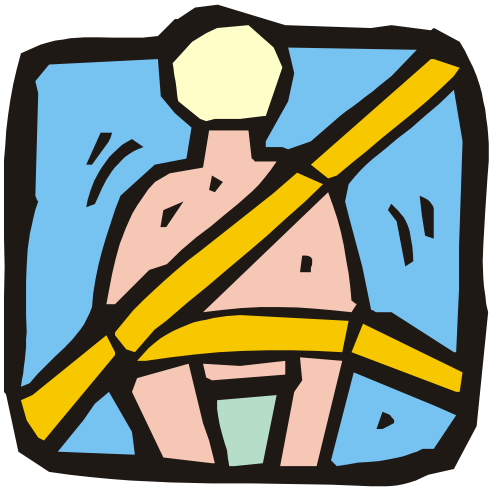
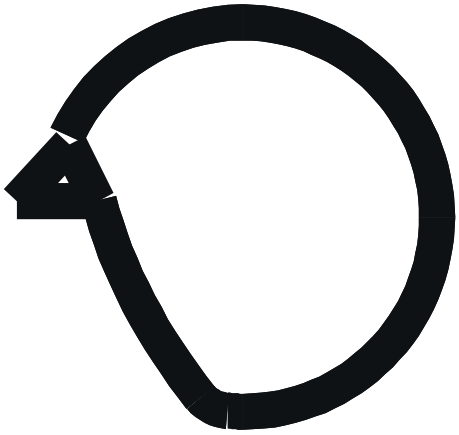
1998 NWT Traffic Accident Facts

Department of Transportation
Motor Vehicles Division
September, 1999

Northwest Territories

Traffic Accident Facts, 1998





Northwest Territories

Transportation

Acknowledgements

This report was prepared by the Motor Vehicles Division of the Department of Transportation, Government of the Northwest Territories, in cooperation with the Transportation Planning Division.

If you have any comments or questions related to the content of this report, please contact the Motor Vehicles Division at telephone (867) 920-3395, or by facsimile at (867) 873-0120.

1998 QUICK FACTS REPORT

(1998 Compared to 1997)

	1997	1998	% Change
PROPERTY DAMAGE ONLY ACCIDENTS	504	525	4.2
PERSONAL INJURY ACCIDENTS	198	195	-1.5
FATAL ACCIDENTS	12	5	-58.3
TOTAL REPORTED ACCIDENTS	714	725	1.5
NUMBER OF DEATHS	14	5	-64.3
NUMBER OF PERSONS INJURED	282	285	1.1
NWT HIGHWAY SYSTEM ACCIDENTS	142	130	-8.5
RURAL ACCIDENTS	13	9	-30.8
ACCIDENTS IN COMMUNITIES	559	586	4.8
REGISTERED VEHICLES	28,371	29,134	2.7
LICENCED DRIVERS	30,680	31,755	3.5
NWT POPULATION	67,000	67,300	0.4
ACCIDENTS PER 100 LICENSED DRIVERS	2.33	2.28	-1.9
ACCIDENTS PER 100 REGISTERED VEHICLES	2.52	2.49	-1.1
ACCIDENTS PER 100 POPULATION	1.07	1.08	1.1

Introduction

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

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

TAIS 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. TAIS only records reportable motor vehicle collisions which occur on or adjacent to roadways intended for use by the general public. The following is a list of words and terms used in reportable collisions:

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

Excluded are events which are known to be the result of deliberate intent, legal intervention or natural disasters. As an example, if a vehicle catches fire due to mechanical failure and the driver is able to stop the car, this is not a traffic accident 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.

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

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

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

Contents

Historical Trends

Contents:

Historical Trends

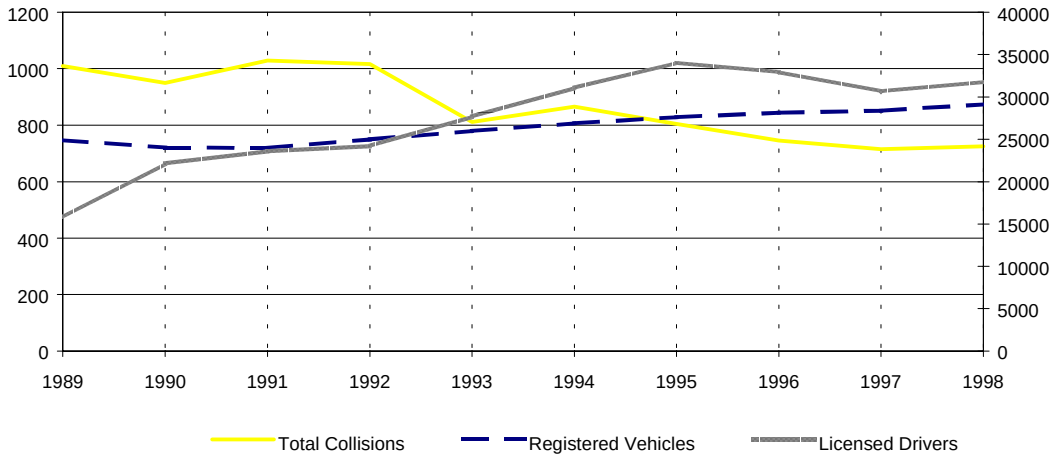
This section illustrates the 10-year history of collisions, victims and licensed drivers and vehicles.

Reporting definitions have remained the same since the inception of TAIS in 1989. Trends in injuries, property damage collisions and total collisions have shown a steady decline since the early 1990's. This decline has taken place in spite of the increased population and number of licensed drivers and registered vehicles.

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 5 traffic fatalities reported in 1998 is close to the 10-year average.

Trends in Licensed Drivers, Registerd Vehicles and Collisions

Figure 1.1

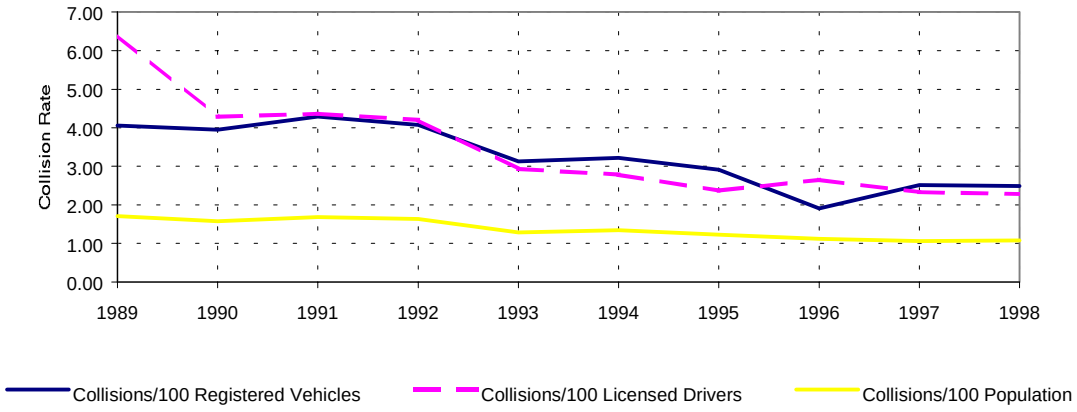


3 Year Summary

	1996	1997	1998	% Change
Registered Vehicles	28,134	28,371	29,134	2.7
Licensed Drivers	32,927	30,680	31,755	3.5
Total Collisions	746	714	725	1.5

Trends in Collision Rates by Vehicles, Drivers and Population

Figure 1.2

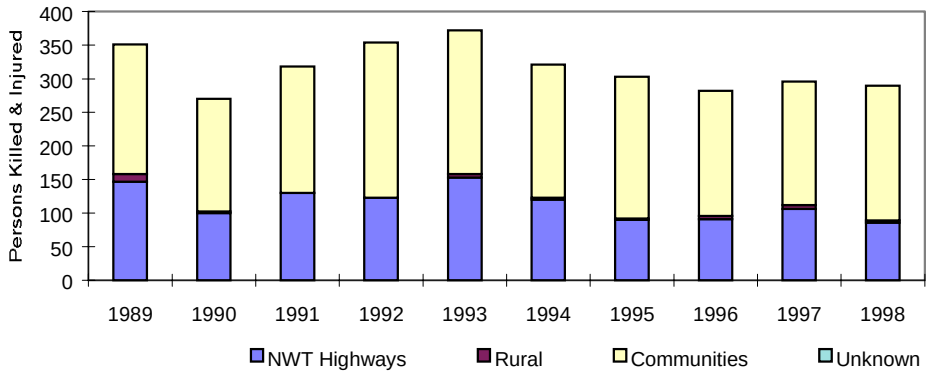


3 Year Summary

	1996	1997	1998	% Change
Collisions/100 Registered Vehicles	2.65	2.52	2.49	-1.1
Collisions/100 Licensed Drivers	2.27	2.33	2.28	-1.9
Collisions/100 Population	1.12	1.07	1.08	1.1

Trends in Injuries & Fatalities

Figure 1.3

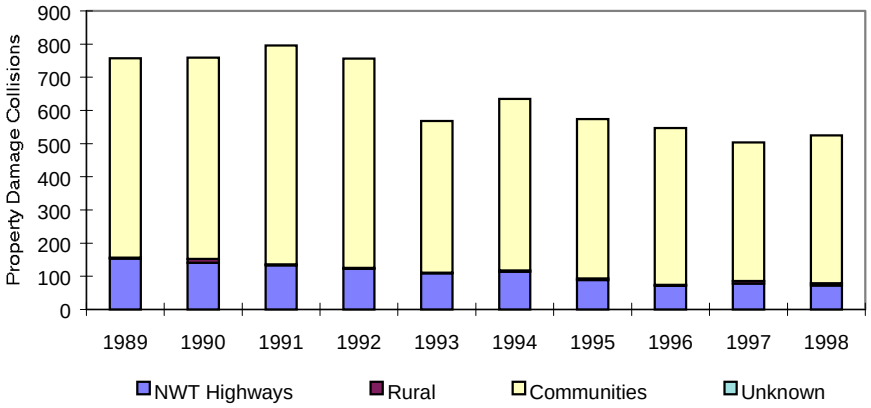


3 Year Summary

	Persons Injured				Persons Killed			
	1996	1997	1998	% Change	1996	1997	1998	% Change
NWT Highways	85	100	83	-17.0	6	6	3	-50.0
Rural	4	5	3	-40.0	1	1	0	-100.0
Communities	178	177	199	12.4	8	7	2	-71.4
Total	**267**	**282**	**285**	**1.1**	**15**	**14**	**5**	**-64.3**

Trends in Property Damage Collisions

Figure 1.4

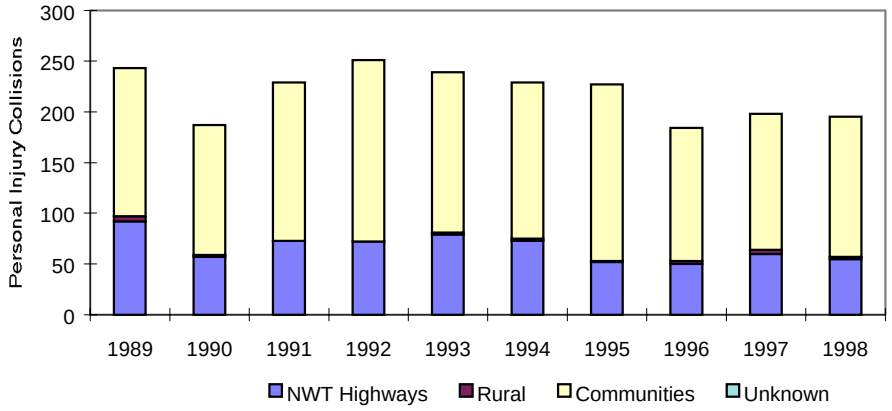


3 Year Summary

	Property Damage Collisions			
	1996	1997	1998	% Change
NWT Highways	71	78	72	-7.7
Rural	3	8	7	-12.5
Communities	473	418	446	6.7
Total	**547**	**504**	**525**	**4.2**

