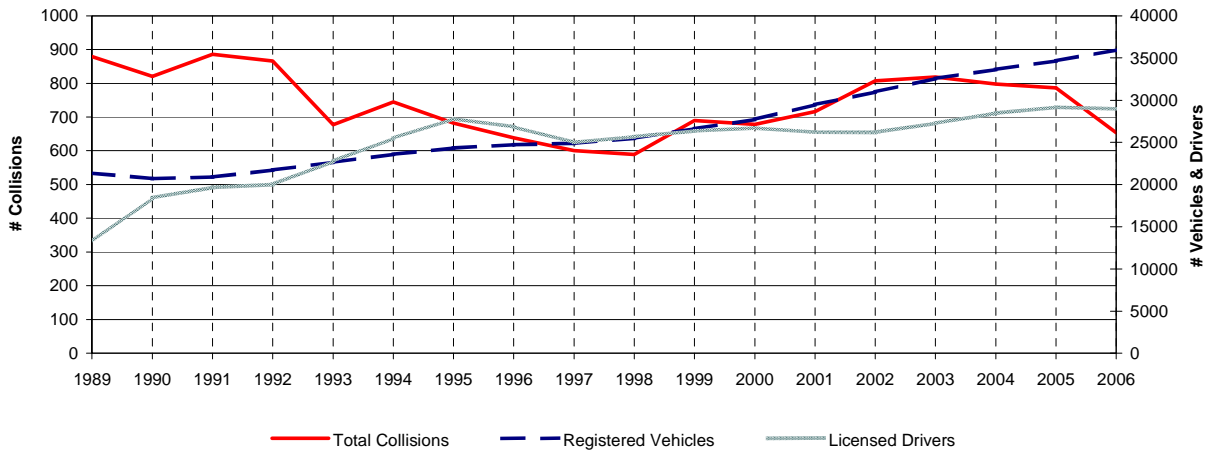
		<b>Page</b>
<b><u>Section 4</u></b>	<b><u>Environmental Factors</u></b>	<b>13</b>
Figure	4.1 Collisions by Road Surface Type and Severity	13
	4.2 Collisions by Road Surface Environmental Condition and Severity	13
	4.3 Collisions by Road Defect and Severity	14
	4.4 Collisions by Light Condition and Severity	14
	4.5 Collisions by Weather Condition and Severity	15
	4.6 Collisions by Configuration and Severity	16
	4.7 Collisions by Configuration and Road System	17
	4.8 Collisions by Collision Site and Severity	18
	4.9 Collisions by Collision Site and Road System	18
	4.10 Collisions by Roadway Alignment and Severity	18
	4.11 Collisions by Roadway Type and Severity	19
	4.12 Collisions by Sequence of Events and Severity	19
	4.13 Collisions by Sequence of Events and Road System	20
<b><u>Section 5</u></b>	<b><u>Driver Factors</u></b>	<b>21</b>
Figure	5.1 Drivers in Collisions and Relative Risk by Driver Age	21
	5.2 Collision Rates by Severity and Driver Age	21
	5.3 Number of Drivers in Collisions by Licence Class and Age	22
	5.4 Number of Drivers in Collisions by Driver Condition and Age	22
	5.5 Number of Drivers in Collisions by Driver Action and Age	23
<b><u>Section 6</u></b>	<b><u>Vehicle Factors</u></b>	<b>24</b>
Figure	6.1 Number of Vehicles in Collisions by Vehicle Type and Severity	24
	6.2 Number of Vehicles in Collisions by Vehicle Condition and Severity	24
	6.3 Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity	25
	6.4 Number of Vehicles in Collisions by Vehicle Year and Severity	25
<b><u>Section 7</u></b>	<b><u>Victims and Occupant Restraints</u></b>	<b>26</b>
Figure	7.1 Fatalities Classification	26
	7.2 Injuries Classification	26
	7.3 Persons Injured by Road User Class and Age Group	27
	7.4 Persons Killed by Road User Class and Age Group	27
	7.5 Persons Injured or Killed by Road User Class and Gender	27
	7.6 Motor Vehicle Occupants by Injury Severity and Restraint Use	28
	7.7 Restraints Used/Not Used	28
	7.8 Motor Vehicle Occupants by Injury Severity and Age Group	29
	7.9 Victim Restraint Use Rate by Victim Age	29

		Page
<b><u>Section 8</u></b>	<b><u>Pedestrians</u></b>	<b>30</b>
Figure	8.1 Pedestrians Injured or Killed by Age Group	30
	8.2 Pedestrians Injured or Killed by Pedestrian Action and Age Group	30
	8.3 Pedestrians Injured or Killed by Place of Occurrence and Injury Severity	31
	8.4 Pedestrians Injured or Killed by Collision Site	31
	8.5 Pedestrians Injured or Killed by Pedestrian Condition	31
<b><u>Section 9</u></b>	<b><u>Alcohol</u></b>	<b>32</b>
Figure	9.1 Drinking Drivers in Collisions by Driver Age and Gender	32
	9.2 Collisions Involving Alcohol by Day of Week	32
	9.3 Percentage of Collisions Involving Alcohol by Year and Severity	32
	9.4 Number of Collisions and Victims Involving Alcohol	32
	9.5 Number of Alcohol Related Collisions by Time of Day	33
	9.6 Injury Severity by Alcohol Involvement	33
	9.7 Alcohol-Involved Collisions by Month	33
<b><u>Section 10</u></b>	<b><u>Off-Road Vehicles</u></b>	<b>34</b>
Figure	10.1 Off-Road Vehicle Collisions by Month and Severity	34
	10.2 Off-Road Vehicle Collisions by Vehicle Type	34
	10.3 Off-Road Vehicle Drivers in Collisions by Driver Age and Gender	35
	10.4 Off-Road Vehicle Collisions by Severity and Driver Condition	35
	10.5 Off-Road Vehicle Collisions by Severity and Driver Action	36
	10.6 Off-Road Vehicle Occupants by Injury Severity and Helmet Use	36
<b><u>Section 11</u></b>	<b><u>Geographic Distribution</u></b>	<b>37</b>
Figure	11.1 Collisions by Region, RCMP Detachment and Severity	37
	11.2 Collision Rates by Region and RCMP Detachment	38
	11.3 Collisions on the NWT Highway System	39
	11.4 Collisions on the NWT Highway System - Map	44
	11.5 Collision Rates on the NWT Highway System - Map	45
<b><u>Section 12</u></b>	<b><u>National Comparison</u></b>	<b>46</b>
Figure	12.1 Casualty Rates by Canadian Jurisdiction	46
<b><u>Appendix</u></b>		<b>47</b>
Section	A1 Northwest Territories Collision Report Form Side I	47
	A2 Northwest Territories Collision Report Form Side II	48
	A3 Brief Description of Fatal Collisions	49

# Historical Trends – Section 1

## Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

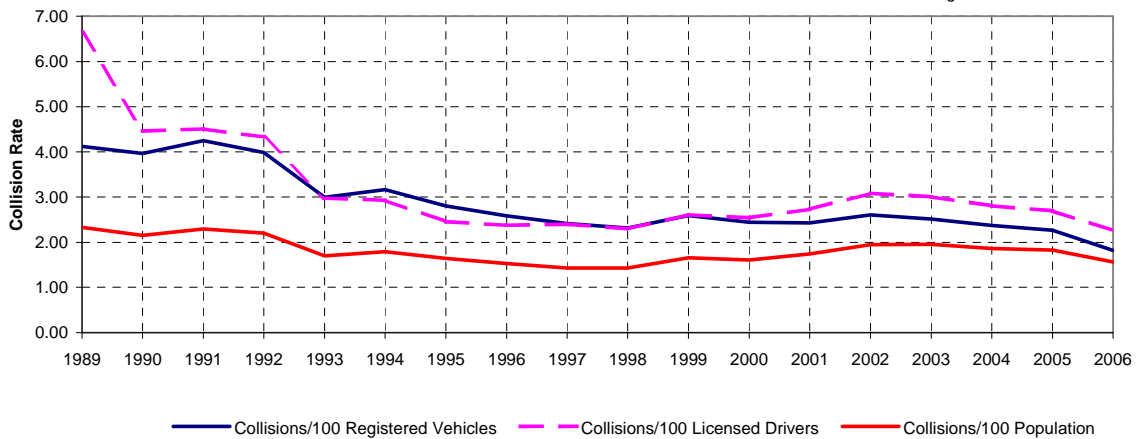


### 3 Year Summary

	2004	2005	2006	% Change
Registered Vehicles	33,642	34,669	35,938	3.7
Licensed Drivers	28,461	29,166	28,974	-0.7
Total Collisions	798	786	654	-16.8

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

Figure 1.2

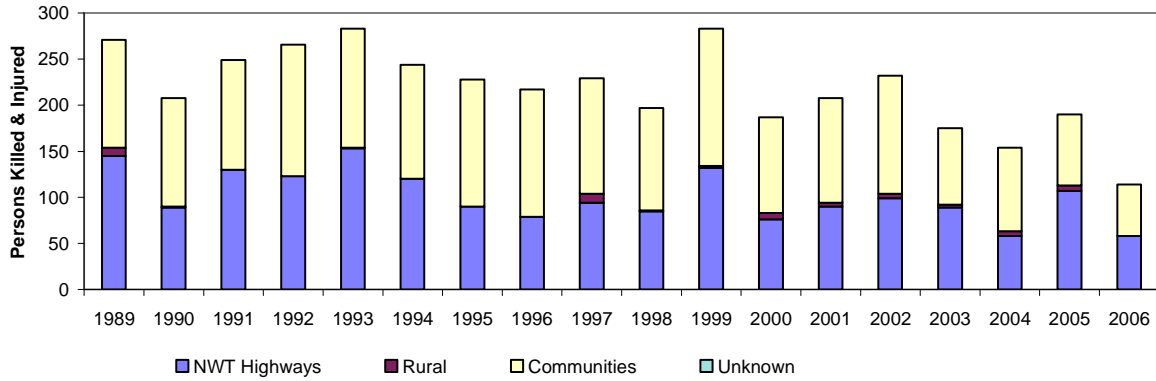


### 3 Year Summary

	2004	2005	2006	% Change
Collisions/100 Registered Vehicles	2.37	2.27	1.82	-19.7
Collisions/100 Licensed Drivers	2.80	2.69	2.26	-16.2
Collisions/100 Population	1.86	1.83	1.56	-14.6

## Trends in Injuries & Fatalities

Figure 1.3

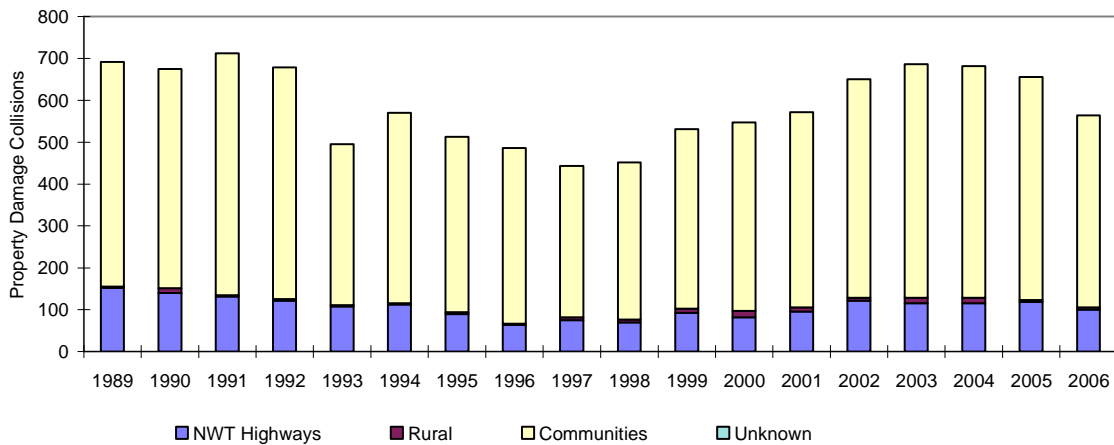


### 3 Year Summary

	Persons Injured				Persons Killed			
	2004	2005	2006	Average	2004	2005	2006	Average
NWT Highways	56	105	56	72	2	2	2	2
Rural	4	6	0	3	1	0	0	0
Communities	91	77	56	75	0	0	0	0
<b>Total</b>	<b>151</b>	<b>188</b>	<b>112</b>	<b>150</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>

## Trends in Property Damage Collisions

Figure 1.4

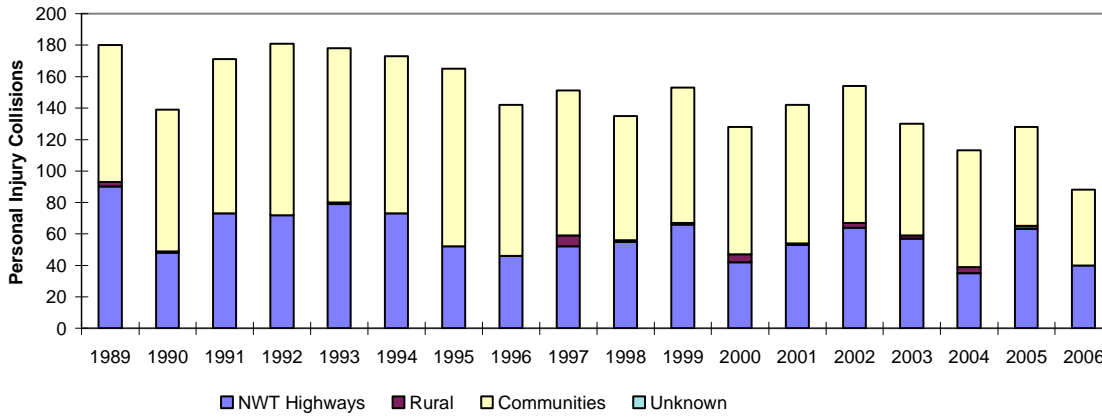


### 3 Year Summary

	Property Damage Collisions			
	2004	2005	2006	Average
NWT Highways	115	118	100	111
Rural	13	5	5	8
Communities	554	533	459	515
<b>Total</b>	<b>682</b>	<b>656</b>	<b>564</b>	<b>634</b>

### Trends in Personal Injury Collisions

Figure 1.5

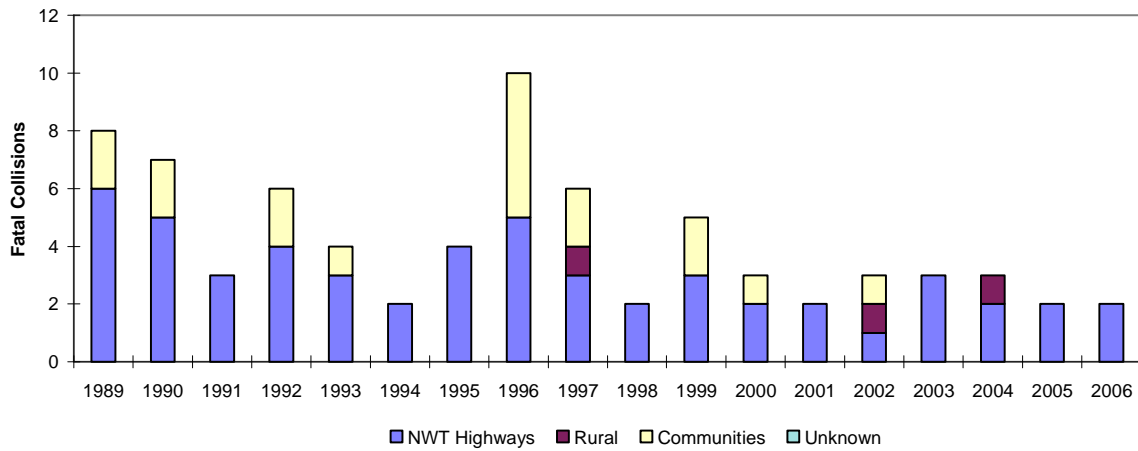


### 3 Year Summary

	Personal Injury Collisions			
	2004	2005	2006	Average
NWT Highways	35	63	40	46
Rural	4	2	0	2
Communities	74	63	48	62
<b>Total</b>	<b>113</b>	<b>128</b>	<b>88</b>	<b>110</b>

### Trends in Fatal Collisions

Figure 1.6



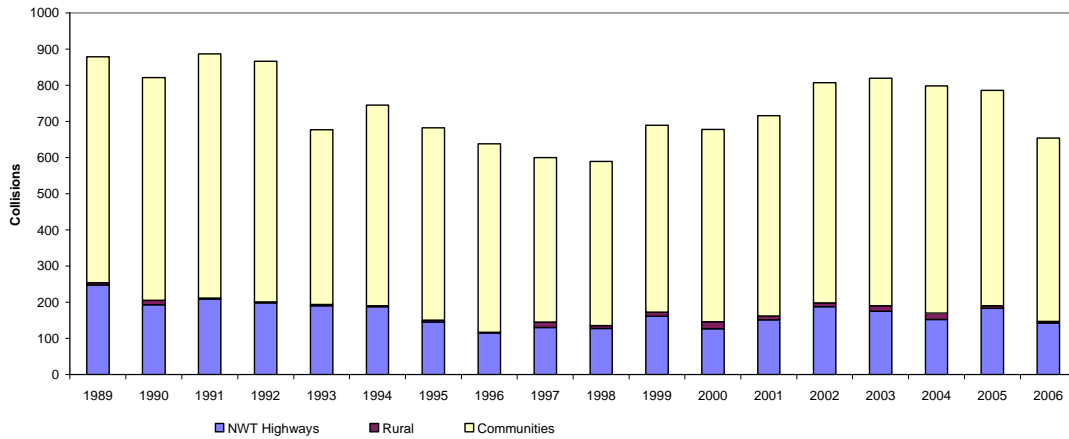
### 3 Year Summary

	Fatal Collisions			
	2004	2005	2006	Average
NWT Highways	2	2	2	2
Rural	1	0	0	0
Communities	0	0	0	0
<b>Total</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>



Trends in All Reported Collisions

Figure 1.7



### 3 Year Summary

	2004	2005	2006	Average
NWT Highways	152	183	142	159
Rural	18	7	5	10
Communities	628	596	507	577
<b>Total</b>	<b>798</b>	<b>786</b>	<b>654</b>	<b>746</b>

### Property Damage Collisions by Month and Year

Figure 1.8  
Avg. 96 to 05

Month	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Avg. 96 to 05	2006
January	54	53	64	65	60	50	85	91	90	75	69	62
February	59	45	46	65	49	65	64	76	85	87	64	54
March	56	44	36	47	45	59	64	82	58	65	56	45
April	31	26	22	34	33	35	35	47	37	52	35	42
May	26	23	20	30	34	34	42	41	27	39	32	29
June	32	32	29	30	27	39	41	47	51	43	37	30
July	36	37	34	29	31	22	38	38	32	52	35	45
August	24	37	34	38	36	38	53	34	35	42	37	34
September	29	25	34	36	34	32	40	43	49	53	38	41
October	56	48	39	63	58	65	61	47	59	47	54	33
November	42	26	37	45	53	61	64	69	66	51	51	90
December	41	47	57	49	87	72	63	72	93	50	63	59
<b>Total</b>	<b>486</b>	<b>443</b>	<b>452</b>	<b>531</b>	<b>547</b>	<b>572</b>	<b>650</b>	<b>687</b>	<b>682</b>	<b>656</b>	<b>571</b>	<b>564</b>

# Historical Trends – Section 1

**Personal Injury Collisions by Month and Year**

Figure 1.9

Month	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Avg. 96 to 05	2006
January	15	13	10	15	17	13	11	9	15	10	13	12
February	15	19	10	13	14	14	6	25	8	8	13	4
March	10	16	11	11	9	7	8	11	7	10	10	8
April	7	19	7	9	4	7	5	7	11	3	8	10
May	7	11	4	6	9	8	9	10	9	5	8	4
June	10	6	20	12	9	14	15	9	10	15	12	8
July	16	8	11	22	11	6	19	12	9	17	13	6
August	11	16	14	12	7	16	16	11	18	15	14	8
September	14	10	11	11	9	10	13	6	10	9	10	5
October	15	14	17	20	12	21	22	15	6	13	16	9
November	9	10	8	10	10	10	15	7	3	16	10	10
December	13	9	12	12	17	16	15	8	7	7	12	4
<b>Total</b>	<b>142</b>	<b>151</b>	<b>135</b>	<b>153</b>	<b>128</b>	<b>142</b>	<b>154</b>	<b>130</b>	<b>113</b>	<b>128</b>	<b>138</b>	<b>88</b>

**Fatal Collisions by Month and Year**

Figure 1.10

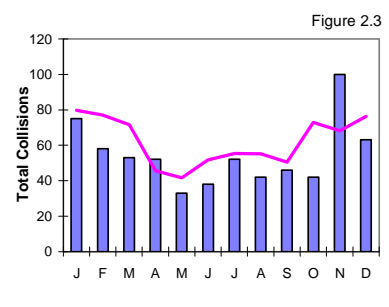
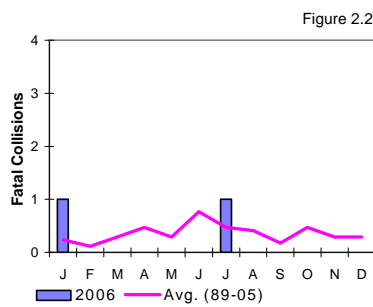
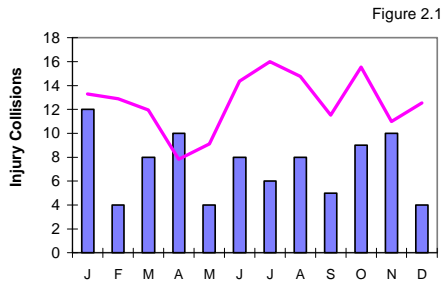
Month	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Avg. 96 to 05	2006
January	0	0	0	0	1	1	0	1	0	0	0.3	1
February	0	0	0	0	0	0	1	0	1	0	0.2	0
March	2	2	0	0	0	0	0	0	0	0	0.4	0
April	1	0	0	1	0	1	0	0	0	0	0.3	0
May	1	1	0	0	0	0	0	0	0	1	0.3	0
June	1	1	0	0	0	0	0	1	1	1	0.5	0
July	1	1	0	1	0	0	0	0	0	0	0.3	1
August	3	1	0	1	1	0	0	0	0	0	0.6	0
September	0	0	1	1	0	0	0	0	0	0	0.2	0
October	1	0	1	0	1	0	1	0	0	0	0.4	0
November	0	0	0	0	0	0	1	0	0	0	0.1	0
December	0	0	0	1	0	0	0	1	1	0	0.3	0
<b>Total</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>3.9</b>	<b>2</b>

**Total Collisions by Month and Year**

Figure 1.11

Month	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	Avg. 96 to 05	2006
January	69	66	74	80	78	64	96	101	105	85	82	75
February	74	64	56	78	63	79	71	101	94	95	78	58
March	68	62	47	58	54	66	72	93	65	75	66	53
April	39	45	29	44	37	43	40	54	48	55	43	52
May	34	35	24	36	43	42	51	51	36	45	40	33
June	43	39	49	42	36	53	56	57	62	59	50	38
July	53	46	45	52	42	28	57	50	41	69	48	52
August	38	54	48	51	44	54	69	45	53	57	51	42
September	43	35	46	48	43	42	53	48	59	62	48	46
October	72	62	57	83	71	86	84	62	65	60	70	42
November	51	36	45	55	63	71	80	76	69	67	61	100
December	54	56	69	62	104	88	78	81	101	57	75	63
<b>Total</b>	<b>638</b>	<b>600</b>	<b>589</b>	<b>689</b>	<b>678</b>	<b>716</b>	<b>807</b>	<b>819</b>	<b>798</b>	<b>786</b>	<b>712</b>	<b>654</b>

## Collisions by Month of Occurrence



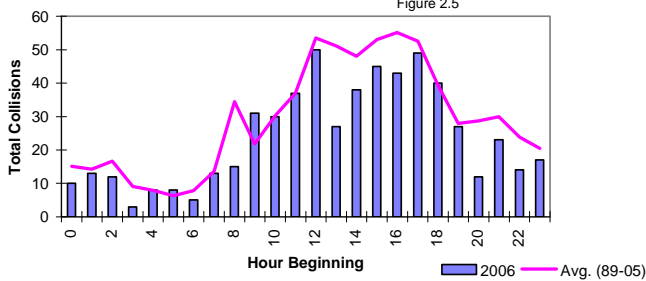
## Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	62	12	1	75	16	1
February	54	4	0	58	5	0
March	45	8	0	53	8	0
April	42	10	0	52	12	0
May	29	4	0	33	5	0
June	30	8	0	38	10	0
July	45	6	1	52	7	1
August	34	8	0	42	14	0
September	41	5	0	46	7	0
October	33	9	0	42	12	0
November	90	10	0	100	12	0
December	59	4	0	63	4	0
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>112</b>	<b>2</b>

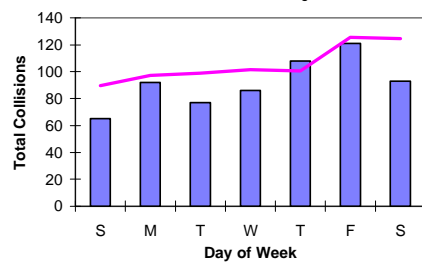
## Total Collisions by Time of Day

Figure 2.5



## Total Collisions by Day of Week

Figure 2.6



## Time of Occurrence – Section 2

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

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	1	2	0	1	2	1	3	10	1.6
1 to 2 a.m.	3	1	2	1	1	4	1	13	2.0
2 to 3 a.m.	3	0	1	0	4	1	3	12	1.9
3 to 4 a.m.	2	0	0	0	1	0	0	3	0.5
4 to 5 a.m.	2	0	0	0	1	2	3	8	1.2
5 to 6 a.m.	0	0	2	2	0	2	2	8	1.2
6 to 7 a.m.	0	0	0	2	1	1	1	5	0.8
7 to 8 a.m.	0	1	2	1	6	3	0	13	2.0
8 to 9 a.m.	0	3	1	3	6	2	0	15	2.3
9 to 10 a.m.	1	5	6	3	7	3	6	31	4.8
10 to 11 a.m.	3	3	3	6	6	7	2	30	4.7
11 to 12 a.m.	3	9	3	5	5	6	6	37	5.8
12 to 1 p.m.	3	9	10	10	5	8	5	50	7.8
1 to 2 p.m.	2	7	4	3	5	2	4	27	4.2
2 to 3 p.m.	9	5	9	2	4	5	4	38	5.9
3 to 4 p.m.	4	8	6	8	2	14	3	45	7.0
4 to 5 p.m.	5	3	2	8	6	9	10	43	6.7
5 to 6 p.m.	2	10	6	5	10	11	5	49	7.6
6 to 7 p.m.	1	7	3	5	7	12	5	40	6.2
7 to 8 p.m.	3	4	1	3	5	6	5	27	4.2
8 to 9 p.m.	1	2	1	0	4	3	1	12	1.9
9 to 10 p.m.	2	1	5	3	1	5	6	23	3.6
10 to 11 p.m.	2	2	0	2	1	4	3	14	2.2
11 to 12 p.m.	1	4	2	0	5	3	2	17	2.6
Not Stated	12	6	8	13	13	7	13	72	11.2
<b>Total</b>	<b>65</b>	<b>92</b>	<b>77</b>	<b>86</b>	<b>108</b>	<b>121</b>	<b>93</b>	<b>642</b>	
<b>%</b>	<b>10.1</b>	<b>14.3</b>	<b>12.0</b>	<b>13.4</b>	<b>16.8</b>	<b>18.8</b>	<b>14.5</b>	<b>100.0</b>	

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

## Major Contributing Factors – Section 3

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

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	1	0	1	0.2
Under Influence - Alcohol	27	14	2	43	6.6
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	2	1	0	3	0.5
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>29</b>	<b>16</b>	<b>2</b>	<b>47</b>	<b>7.2</b>

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

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Following Too Closely	26	6	0	32	4.9
Distracted, Inattentive	73	9	0	82	12.5
Driving Too Fast for Conditions	67	14	0	81	12.4
Improper Turning or Passing	7	1	0	8	1.2
Failed to Yield Right-of-Way	17	3	0	20	3.1
Disobeyed Traffic Control/Officer	3	3	0	6	0.9
Driving on Wrong Side of Road	2	1	0	3	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	124	3	0	127	19.4
Lost Control	70	18	0	88	13.5
Other Driver Action	0	0	0	0	0.0
<b>Total</b>	<b>389</b>	<b>58</b>	<b>0</b>	<b>447</b>	<b>68.3</b>

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

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	2	0	0	2	0.3
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	6	1	0	7	1.1
<b>Total</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1.4</b>

## Major Contributing Factors – Section 3

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

Figure 3.4

Environmental Condition	Property	Personal	Fatal	% of Total	
	Damage	Injury		Total	Factors
Animal on Roadway	16	1	0	17	2.6
Road Surface or Condition	13	6	0	19	2.9
Obstruction/Debris on Road	2	0	0	2	0.3
View Obstructed, Glare, Reflection	2	1	0	3	0.5
Weather or Other Acts of God	1	0	0	1	0.2
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>34</b>	<b>8</b>	<b>0</b>	<b>42</b>	<b>6.4</b>

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

Figure 3.5

Factor	Property	Personal	Fatal	% of Total	
	Damage	Injury		Total	Factors
Unspecified	5	0	0	5	0.8
Unknown	99	5	0	104	15.9
<b>Total</b>	<b>104</b>	<b>5</b>	<b>0</b>	<b>109</b>	<b>16.7</b>

**Total All Factors**

**564**

**88**

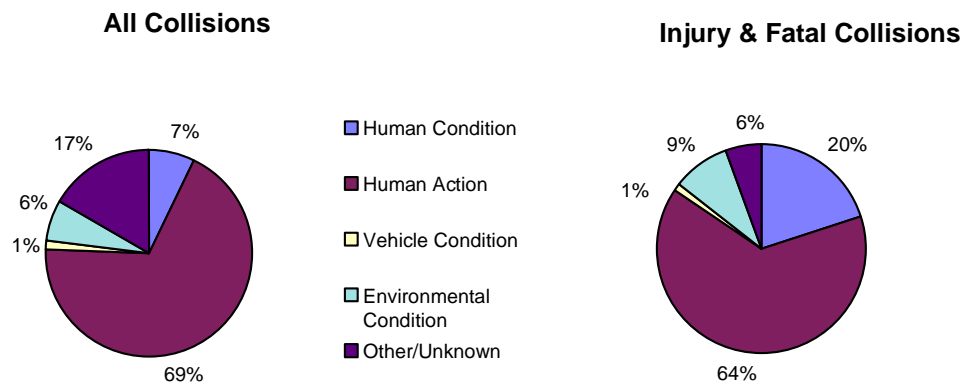
**2**

**654**

**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			Total	% of Total Factors
	Highways	In Communities	Rural		
Fatigued, Fell Asleep	0	0	0	0	0.0
Inexperience	0	1	0	1	0.2
Under Influence - Alcohol	18	25	0	43	6.6
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	3	0	3	0.5
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>18</b>	<b>29</b>	<b>0</b>	<b>47</b>	<b>7.2</b>

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

Figure 3.8

Human Action	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Following Too Closely	4	28	0	32	4.9
Distracted, Inattentive	10	71	1	82	12.5
Driving Too Fast for Conditions	20	61	0	81	12.4
Improper Turning or Passing	2	6	0	8	1.2
Failed to Yield Right-of-Way	2	18	0	20	3.1
Disobeyed Traffic Control/Officer	0	6	0	6	0.9
Driving on Wrong Side of Road	0	3	0	3	0.5
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	123	3	127	19.4
Lost Control	46	41	1	88	13.5
Other Driver Action	0	0	0	0	0.0
<b>Total</b>	<b>85</b>	<b>357</b>	<b>5</b>	<b>447</b>	<b>68.3</b>