Trends in Personal Injury Collisions

Figure 1.5

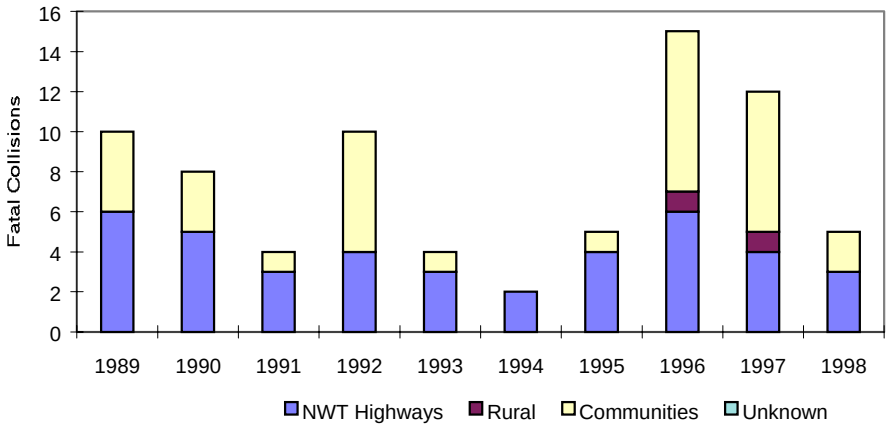


3 Year Summary

	Personal Injury Collisions			
	1996	**1997**	**1998**	**% Change**
NWT Highways	50	60	55	-8.3
Rural	3	4	2	-50.0
Communities	131	134	138	3.0
Total	**184**	**198**	**195**	**-1.5**

Trends in Fatal Collisions

Figure 1.6

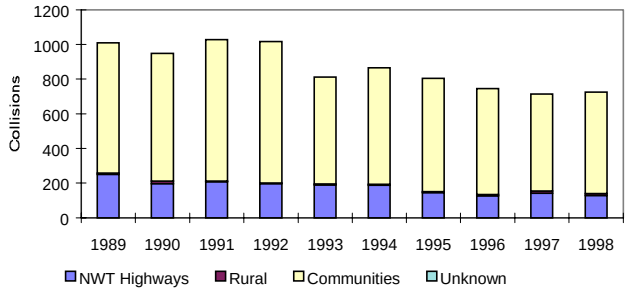


3 Year Summary

	Fatal Collisions			
	1996	**1997**	**1998**	**% Change**
NWT Highways	6	4	3	-25.0
Rural	1	1	0	-100.0
Communities	8	7	2	-71.4
Total	**15**	**12**	**5**	**-58.3**

Trends in All Reported Collisions

Figure 1.7



3 Year Summary

	1996	1997	1998	% Change
NWT Highways	127	142	130	-8.5
Rural	7	13	9	-30.8
Communities	612	559	586	4.8
Total	**746**	**714**	**725**	**1.5**

Property Damage Collisions by Month and Year

Figure 1.8

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	Avg. 89 to 97	1998	% Change*
January	72	76	95	80	53	60	55	64	65	69	67	-2.7
February	74	74	76	77	60	80	51	64	53	68	59	-12.8
March	69	77	82	79	58	59	84	64	49	69	43	-37.7
April	58	38	57	66	39	35	38	38	35	45	27	-39.9
May	41	33	35	48	29	34	37	30	28	35	21	-40.0
June	44	46	61	40	28	36	25	34	32	38	32	-16.8
July	50	57	59	52	38	40	41	42	37	46	37	-20.0
August	52	61	46	55	39	48	41	30	39	46	42	-8.0
September	46	54	55	53	43	42	35	29	28	43	38	-11.2
October	82	76	75	69	59	66	47	57	54	65	48	-26.2
November	91	77	71	72	59	79	54	48	30	65	47	-27.2
December	78	90	84	65	63	56	65	47	54	67	64	-4.3
Total	**757**	**759**	**796**	**756**	**568**	**635**	**573**	**547**	**504**	**655**	**525**	**-19.8**

* % change is a comparison between 1998 and the 1989-97 average.

Personal Injury Collisons by Month and Year

Figure 1.9

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	Avg. 89 to 97	1998	% Change*
January	15	10	18	22	19	16	23	25	19	19	13	-29.9
February	21	10	15	18	20	10	17	16	23	17	15	-10.0
March	18	19	20	16	21	12	22	15	21	18	17	-6.7
April	10	8	9	14	18	16	13	12	21	13	10	-25.6
May	15	6	20	19	15	13	15	10	16	14	7	-51.2
June	20	24	28	23	20	23	18	15	9	20	27	35.0
July	40	28	34	26	32	18	21	16	14	25	19	-25.3
August	24	21	25	29	21	26	25	13	17	22	20	-10.4
September	19	11	16	22	20	19	18	17	13	17	20	16.1
October	22	20	17	21	22	25	19	18	17	20	21	4.4
November	15	9	13	17	18	27	16	12	14	16	10	-38.8
December	17	17	14	24	13	24	20	15	14	18	16	-8.9
Total	**217**	**183**	**230**	**251**	**239**	**239**	**247**	**194**	**198**	**220**	**195**	**-11.5**

Total Collisions by Month and Year

Figure 1.10

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	Avg. 89 to 97	1998	% Change*
January	87	87	113	103	72	76	78	89	84	88	81	-7.6
February	96	84	91	95	80	90	68	81	76	85	75	-11.3
March	87	96	102	95	80	71	106	81	75	88	60	-31.9
April	69	47	66	82	58	51	53	51	56	59	37	-37.5
May	57	39	55	67	44	48	52	41	46	50	28	-43.9
June	67	70	91	66	48	59	43	50	42	60	59	-0.9
July	92	87	93	78	71	58	63	59	53	73	57	-21.6
August	76	82	72	85	60	74	66	47	58	69	62	-10.0
September	65	65	71	75	63	61	54	46	41	60	59	-1.8
October	104	99	92	91	81	92	66	77	71	86	70	-18.5
November	110	85	75	91	78	106	71	61	44	82	57	-30.2
December	96	108	98	89	76	80	85	63	68	85	80	-5.6
Total	**1010**	**940**	**1069**	**1017**	**811**	**866**	**805**	**746**	**714**	**883**	**735**	**-17.9**

Fatal Collisions by Month and Year

Figure 1.11

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	Avg. 89 to 97	1998	% Change*
January	0	1	0	1	0	0	0	0	0	0.2	1	350.0
February	1	0	0	0	0	0	0	1	0	0.2	1	350.0
March	0	0	0	0	1	0	0	2	5	0.9	0	-100.0
April	1	1	0	2	1	0	2	1	0	0.9	0	-100.0
May	1	0	0	0	0	1	0	1	2	0.6	0	-100.0
June	3	0	2	3	0	0	0	1	1	1.1	0	-100.0
July	2	2	0	0	1	0	1	1	2	1.0	1	0.0
August	0	0	1	1	0	0	0	4	2	0.9	0	-100.0
September	0	0	0	0	0	0	1	0	0	0.1	1	0.0
October	0	3	0	1	0	1	0	2	0	0.8	1	28.6
November	1	0	1	2	1	0	1	1	0	0.8	0	-100.0
December	1	1	0	0	0	0	0	1	0	0.3	0	-100.0
Total	**10**	**8**	**4**	**10**	**4**	**2**	**5**	**15**	**12**	**7.8**	**5**	**-35.7**

* % change is a comparison between 1998 and the 1989-97 average.

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Time of Occurrence

Contents:

Time of Occurrence

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

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

Collisions by Month of Occurrence

Figure 2.1

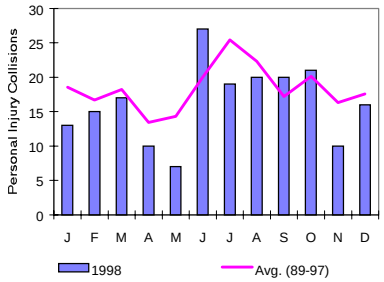


Figure 2.2

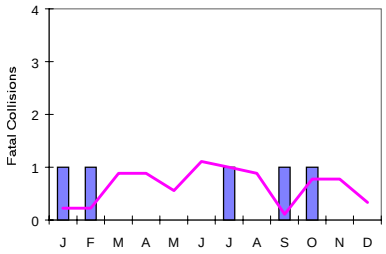
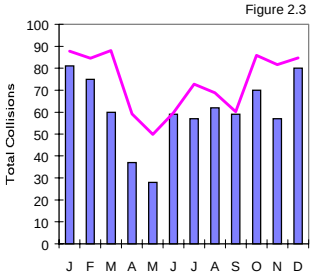


Figure 2.3



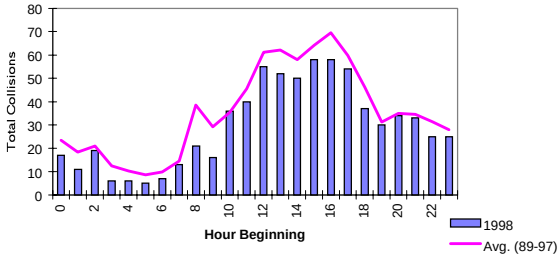
Collisions & Victims by Month of Occurrence

Figure 2.4

	Number of Collisions				Number of Victims	
Month	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	67	13	1	81	18	1
February	59	15	1	75	18	1
March	43	17	0	60	24	0
April	27	10	0	37	19	0
May	21	7	0	28	9	0
June	32	27	0	59	37	0
July	37	19	1	57	34	1
August	42	20	0	62	26	0
September	38	20	1	59	33	1
October	48	21	1	70	30	1
November	47	10	0	57	16	0
December	64	16	0	80	21	0
Total	**525**	**195**	**5**	**725**	**285**	**5**

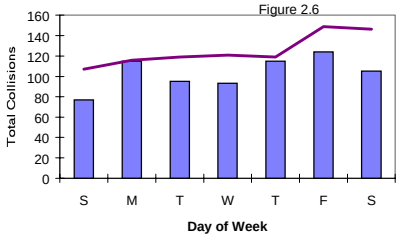
Total Collisions by Time of Day

Figure 2.5



Total Collisions by Day of Week

Figure 2.6



Collisions by Time of Day & Day of Week*

Figure 2.7

Collision Hour	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total	%
12 to 1 a.m.	2	4	1	1	3	3	3	17	2.3
1 to 2 a.m.	3	1	3	1	0	0	3	11	1.5
2 to 3 a.m.	5	0	0	2	2	1	9	19	2.6
3 to 4 a.m.	1	0	0	2	0	0	3	6	0.8
4 to 5 a.m.	1	0	1	0	0	1	3	6	0.8
5 to 6 a.m.	1	0	0	1	0	1	2	5	0.7
6 to 7 a.m.	2	3	1	0	0	0	1	7	1.0
7 to 8 a.m.	2	2	1	1	2	3	2	13	1.8
8 to 9 a.m.	1	4	2	2	6	3	3	21	2.9
9 to 10 a.m.	2	4	2	3	1	4	0	16	2.2
10 to 11 a.m.	3	6	5	5	8	5	4	36	5.0
11 to 12 a.m.	2	5	3	8	7	8	7	40	5.5
12 to 1 p.m.	4	6	7	4	11	16	7	55	7.6
1 to 2 p.m.	6	12	9	6	3	11	5	52	7.2
2 to 3 p.m.	4	9	6	7	7	13	4	50	6.9
3 to 4 p.m.	7	8	11	8	6	12	6	58	8.0
4 to 5 p.m.	5	10	6	8	13	8	8	58	8.0
5 to 6 p.m.	4	10	6	10	11	6	7	54	7.5
6 to 7 p.m.	5	7	6	3	7	5	4	37	5.1
7 to 8 p.m.	4	5	4	3	6	5	3	30	4.1
8 to 9 p.m.	3	5	5	5	7	6	3	34	4.7
9 to 10 p.m.	3	4	3	7	4	5	7	33	4.6
10 to 11 p.m.	3	5	2	1	5	5	4	25	3.5
11 to 12 p.m.	0	2	8	4	4	3	4	25	3.5
Not Stated	4	3	3	1	2	0	3	16	2.2
Total	**77**	**115**	**95**	**93**	**115**	**124**	**105**	**724**	
%	**10.6**	**15.9**	**13.1**	**12.8**	**15.9**	**17.1**	**14.5**	**100.0**	

* Excludes collisions in which Day of Week was unknown.