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

Figure 3.9

Vehicle Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Defective Brakes	0	0	0	0	0.0
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	0	0	0	0	0.0
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	1	1	0	2	0.3
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	2	5	0	7	1.1
<b>Total</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>9</b>	<b>1.4</b>



## Major Contributing Factors – Section 3

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

Figure 3.10

Environmental Condition	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Animal on Roadway	16	1	0	17	2.6
Road Surface or Condition	10	9	0	19	2.9
Obstruction/Debris on Road	2	0	0	2	0.3
View Obstructed, Glare, Reflection	0	3	0	3	0.5
Weather or Other Acts of God	1	0	0	1	0.2
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>42</b>	<b>6.4</b>

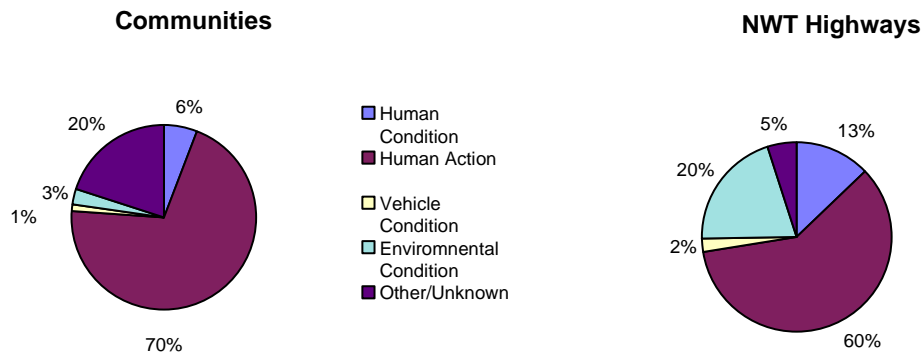
**Collisions by Road System Where Major Contributing Factor was Unspecified or Unknown**

Figure 3.11

Factor	NWT			Total	% of Total Factors
	Highways	In Communities	Rural		
Unspecified	0	5	0	5	0.8
Unknown	7	97	0	104	15.9
<b>Total</b>	<b>7</b>	<b>102</b>	<b>0</b>	<b>109</b>	<b>16.7</b>
<b>Total All Factors</b>	<b>142</b>	<b>507</b>	<b>5</b>	<b>654</b>	<b>100.0</b>

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

Figure 3.12

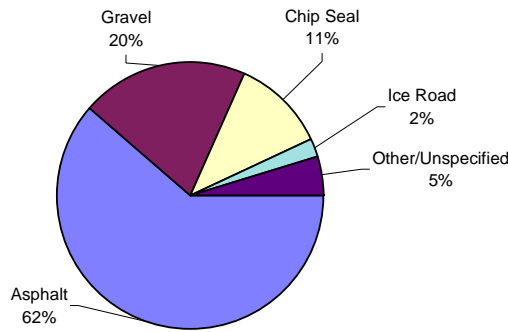


## Environmental Factors – Section 4

**Collisions by Road Surface Type and Severity**

Figure 4.1

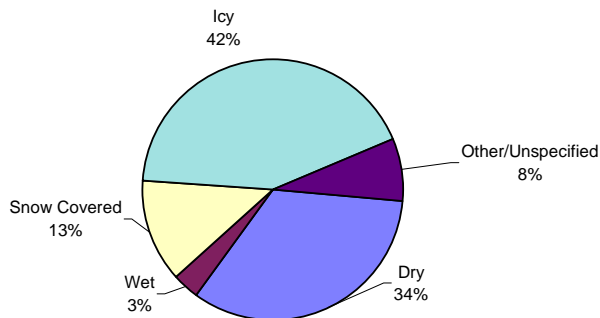
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	365	37	0	402	61.5
Concrete	5	0	0	5	0.8
Gravel (Crushed Stone)	107	24	1	132	20.2
Earth, Dirt	12	3	0	15	2.3
Chip Seal	54	20	1	75	11.5
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	10	4	0	14	2.1
Unspecified	11	0	0	11	1.7
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100.0</b>



**Collisions by Road Surface Environmental Condition and Severity**

Figure 4.2

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	191	28	1	220	33.6
Wet	16	5	0	21	3.2
Snow (Fresh, Loose)	70	12	0	82	12.5
Slush, Wet Snow	2	0	0	2	0.3
Icy	240	37	1	278	42.5
Loose Sand/Gravel/Dirt	11	4	0	15	2.3
Muddy	2	0	0	2	0.3
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	2	0	0	2	0.3
Unspecified	30	2	0	32	4.9
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100</b>

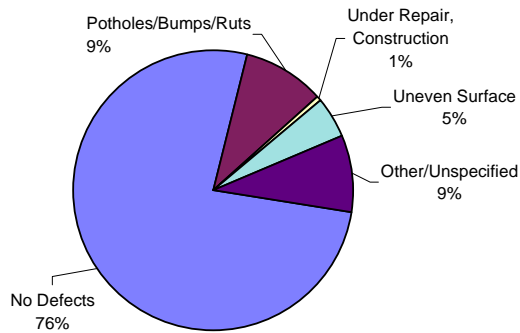


## Environmental Factors – Section 4

**Collisions by Road Defect and Severity**

Figure 4.3

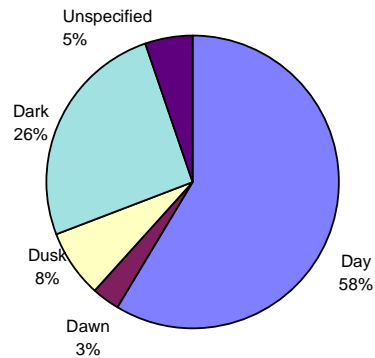
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	439	59	1	499	76.3
Potholes/Bumps/Ruts	49	13	0	62	9.5
Under Repair, Construction	1	3	0	4	0.6
Uneven Pavement Surface	23	6	1	30	4.6
Worn	5	2	0	7	1.1
Obscured or Faded Markings	3	0	0	3	0.5
Other	12	4	0	16	2.4
Unspecified	32	1	0	33	5.0
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100.0</b>



**Collisions by Light Condition and Severity**

Figure 4.4

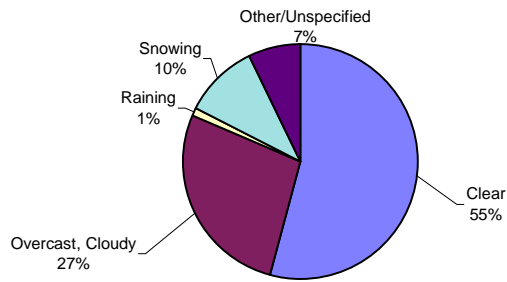
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	328	56	0	384	58.7
Dawn	14	4	1	19	2.9
Dusk	46	4	0	50	7.6
Dark	143	23	1	167	25.5
Unspecified	33	1	0	34	5.2
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100.0</b>



**Collisions by Weather Condition and Severity**

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	304	49	1	354	54.1
Overcast, Cloudy (No Precipitation)	151	26	1	178	27.2
Raining	6	2	0	8	1.2
Snowing	59	8	0	67	10.2
Freezing Rain/Sleet/Hail	5	1	0	6	0.9
Visibility Limitations (fog, dust, etc.)	3	2	0	5	0.8
Strong Winds	3	0	0	3	0.5
Other	0	0	0	0	0.0
Unspecified	33	0	0	33	5.0
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100.0</b>



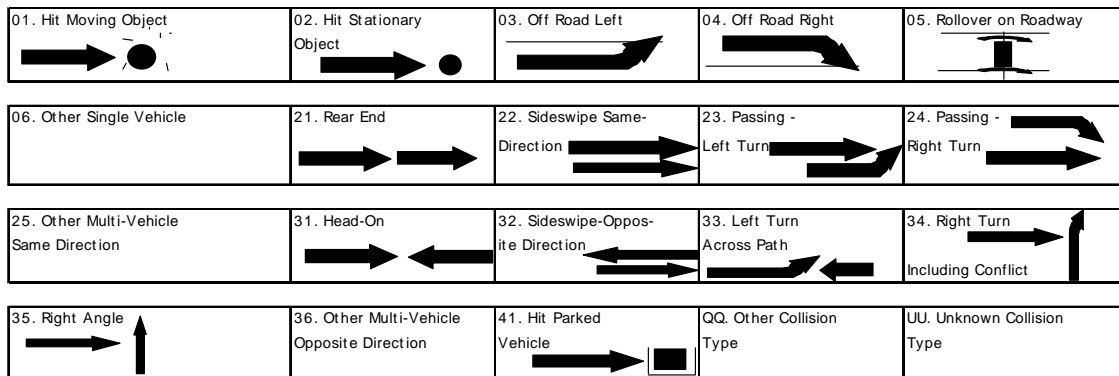
# Environmental Factors – Section 4

**Collisions by Configuration and Severity**

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Bison	12	0	0	12	1.8
b) With Other Animal	4	1	0	5	0.8
c) With Pedestrian	1	14	0	15	2.3
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	36	9	0	45	6.9
03. Off Road Left					
a) With Rollover	13	13	1	27	4.1
b) No Rollover	14	4	1	19	2.9
04. Off Road Right					
a) With Rollover	19	9	0	28	4.3
b) No Rollover	20	1	0	21	3.2
05. Rollover on Roadway	5	1	0	6	0.9
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	77	12	0	89	13.6
22. Sideswipe - Same Direction	7	1	0	8	1.2
23. Passing - Left Turn	0	0	0	0	0.0
24. Passing - Right Turn	7	0	0	7	1.1
25. Other Multi-Vehicle Same Direction	1	0	0	1	0.2
31. Head-On	5	4	0	9	1.4
32. Sideswipe - Opposite Direction	22	3	0	25	3.8
33. Left Turn Across Path	9	3	0	12	1.8
34. Right Turn Including Conflict	5	1	0	6	0.9
35. Right Angle	71	7	0	78	11.9
36. Other Multi-Vehicle Opposite Direction	14	1	0	15	2.3
41. Hit Parked Vehicle	222	4	0	226	34.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100.0</b>

**\*Collision Configurations**



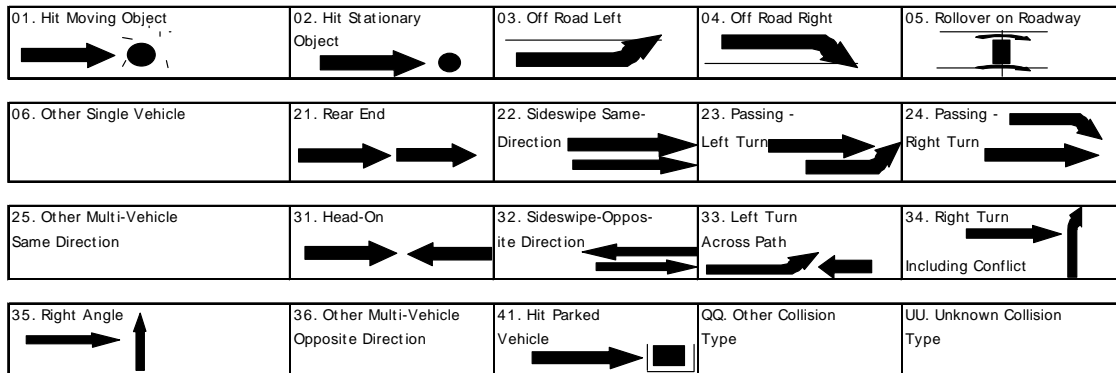
# Environmental Factors – Section 4

**Collisions by Configuration and Road System**

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Bison	12	0	0	12	1.8
b) With Other Animal	4	1	0	5	0.8
c) With Pedestrian	1	14	0	15	2.3
d) Other	0	0	0	0	0.0
02. Hit Stationary Object	10	35	0	45	6.9
03. Off Road Left					
a) With Rollover	25	2	0	27	4.1
b) No Rollover	14	5	0	19	2.9
04. Off Road Right					
a) With Rollover	27	1	0	28	4.3
b) No Rollover	16	5	0	21	3.2
05. Rollover on Roadway	5	1	0	6	0.9
06. Other Single Vehicle	0	0	0	0	0.0
21. Rear End	9	80	0	89	13.6
22. Sideswipe - Same Direction	1	7	0	8	1.2
23. Passing - Left Turn	0	0	0	0	0.0
24. Passing - Right Turn	1	6	0	7	1.1
25. Other Multi-Vehicle Same Direction	0	1	0	1	0.2
31. Head-On	2	7	0	9	1.4
32. Sideswipe - Opposite Direction	12	13	0	25	3.8
33. Left Turn Across Path	1	11	0	12	1.8
34. Right Turn Including Conflict	0	6	0	6	0.9
35. Right Angle	2	75	1	78	11.9
36. Other Multi-Vehicle Opposite Direction	0	15	0	15	2.3
41. Hit Parked Vehicle	0	222	4	226	34.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>142</b>	<b>507</b>	<b>5</b>	<b>654</b>	<b>100.0</b>

**\*Collision Configurations**



## Environmental Factors – Section 4

### Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Severity			Total	%
	Property Damage	Personal Injury	Fatal		
Non-Intersection	224	50	2	276	42.2
Intersection - Two Public Roadways	120	23	0	143	21.9
Intersection - Parking Lot, Driveway	141	8	0	149	22.8
Railroad Level Crossing	0	1	0	1	0.2
Bridge, Overpass, Viaduct	2	1	0	3	0.5
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	70	5	0	75	11.5
Unknown	7	0	0	7	1.1
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100.0</b>

### Collisions by Collision Site and Road System

Figure 4.9

Collision Site	Road System			Total	%
	NWT Highways	In Communities	Rural		
Non-Intersection	118	156	2	276	42.2
Intersection - Two Public Roadways	16	127	0	143	21.9
Intersection - Parking Lot, Driveway	3	143	3	149	22.8
Railroad Level Crossing	1	0	0	1	0.2
Bridge, Overpass, Viaduct	3	0	0	3	0.5
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	1	74	0	75	11.5
Unknown	0	7	0	7	1.1
<b>Total</b>	<b>142</b>	<b>507</b>	<b>5</b>	<b>654</b>	<b>100.0</b>

### Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Severity			Total	%
	Property Damage	Personal Injury	Fatal		
Straight & Level	439	62	1	502	76.8
Straight with Grade	30	5	1	36	5.5
Curved and Level	33	9	0	42	6.4
Curve with Grade	30	6	0	36	5.5
Top of Hill or Grade	4	1	0	5	0.8
Bottom of Hill or Grade	10	2	0	12	1.8
Other	1	0	0	1	0.2
Unknown	17	3	0	20	3.1
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100.0</b>

## 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	9	1	0	10	1.5
One-Way, Multi Lane	0	1	0	1	0.2
Undivided, Two-Way, Two Lane	336	73	2	411	62.8
Undivided, Two-Way, Multi Lane	40	2	0	42	6.4
Divided, Barrier Median	1	0	0	1	0.2
Divided with Median, No Barrier	21	4	0	25	3.8
Divided, Divider Unspecified	0	0	0	0	0.0
Other	151	7	0	158	24.2
Unknown	6	0	0	6	0.9
<b>Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100.0</b>