MAJOR CONTRIBUTING FACTORS

Contents:

Major Contributing Factors

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

Police officers are encouraged to use their skilled judgement in reporting the likely factors, even if the collision scene was not attended.

Figure 3.6 shows that human condition is twice as prevalent in injury and fatal collisions (14%) than in all collisions (7%). Human factors account for 62% of all factors in collisions, as compared to vehicular (6%) and environmental (8%).

Figure 3.12 points out the difference between collisions occurring in communities and on the NWT Highway system. Environmental factors are more than four times as prevalent on NWT Highways (22%) than in communities (5%).

Collisions by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fatigued, Fell Asleep	1	1	0	2	0.3
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	19	25	0	44	6.1
Under Influence - Drugs	0	1	0	1	0.1
Sudden Illness, Lost Consciousness	0	1	0	1	0.1
Other Driver Condition	0	0	0	0	0.0
Total	**20**	**28**	**0**	**48**	**6.6**

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	30	12	0	42	5.8
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	27	27	1	55	7.6
Improper Turning or Passing	9	3	0	12	1.7
Failed to Yield Right-of-Way	58	25	0	83	11.4
Disobeyed Traffic Control/Officer	8	1	0	9	1.2
Driving on Wrong Side of Road	8	7	0	15	2.1
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	102	5	0	107	14.8
Lost Control	84	43	1	128	17.7
Other Driver Action	0	0	0	0	0.0
Total	**326**	**123**	**2**	**451**	**62.2**

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	2	1	0	3	0.4
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	1	1	0.1
Tire Blown Out	0	4	0	4	0.6
Unsecured Load, Spilled Load	1	0	0	1	0.1
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	6	3	0	9	1.2
Other Vehicle Contributing Factor	21	3	0	24	3.3
Total	**31**	**11**	**1**	**43**	**5.9**

Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal on Roadway	10	2	0	12	1.7
Road Surface or Condition	22	7	0	29	4.0
Obstruction/Debris on Road	15	2	0	17	2.3
View Obstructed, Glare, Reflection	0	1	0	1	0.1
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	**47**	**12**	**0**	**59**	**8.1**

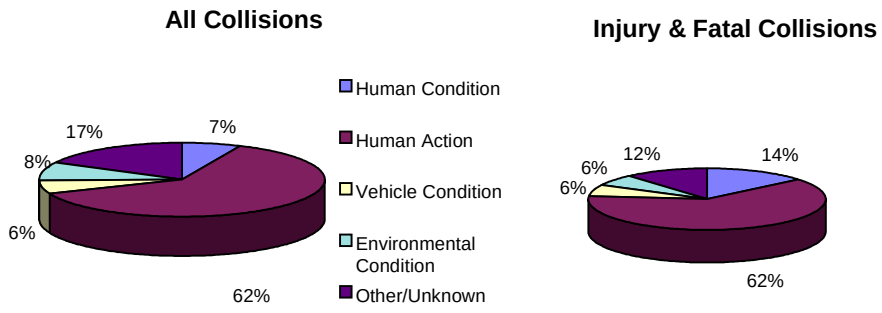
Collisions by Severity Where Major Contributing Factor Was Unspecified or Unknown

Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unspecified	19	18	2	39	5.4
Unknown	82	3	0	85	11.7
Total	**101**	**21**	**2**	**124**	**17.1**
Total All Factors	**525**	**195**	**5**	**725**	**100.0**

Major Contributing Factors by Collision Severity

Figure 3.6



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

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

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

Figure 3.7

Human Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Fatigued, Fell Asleep	2	0	0	2	0.3
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	5	38	1	44	6.1
Under Influence - Drugs	0	1	0	1	0.1
Sudden Illness, Lost Consciousness	0	1	0	1	0.1
Other Driver Condition	0	0	0	0	0.0
Total	**7**	**40**	**1**	**48**	**6.6**

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

Figure 3.8

Human Action	NWT Highways	In Communities	Rural	Total	% of Total Factors
Following Too Closely	3	39	0	42	5.8
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	13	42	0	55	7.6
Improper Turning or Passing	4	8	0	12	1.7
Failed to Yield Right-of-Way	5	78	0	83	11.4
Disobeyed Traffic Control/Officer	0	9	0	9	1.2
Driving on Wrong Side of Road	2	12	1	15	2.1
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	107	0	107	14.8
Lost Control	55	71	2	128	17.7
Other Driver Action	0	0	0	0	0.0
Total	**82**	**366**	**3**	**451**	**62.2**

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

Figure 3.9

Vehicle Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Defective Brakes	0	3	0	3	0.4
Defective Steering	0	0	0	0	0.0
Defective Lights	1	0	0	1	0.1
Tire Blown Out	3	1	0	4	0.6
Unsecured Load, Spilled Load	1	0	0	1	0.1
Oversized Load, Overload	0	1	0	1	0.1
Visibility Obstructed	1	8	0	9	1.2
Other Vehicle Contributing Factor	3	21	0	24	3.3
Total	**9**	**34**	**0**	**43**	**5.9**

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

Figure 3.10

Environmental Condition	NWT Highways	In Communities	Rural	Total	% of Total Factors
Animal on Roadway	11	1	0	12	1.7
Road Surface or Condition	13	16	0	29	4.0
Obstruction/Debris on Road	4	13	0	17	2.3
View Obstructed, Glare, Reflection	0	1	0	1	0.1
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
Total	**28**	**31**	**0**	**59**	**8.1**

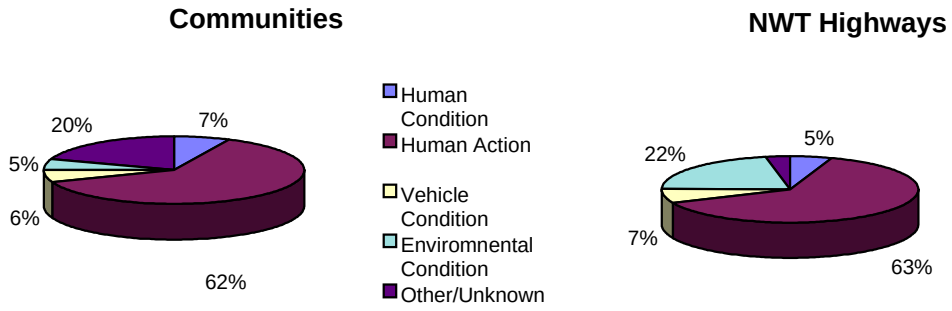
Collisions by Road System Where Major Contributing Factor Was Unspecified or Unknown

Figure 3.11

Factor	NWT Highways	In Communities	Rural	Total	% of Total Factors
Unspecified	2	34	3	39	5.4
Unknown	2	81	2	85	11.7
Total	**4**	**115**	**5**	**124**	**17.1**
Total All Factors	**130**	**586**	**9**	**725**	**100.0**

Major Contributing Factors in Collisions - Communities and NWT Highways

Figure 3.12



Environmental Factors

Contents:

Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

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

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

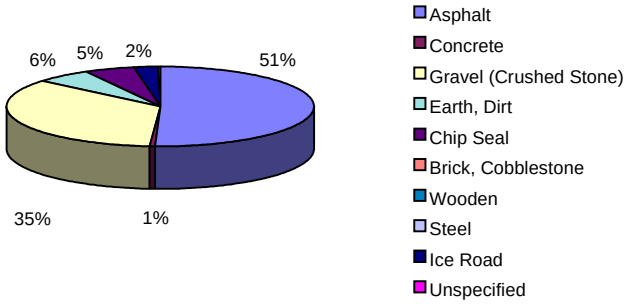
Figures 4.6 and 4.7 provide a breakdown on the types of collisions that occur for both single and multiple vehicle configurations.

Figures 4.12 and 4.13 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jack-knifing.

Collisions by Road Surface Type and Severity

Figure 4.1

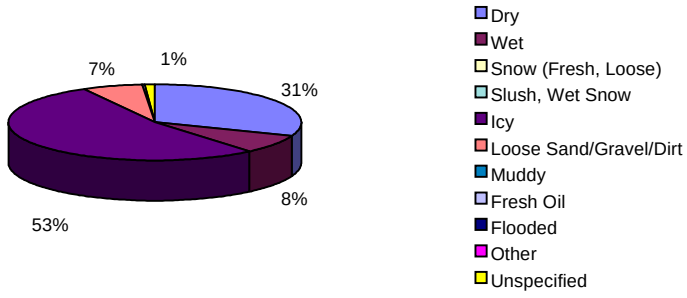
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	296	71	0	367	50.6
Concrete	4	0	0	4	0.6
Gravel (Crushed Stone)	167	84	2	253	34.9
Earth, Dirt	22	19	1	42	5.8
Chip Seal	23	13	2	38	5.2
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	10	8	0	18	2.5
Unspecified	3	0	0	3	0.4
Total	**525**	**195**	**5**	**725**	100.0



Collisions by Road Surface Environmental Condition and Severity

Figure 4.2

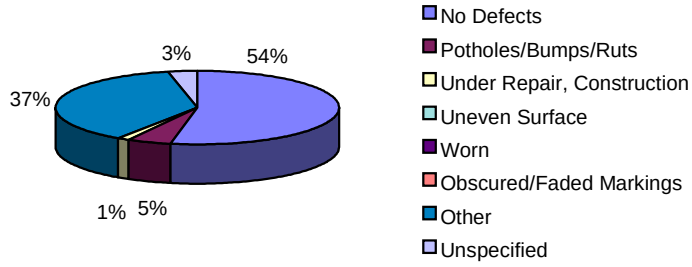
Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	160	61	3	224	30.9
Wet	35	22	0	57	7.9
Snow (Fresh, Loose)	0	0	0	0	0.0
Slush, Wet Snow	0	0	0	0	0.0
Icy	296	87	2	385	53.1
Loose Sand/Gravel/Dirt	28	21	0	49	6.8
Muddy	0	0	0	0	0.0
Fresh Oil	0	1	0	1	0.1
Flooded	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unspecified	6	3	0	9	1.2
Total	**525**	**195**	**5**	**725**	100.0



Collisions by Road Defect and Severity

Figure 4.3

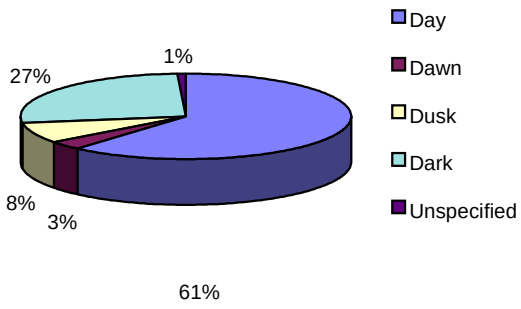
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	278	104	3	385	53.1
Potholes/Bumps/Ruts	16	20	0	36	5.0
Under Repair, Construction	5	4	0	9	1.2
Uneven PavementSurface	0	0	0	0	0.0
Worn	0	0	0	0	0.0
Obscured or Faded Markings	0	0	0	0	0.0
Other	209	60	2	271	37.4
Unspecified	17	7	0	24	3.3
Total	**525**	**195**	**5**	**725**	100.0



Collisions by Light Condition and Severity

Figure 4.4

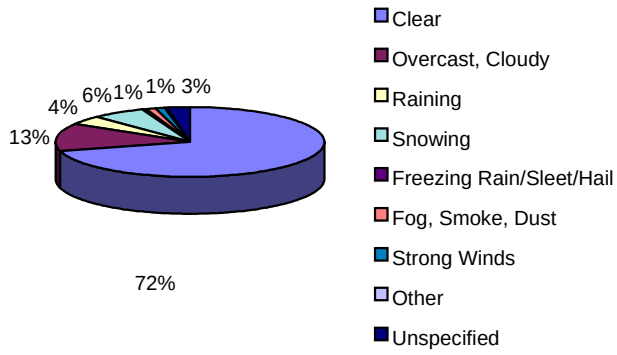
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	340	105	1	446	61.5
Dawn	18	6	0	24	3.3
Dusk	36	20	0	56	7.7
Dark	125	64	4	193	26.6
Unspecified	6	0	0	6	0.8
Total	**525**	**195**	**5**	**725**	100.0



Collisons by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	379	129	5	513	70.8
Overcast, Cloudy (No Precipitation)	64	30	0	94	13.0
Raining	18	12	0	30	4.1
Snowing	31	15	0	46	6.3
Freezing Rain/Sleet/Hail	2	1	0	3	0.4
Visibility Limitations (fog, dust, etc.)	5	3	0	8	1.1
Strong Winds	7	2	0	9	1.2
Other	1	1	0	2	0.3
Unspecified	18	2	0	20	2.8
Total	**525**	**195**	**5**	**725**	100.0

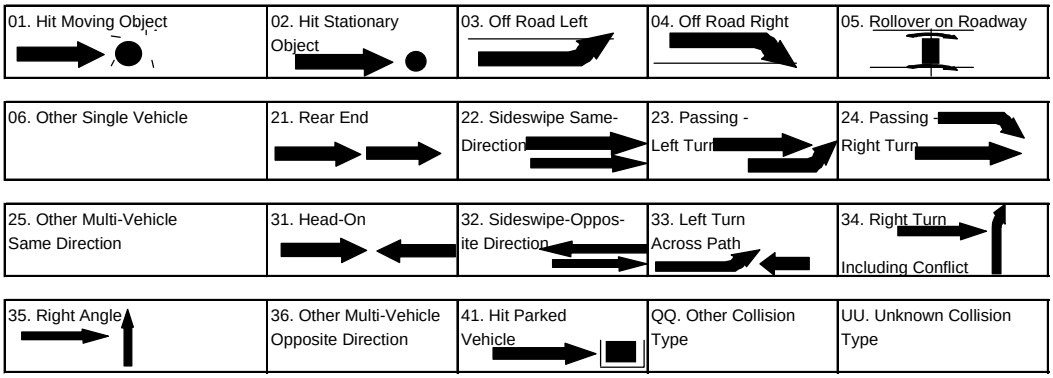


Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Animal	10	2	0	12	1.7
b) With Pedestrian	0	32	2	34	4.7
c) Other	2	1	0	3	0.4
02. Hit Stationary Object	62	13	0	75	10.1
03. Off Road Left					
a) With Rollover	5	14	1	20	2.8
b) No Rollover	4	4	0	8	1.1
04. Off Road Right					
a) With Rollover	17	30	0	47	6.5
b) No Rollover	13	13	0	26	3.6
05. Rollover on Roadway	3	12	0	15	2.1
06. Other Single Vehicle	1	4	0	5	0.7
21. Rear End	61	18	0	79	10.9
22. Sideswipe - Same Direction	10	5	0	15	2.1
23. Passing - Left Turn	0	1	0	1	0.1
24. Passing - Right Turn	3	0	0	3	0.4
25. Other Multi-Vehicle Same Direction	0	0	0	0	0.0
31. Head-On	3	2	1	6	0.8
32. Sideswipe - Opposite Direction	21	7	0	28	3.9
33. Left Turn Across Path	14	7	0	21	2.9
34. Right Turn Including Conflict	6	1	0	7	1.0
35. Right Angle	79	20	0	99	13.7
36. Other Multi-Vehicle Opposite Direction	27	4	0	31	4.3
41. Hit Parked Vehicle	179	4	1	184	25.4
QQ. Other Collision Type	4	0	0	4	0.6
UU. Unknown Collision Type	1	1	0	2	0.3
Total	**525**	**195**	**5**	**725**	100.0

***Collision Configurations**

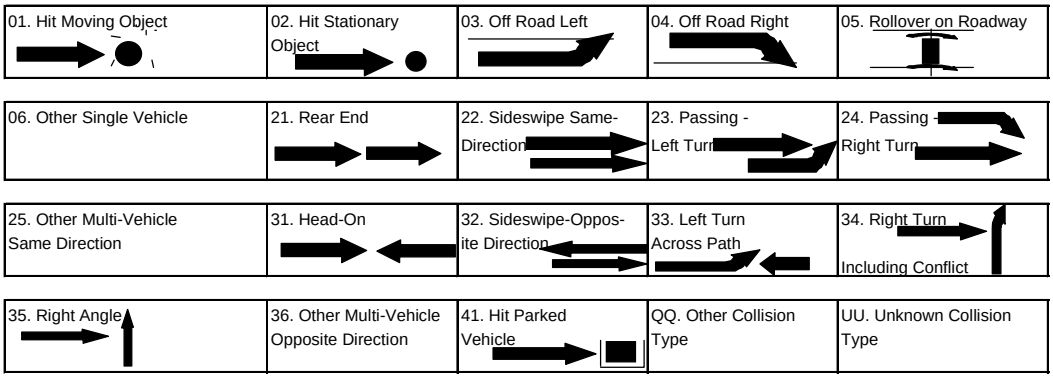


Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Animal	12	0	0	12	1.7
b) With Pedestrian	2	32	0	34	4.7
c) Other	1	2	0	3	0.4
02. Hit Stationary Object	8	66	1	75	10.3
03. Off Road Left					
a) With Rollover	14	6	0	20	2.8
b) No Rollover	5	2	1	8	1.1
04. Off Road Right					
a) With Rollover	37	10	0	47	6.5
b) No Rollover	15	11	0	26	3.6
05. Rollover on Roadway	5	9	1	15	2.1
06. Other Single Vehicle	1	4	0	5	0.7
21. Rear End	7	70	2	79	10.9
22. Sideswipe - Same Direction	3	12	0	15	2.1
23. Passing - Left Turn	1	0	0	1	0.1
24. Passing - Right Turn	0	3	0	3	0.4
25. Other Multi-Vehicle Same Direction	0	0	0	0	0.0
31. Head-On	2	4	0	6	0.8
32. Sideswipe - Opposite Direction	5	21	2	28	3.9
33. Left Turn Across Path	1	20	0	21	2.9
34. Right Turn Including Conflict	2	5	0	7	1.0
35. Right Angle	3	96	0	99	13.7
36. Other Multi-Vehicle Opposite Direction	3	28	0	31	4.3
41. Hit Parked Vehicle	2	181	1	184	25.4
QQ. Other Collision Type	1	2	1	4	0.6
UU. Unknown Collision Type	0	2	0	2	0.3
Total	**130**	**586**	**9**	725	100.0

***Collision Configurations**



Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	158	100	4	262	36.1
Intersection - Two Public Roadways	99	53	0	152	21.0
Intersection - Parking Lot, Driveway	111	32	1	144	19.9
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	3	3	0	6	0.8
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	1	0	0	1	0.1
Other	151	7	0	158	21.8
Unknown	2	0	0	2	0.3
Total	**525**	**195**	**5**	**725**	**100.0**

Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	108	146	8	262	36.1
Intersection - Two Public Roadways	13	138	1	152	21.0
Intersection - Parking Lot, Driveway	3	141	0	144	19.9
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	5	1	0	6	0.8
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	1	0	0	1	0.1
Other	0	158	0	158	21.8
Unknown	0	2	0	2	0.3
Total	**130**	**586**	**9**	**725**	**100.0**

Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	403	113	2	518	71.4
Straight with Grade	43	21	1	65	9.0
Curved and Level	37	33	1	71	9.8
Curve with Grade	24	18	1	43	5.9
Top of Hill or Grade	13	10	0	23	3.2
Bottom of Hill or Grade	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	5	0	0	5	0.7
Total	**525**	**195**	**5**	**725**	**100.0**

Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	7	1	0	8	1.1
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	330	178	5	513	70.8
Undivided, Two-Way, Multi Lane	0	0	0	0	0.0
Divided, Barrier Median	8	3	0	11	1.5
Divided with Median, No Barrier	0	0	0	0	0.0
Divided, Divider Unspecified	15	4	0	19	2.6
Other	163	9	0	172	23.7
Unknown	2	0	0	2	0.3
Total	**525**	**195**	**5**	**725**	**100.0**

Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	0	0	0	0.0
Hit Building	13	2	0	15	2.1
Hit Ditch	1	0	0	1	0.1
Hit Embankment, Dirt Pile, Rock	9	1	0	10	1.4
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree. Bush, Hedge	4	1	0	5	0.7
Hit Utility Pole, Lamp Pole	17	5	0	22	3.0
Hit Curb	4	1	0	5	0.7
Hit Post	5	0	0	5	0.7
Hit Traffic Barrier	7	0	0	7	1.0
Hit Fixed Object Part of Road Structure	0	2	0	2	0.3
Hit Fixed Object NOT Part of Road Structure	2	0	0	2	0.3
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	**62**	**12**	**0**	**74**	**10.2**
Moveable Objects					
Another Road Vehicle	403	69	2	474	65.4
Animal	10	2	0	12	1.7
Pedestrian	0	32	2	34	4.7
Other Moveable Object	2	1	0	3	0.4
Sub Total Moveable Objects	**415**	**104**	**4**	**523**	**72.1**
Non-Collision Events					
Ran Off Road	17	17	0	34	4.7
Rollover	25	56	1	82	11.3
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	1	0	0	1	0.1
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	**43**	**73**	**1**	**117**	16.1
Other/Unknown Event	5	6	0	11	1.5
Grand Total	**525**	**195**	**5**	**725**	**100.0**

Collision Sequence of Events by Road System Figure 4.13

Non-Moving Objects	NWT Highways	In Communities	Rural	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	0	0	0	0.0
Hit Building	0	15	0	15	2.1
Hit Ditch	1	0	0	1	0.1
Hit Embankment, Dirt Pile, Rock	4	5	1	10	1.4
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree. Bush, Hedge	0	5	0	5	0.7
Hit Utility Pole, Lamp Pole	0	22	0	22	3.0
Hit Curb	0	5	0	5	0.7
Hit Post	0	5	0	5	0.7
Hit Traffic Barrier	2	5	0	7	1.0
Hit Fixed Object Part of Road Structure	1	1	0	2	0.3
Hit Fixed Object NOT Part of Road Structure	0	2	0	2	0.3
Hit Other Type Fixed Object	0	0	0	0	0.0
Sub Total Fixed Objects	**8**	**65**	**1**	**74**	**10.2**
Moveable Objects					
Another Road Vehicle	29	440	5	474	65.4
Animal	12	0	0	12	1.7
Pedestrian	2	32	0	34	4.7
Other Moveable Object	1	2	0	3	0.4
Sub Total Moveable Objects	**44**	**474**	**5**	**523**	**72.1**
Non-Collision Events					
Ran Off Road	20	13	1	34	4.7
Rollover	56	25	1	82	11.3
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	1	0	0	1	0.1
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
Sub Total Non-Collision Events	**77**	**38**	**2**	**117**	16.1
Unknown Event	**1**	**9**	**1**	**11**	1.5
Grand Total	**130**	**586**	**9**	**725**	**100.0**