**Collision Sequence of Events by Severity**

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	2	0	0	2	0.3
Hit Building	3	0	0	3	0.5
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	1	3	0	4	0.6
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	2	0	0	2	0.3
Hit Utility Pole, Lamp Pole	1	0	0	1	0.2
Hit Curb	1	0	0	1	0.2
Hit Post	7	0	0	7	1.1
Hit Traffic Barrier	1	0	0	1	0.2
Hit Fixed Object Part of Road Structure	1	2	0	3	0.5
Hit Fixed Object NOT Part of Road Structure	5	0	0	5	0.8
Hit Other Type Fixed Object	1	0	0	1	0.2
<b>Sub Total Fixed Objects</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>4.6</b>
<b>Moveable Objects</b>					
Another Road Vehicle	440	36	0	476	72.8
Bison	12	0	0	12	1.8
Other Animal	4	1	0	5	0.8
Pedestrian	1	14	0	15	2.3
Other Moveable Object	0	0	0	0	0.0
<b>Sub Total Moveable Objects</b>	<b>457</b>	<b>51</b>	<b>0</b>	<b>508</b>	<b>77.7</b>
<b>Non-Collision Events</b>					
Ran Off Road	34	0	0	34	5.2
Rollover	37	23	1	61	9.3
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
<b>Sub Total Non-Collision Events</b>	<b>71</b>	<b>23</b>	<b>1</b>	<b>95</b>	<b>14.5</b>
<b>Other/Unknown Event</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>21</b>	<b>3.2</b>
<b>Grand Total</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>100.0</b>



## Environmental Factors – Section 4

**Collision Sequence of Events by Road System**

Figure 4.13

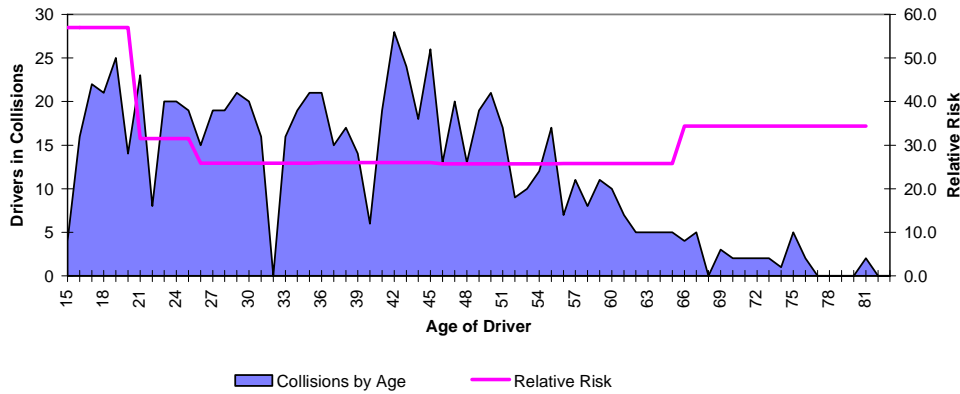
Non-Moving Objects	NWT	In	Rural	Total	%
	Highways	Communities			
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	2	0	2	0.3
Hit Building	0	3	0	3	0.5
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	1	3	0	4	0.6
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	2	0	2	0.3
Hit Utility Pole, Lamp Pole	1	0	0	1	0.2
Hit Curb	1	0	0	1	0.2
Hit Post	0	7	0	7	1.1
Hit Traffic Barrier	0	1	0	1	0.2
Hit Fixed Object Part of Road Structure	2	1	0	3	0.5
Hit Fixed Object NOT Part of Road Structure	0	5	0	5	0.8
Hit Other Type Fixed Object	1	0	0	1	0.2
<b>Sub Total Fixed Objects</b>	<b>6</b>	<b>24</b>	<b>0</b>	<b>30</b>	<b>4.6</b>
<b>Moveable Objects</b>					
Another Road Vehicle	28	443	5	476	72.8
Bison	12	0	0	12	1.8
Other Animal	4	1	0	5	0.8
Pedestrian	1	14	0	15	2.3
Other Moveable Object	0	0	0	0	0.0
<b>Sub Total Moveable Objects</b>	<b>45</b>	<b>458</b>	<b>5</b>	<b>508</b>	<b>77.7</b>
<b>Non-Collision Events</b>					
Ran Off Road	0	0	0	0	0.0
Rollover	57	4	0	61	9.3
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
<b>Sub Total Non-Collision Events</b>	<b>57</b>	<b>4</b>	<b>0</b>	<b>61</b>	<b>9.3</b>
<b>Unknown Event</b>	<b>34</b>	<b>21</b>	<b>0</b>	<b>55</b>	<b>8.4</b>
<b>Grand Total</b>	<b>142</b>	<b>507</b>	<b>5</b>	<b>654</b>	<b>100.0</b>

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	142	1,473	2,695	7,038	7,043	6,225	3,340	1,018	0	28,974
Drivers in Collisions	18	84	85	182	183	160	86	35	94	927

Drivers in Collisions and Relative Risk by Driver Age



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

Figure 5.2

	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Average Rate
Property Damage	46.8	28.6	21.5	22.4	22.0	23.1	32.4	27.6
Personal Injury & Fatal	10.2	3.0	4.4	3.5	3.7	2.7	2.0	4.3
<b>Total</b>	<b>57.0</b>	<b>31.5</b>	<b>25.9</b>	<b>26.0</b>	<b>25.7</b>	<b>25.7</b>	<b>34.4</b>	<b>32.0</b>
<b>Relative Risk*</b>	<b>1.8</b>	<b>1.0</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>0.8</b>	<b>1.1</b>	<b>1.0</b>

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

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

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.7 times more likely to be involved in a collision than the average driving population. On average, 9% of 15 to 19 year olds were involved in collisions, compared to 3% of 35 to 44 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class							Total			
	1	2	3	4	5	6	7				
Under 16	0	0	0	0	0	0	1	11	6	0	18
16	0	0	0	0	14	0	0	0	2	0	16
17	0	0	0	0	19	0	0	1	2	0	22
18	1	0	0	0	15	0	0	0	2	2	21
19	0	0	0	0	23	0	0	0	2	0	25
20	0	0	0	0	12	0	1	0	0	1	14
21-24	2	0	2	1	54	0	5	1	1	5	71
25-34	16	2	6	11	128	1	5	7	2	4	182
35-44	20	3	4	21	125	0	1	4	2	3	183
45-54	26	1	7	14	105	0	2	0	2	2	150
55-64	7	2	3	7	63	0	1	0	0	3	86
65 and over	3	0	0	5	23	0	0	1	1	2	35
Not Stated	0	0	0	0	0	0	0	0	0	0	94
Drivers in Collisions	75	8	22	59	583	1	16	25	22	116	927
Total Licensed Drivers	1,595	266	842	1,406	22,952	3	1,500	N/A	N/A	N/A	28,974
Relative Risk*	1.46	0.94	0.82	1.31	0.79	10.42	0.26	N/A	N/A	N/A	1.00

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

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	Age														Total	%
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Seated			
Accidently Normal	6	10	18	17	19	11	55	143	157	138	69	29	2	674	72.7	
Fatigued, Fell Asleep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
Inexperience	8	4	0	2	1	1	2	7	2	1	2	0	0	30	3.2	
Under Influence - Alcohol	3	0	2	0	3	1	5	13	6	6	1	1	2	43	4.6	
Under Influence - Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	
Sudden Illness, Lost Consciousness	0	0	0	0	0	0	0	0	0	1	1	1	1	3	0.3	
Other Condition	0	0	0	0	0	0	1	1	0	1	1	0	0	4	0.4	
Unknown	1	2	2	2	2	1	8	18	18	13	12	4	98	173	18.7	
Total	18	16	22	21	25	14	71	182	183	160	86	35	94	927		
%	1.9	1.7	2.4	2.3	2.7	1.5	7.7	19.6	19.7	17.3	9.3	3.8	10.1	100.0		

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action	Age										Total	%			
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54			55-64	65+	
Driving Properly	0	1	3	3	5	4	18	49	65	67	29	6	2	252	27.2
Following Too Closely	0	2	2	1	2	0	2	12	4	5	2	1	0	33	3.6
Distracted, Inattentive	3	4	1	2	2	1	12	20	21	13	8	3	0	90	9.7
Driving Too Fast	2	4	9	6	5	2	7	24	13	12	9	1	2	96	10.4
Improper Turning or Passing	1	0	0	0	1	0	3	2	2	2	1	3	0	15	1.6
Failing to Yield Right of Way	2	0	1	0	1	1	1	4	4	4	2	2	0	22	2.4
Disobeying Traffic Control/Officer	3	0	0	0	1	0	1	1	2	0	0	0	0	8	0.9
Driving on Wrong Side of Road	1	0	0	0	0	0	1	0	1	0	0	0	0	3	0.3
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	1	3	0	3	2	3	5	24	35	23	18	12	4	130	14.3
Lost Control	3	2	4	4	2	3	18	30	18	17	6	4	1	104	11.2
Other Driver Action	1	0	0	0	0	0	0	3	2	2	2	1	0	11	1.2
Unknown	1	0	2	2	4	0	11	13	16	15	9	2	85	160	17.3
<b>Total</b>	<b>18</b>	<b>16</b>	<b>22</b>	<b>21</b>	<b>25</b>	<b>14</b>	<b>71</b>	<b>182</b>	<b>183</b>	<b>160</b>	<b>86</b>	<b>35</b>	<b>94</b>	<b>927</b>	
%	1.9	1.7	2.4	2.3	2.7	1.5	7.7	19.6	19.7	17.3	9.3	3.8	10.1	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	289	35	0	324	28.4
Passenger Van	89	4	0	93	8.2
Light Utility Vehicle	130	17	0	147	12.9
Pickup Truck	346	39	2	387	33.9
Panel/Cargo Van	23	2	0	25	2.2
Other Truck/Van <= 4536 kg	5	1	0	6	0.5
Unit Truck > 4536 kg	13	1	0	14	1.2
Road Tractor	24	5	0	29	2.5
School Bus	2	0	0	2	0.2
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	2	0	0	2	0.2
Intercity Bus	0	0	0	0	0.0
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	1	1	0	2	0.2
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	5	0	6	0.5
Bicycle	0	5	0	5	0.4
Motor Home	1	0	0	1	0.1
Farm Equipment	0	1	0	1	0.1
Construction Equipment	2	0	0	2	0.2
Fire Engine	0	0	0	0	0.0
Snowmobile	9	11	0	20	1.8
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	74	1	0	75	6.6
<b>Total</b>	<b>1011</b>	<b>128</b>	<b>2</b>	<b>1141</b>	<b>100.0</b>

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

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	819	94	2	915	80.2
Defective Brakes	1	2	0	3	0.3
Defective Steering	1	0	0	1	0.1
Defective Lighting	1	0	0	1	0.1
Tire Blown Out	2	2	0	4	0.4
Unsecured Load, Spilled Load	0	0	0	0	0.0
Oversized Load, Overload	2	0	0	2	0.2
Visibility Obstructed	8	0	0	8	0.7
Other Defective Vehicular Parts	7	1	0	8	0.7
Other Vehicular Factor	0	0	0	0	0.0
Unknown	170	29	0	199	17.4
<b>Total</b>	<b>1011</b>	<b>128</b>	<b>2</b>	<b>1141</b>	<b>100.0</b>

## 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	252	70	2	324	28.4
Turning Left	53	6	0	59	5.2
Turning Right	41	5	0	46	4.0
Making U-Turn	3	0	0	3	0.3
Changing Lanes	2	0	0	2	0.2
Merging	0	0	0	0	0.0
Reversing	142	4	0	146	12.8
Overtaking	0	3	0	3	0.3
Negotiating Curve	48	13	0	61	5.3
Slowing or Stopped in Traffic	143	19	0	162	14.2
Starting in Traffic	2	1	0	3	0.3
Leaving Roadside	1	0	0	1	0.1
Stopped/Parked Legally	217	4	0	221	19.4
Stopped/Parked Illegally	10	0	0	10	0.9
Swerving to Avoid Collision	17	2	0	19	1.7
Run-away or Roll-away Vehicle	4	1	0	5	0.4
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	76	0	0	76	6.7
<b>Total</b>	<b>1011</b>	<b>128</b>	<b>2</b>	<b>1141</b>	<b>100.0</b>

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

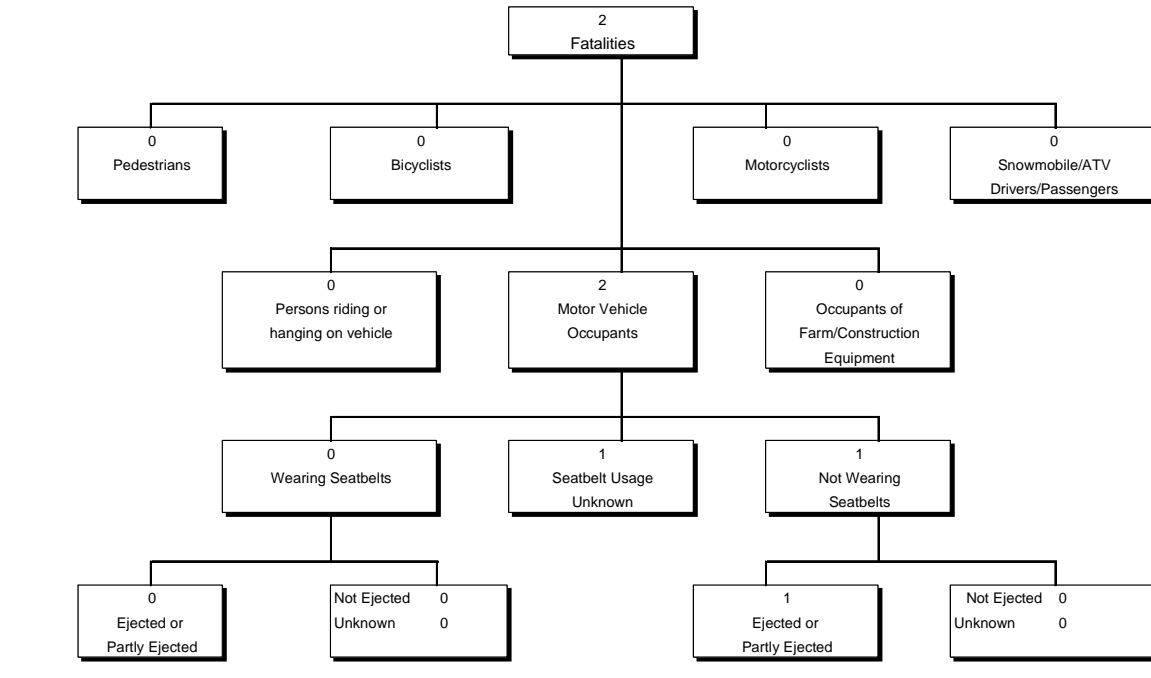
Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2007	6	2	0	8	0.7
2006	91	10	0	101	8.9
2005	96	10	1	107	9.4
2004	86	21	0	107	9.4
2003	110	10	1	121	10.6
2002	73	1	0	74	6.5
2001	68	13	0	81	7.1
2000	55	8	0	63	5.5
1999	63	5	0	68	6.0
1998	38	10	0	48	4.2
1997	39	6	0	45	3.9
1996	25	1	0	26	2.3
1995 & Older	176	18	0	194	17.0
Unspecified	85	13	0	98	8.6
<b>Total</b>	<b>1011</b>	<b>128</b>	<b>2</b>	<b>1141</b>	<b>100.0</b>

# Victims and Occupant Restraints – Section 7

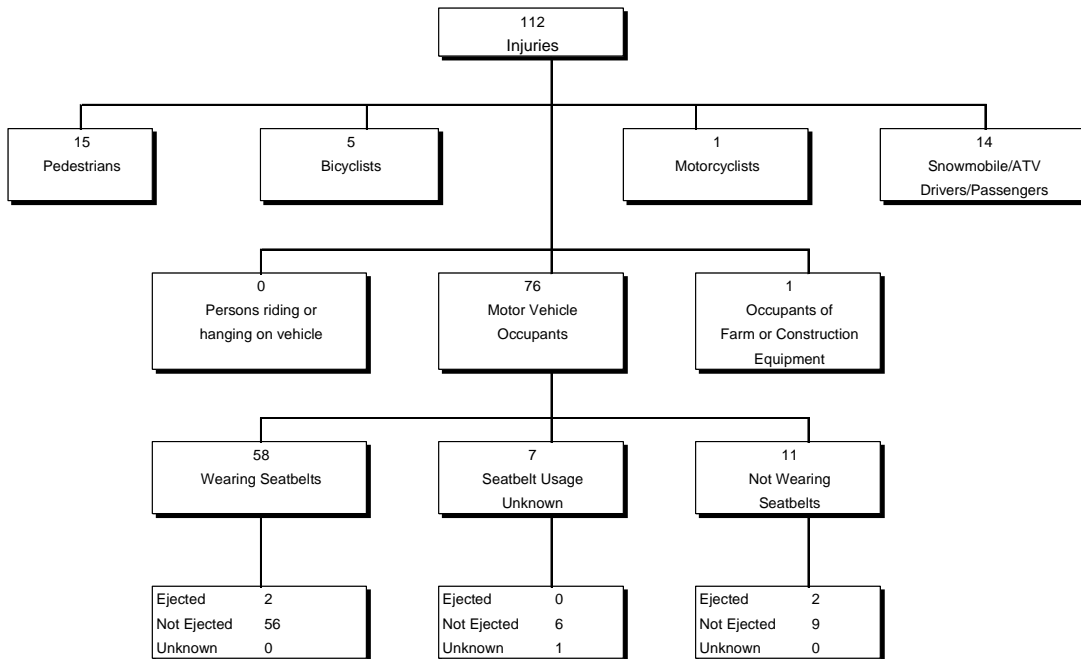
**Fatalities Classification**  
(January 1 to December 31, 2006)

Figure 7.1



**Injuries Classification**  
(January 1 to December 31, 2006)

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	5	4	14	9	8	3	0	1	44	39.3
Motor Vehicle Passenger	1	5	6	2	4	4	2	3	1	4	32	28.6
Pedestrian	0	3	1	0	3	2	1	2	2	1	15	13.4
Bicyclist	0	4	0	0	0	1	0	0	0	0	5	4.5
Motorcyclist (includes passengers)	0	0	0	0	1	0	0	0	0	0	1	0.9
ATV Operators & Passengers	0	0	3	0	1	1	0	0	0	0	5	4.5
Snowmobile Operators & Passengers	0	3	2	0	2	1	0	0	1	0	9	8.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	1	0	1	0.9
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>15</b>	<b>17</b>	<b>6</b>	<b>25</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>112</b>	<b>100.0</b>

**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	0	0	0	1	0	0	0	1	50.0
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	1	0	1	50.0
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
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>100.0</b>

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

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	28	16	0	44	1	0	0	1
Motor Vehicle Passenger	14	18	0	32	0	1	0	1
Pedestrian	10	5	0	15	0	0	0	0
Bicyclist	4	1	0	5	0	0	0	0
Motorcyclist (includes passengers)	1	0	0	1	0	0	0	0
ATV Operators & Passengers	3	2	0	5	0	0	0	0
Snowmobile Operators & Passengers	7	2	0	9	0	0	0	0
Farm/Construction Equipment	1	0	0	1	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
<b>Total</b>	<b>68</b>	<b>44</b>	<b>0</b>	<b>112</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>



# Victims and Occupant Restraints – Section 7

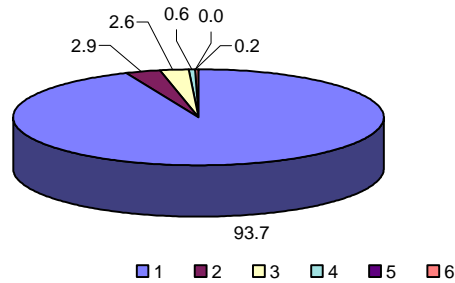
## Motor Vehicle\* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	
						Total	%
Not Injured	51	19	833	20	340	1263	94.1
Minimal Injuries	4	1	26	0	3	34	2.5
Minor Injuries	4	1	22	1	3	31	2.3
Major (Hospital Admission)	2	0	6	0	0	8	0.6
Fatal	1	0	0	0	1	2	0.1
Injured - Extent Unknown	1	1	1	0	1	4	0.3
<b>Total</b>	<b>63</b>	<b>22</b>	<b>888</b>	<b>21</b>	<b>348</b>	<b>1342</b>	<b>100.0</b>

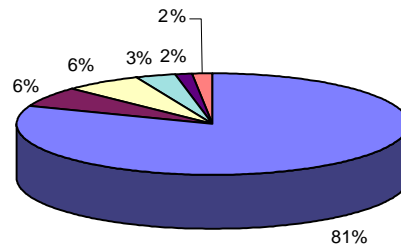
\* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

**Restraints Used**



**Restraints Not Used**

Figure 7.7



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

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

### Injury Classification

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

# Victims and Occupant Restraints – Section 7

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

Figure 7.8

**Restraints Used**

Injury Severity	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	55 to 64	65 & older	Stated	
Not Injured	25	38	97	78	151	158	141	65	24	95	872
Minimal Injuries	1	3	7	2	5	1	4	2	0	2	27
Minor Injuries	0	1	1	0	7	7	4	2	0	2	24
Major (Hospital Admission)	0	0	0	1	1	1	0	2	1	0	6
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	0	0	1	0	1	0	2
<b>Total</b>	<b>26</b>	<b>42</b>	<b>105</b>	<b>81</b>	<b>164</b>	<b>167</b>	<b>150</b>	<b>71</b>	<b>26</b>	<b>99</b>	<b>931</b>

**Restraints Not Used**

Injury Severity	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	
Not Injured	2	1	2	6	6	9	3	3	1	18	51
Minimal Injuries	0	0	0	1	1	2	0	0	0	0	4
Minor Injuries	0	0	2	0	1	1	0	0	0	0	4
Major (Hospital Admission)	0	1	0	0	1	0	0	0	0	0	2
Fatal	0	0	0	0	0	0	1	0	0	0	1
Injured - Extent Unknown	0	0	0	0	1	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>7</b>	<b>10</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>63</b>

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

**Victim Restraint Use Rate by Victim Age**

Figure 7.9

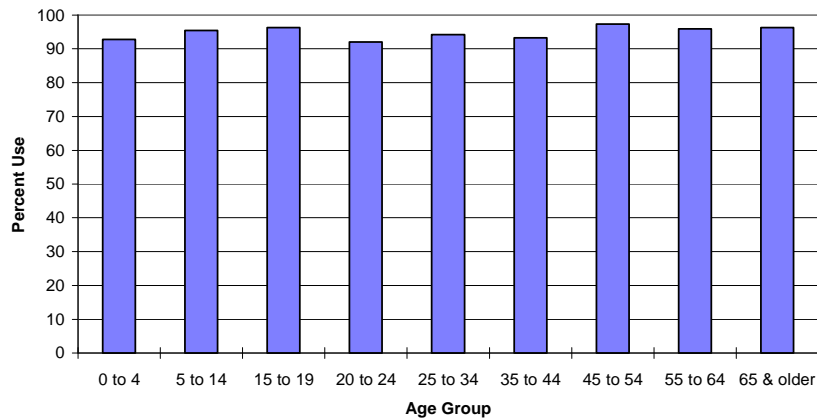


Figure 8.1  
Pedestrians Injured or Killed by Age Group

	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	Total	%
Injured	3	1	0	3	2	1	2	2	1	15	100.0
Killed	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>100.0</b>

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

Pedestrian Action	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Total	%
Crossing Intersection With Traffic Control With Right-of-Way	0	0	0	0	0	0	0	1	0	1	6.7
Crossing Intersection With Traffic Control Without Right-of-Way	0	0	0	1	0	0	0	0	0	1	6.7
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	1	0	0	0	0	1	6.7
Crossing Roadway Not at Intersection	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	1	0	1	6.7
Walking Along Roadway With Traffic	0	0	0	0	0	0	0	1	0	1	6.7
On Sidewalk, Median, Safety Zone	1	0	0	0	0	0	0	0	0	1	6.7
Walking on Travelled Part of Roadway Against Traffic	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
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	0	1	0	0	0	0	0	0	1	6.7
Getting On/Off School Bus	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
Parking Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	1	0	1	0	0	2	13.3
Working on Roadway	0	1	0	0	0	0	0	0	0	1	6.7
Working on Road	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	1	0	0	0	0	1	6.7
Unknown	0	1	0	0	0	0	0	0	0	1	6.7
<b>Total</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>15</b>	<b>100.0</b>

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

Figure 8.3

<b>Place of Occurrence</b>	<b>Killed</b>	<b>Injured</b>	<b>Total</b>	<b>%</b>
Urban	0	14	<b>14</b>	93.3
Rural	0	1	<b>1</b>	6.7
Unspecified	0	0	<b>0</b>	0.0
<b>Total</b>	<b>0</b>	<b>15</b>	<b>15</b>	100.0

**Pedestrians Injured or Killed by Collision Site**

Figure 8.4

<b>Accident Site</b>	<b>Killed</b>	<b>Injured</b>	<b>Total</b>	<b>%</b>
Non-Intersection	0	4	<b>4</b>	26.7
At Intersection of At Least Two Roadways	0	3	<b>3</b>	20.0
Intersection With Parking Lot/Driveway/Alley	0	4	<b>4</b>	26.7
Railroad Level Crossing	0	0	<b>0</b>	0.0
Bridge/Overpass/Viaduct	0	0	<b>0</b>	0.0
Tunnel or Underpass	0	0	<b>0</b>	0.0
Passing Lane/Climbing Lane	0	0	<b>0</b>	0.0
Other	0	4	<b>4</b>	26.7
Unspecified	0	0	<b>0</b>	0.0
<b>Total</b>	<b>0</b>	<b>15</b>	<b>15</b>	100.0

**Pedestrians Injured or Killed by Pedestrian Condition**

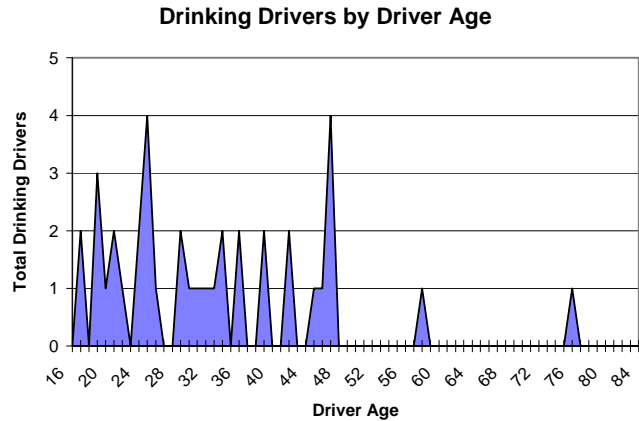
Figure 8.5

<b>Pedestrian Condition</b>	<b>Killed</b>	<b>Injured</b>	<b>Total</b>	<b>%</b>
Apparently Normal	0	8	<b>8</b>	53.3
Had Been Drinking	0	4	<b>4</b>	26.7
Impaired by Alcohol	0	0	<b>0</b>	0.0
Unknown	0	3	<b>3</b>	20.0
<b>Total</b>	<b>0</b>	<b>15</b>	<b>15</b>	100.0

Drinking Drivers in Collisions by Driver Age and Gender

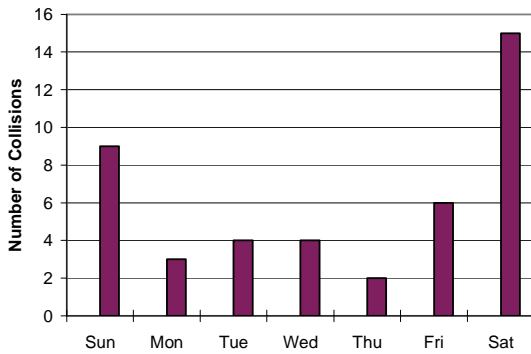
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	3	0	3
16	0	0	0	0
17	2	0	0	2
18	0	0	0	0
19	3	0	0	3
20	1	0	0	1
21 to 24	4	1	0	5
25 to 34	8	5	0	13
35 to 44	6	0	0	6
45 to 54	4	2	0	6
55 to 64	1	0	0	1
65 & Older	1	0	0	1
Not Stated	0	0	2	2
<b>Total</b>	<b>30</b>	<b>11</b>	<b>2</b>	<b>43</b>



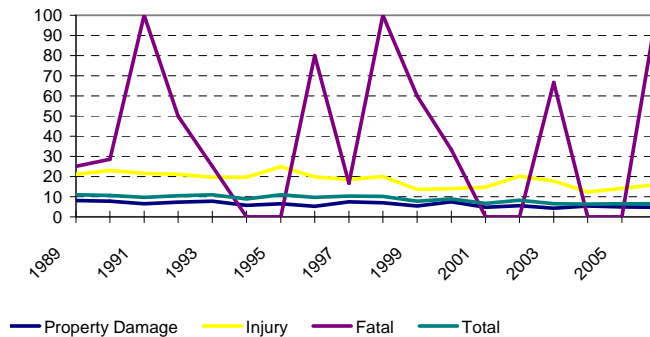
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



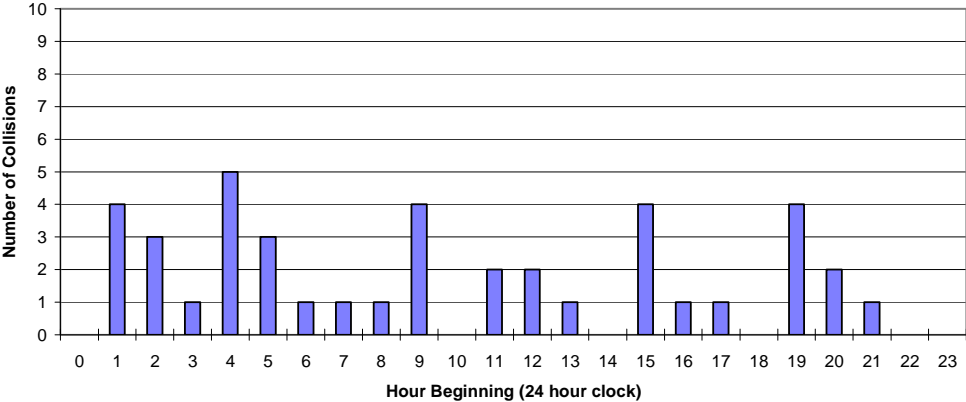
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			% of Total Victims
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	
1996	25	28	8	61	9.6	50	8	58	26.7
1997	33	28	1	62	10.3	43	1	44	19.2
1998	31	27	2	60	10.2	45	2	47	23.7
1999	29	21	3	53	7.7	54	5	59	20.8
2000	41	18	1	60	8.8	30	3	33	17.6
2001	27	21	0	48	6.7	36	0	36	17.3
2002	36	31	0	67	8.3	59	0	59	25.1
2003	29	23	2	54	6.6	35	2	37	21.1
2004	36	14	0	50	6.3	21	0	21	13.6
2005	33	18	0	51	6.5	25	0	25	13.3
2006	27	14	2	43	6.6	19	2	21	18.4
<b>Average</b>	<b>32</b>	<b>22</b>	<b>2</b>	<b>55</b>	<b>8.0</b>	<b>38</b>	<b>2</b>	<b>40</b>	<b>19.7</b>