Driver Factors

Contents:

Driver Factors

This section describes the characteristics of drivers involved in collisions. In 1998, 1,018 drivers were involved in 725 collisions. This is an average of 1.40 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

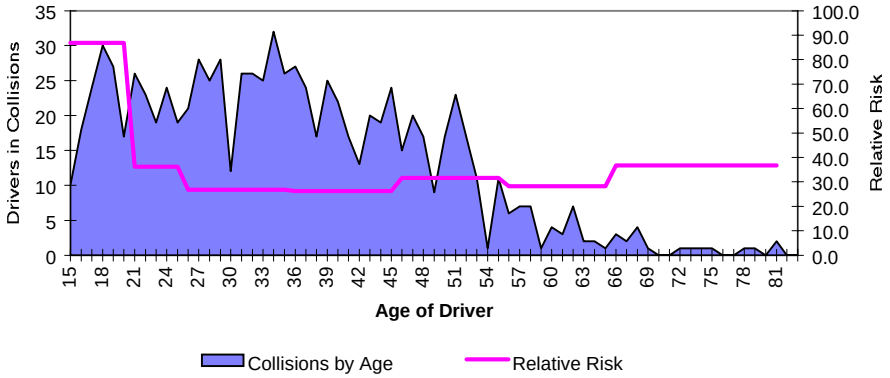
Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are 2.4 times as likely to be involved in a collision than drivers aged 35 to 44 years. Crash statistics involving young or inexperienced drivers is useful for developing graduated licensing programs.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 15	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & Over	Not Stated	**Total**
Licensed Drivers	102	1331	2865	9464	9379	5927	2057	630	0	31,755
Drivers in Collisions	23	126	111	249	208	141	42	18	100	1,018

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 20	21 to 25	26 to 35	36 to 45	46 to 55	56 to 65	Over 65	Average Rate
Property Damage	57.9	23.8	18.7	20.8	23.1	22.8	30.5	26.5
Personal Injury & Fatal	29.0	12.4	8.2	5.4	8.5	5.4	6.1	9.6
Total	**86.9**	**36.2**	**26.9**	**26.3**	**31.6**	**28.2**	**36.7**	**36.2**
Relative Risk*	**2.4**	**1.0**	**0.7**	**0.7**	**0.9**	**0.8**	**1.0**	**1.0**

The age of drivers invovled in traffic collisions can form the basis of various analysis and countermeasure programs. The reason for this intertest is the over-involvement of young drivers in collisions and a 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 20 are 2.4 times more likely to be involved in a collision than the average driving population. On average, 9% of 15 to 20 year olds were involved in collisions, compared to 3% of 36 to 45 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Req'd.	No Licence	Not Stated	Total
Under 16	0	0	0	0	0	0	0	21	12	0	33
16	0	0	0	0	14	0	0	3	1	0	18
17	0	0	0	0	16	0	1	3	4	0	24
18	0	0	0	0	23	0	1	3	3	0	30
19	1	0	0	1	22	0	1	1	1	0	27
20	0	0	1	0	7	0	1	1	7	0	17
21-24	5	0	1	2	66	0	1	7	9	1	92
25-34	6	3	5	20	172	2	3	12	14	5	242
35-44	21	3	11	14	144	1	1	3	6	6	210
45-54	16	2	5	11	103	0	1	2	4	10	154
55-64	6	1	2	8	29	0	1	2	1	2	52
65 and over	2	0	1	1	14	0	0	1	0	0	19
Not Stated	0	0	0	1	7	0	0	4	0	88	100
Drivers in Collisions	**57**	**9**	**26**	**58**	**617**	**3**	**11**	**63**	**62**	**112**	**1,018**
Total Licenced Drivers	**1,439**	**282**	**1,157**	**1,536**	**25,694**	**6**	**1,641**	**N/A**	**N/A**	**N/A**	**31,755**
Relative Risk*	**1.24**	**1.00**	**0.70**	**1.18**	**0.75**	**15.60**	**0.21**	**N/A**	**N/A**	**N/A**	**1.00**

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

Number of Drivers Involved in Collisions by Condition and Age

Figure 5.4

Driver Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Apparently Normal	32	16	19	26	26	11	71	201	190	141	48	17	8	806	79.2
Fatigued, Fell Asleep	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0.2
Inexperience	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Under Influence - Alcohol	1	1	3	4	0	4	17	30	14	8	1	0	2	85	8.3
Under Influence - Drugs	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0.1
Sudden Illness, Lost Consciousness	0	0	0	0	0	1	0	1	1	1	0	0	0	4	0.4
Other Condition	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0.1
Unknown	0	1	1	0	1	1	3	9	5	4	2	2	90	119	11.7
Total	**33**	**18**	**24**	**30**	**27**	**17**	**92**	**242**	**210**	**154**	**52**	**19**	**100**	**1,018**	
%	3.2	1.8	2.4	2.9	2.7	1.7	9.0	23.8	20.6	15.1	5.1	1.9	9.8		**100.0**

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.5

Driver Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Driving Properly	4	4	7	9	7	6	25	85	80	70	14	3	4	318	31.2
Following Too Closely	0	2	1	2	3	1	11	10	9	9	1	1	0	50	4.9
Distracted, Inattentive	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Driving Too Fast	6	2	4	4	2	2	14	16	8	2	4	2	2	68	6.7
Improper Turning or Passing	1	0	0	1	0	0	1	5	2	3	3	0	0	16	1.6
Failing to Yield Right of Way	7	5	1	3	2	1	5	22	26	15	7	2	2	98	9.6
Disobeying Traffic Control/Officer	0	0	1	0	1	1	0	3	1	2	0	0	0	9	0.9
Driving on Wrong Side of Road	2	0	1	0	1	0	1	3	4	2	0	0	2	16	1.6
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	1	0	1	4	4	1	7	36	34	17	8	7	7	127	12.5
Lost Control	11	5	6	7	4	3	25	55	36	24	13	4	3	196	19.3
Other Driver Action	1	0	2	0	1	0	3	5	6	6	1	0	0	25	2.5
Unknown	0	0	0	0	2	2	0	2	4	4	1	0	80	95	9.3
Total	**33**	**18**	**24**	**30**	**27**	**17**	**92**	**242**	**210**	**154**	**52**	**19**	**100**	**1,018**	
%	3.2	1.8	2.4	2.9	2.7	1.7	9.0	23.8	20.6	15.1	5.1	1.9	9.8		100.0

Vehicle Factors

Contents:

Vehicle Factors

There were a total of 1,213 vehicles involved in 725 collisions in 1998. This is an average of 1.67 vehicles per collision. This section provides details on the different vehicle types involved in collisions.

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

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	276	66	1	343	28.3
Passenger Van	110	23	0	133	11.0
Light Utility Vehicle	0	0	0	0	0.0
Pickup Truck	413	91	4	508	41.9
Panel/Cargo Van	0	0	0	0	0.0
Other Truck/Van <= 4536 kg	0	0	0	0	0.0
Unit Truck > 4536 kg	15	5	1	21	1.7
Road Tractor	19	7	0	26	2.1
School Bus	1	1	0	2	0.2
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	0	0	0	0	0.0
Intercity Bus	0	0	0	0	0.0
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	6	0	6	0.5
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	19	0	20	1.6
Bicycle	2	16	0	18	1.5
Motorhome	1	0	0	1	0.1
Farm Equipment	0	0	0	0	0.0
Construction Equipment	7	2	1	10	0.8
Fire Engine	0	0	0	0	0.0
Snowmobile	18	34	1	53	4.4
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	72	0	0	72	5.9
Total	**935**	**270**	**8**	**1213**	100.0

Number of Vehicles in Collisions by Vehicle Condition and Severity

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	770	242	5	1017	83.8
Defective Brakes	2	3	0	5	0.4
Defective Steering	0	0	0	0	0.0
Defective Lighting	2	2	1	5	0.4
Tire Blown Out	4	4	0	8	0.7
Unsecured Load, Spilled Load	1	1	0	2	0.2
Oversized Load, Overload	2	1	0	3	0.2
Visibility Obstructed	17	3	0	20	1.6
Other Defective Vehicular Parts	26	4	0	30	2.5
Other Vehicular Factor	0	0	0	0	0.0
Unknown	111	10	2	123	10.1
Total	**935**	**270**	**8**	**1213**	100.0

Number of Vehicles in Collisions by Vehicle Manoeuvre and Severity

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	326	177	3	506	41.7
Turning Left	53	17	0	70	5.8
Turning Right	49	11	1	61	5.0
Making U-Turn	4	2	0	6	0.5
Changing Lanes	3	2	0	5	0.4
Merging	1	0	0	1	0.1
Reversing	122	8	1	131	10.8
Overtaking	3	2	0	5	0.4
Negotiating Curve	0	0	0	0	0.0
Slowing or Stopped in Traffic	86	26	1	113	9.3
Starting in Traffic	3	2	0	5	0.4
Leaving Roadside	3	7	0	10	0.8
Stopped/Parked Legally	182	5	0	187	15.4
Stopped/Parked Illegally	4	0	2	6	0.5
Swerving to Avoid Collision	10	8	0	18	1.5
Run-away or Roll-away Vehicle	11	1	0	12	1.0
Unspecified Manoeuvre	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	75	2	0	77	6.3
Total	**935**	**270**	**8**	**1213**	100.0

Number of Vehicles in Collisions by Vehicle Year and Severity

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
1999	6	0	0	6	0.5
1998	71	21	0	92	7.6
1997	107	30	1	138	11.4
1996	61	29	0	90	7.4
1995	71	24	1	96	7.9
1994	68	15	1	84	6.9
1993	44	23	0	67	5.5
1992	58	16	0	74	6.1
1991	54	15	0	69	5.7
1990	45	9	0	54	4.5
1989	53	8	3	64	5.3
1988	37	3	0	40	3.3
1987 & Older	169	50	2	221	18.2
Unspecified	91	27	0	118	9.7
Total	**935**	**270**	**8**	**1213**	100.0

Victims and Occupant Restraints

Contents:

Victims and Occupant Restraints

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

Figures 7.6, 7.7 and 7.8 show the relationships between the severity of injury to motor vehicle occupants and seat belt use. The number of persons injured while using seat belts is much higher than those not using them. This is because nearly 75% of all motor vehicle occupants are belted in during a crash. The severity of injury is also lower for victims using seat belts. In the Northwest Territories, over 90% of victims wearing seat belts were not injured. On the other hand, nearly 20% of the victims who were not wearing seat belts were injured or killed.