Number of Alcohol Related Collisions by Time of Day

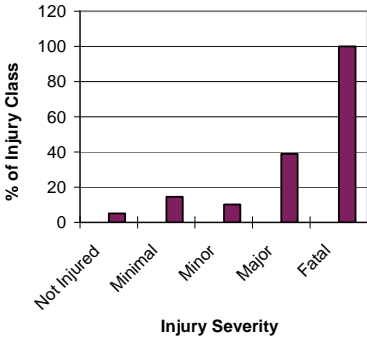
Figure 9.5



Injury Severity by Alcohol Involvement

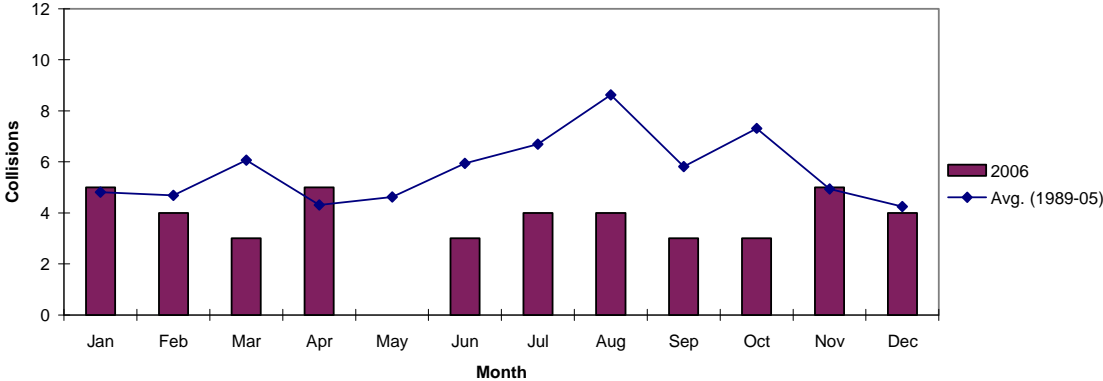
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	66	1,226	1292	5.1
Minimal Injuries	6	35	41	14.6
Minor	4	35	39	10.3
Major	7	11	18	38.9
Fatal	2	0	2	100.0
Injured - Extent Unknown	2	12	14	14.3
<b>Total</b>	<b>87</b>	<b>1319</b>	<b>1406</b>	<b>6.2</b>



Alcohol-Involved Collisions by Month

Figure 9.7



**Off-Road Vehicle Collisions by Month and Severity**

Figure 10.1

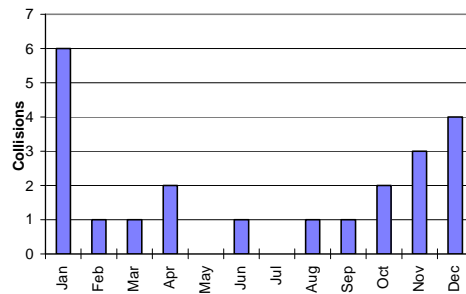
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2	4	0	6	4	0
February	0	1	0	1	1	0
March	1	0	0	1	0	0
April	0	2	0	2	2	0
May	0	0	0	0	0	0
June	0	1	0	1	2	0
July	0	0	0	0	0	0
August	0	1	0	1	1	0
September	0	1	0	1	1	0
October	0	2	0	2	3	0
November	1	2	0	3	2	0
December	4	0	0	4	0	0
<b>Total</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>22</b>	<b>16</b>	<b>0</b>

**Off-Road Vehicle Collisions by Vehicle Type**

Figure 10.2

	Snowmobile	ATV	Total
<b>Total Victims</b>	<b>9</b>	<b>5</b>	<b>14</b>
Killed	0	0	0
Injured	9	5	14
<b>Total Vehicles</b>			
<b>Involved</b>	<b>20</b>	<b>6</b>	<b>26</b>
Fatal	0	0	0
Injury	11	5	16
Property Damage	9	1	10

**Off-Road Vehicle Collisions by Month**



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

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	5	1	0	0	0	0	6	23.1
15 to 19	2	0	0	1	2	0	5	19.2
20 to 24	0	1	0	1	0	0	2	7.7
25 to 34	5	2	0	0	0	0	7	26.9
35 to 44	3	0	0	1	0	0	4	15.4
45 to 54	0	0	0	0	0	0	0	0.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	1	0	0	1	0	0	2	7.7
Unknown	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>100.0</b>

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

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	
				Total	%
Apparently Normal	5	8	0	13	50.0
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	1	3	0	4	15.4
Under Influence - Alcohol	3	4	0	7	26.9
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	1	0	2	7.7
<b>Total</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>26</b>	<b>100.0</b>



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

Figure 10.5

<b>Driver Action</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
Driving Properly	2	0	0	2	7.7
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	6	0	6	23.1
Driving Too Fast for Conditions	2	5	0	7	26.9
Improper Turning or Passing	1	0	0	1	3.8
Failed to Yield Right-of-Way	3	1	0	4	15.4
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
Driving on Wrong Side of Road	1	0	0	1	3.8
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	1	0	0	1	3.8
Lost Control	0	2	0	2	7.7
Other	0	0	0	0	0.0
Unknown	0	2	0	2	7.7
<b>Total</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>26</b>	<b>100.0</b>

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

Figure 10.6

<b>Injury Severity</b>	<b>Helmet Worn</b>	<b>Helmet Not Worn</b>	<b>Unknown</b>	<b>Total</b>	<b>%</b>
Not Injured	1	19	5	25	64.1
Minimal Injuries	1	2	0	3	7.7
Minor Injuries	1	1	1	3	7.7
Major (Hospital Admission)	1	2	0	3	7.7
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	1	3	1	5	12.8
<b>Total</b>	<b>5</b>	<b>27</b>	<b>7</b>	<b>39</b>	<b>100.0</b>

## 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	4	1	0	5	1	0
Deline	0	1	0	1	2	0
Fort Good Hope	5	2	0	7	3	0
Fort McPherson	6	4	1	11	6	1
Holman	0	2	0	2	3	0
Inuvik	49	5	0	54	6	0
Norman Wells	8	0	0	8	0	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	9	1	0	10	1	0
Tulita	6	3	0	9	3	0
<b>Sub Total</b>						
<b>Inuvik Region</b>	<b>87</b>	<b>19</b>	<b>1</b>	<b>107</b>	<b>25</b>	<b>1</b>

#### B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	5	0	0	5	0	0
Fort Simpson	21	4	0	25	7	0
<b>Sub Total</b>						
<b>Fort Simpson Region</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>7</b>	<b>0</b>

#### C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	61	13	0	74	17	0
Fort Providence	19	5	0	24	8	0
Fort Resolution	3	3	0	6	4	0
Fort Smith	23	4	0	27	4	0
Lutsel K'e	0	0	0	0	0	0
<b>Sub Total</b>						
<b>South Slave Region</b>	<b>106</b>	<b>25</b>	<b>0</b>	<b>131</b>	<b>33</b>	<b>0</b>

#### D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Behchoko/Wha Ti	17	8	1	26	10	1
Yellowknife	328	32	0	360	37	0
<b>Sub Total</b>						
<b>North Slave Region</b>	<b>345</b>	<b>40</b>	<b>1</b>	<b>386</b>	<b>47</b>	<b>1</b>

#### Total - All

<b>Regions</b>	<b>564</b>	<b>88</b>	<b>2</b>	<b>654</b>	<b>112</b>	<b>2</b>
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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 (2006 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	5	233	128	597	2.15	3.91	0.84
Deline	1	195	71	543	0.51	1.41	0.18
Fort Good Hope	7	242	132	727	2.89	5.30	0.96
Fort McPherson	11	287	204	972	3.83	5.39	1.13
Ulukhaktok	2	116	90	416	1.72	2.22	0.48
Inuvik	54	2,505	1,969	3,354	2.16	2.74	1.61
Norman Wells	8	599	908	849	1.34	0.88	0.94
Sachs Harbour	0	49	31	123	0.00	0.00	0.00
Tuktoyaktuk	10	500	282	1,288	2.00	3.55	0.78
Tulita	9	195	144	510	4.62	6.25	1.76
<b>Sub Total</b>							
<b>Inuvik Region</b>	<b>107</b>	<b>4,921</b>	<b>3,959</b>	<b>9,379</b>	<b>2.17</b>	<b>2.70</b>	<b>1.14</b>

### B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2006 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	5	274	274	591	1.82	1.82	0.85
Fort Simpson	25	950	1,066	1,663	2.63	2.35	1.50
<b>Sub Total</b>							
<b>Fort Simpson Region</b>	<b>30</b>	<b>1,224</b>	<b>1,340</b>	<b>2,254</b>	<b>2.45</b>	<b>2.24</b>	<b>1.33</b>

### C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2006 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	74	3,221	7,806	4,077	2.30	0.95	1.82
Fort Providence	24	287	374	814	8.36	6.42	2.95
Fort Resolution	6	259	283	505	2.32	2.12	1.19
Fort Smith	27	1,682	1,942	2,396	1.61	1.39	1.13
Lutsel K'e	0	112	71	400	0.00	0.00	0.00
<b>Sub Total</b>							
<b>South Slave Region</b>	<b>131</b>	<b>5,561</b>	<b>10,476</b>	<b>8,192</b>	<b>2.36</b>	<b>1.25</b>	<b>1.60</b>

### D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2006 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Behchoko/Whati	26	1,204	884	2,927	2.16	2.94	0.89
Yellowknife	360	16,064	19,279	18,912	2.24	1.87	1.90
<b>Sub Total</b>							
<b>North Slave Region</b>	<b>386</b>	<b>17,268</b>	<b>20,163</b>	<b>21,839</b>	<b>2.24</b>	<b>1.91</b>	<b>1.77</b>

<b>Total - All Regions</b>	<b>654</b>	<b>28,974</b>	<b>35,938</b>	<b>41,861</b>	<b>2.26</b>	<b>1.82</b>	<b>1.56</b>
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## Geographic Distribution – Section 11

Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision		Collision Severity	Collision Configuration	# Persons	
		Date				Injured	Killed
	0.0	7	Nov 2006	Property Damage	Rear End	0	0
	15.0	10	Jul 2006	Property Damage	Ran Off Road - Right	0	0
	28.0	22	Oct 2006	Property Damage	Single Vehicle Rollover	0	0
	53.0	15	Mar 2006	Injury	Rear End	1	0
	56.0	28	Jul 2006	Injury	Ran Off Road - Left	2	0
	60.0	16	Jan 2006	Injury	Single Vehicle Rollover	1	0
	72.0	6	Jan 2006	Injury	Single Vehicle Rollover	1	0
	83.8	5	Jan 2006	Property Damage	Single Vehicle Rollover	0	0
	151.0	5	Nov 2006	Property Damage	Sideswipe - Opposite Direction	0	0
	170.0	14	Apr 2006	Property Damage	Ran Off Road - Left	0	0
	173.0	6	Jul 2006	Property Damage	Ran Off Road - Right	0	0
	174.0	14	Jan 2006	Property Damage	Single Vehicle Rollover	0	0
	174.0	14	Jan 2006	Property Damage	Rear End	0	0
	190.0	16	Mar 2006	Property Damage	Ran Off Road - Right	0	0
	274.0	7	Feb 2006	Property Damage	Ran Off Road - Right	0	0
	283.0	22	Apr 2006	Injury	Single Vehicle Rollover	2	0
	307.0	25	Oct 2006	Property Damage	Ran Off Road - Right	0	0
	321.0	29	May 2006	Property Damage	Ran Off Road - Left	0	0
	332.0	31	Mar 2006	Property Damage	Ran Off Road - Right	0	0
	370.0	20	Nov 2006	Property Damage	Single Vehicle Rollover	0	0
	471.3	4	Mar 2006	Injury	Single Vehicle Rollover	1	0
	502.5	12	Dec 2006	Property Damage	Single Vehicle Rollover	0	0
	513.0	19	Oct 2006	Injury	Single Vehicle Rollover	3	0
	676.0	19	Jan 2006	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	17	7	0	24	11	0

Highway #2 (Hay River)	On Km	Collision		Collision Severity	Collision Configuration	# Persons	
		Date				Injured	Killed
	29.0	3	Jan 2006	Property Damage	Single Vehicle Rollover	0	0
	30.0	10	Apr 2006	Injury	Single Vehicle Rollover	1	0
	33.0	23	Jan 2006	Property Damage	Ran Off Road - Left	0	0
	38.7	13	Dec 2006	Property Damage	Head-on	0	0
	38.8	31	Aug 2006	Property Damage	Rear End	0	0
	38.8	14	Nov 2006	Injury	Sideswipe - Same Direction	1	0
	39.5	20	Jan 2006	Property Damage	Passing - Right Turn	0	0
	39.7	13	Jan 2006	Property Damage	Collision with Fixed Object	0	0
	39.7	14	Jan 2006	Property Damage	Collision with Fixed Object	0	0
	41.1	6	Nov 2006	Property Damage	Sideswipe - Opposite Direction	0	0
	42.2	17	Jun 2006	Injury	Single Vehicle Rollover	1	0
	43.9	13	Dec 2006	Property Damage	Right Angle	0	0
	45.4	26	Feb 2006	Property Damage	Single Vehicle Rollover	0	0

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

## Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km Collision		Collision	Collision	# Persons	# Persons	
	Date		Severity	Configuration	Injured	Killed	
	5.0	26	May 2006	Injury	Single Vehicle Rollover	1	0
	13.0	4	Jan 2006	Injury	Single Vehicle Rollover	1	0
	14.0	6	Dec 2006	Property Damage	Single Vehicle Rollover	0	0
	40.0	4	Aug 2006	Property Damage	Collision with Bison	0	0
	41.0	22	Nov 2006	Property Damage	Collision with Bison	0	0
	43.0	8	Nov 2006	Property Damage	Collision with Bison	0	0
	46.0	22	Dec 2006	Property Damage	Collision with Bison	0	0
	50.0	20	Sep 2006	Property Damage	Single Vehicle Rollover	0	0
	54.0	25	Mar 2006	Property Damage	Collision with Bison	0	0
	61.0	11	Aug 2006	Injury	Sideswipe - Opposite Direction	1	0
	61.0	19	Sep 2006	Property Damage	Collision with Bison	0	0
	110.0	21	Oct 2006	Property Damage	Collision with Bison	0	0
	116.0	10	Aug 2006	Injury	Single Vehicle Rollover	3	0
	118.0	5	Oct 2006	Property Damage	Collision with Bison	0	0
	151.0	23	Nov 2006	Injury	Rear End	1	0
	161.0	10	Jan 2006	Injury	Single Vehicle Rollover	1	0
	199.0	1	Nov 2006	Property Damage	Collision with Bison	0	0
	205.5	4	Jan 2006	Property Damage	Collision with Bison	0	0
	225.0	26	Sep 2006	Property Damage	Collision with Bison	0	0
	226.8	16	Nov 2006	Injury	Rear End	2	0
	260.0	18	Jan 2006	Injury	Single Vehicle Rollover	1	0
	268.0	17	Dec 2006	Property Damage	Single Vehicle Rollover	0	0
	273.0	29	Jan 2006	Injury	Single Vehicle Rollover	2	0
	273.0	2	Mar 2006	Property Damage	Single Vehicle Rollover	0	0
	292.0	6	Dec 2006	Injury	Collision with Other Animal	1	0
	293.0	12	Jul 2006	Property Damage	Rear End	0	0
	299.0	29	Jan 2006	Property Damage	Ran Off Road - Right	0	0
	300.0	25	Dec 2006	Property Damage	Single Vehicle Rollover	0	0
	310.0	15	Jul 2006	Injury	Single Vehicle Rollover	1	0
	329.0	29	Jan 2006	Property Damage	Ran Off Road - Right	0	0
	329.0	21	Oct 2006	Property Damage	Ran Off Road - Right	0	0
	330.0	29	Mar 2006	Property Damage	Single Vehicle Rollover	0	0
	337.0	6	Feb 2006	Property Damage	Single Vehicle Rollover	0	0
	338.6	16	Oct 2006	Property Damage	Right Angle	0	0
	338.7	15	Apr 2006	Property Damage	Single Vehicle Rollover	0	0
	338.8	17	Mar 2006	Property Damage	Ran Off Road - Left	0	0
<b>Summary</b>	<b>Property</b>	<b>Personal</b>			<b>Total</b>	<b>Persons</b>	<b>Persons</b>
<b>Highway #3</b>	<b>Damage</b>	<b>Injury</b>	<b>Fatal</b>		<b>Collisions</b>	<b>Injured</b>	<b>Killed</b>
	<b>Collisions</b>	<b>Collisions</b>	<b>Collisions</b>				
	25	11	0		36	15	0

## Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.0	20 Jul 2006	Property Damage	Collision with Fixed Object	0	0
	1.0	11 Jan 2006	Property Damage	Collision with Fixed Object	0	0
	2.0	15 Apr 2006	Property Damage	Collision with Fixed Object	0	0
	2.0	20 Apr 2006	Property Damage	Ran Off Road - Right	0	0
	4.0	23 Feb 2006	Injury	Rear End	1	0
	6.5	14 Nov 2006	Property Damage	Ran Off Road - Right	0	0
	10.0	8 Nov 2006	Property Damage	Ran Off Road - Right	0	0
	13.0	10 Sep 2006	Injury	Sideswipe - Opposite Direction	1	0
	13.5	17 Jun 2006	Property Damage	Rear End	0	0
	19.0	10 Mar 2006	Property Damage	Sideswipe - Opposite Direction	0	0
	32.1	9 Mar 2006	Property Damage	Single Vehicle Rollover	0	0
	34.0	4 Mar 2006	Injury	Sideswipe - Opposite Direction	1	0
	40.0	4 Mar 2006	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
	10	3	0	13	3	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	8.0	21 Apr 2006	Property Damage	Single Vehicle Rollover	0	0
	96.0	29 Sep 2006	Property Damage	Collision with Bison	0	0
	114.0	28 Dec 2006	Property Damage	Single Vehicle Rollover	0	0
	133.0	26 Feb 2006	Property Damage	Collision with Other Animal	0	0
	148.0	11 Feb 2006	Property Damage	Single Vehicle Rollover	0	0
	160.0	27 Apr 2006	Property Damage	Ran Off Road - Right	0	0
	168.0	12 Sep 2006	Property Damage	Collision with Other Animal	0	0
	190.0	23 Jun 2006	Injury	Single Vehicle Rollover	1	0
	230.0	31 May 2006	Property Damage	Single Vehicle Rollover	0	0
	250.0	5 Sep 2006	Property Damage	Collision with Other Animal	0	0
	260.0	13 Nov 2006	Injury	Single Vehicle Rollover	1	0
	265.9	25 Aug 2006	Injury	Single Vehicle Rollover	1	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	3	0	12	3	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	28.0	4 Jan 2006	Injury	Single Vehicle Rollover	2	0

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

## Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km Collision			Collision	Collision	# Persons	# Persons
	Date			Severity	Configuration	Injured	Killed
	2.5	21	Dec 2006	Property Damage	Single Vehicle Rollover	0	0
	53.0	17	Jan 2006	Property Damage	Ran Off Road - Left	0	0
	228.0	17	Apr 2006	Injury	Single Vehicle Rollover	1	0
	234.0	6	Sep 2006	Injury	Single Vehicle Rollover	2	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	2	0	4	3	0

Highway #8 (Dempster Highway)	On Km Collision			Collision	Collision	# Persons	# Persons
	Date			Severity	Configuration	Injured	Killed
	59.2	26	Aug 2006	Property Damage	Ran Off Road - Left	0	0
	69.0	5	Aug 2006	Injury	Single Vehicle Rollover	1	0
	74.4	4	Apr 2006	Property Damage	Ran Off Road - Right	0	0
	101.9	10	Mar 2006	Injury	Single Vehicle Rollover	1	0
	142.6	28	Jul 2006	Property Damage	Collision with Fixed Object	0	0
	155.0	3	Jul 2006	Property Damage	Single Vehicle Rollover	0	0
	173.5	19	Jan 2006	Fatal	Single Vehicle Rollover	2	1
	220.9	31	Jul 2006	Property Damage	Single Vehicle Rollover	0	0
	256.0	21	Aug 2006	Property Damage	Single Vehicle Rollover	0	0
	259.3	12	Feb 2006	Property Damage	Single Vehicle Rollover	0	0
	262.0	10	Oct 2006	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	2	1	11	4	1

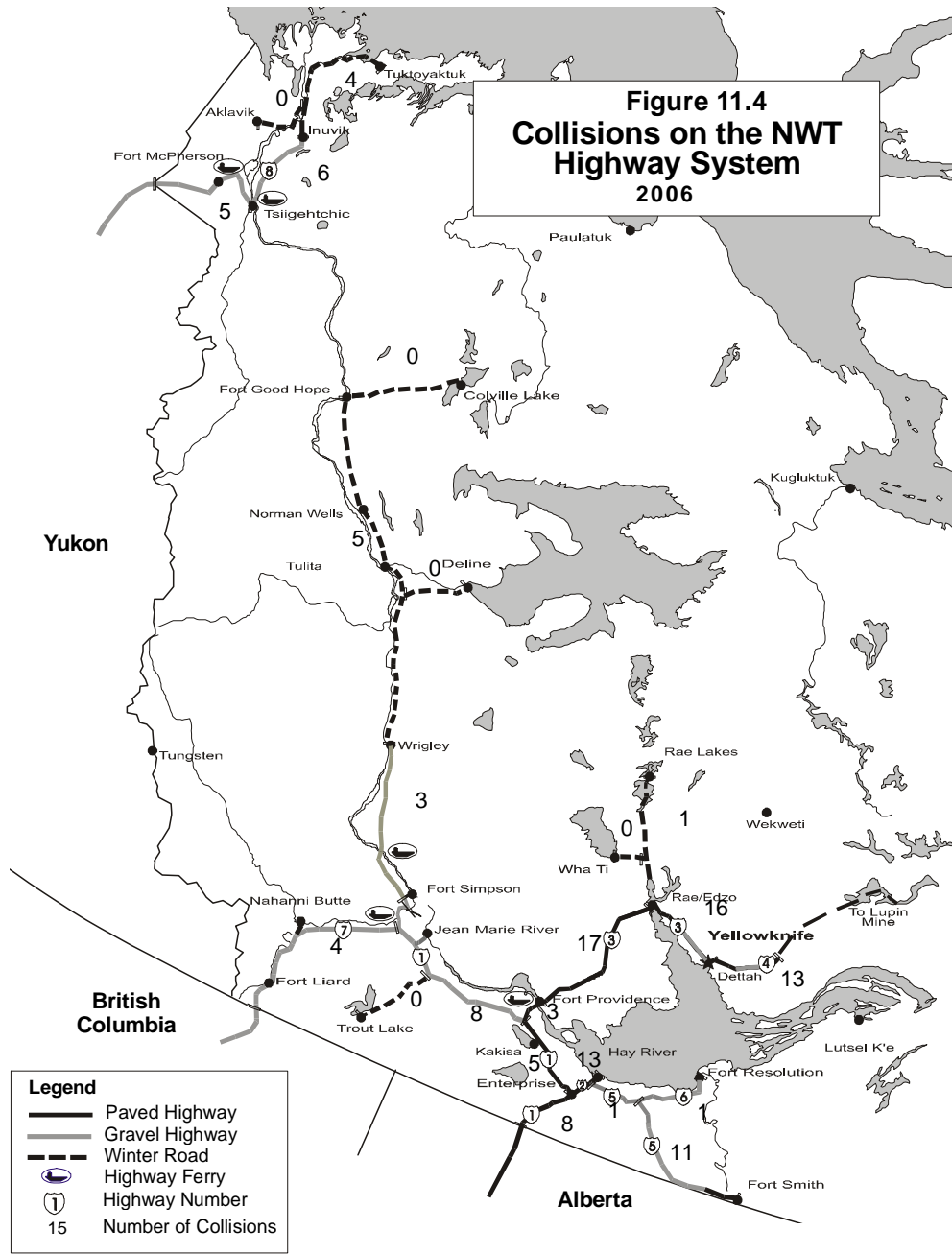
## Geographic Distribution – Section 11

Access and Winter Roads	Collision		Collision		Collision Configuration	# Persons Injured	# Persons Killed
	Date		Severity				
Dettah Access Road	20	Feb 2006	Property Damage	Single Vehicle Rollover		0	0
Dettah Access Road	25	Oct 2006	Property Damage	Single Vehicle Rollover		0	0
Fort Simpson Access Road	28	Jul 2006	Property Damage	Collision with Fixed Object		0	0
Hay River Reserve Access Road	15	Jul 2006	Property Damage	Single Vehicle Rollover		0	0
Hay River Reserve Access Road	15	Oct 2006	Injury	Collision with Pedestrian		1	0
Kakisa Lake Access Road	15	Aug 2006	Injury	Ran Off Road - Left		4	0
Rae Access Road	28	Jan 2006	Property Damage	Ran Off Road - Left		0	0
Rae Access Road	10	Apr 2006	Injury	Collision with Fixed Object		1	0
Rae Access Road	14	Jul 2006	Fatal	Ran Off Road - Left		0	1
Rae Access Road	13	Nov 2006	Property Damage	Single Vehicle Rollover		0	0
Vee Lake Access Road	15	Jan 2006	Property Damage	Sideswipe - Opposite Direction		0	0
Vee Lake Access Road	3	Feb 2006	Property Damage	Sideswipe - Opposite Direction		0	0
Vee Lake Access Road	8	Apr 2006	Injury	Head-on		2	0
Vee Lake Access Road	10	Sep 2006	Injury	Left Turn Across Path		1	0
Vee Lake Access Road	5	Nov 2006	Property Damage	Ran Off Road - Right		0	0
Yellowknife Access Road	11	Oct 2006	Property Damage	Collision with Fixed Object		0	0
Dettah Winter Access Road	23	Mar 2006	Property Damage	Single Vehicle Rollover		0	0
Dettah Winter Access Road	8	Apr 2006	Injury	Single Vehicle Rollover		1	0
Inuvik-tuktoyaktuk Winter Road	28	Jan 2006	Property Damage	Ran Off Road - Left		0	0
Inuvik-tuktoyaktuk Winter Road	3	Apr 2006	Property Damage	Sideswipe - Opposite Direction		0	0
Inuvik-tuktoyaktuk Winter Road	16	Apr 2006	Property Damage	Ran Off Road - Left		0	0
Inuvik-tuktoyaktuk Winter Road	25	Apr 2006	Property Damage	Single Vehicle Rollover		0	0
Mackenzie Highway Winter Road	4	Feb 2006	Injury	Ran Off Road - Left		1	0
Mackenzie Highway Winter Road	15	Feb 2006	Property Damage	Ran Off Road - Left		0	0
Mackenzie Highway Winter Road	9	Mar 2006	Injury	Collision with Fixed Object		1	0
Mackenzie Highway Winter Road	10	Mar 2006	Property Damage	Sideswipe - Opposite Direction		0	0
Mackenzie Highway Winter Road	18	Mar 2006	Property Damage	Sideswipe - Opposite Direction		0	0
Rae Lakes Winter Access Road	8	Apr 2006	Property Damage	Sideswipe - Opposite Direction		0	0

Summary	Property	Personal	Fatal	Total	Persons	Persons
Access and	Damage	Injury			Persons	Persons
Winter Roads	Collisions	Collisions	Collisions	Collisions	Injured	Killed
	19	8	1	28	12	1

Summary	Property	Personal	Fatal	Total	Persons	Persons
All NWT	Damage	Injury			Persons	Persons
Highways	Collisions	Collisions	Collisions	Collisions	Injured	Killed
	100	40	2	142	56	2









## National Comparison – Section 12

Casualty Rates by Canadian Jurisdiction - 2005 [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
<b>Canada</b>	<b>9.1</b>	<b>652.7</b>	<b>9.3</b>	<b>668.0</b>	<b>13.3</b>	<b>960.2</b>
Newfoundland & Labrador	8.3	456.0	9.8	537.1	12.7	693.6
Prince Edward Island	10.9	543.8	11.3	565.7	15.8	789.5
Nova Scotia	7.7	523.8	7.1	487.7	11.0	750.8
New Brunswick	14.1	528.6	13.6	508.5	20.0	751.0
Quebec	9.3	752.3	10.6	871.2	14.7	1,212.4
Ontario	6.3	570.1	6.3	571.5	9.0	816.0
Manitoba	9.6	737.0	10.3	788.4	16.2	1,246.6
Saskatchewan	14.8	690.5	13.2	612.8	21.8	1,012.9
Alberta	14.3	752.4	10.6	555.1	19.1	1,003.4
British Columbia	10.8	675.6	13.9	873.3	15.8	987.7
Yukon	19.4	626.0	12.3	396.4	25.5	823.8
<b>Northwest Territories</b>	<b>4.7</b>	<b>437.4</b>	<b>5.4</b>	<b>511.3</b>	<b>6.9</b>	<b>644.6</b>
Nunavut	6.7	240.1	N/A	N/A	N/A	N/A

[1] Canadian Motor Vehicle Traffic Collision Statistics: 2005. Published by Transport Canada.

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

# Appendix A1 – Collision Report Form Side I

Northwest Territories ACCIDENT REPORT		02. POLICE DETACHMENT		03. CASE NUMBER		PAGE OF	
1. In Community of (Give Park, Special Area Etc.)		2. Direction of Travel		REPORT TYPE		REPORT STATUS	
3. On Km		4. Street/Road/Avenue		1. Original 2. Continuation 3. Amendment 4. Correction		1. Complete 2. Incomplete	
5. At Intersection With Km		6. Street/Road/Avenue		04. SCENE ATTENDED		05. DATE OF COLLISION	
7. If Not At Intersection		8. metres of Street, Highway, Town, Etc.		1. Yes 2. No		yy mm dd U.U. Unknown	
Special Reference		9. Parked 10. Other 11. Unknown		10. COLLISION SEVERITY		15. HIT AND RUN	
12. NO. VEHICLES		13. NO. KILLED		1. Fatal 2. Injury 3. Property Damage 4. Other		1. Yes 2. No	
14. TYPE		16. NO. INJURED		14. Right Turn		15. Other Multi-Vehicle Opposite Direction	
17. VEH. SEQUENCE		18. TOTAL OCCUPANTS		19. Left Turn		20. Hit Parked Vehicle	
21. LAST NAME		22. FIRST NAME(S)		23. Head-On		24. Other Collision Type	
25. ADDRESS		26. ADDRESS		27. First Impact Location		28. DAMAGE SEVERITY	
29. DATE OF BIRTH		30. SEX		31. HOME PHONE		32. WORK PHONE	
33. DRIVER'S LICENCE #		34. PROV / STATE		35. CLASS		36. YEARS LICENSED	
37. STATUS		38. YEAR		39. MAKE/MODEL		40. LICENCE PLATE #	
41. EXP		42. PROV		43. VIN		44. U. Unknown	
45. LAST NAME		46. FIRST NAME(S)		47. ADDRESS		48. HOME PHONE	
49. WORK PHONE		50. INSURANCE COMPANY		51. ADDRESS		52. POLICY NUMBER	
53. EXPIRY DATE		54. MEDICAL TREATMENT REQUIRED		55. SAFETY EQUIPMENT		56. PROPER USE	
57. AIR BAG DEPLOYED		58. NAMES AND ADDRESSES		59. (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)		60. MEDICAL TREATMENT REQUIRED	
61. 29. Veh Seq #		62. 54. Person Seq #		63. 55. Sex F. Female M. Male U. Unk.		64. 56. Age 00 < 1 Yr. U.U. Unk.	
65. 61. Position		66. 62. Ejection Location		67. 63. Ejection Location		68. 64. Medical Treatment Required	
69. 65. Safety Equipment		70. 66. Proper Use		71. 67. Air Bag Deployed		72. 60. Medical Treatment Required	
73. 66. PROPER USE		74. 67. AIR BAG DEPLOYED		75. 68. MEDICAL TREATMENT REQUIRED		76. 69. SAFETY EQUIPMENT	
77. 73. No Safety Device Fitted		78. 74. No Air Bag Fitted		79. 75. No Safety Device Used		80. 76. No Safety Device Fitted	
81. 77. Used Correctly		82. 78. Air Bag Fitted, No Deployment		83. 79. Other U. Unknown		84. 80. Reflective Clothing Worn	
85. 81. Used Incorrectly		86. 82. Air Bag Fitted, Deployed		87. 83. Other U. Unknown		88. 81. No Safety Device Fitted	
89. 85. No Safety Device Fitted		89. 85. Air Bag Fitted, Deployment Unknown		90. 87. Other U. Unknown		91. 82. Other Device Used	
92. 89. No Safety Device Used		92. 89. Not Applicable Vehicle Type		93. 90. Other U. Unknown		94. 91. No Safety Device Fitted	
95. 92. Other U. Unknown		95. 92. Other U. Unknown		96. 93. Other U. Unknown		97. 94. No Safety Device Fitted	
98. 95. Other U. Unknown		98. 95. Other U. Unknown		99. 96. Other U. Unknown		100. 97. No Safety Device Fitted	
101. 98. Other U. Unknown		101. 98. Other U. Unknown		102. 99. Other U. Unknown		103. 99. No Safety Device Fitted	
104. 101. Other U. Unknown		104. 101. Other U. Unknown		105. 102. Other U. Unknown		106. 104. No Safety Device Fitted	
107. 104. Other U. Unknown		107. 104. Other U. Unknown		108. 105. Other U. Unknown		109. 107. No Safety Device Fitted	
110. 107. Other U. Unknown		110. 107. Other U. Unknown		111. 108. Other U. Unknown		112. 110. No Safety Device Fitted	
113. 110. Other U. Unknown		113. 110. Other U. Unknown		114. 109. Other U. Unknown		115. 113. No Safety Device Fitted	
116. 113. Other U. Unknown		116. 113. Other U. Unknown		117. 114. Other U. Unknown		118. 116. No Safety Device Fitted	
119. 116. Other U. Unknown		119. 116. Other U. Unknown		120. 115. Other U. Unknown		121. 119. No Safety Device Fitted	
122. 119. Other U. Unknown		122. 119. Other U. Unknown		123. 116. Other U. Unknown		124. 122. No Safety Device Fitted	
125. 122. Other U. Unknown		125. 122. Other U. Unknown		126. 117. Other U. Unknown		127. 125. No Safety Device Fitted	
128. 125. Other U. Unknown		128. 125. Other U. Unknown		129. 118. Other U. Unknown		130. 128. No Safety Device Fitted	
131. 128. Other U. Unknown		131. 128. Other U. Unknown		132. 119. Other U. Unknown		133. 131. No Safety Device Fitted	
134. 131. Other U. Unknown		134. 131. Other U. Unknown		135. 120. Other U. Unknown		136. 134. No Safety Device Fitted	
137. 134. Other U. Unknown		137. 134. Other U. Unknown		138. 121. Other U. Unknown		139. 137. No Safety Device Fitted	
140. 137. Other U. Unknown		140. 137. Other U. Unknown		139. 122. Other U. Unknown		140. 140. No Safety Device Fitted	
141. 140. Other U. Unknown		141. 140. Other U. Unknown		140. 123. Other U. Unknown		141. 141. No Safety Device Fitted	
142. 141. Other U. Unknown		142. 141. Other U. Unknown		141. 124. Other U. Unknown		142. 142. No Safety Device Fitted	
143. 142. Other U. Unknown		143. 142. Other U. Unknown		142. 125. Other U. Unknown		143. 143. No Safety Device Fitted	
144. 143. Other U. Unknown		144. 143. Other U. Unknown		143. 126. Other U. Unknown		144. 144. No Safety Device Fitted	
145. 144. Other U. Unknown		145. 144. Other U. Unknown		144. 127. Other U. Unknown		145. 145. No Safety Device Fitted	
146. 145. Other U. Unknown		146. 145. Other U. Unknown		145. 128. Other U. Unknown		146. 146. No Safety Device Fitted	
147. 146. Other U. Unknown		147. 146. Other U. Unknown		146. 129. Other U. Unknown		147. 147. No Safety Device Fitted	
148. 147. Other U. Unknown		148. 147. Other U. Unknown		147. 130. Other U. Unknown		148. 148. No Safety Device Fitted	
149. 148. Other U. Unknown		149. 148. Other U. Unknown		148. 131. Other U. Unknown		149. 149. No Safety Device Fitted	
150. 149. Other U. Unknown		150. 149. Other U. Unknown		149. 132. Other U. Unknown		150. 150. No Safety Device Fitted	
151. 150. Other U. Unknown		151. 150. Other U. Unknown		150. 133. Other U. Unknown		151. 151. No Safety Device Fitted	
152. 151. Other U. Unknown		152. 151. Other U. Unknown		151. 134. Other U. Unknown		152. 152. No Safety Device Fitted	
153. 152. Other U. Unknown		153. 152. Other U. Unknown		152. 135. Other U. Unknown		153. 153. No Safety Device Fitted	
154. 153. Other U. Unknown		154. 153. Other U. Unknown		153. 136. Other U. Unknown		154. 154. No Safety Device Fitted	
155. 154. Other U. Unknown		155. 154. Other U. Unknown		154. 137. Other U. Unknown		155. 155. No Safety Device Fitted	
156. 155. Other U. Unknown		156. 155. Other U. Unknown		155. 138. Other U. Unknown		156. 156. No Safety Device Fitted	
157. 156. Other U. Unknown		157. 156. Other U. Unknown		156. 139. Other U. Unknown		157. 157. No Safety Device Fitted	
158. 157. Other U. Unknown		158. 157. Other U. Unknown		157. 140. Other U. Unknown		158. 158. No Safety Device Fitted	
159. 158. Other U. Unknown		159. 158. Other U. Unknown		158. 141. Other U. Unknown		159. 159. No Safety Device Fitted	
160. 159. Other U. Unknown		160. 159. Other U. Unknown		159. 142. Other U. Unknown		160. 160. No Safety Device Fitted	
161. 160. Other U. Unknown		161. 160. Other U. Unknown		160. 143. Other U. Unknown		161. 161. No Safety Device Fitted	
162. 161. Other U. Unknown		162. 161. Other U. Unknown		161. 144. Other U. Unknown		162. 162. No Safety Device Fitted	
163. 162. Other U. Unknown		163. 162. Other U. Unknown		162. 145. Other U. Unknown		163. 163. No Safety Device Fitted	
164. 163. Other U. Unknown		164. 163. Other U. Unknown		163. 146. Other U. Unknown		164. 164. No Safety Device Fitted	
165. 164. Other U. Unknown		165. 164. Other U. Unknown		164. 147. Other U. Unknown		165. 165. No Safety Device Fitted	
166. 165. Other U. Unknown		166. 165. Other U. Unknown		165. 148. Other U. Unknown		166. 166. No Safety Device Fitted	
167. 166. Other U. Unknown		167. 166. Other U. Unknown		166. 149. Other U. Unknown		167. 167. No Safety Device Fitted	
168. 167. Other U. Unknown		168. 167. Other U. Unknown		167. 150. Other U. Unknown		168. 168. No Safety Device Fitted	
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170. 169. Other U. Unknown		170. 169. Other U. Unknown		169. 152. Other U. Unknown		170. 170. No Safety Device Fitted	
171. 170. Other U. Unknown		171. 170. Other U. Unknown		170. 153. Other U. Unknown		171. 171. No Safety Device Fitted	
172. 171. Other U. Unknown		172. 171. Other U. Unknown		171. 154. Other U. Unknown		172. 172. No Safety Device Fitted	
173. 172. Other U. Unknown		173. 172. Other U. Unknown		172. 155. Other U. Unknown		173. 173. No Safety Device Fitted	
174. 173. Other U. Unknown		174. 173. Other U. Unknown		173. 156. Other U. Unknown		174. 174. No Safety Device Fitted	
175. 174. Other U. Unknown		175. 174. Other U. Unknown		174. 157. Other U. Unknown		175. 175. No Safety Device Fitted	
176. 175. Other U. Unknown		176. 175. Other U. Unknown		175. 158. Other U. Unknown		176. 176. No Safety Device Fitted	
177. 176. Other U. Unknown		177. 176. Other U. Unknown		176. 159. Other U. Unknown		177. 177. No Safety Device Fitted	
178. 177. Other U. Unknown		178. 177. Other U. Unknown		177. 160. Other U. Unknown		178. 178. No Safety Device Fitted	
179. 178. Other U. Unknown		179. 178. Other U. Unknown		178. 161. Other U. Unknown		179. 179. No Safety Device Fitted	
180. 179. Other U. Unknown		180. 179. Other U. Unknown		179. 162. Other U. Unknown		180. 180. No Safety Device Fitted	
181. 180. Other U. Unknown		181. 180. Other U. Unknown		180. 163. Other U. Unknown		181. 181. No Safety Device Fitted	
182. 181. Other U. Unknown		182. 181. Other U. Unknown		181. 164. Other U. Unknown		182. 182. No Safety Device Fitted	
183. 182. Other U. Unknown		183. 182. Other U. Unknown		182. 165. Other U. Unknown		183. 183. No Safety Device Fitted	
184. 183. Other U. Unknown		184. 183. Other U. Unknown		183. 166. Other U. Unknown		184. 184. No Safety Device Fitted	
185. 184. Other U. Unknown		185. 184. Other U. Unknown		184. 167. Other U. Unknown		185. 185. No Safety Device Fitted	
186. 185. Other U. Unknown		186. 185. Other U. Unknown		185. 168. Other U. Unknown		186. 186. No Safety Device Fitted	
187. 186. Other U. Unknown		187. 186. Other U. Unknown		186. 169. Other U. Unknown		187. 187. No Safety Device Fitted	
188. 187. Other U. Unknown		188. 187. Other U. Unknown		187. 170. Other U. Unknown		188. 188. No Safety Device Fitted	
189. 188. Other U. Unknown		189. 188. Other U. Unknown		188. 171. Other U. Unknown		189. 189. No Safety Device Fitted	
190. 189. Other U. Unknown		190. 189. Other U. Unknown		189. 172. Other U. Unknown		190. 190. No Safety Device Fitted	
191. 190. Other U. Unknown		191. 190. Other U. Unknown		190. 173. Other U. Unknown		191. 191. No Safety Device Fitted	
192. 191. Other U. Unknown		192. 191. Other U. Unknown		191. 174. Other U. Unknown		192. 192. No Safety Device Fitted	
193. 192. Other U. Unknown		193. 192. Other U. Unknown		192. 175. Other U. Unknown		193. 193. No Safety Device Fitted	
194. 193. Other U. Unknown		194. 193. Other U. Unknown		193. 176. Other U. Unknown		194. 194. No Safety Device Fitted	
195. 194. Other U. Unknown		195. 194. Other U. Unknown		194. 177. Other U. Unknown		195. 195. No Safety Device Fitted	
196. 195. Other U. Unknown		196. 195. Other U. Unknown		195. 178. Other U. Unknown		196. 196. No Safety Device Fitted	
197. 196. Other U. Unknown		197. 196. Other U. Unknown		196. 179. Other U. Unknown		197. 197. No Safety Device Fitted	
198. 197. Other U. Unknown		198. 197. Other U. Unknown		197. 180. Other U. Unknown		198. 198. No Safety Device Fitted	
199. 198. Other U. Unknown		199. 198. Other U. Unknown		198. 181. Other U. Unknown		199. 199. No Safety Device Fitted	
200. 199. Other U. Unknown		200. 199. Other U. Unknown		199. 182. Other U. Unknown		200. 200. No Safety Device Fitted	
201. 200. Other U. Unknown		201. 200. Other U. Unknown		200. 183. Other U. Unknown		201. 201. No Safety Device Fitted	
202. 201. Other U. Unknown		202. 201. Other U. Unknown		201. 184. Other U. Unknown		202. 202. No Safety Device Fitted	
203. 202. Other U. Unknown		203. 202. Other U. Unknown		202. 185. Other U. Unknown		203. 203. No Safety Device Fitted	
204. 203. Other U. Unknown		204. 203. Other U. Unknown		203. 186. Other U. Unknown		204. 204. No Safety Device Fitted	
205. 204. Other U. Unknown		205. 204. Other U. Unknown		204. 187. Other U. Unknown		205. 205. No Safety Device Fitted	
206. 205. Other U. Unknown		206. 205. Other U. Unknown		205. 188. Other U. Unknown		206. 206. No Safety Device Fitted	
207. 206. Other U. Unknown		207. 206. Other U. Unknown		206. 189. Other U. Unknown		207. 207. No Safety Device Fitted	
208. 207. Other U. Unknown		208. 207. Other U. Unknown		207. 190. Other U. Unknown		208. 208. No Safety Device Fitted	
209. 208. Other U. Unknown		209. 208. Other U. Unknown		208. 191. Other U. Unknown		209. 209. No Safety Device Fitted	
210. 209. Other U. Unknown		210. 209. Other U. Unknown		209. 192. Other U. Unknown		210. 210. No Safety Device Fitted	
211. 210. Other U. Unknown		211. 210. Other U. Unknown		210. 193. Other U. Unknown		211. 211. No Safety Device Fitted	
212. 211. Other U. Unknown		212. 211. Other U. Unknown		211. 194. Other U. Unknown		212. 212. No Safety Device Fitted	
213. 212. Other U. Unknown		213. 212. Other U. Unknown		212. 195. Other U. Unknown		213. 213. No Safety Device Fitted	
214. 213. Other U. Unknown		214. 213. Other U. Unknown		213. 196. Other U. Unknown		214. 214. No Safety Device Fitted	
215. 214. Other U. Unknown		215. 214. Other U. Unknown		214. 197. Other U. Unknown		215. 215. No Safety Device Fitted	
216. 215. Other U. Unknown		216. 215. Other U. Unknown		215. 198. Other U. Unknown		216. 216. No Safety Device Fitted	
217. 216. Other U. Unknown		217. 216. Other U. Unknown		216. 199. Other U. Unknown		217. 217. No Safety Device Fitted	
218. 217. Other U. Unknown		218. 217. Other U. Unknown		217. 200. Other U. Unknown		218. 218. No Safety Device Fitted	
219. 218. Other U. Unknown		219. 218. Other U. Unknown		218. 201. Other U. Unknown		219. 219. No Safety Device Fitted	
220. 219. Other U. Unknown		220. 219. Other U. Unknown		219. 202. Other U. Unknown		220. 220. No Safety Device Fitted	
221. 220. Other U. Unknown		221. 220. Other U. Unknown		220. 203. Other U. Unknown		221. 221. No Safety Device Fitted	
222. 221. Other U. Unknown		222. 221. Other U. Unknown		221. 204. Other U. Unknown		222. 222. No Safety Device Fitted	
223. 222. Other U. Unknown		223. 222. Other U. Unknown		222. 205. Other U. Unknown		223. 223. No Safety Device Fitted	
224. 223. Other U. Unknown		224. 223. Other U. Unknown		223. 206. Other U. Unknown		224. 224. No Safety Device Fitted	
225. 224. Other U. Unknown		225. 224. Other U. Unknown		224. 207. Other U. Unknown		225. 225. No Safety Device Fitted	
226. 225. Other U. Unknown		226. 225. Other U. Unknown		225. 208. Other U. Unknown		226. 226. No Safety Device Fitted	
227. 226. Other U. Unknown		227. 226. Other U. Unknown		226. 209. Other U. Unknown		227. 227. No Safety Device Fitted	
228. 227. Other U. Unknown		228. 227. Other U. Unknown		227. 210. Other U. Unknown		228. 228. No Safety Device Fitted	
229. 228. Other U. Unknown		229. 228. Other U. Unknown		228. 211. Other U. Unknown		229. 229. No Safety Device Fitted	
230. 229. Other U. Unknown		230. 229. Other U. Unknown		229. 212. Other			



## Appendix A3 – Brief Description of Fatal Collisions

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The following is a brief description of the two fatal traffic collisions that took place in the Northwest Territories in 2006, resulting in two fatalities.

<b>RCMP Detachment</b>	<b>Date</b>	<b>Description</b>
Fort McPherson	19-Apr	Single vehicle rollover involving pickup truck near Km 174 on Highway #8. The truck was travelling well over posted speed limit when alcohol-impaired, unrestrained driver lost control. The driver was ejected and sustained fatal injuries. The two unrestrained passengers remained in the pickup and suffered minor injuries.
Behchoko	14-Jul	A pickup truck ran off the Rae Access Road, approximately 2 kilometres north of Highway #3 and submerged in a small pond. The driver was impaired by alcohol. The right front elderly passenger sustained fatal injuries. The driver and two other passengers were not injured.