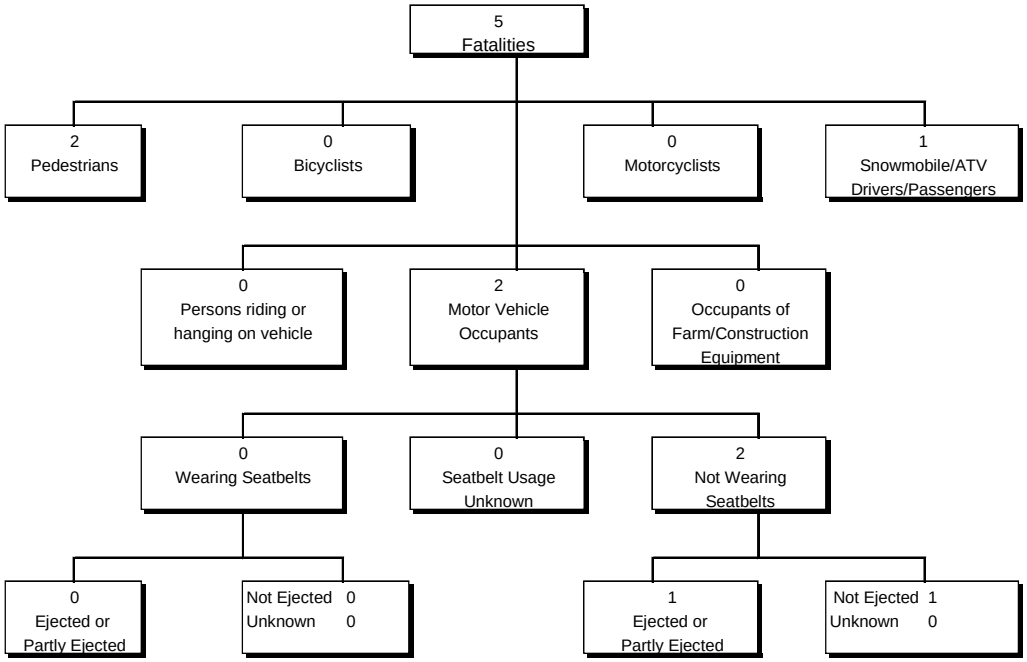
The proper use of seat belts is an important factor when evaluating their effectiveness in reducing or preventing injuries. This is especially true of young children and the use of child restraints. In the Northwest Territories, less than 35% of children are restrained at all. It is estimated that only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

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

For more information on the Car Seat Instructors Program, please call the Department of Transportation, Motor Vehicles Division at (867) 920-8918.

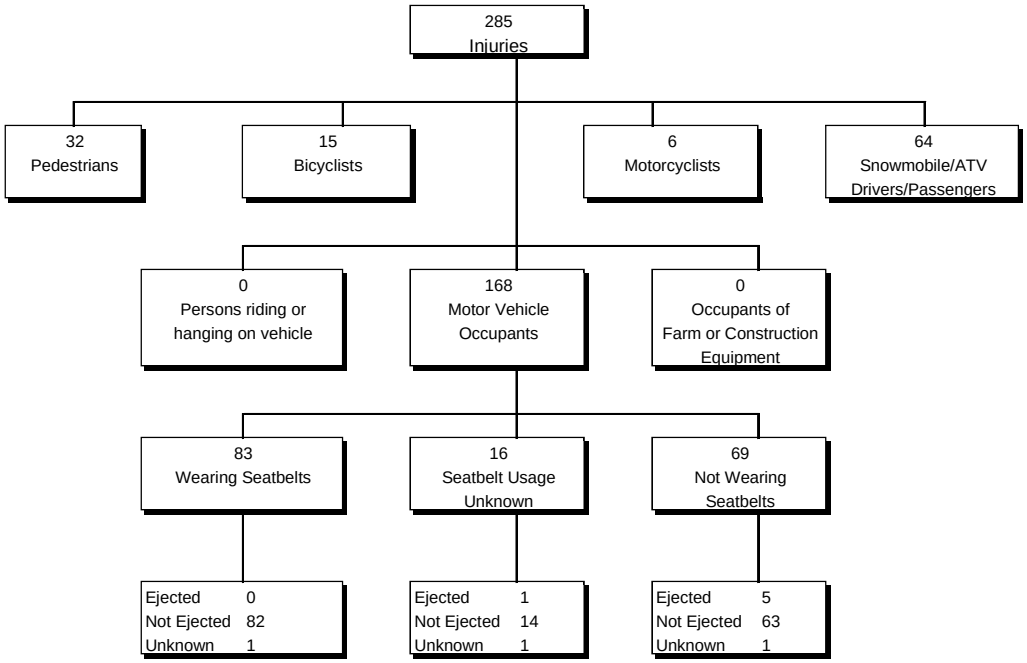
Fatalities Classification
(January 1 to December 31, 1998)

Figure 7.1



Injuries Classification
(January 1 to December 31, 1998)

Figure 7.2



Persons Injured by Road User Class and Age Group Figure 7.3

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	8	19	31	14	9	6	2	3	**92**	32.3
Motor Vehicle Passenger	1	10	15	13	6	13	5	2	2	9	**76**	26.7
Pedestrian	1	16	3	3	4	1	1	2	1	0	**32**	11.2
Bicyclist	0	6	4	1	2	1	0	0	0	1	**15**	5.3
Motorcyclist (includes passengers	0	0	1	0	3	1	0	0	0	1	**6**	2.1
ATV Operators & Passengers	4	5	5	1	4	2	3	1	0	0	**25**	8.8
Snowmobile Operators & Passengers	0	10	6	5	9	2	2	2	1	2	**39**	13.7
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Other	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Total	**6**	**47**	**42**	**42**	**59**	**34**	**20**	**13**	**6**	**16**	**285**	100.0

Persons Killed by Road User Class and Age Group Figure 7.4

Road User Class	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Motor Vehicle Driver	0	0	0	1	0	0	0	0	0	0	**1**	20.0
Motor Vehicle Passenger	0	0	0	1	0	0	0	0	0	0	**1**	20.0
Pedestrian	0	1	0	0	0	0	0	1	0	0	**2**	40.0
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	1	0	0	0	0	0	**1**	20.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Other	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Total	**0**	**1**	**0**	**2**	**1**	**0**	**0**	**1**	**0**	**0**	**5**	100.0

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

	Persons Injured				Person Killed			
Road User Class	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	58	34	0	**92**	1	0	0	**1**
Motor Vehicle Passenger	39	36	1	**76**	1	0	0	**1**
Pedestrian	15	17	0	**32**	2	0	0	**2**
Bicyclist	8	7	0	**15**	0	0	0	**0**
Motorcyclist (includes passengers)	6	0	0	**6**	0	0	0	**0** **0**
ATV Operators & Passengers	12	13	0	**25**	0	0	0	**0**
Snowmobile Operators & Passengers	23	15	1	**39**	1	0	0	**1**
Farm/Construction Equipment	0	0	0	**0**	0	0	0	**0**
Other	0	0	0	**0**	0	0	0	**0**
Unspecified	0	0	0	**0**	0	0	0	**0**
Total	**161**	**122**	**2**	**285**	**5**	**0**	**0**	**5**

Motor Vehicle* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	208	39	652	0	367	**1266**	88.2
Minimal Injuries	27	3	33	0	6	**69**	4.8
Minor Injuries	35	0	41	0	8	**84**	5.8
Major (Hospital Admission)	6	0	3	0	0	**9**	0.6
Fatal	2	0	0	0	0	**2**	0.1
Injured - Extent Unknown	2	0	3	0	1	**6**	0.4
Total	**280**	**42**	**732**	**0**	**382**	**1436**	100.0

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

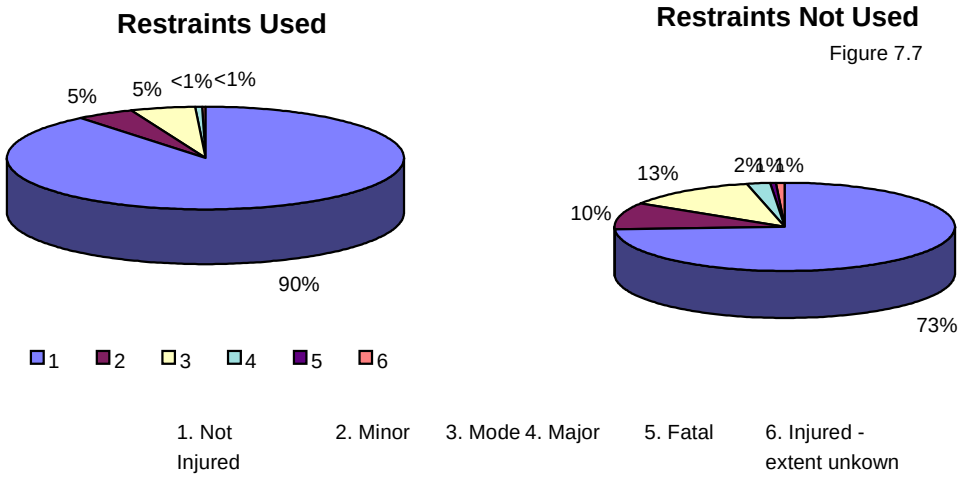


Figure 7.7

1. Not Injured 2. Minor 3. Mode 4. Major 5. Fatal 6. Injured - extent unkown

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

Injury Classification

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

Motor Vehicle* Occupants by Injury Severity & Age Group

Figure 7.8

Restraints Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	12	32	94	61	141	140	100	34	11	66	691
Minimal Injuries	0	0	4	6	9	5	3	3	3	3	36
Minor Injuries	0	2	7	9	7	7	5	3	0	1	41
Major (Hospital Admission)	0	0	0	0	1	0	1	0	0	1	3
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	2	0	1	0	0	0	3
Total	**12**	**34**	**105**	**76**	**160**	**152**	**110**	**40**	**14**	**71**	**774**

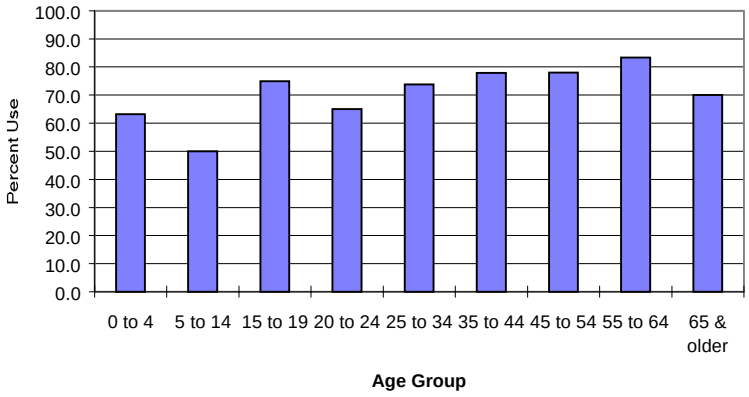
Restraints Not Used

Injury Severity	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total
Not Injured	6	28	26	22	42	32	28	6	5	13	208
Minimal Injuries	0	3	4	6	5	2	2	2	1	2	27
Minor Injuries	1	3	4	11	6	7	1	0	0	2	35
Major (Hospital Admission)	0	0	1	0	3	1	0	0	0	1	6
Fatal	0	0	0	2	0	0	0	0	0	0	2
Injured - Extent Unknown	0	0	0	0	1	1	0	0	0	0	2
Total	**7**	**34**	**35**	**41**	**57**	**43**	**31**	**8**	**6**	**18**	**280**

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

Victim Restraint Use Rate by Victim Age

Figure 7.9



Pedestrians

Contents:

Pedestrians

1998 Quick Facts on Pedestrian Collisions

- 32 injured
- 2 killed
- 53% of the pedestrians injured were under the age of 15
- 94% of the pedestrians were injured within a community
- 14.7% of pedestrians had been drinking or were impaired by alcohol

Pedestrians Injured or Killed by Age Group

Figure 8.1

	Age Group											
	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	1	16	3	3	4	1	1	2	1	0	32	94.1
Killed	0	1	0	0	0	0	0	1	0	0	2	5.9
Total	**1**	**17**	**3**	**3**	**4**	**1**	**1**	**3**	**1**	**0**	**34**	
%	2.9	50.0	8.8	8.8	11.8	2.9	2.9	8.8	2.9	0.0	100.0	**100.0**

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

	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	Not Stated	Total	%
Crossing Intersection With Traffic Control, With Right-of-Way	0	0	2	2	1	0	0	0	0	0	**5**	14.7
Crossing Intersection With Traffic Control, Without Right-of-Way	0	0	0	0	1	0	0	0	0	0	**1**	2.9
Crossing Intersection - No Traffic Control	0	1	0	0	0	0	0	0	0	0	**1**	2.9
Crossing Roadway at Crosswalk	0	1	0	0	0	0	0	0	0	0	**1**	2.9
Crossing Roadway Not at Intersection	1	1	0	0	0	0	0	1	0	0	**3**	8.8
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Walking Along Roadway With Traffic	0	0	1	0	0	0	0	1	0	0	**2**	5.9
OnSidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Coming from Behing Parked Vehicle/Object on Roadside	0	1	0	1	1	0	0	0	1	0	**4**	11.8
Coming from Behind Moving Vehicle	0	0	0	0	0	0	1	0	0	0	**1**	2.9
Running into Roadway	0	6	0	0	0	0	0	0	0	0	**6**	17.6
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Playing on Roadway	0	5	0	0	0	0	0	0	0	0	**5**	14.7
Working on Roadway	0	0	0	0	0	1	0	1	0	0	**2**	5.9
Lying on Road	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Other	0	2	0	0	1	0	0	0	0	0	**3**	8.8
Unknown	0	0	0	0	0	0	0	0	0	0	**0**	0.0
Total	**1**	**17**	**3**	**3**	**4**	**1**	**1**	**3**	**1**	**0**	**34**	100.0

Pedestrians Injured or Killed By Place of Occurrence and Injury Severity

Figure 8.3

Place of Occurrence	**Killed**	**Injured**	**Total**	**%**
Urban	1	31	**32**	94.1
Rural	1	1	**2**	5.9
Unspecified	0	0	**0**	0.0
Total	**2**	**32**	**34**	100.0

Pedestrians Injured or Killed by Accident Site

Figure 8.4

Accident Site	Killed	Injured	Total	%
Non-Intersection	2	9	**11**	32.4
At Intersection of At Least Two Roadways	0	9	**9**	26.5
Intersection With Parking Lot/Driveway/Alley	0	11	**11**	32.4
Railroad Level Crossing	0	0	**0**	0.0
Bridge/Overpass/Viaduct	0	0	**0**	0.0
Tunnel or Underpass	0	0	**0**	0.0
Passing Lane/Climbing Lane	0	0	**0**	0.0
Other	0	3	**3**	8.8
Unspecified	0	0	**0**	0.0
Total	**2**	**32**	**34**	100.0

Pedestrians Injured or Killed by Pedestrian Condition

Figure 8.5

Pedestrian Condition	Killed	Injured	Total	%
Apparently Normal	1	26	27	79.4
Fatigued, Fell Asleep	0	0	0	0.0
Inexperience	0	0	0	0.0
Under Influence - Alcohol	0	5	5	14.7
Under Influence - Drugs	0	0	0	0.0
Sudden Illness. Lost Conciousness	0	1	1	2.9
Other Condition	0	0	0	0.0
Unknown	1	0	1	2.9
Total	**2**	**32**	**34**	100.0

Alcohol

Contents:

Alcohol

REDUCING ALCOHOL AS A FACTOR IN MOTOR VEHICLE COLLISIONS

The Department of Transportation believes too many people are being killed and injured as a result of drinking and driving in the Northwest Territories. In the fall of 1995, an inter agency committee was struck to develop recommendations to reduce drinking and driving. A draft report containing the recommendations was completed in the summer of 1996.

Amongst the recommendations are:

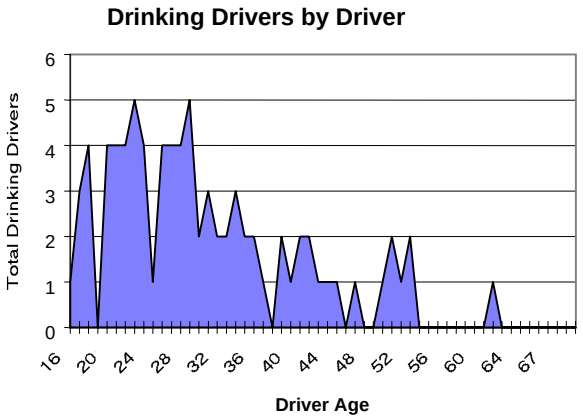
- 0 BAC (blood alcohol concentration) for new drivers
- immediate roadside suspension for a BAC greater than .04%
- 30 to 90 day administrative licence suspension
- increase statutory licence suspensions
- mandatory education program for first and second offenders
- develop assessment and treatment programs for repeat offenders

The purpose of the recommendations are to reduce the extent of deaths and injuries on NWT roadways. The Department of Transportation, Motor Vehicles Division is working with other agencies to realize a 20% reduction in alcohol-related crashes by the year 2001.

Drinking Drivers in Collisions by Driver Age and

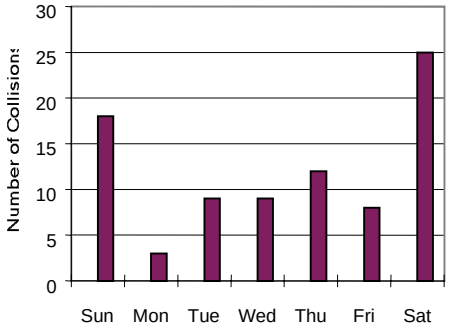
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinkin Drivers
Under 16	1	0	0	**1**
16	0	1	0	**1**
17	3	0	0	**3**
18	4	0	0	**4**
19	0	0	0	**0**
20	2	2	0	**4**
21 to 24	14	3	0	**17**
25 to 34	23	7	0	**30**
35 to 44	10	4	0	**14**
45 to 54	7	1	0	**8**
55 to 64	0	1	0	**1**
65 & Older	0	0	0	**0**
Not Stated	1	0	1	**2**
Total	**65**	**19**	**1**	**85**



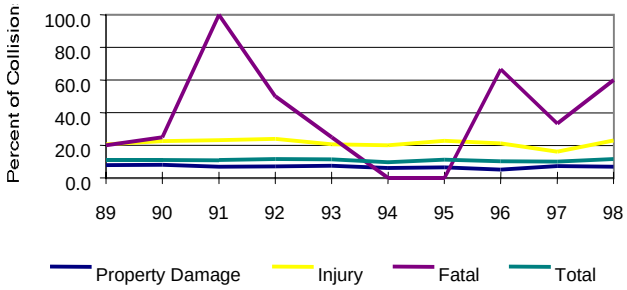
Collisions Involving Alcohol
Day of Week

Figure 9.2



Percentage of Collisons
Alcohol by Year and Severity

Figure 9.3



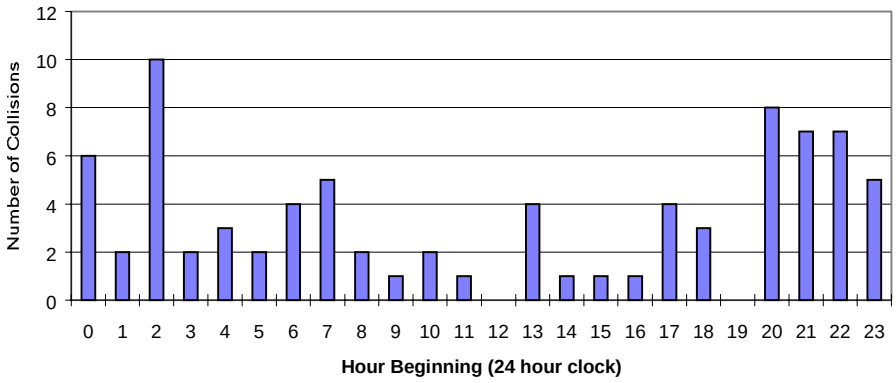
Number of Collisions and Victims Involving

Figure 9.4

Year	Number of Collisions: Propert Damage	Personal Injury	Fatal	Total	% of Total Collision	Number of Victims: Injured	Killed	Total	% of Total Victims
1989	59	50	2	111	11.0	77	2	79	22.5
1990	60	41	2	103	10.9	56	2	58	21.5
1991	55	53	4	112	10.9	93	4	97	30.5
1992	53	60	5	118	11.6	86	5	91	25.7
1993	43	49	1	93	11.5	93	1	94	25.3
1994	38	46	0	84	9.7	66	0	66	20.6
1995	38	52	0	90	11.2	78	0	78	25.7
1996	28	39	10	77	10.3	65	10	75	26.6
1997	36	32	4	72	10.1	52	4	56	18.9
1998	36	45	3	84	11.6	74	3	77	26.6
Average	**45**	**47**	**3**	**94**	**10.9**	**74**	**3**	**77**	**24.4**

Number of Alcohol Related Collisions by Time of Day

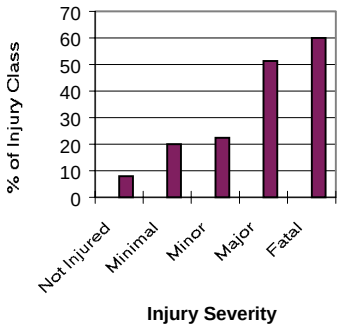
Figure 9.5



Injury Severity by Alcohol Involvement

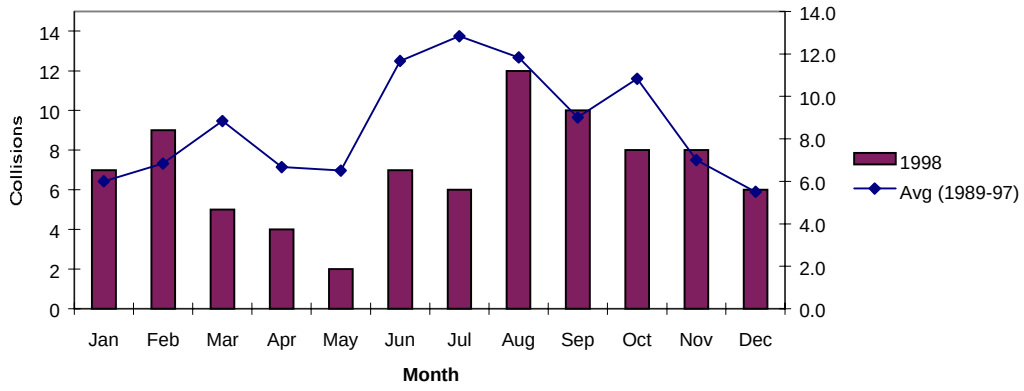
Figure 9.6

Injury Severity	Alcohol Involvement Yes	Alcohol Involvement No	Totals	% with Alcohol
Not Injured	104	1,215	1319	7.9
Minimal Injuries	19	76	95	20.0
Minor	30	104	134	22.4
Major	19	18	37	51.4
Fatal	3	2	5	60.0
Injured - Extent Unknown	5	14	19	26.3
Total	**180**	**1429**	**1609**	**11.2**



Alcohol-Involved Collisions by Month

Figure 9.7



Off-Road Vehicles

Contents:

Off-Road Vehicles

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

From the Figures, the following facts can be noted:

- 72% of off-road vehicle collisions result in injuries or death

- 57% of off-road vehicle drivers involved in collisions are 24 years of age or younger

- 26.2% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol

- only 21.4% of off-road vehicle drivers or passengers in collisions were wearing helmets

Off-Road Vehicle Collisions by Month and Severity

Figure 10.1

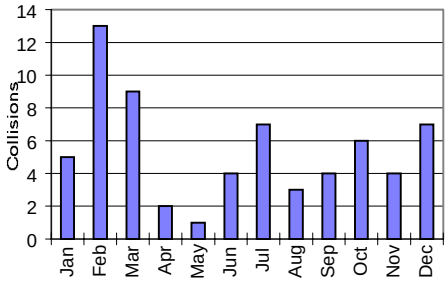
	Number of Collisions				Number of Victims	
Month	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2	2	1	5	4	1
February	7	6	0	13	7	0
March	3	6	0	9	9	0
April	0	2	0	2	7	0
May	0	1	0	1	1	0
June	0	4	0	4	7	0
July	0	7	0	7	12	0
August	0	3	0	3	6	0
September	2	2	0	4	3	0
October	3	3	0	6	4	0
November	1	3	0	4	5	0
December	0	7	0	7	10	0
Total	**18**	**46**	**1**	**65**	**75**	**1**

Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
Total Victims	**40**	**25**	**65**
Killed	1	0	1
Injured	39	25	64
Total Vehicles Involved	**53**	**20**	**73**
Fatal	1	0	1
Injury	34	19	53
Property Damage	18	1	19

Off-Road Vehicle Collisions by Month



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

	Snowmobile			ATV				
Age Group	Male	Female	Unknown	Male	Female	Unknown	Total	%
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	4	5	0	1	2	0	12	18.5
15 to 19	10	1	0	3	1	0	15	23.1
20 to 24	7	0	0	3	0	0	10	15.4
25 to 34	8	2	0	3	2	0	15	23.1
35 to 44	2	0	0	1	0	0	3	4.6
45 to 54	2	0	0	2	1	0	5	7.7
55 to 64	1	1	0	0	1	0	3	4.6
65 & Over	1	0	0	0	0	0	1	1.5
Unknown	0	0	1	0	0	0	1	1.5
Total	**35**	**9**	**1**	**13**	**7**	**0**	**65**	**100.0**

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

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	8	37	0	45	69.2
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	2	14	1	17	26.2
Under Influence - Drugsl	0	1	0	1	1.5
Sudden Illness, Lost Consiousness	0	1	0	1	1.5
Other Condition	0	0	0	0	0.0
Unknown	1	0	0	1	1.5
Total	**11**	**53**	**1**	**65**	**100.0**

Off-Road Vehicle Drivers in Collisions by Driver Action and Severity

Figure 10.5

Driver Action	Property Damage	Personal Injury	Fatal	Total	%
Driving Properly	2	11	0	13	20.0
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	0	0	0	0.0
Driving Too Fast for Conditions	1	14	1	16	24.6
Improper Turning or Passing	0	1	0	1	1.5
Failed to Yield Right-of-Way	1	9	0	10	15.4
Disobeyed Traffic Control or Officer	0	0	0	0	0.0
Driving on Wrong Side of Road	1	2	0	3	4.6
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	2	0	0	2	3.1
Lost Control	3	14	0	17	26.2
Other	0	1	0	1	1.5
Unknown	1	1	0	2	3.1
Total	**11**	**53**	**1**	**65**	**100.0**

Off-Road Vehicle Occupants by Injury Severity and Helmet Use

Figure 10.6

Injury Severity	Helmet Worn	Helmet Not Worn	Unknown	Total	%
Not Injured	7	31	4	42	39.3
Minimal Injuries	5	8	0	13	12.1
Minor Injuries	6	20	3	29	27.1
Major (Hospital Admission)	3	17	0	20	18.7
Fatal	0	1	0	1	0.9
Injured - Extent Unknown	0	0	2	2	1.9
Total	**21**	**77**	**9**	**107**	**100.0**

Geographic Distribution

Contents:

Geographic Distribution

Figure 11.1 is a detailed summary of collisions by Region, RCMP detachment and severity. Not surprisingly, 69 % of the collisions took place in the North/South Slave Region. The North/South Slave Region also accounted for 51.2% of persons injured and two fifths of the fatalities.

Figure 11.2 describes collisions that occurred on the NWT Highway system. Collisions are summarized by location (along numbered highways), date, severity, configuration, and the number of persons injured and killed. Highway 3 (Yellowknife Highway) accounted for 36% of the collisions occurring on the numbered highway system.

Figure 11.3 is a map showing the number of collisions on various segments of the NWT Highway system, including Access and Winter roads. Figure 11.4 is a map showing the corresponding collision rates expressed in the number of collisions per million vehicle-kilometres of travel.

Collisions by Region, RCMP Detachment and Severity

Figure 11.1

A - Baffin Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Broughton Island	5	2	0	7	4	0
Cape Dorset	2	0	0	2	0	0
Clyde River	0	1	0	1	4	0
Grise Fiord	0	0	0	0	0	0
Hall Beach	4	0	1	5	0	1
Igloolik	0	0	0	0	0	0
Iqaluit	31	14	0	45	17	0
Kimmirut	1	0	0	1	0	0
Nanisivik	4	3	1	8	7	1
Pangnirtung	4	2	1	7	3	1
Pond Inlet	0	1	0	1	2	0
Resolute	3	1	0	4	3	0
Sanikiluaq	0	1	0	1	1	0
Sub Total Baffin Region	**54**	**25**	**3**	**82**	**41**	**3**

B - Inuvik Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Aklavik	2	2	0	4	2	0
Deline	2	0	0	2	0	0
Fort Good Hope	2	0	0	2	0	0
Fort McPherson	6	5	0	11	9	0
Holman	0	1	0	1	2	0
Inuvik	33	19	0	52	30	0
Norman Wells	3	3	0	6	6	0
Paulatuk/Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	7	0	0	7	0	0
Tulita	1	0	0	1	0	0
Sub Total Inuvik Region	**56**	**30**	**0**	**86**	**49**	**0**

C - Keewatin Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Arviat	0	8	0	8	13	0
Baker Lake	1	2	0	3	2	0
Coral Harbour	1	0	0	1	0	0
Rankin Inlet	9	10	0	19	15	0
Sub Total Keewatin Region	**11**	**20**	**0**	**31**	**30**	**0**

D - Kitikmeot Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Cambridge Bay	4	4	0	8	7	0
Gjoa Haven	1	1	0	2	1	0
Holman/Kugluktuk	2	6	0	8	7	0
Pelly Bay/Taloyoak	1	4	0	5	4	0
Sub Total Kitikmeot Region	**8**	**15**	**0**	**23**	**19**	**0**

E - North/South Slave Region

RCMP Detachment	Number of Collisions: Property Damage	Personal Injury	Fatal	Total	Number of Victims: Injured	Killed
Fort Liard	5	2	0	7	2	0
Fort Providence	10	6	0	16	13	0
Fort Resolution	7	2	0	9	3	0
Fort Simpson	15	3	0	18	3	0
Fort Smith	20	7	0	27	12	0
Hay River	50	22	1	73	31	1
Lutsel K'e	0	1	0	1	1	0
Rae/Wha Ti	17	12	1	30	15	1
Yellowknife	272	50	0	322	66	0
Sub Total North/South Slave Region	**396**	**105**	**2**	**503**	**146**	**2**
Total - All Regions	**525**	**195**	**5**	**725**	**285**	**5**

Collisions on the NWT Highway System Figure 11.2

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	98.0	18-Jul-1998	Injury	Single Vehicle Rollover	2	0
	99.0	28-Aug-1998	Injury	Single Vehicle Rollover	1	0
	124.0	8-Aug-1998	Property Damage	Single Vehicle Rollover	0	0
	127.0	12-Jan-1998	Property Damage	Single Vehicle Rollover	0	0
	178.0	11-Jul-1998	Injury	Single Vehicle Rollover	4	0
	189.0	15-May-1998	Property Damage	Ran Off Road	0	0
	281.0	9-Jun-1998	Property Damage	Single Vehicle Rollover	0	0
	360.0	22-Jun-1998	Property Damage	Animal Strike	0	0
	400.0	1-Jan-1998	Property Damage	Ran Off Road	0	0
	466.0	9-Mar-1998	Property Damage	Collision with Fixed Object	0	0
	506.0	7-Jul-1998	Property Damage	Single Vehicle Rollover	0	0
	680.0	14-Aug-1998	Injury	Ran Off Road	1	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	4	0	12	8	0

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.0	21-Jan-1998	Injury	Single Vehicle Rollover	1	0
	26.0	10-Nov-1998	Injury	Single Vehicle Rollover	1	0
	28.0	20-Sep-1998	Fatal	Single Vehicle Rollover	1	1
	37.0	8-Jul-1998	Property Damage	Other Multi-Vehicle Collision	0	0
	38.0	31-May-1998	Injury	Single Vehicle Rollover	1	0
	38.0	22-Dec-1998	Injury	Other Multi-Vehicle Collision	1	0
	38.3	27-Sep-1998	Property Damage	Single Vehicle Rollover	0	0
	38.8	9-Oct-1998	Property Damage	Right Angle	0	0
	39.1	10-Jul-1998	Property Damage	Other Multi-Vehicle Collision	0	0
	39.1	22-Sep-1998	Injury	Rear End	2	0
	39.7	19-Jun-1998	Property Damage	Other Multi-Vehicle Collision	0	0
	40.0	6-Jan-1998	Property Damage	Collision with Fixed Object	0	0
	40.0	17-Jan-1998	Property Damage	Collision with Fixed Object	0	0
	42.0	30-Oct-1998	Property Damage	Other Multi-Vehicle Collision	0	0
	45.2	27-Sep-1998	Injury	Ran Off Road	2	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	6	1	15	9	1

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	24.0	16-Feb-1998	Property Damage	Collision with Fixed Object	0	0
	26.0	30-Sep-1998	Property Damage	Animal Strike	0	0
	45.0	4-Sep-1998	Injury	Animal Strike	2	0
	58.0	27-Oct-1998	Property Damage	Animal Strike	0	0
	65.0	16-Sep-1998	Property Damage	Animal Strike	0	0
	66.0	14-Oct-1998	Injury	Animal Strike	1	0
	73.0	4-Sep-1998	Property Damage	Other Single Vehicle Collision	0	0
	75.0	16-Sep-1998	Property Damage	Animal Strike	0	0
	101.0	28-Jan-1998	Injury	Rear End	2	0
	103.0	30-Sep-1998	Property Damage	Animal Strike	0	0
	133.0	10-Apr-1998	Property Damage	Ran Off Road	0	0
	145.0	13-Oct-1998	Fatal	Collision with Parked Vehicle	1	1
	161.0	12-Sep-1998	Injury	Single Vehicle Rollover	3	0
	196.0	29-Oct-1998	Injury	Collision with Fixed Object	1	0
	227.0	27-May-1998	Property Damage	Ran Off Road	0	0
	251.0	27-Jul-1998	Property Damage	Ran Off Road	0	0
	255.0	8-Oct-1998	Property Damage	Single Vehicle Rollover	0	0
	258.0	13-Aug-1998	Injury	Other Single Vehicle Collision	1	0
	260.0	1-Feb-1998	Injury	Single Vehicle Rollover	1	0
	263.0	7-Mar-1998	Injury	Other Single Vehicle Collision	2	0
	265.0	4-Aug-1998	Injury	Single Vehicle Rollover	1	0
	275.0	27-Aug-1998	Injury	Single Vehicle Rollover	1	0
	284.0	8-Nov-1998	Property Damage	Ran Off Road	0	0
	295.0	9-Oct-1998	Property Damage	Ran Off Road	0	0
	299.0	24-Dec-1998	Property Damage	Animal Strike	0	0
	303.0	21-Mar-1998	Property Damage	Other Multi-Vehicle Collision	0	0
	303.0	14-Jun-1998	Injury	Collision with Fixed Object	1	0
	303.0	28-Jun-1998	Injury	Collision with Fixed Object	2	0
	308.0	8-Aug-1998	Property Damage	Sideswipe Same Direction	0	0
	314.0	5-Jun-1998	Injury	Single Vehicle Rollover	1	0
	314.0	27-Nov-1998	Property Damage	Ran Off Road	0	0
	330.0	16-Aug-1998	Injury	Single Vehicle Rollover	1	0
	332.0	6-Dec-1998	Property Damage	Other Multi-Vehicle Collision	0	0
	335.0	20-Oct-1998	Injury	Collision with Fixed Object	1	0
	335.0	20-Oct-1998	Injury	Ran Off Road	1	0
	336.7	11-Jun-1998	Injury	Left Turn Across Path	1	0
	336.7	2-Jul-1998	Injury	Sideswipe Same Direction	1	0
	336.7	23-Nov-1998	Property Damage	Other Multi-Vehicle Collision	0	0
	337.0	10-Apr-1998	Property Damage	Ran Off Road	0	0
	338.0	14-Nov-1998	Injury	Collision with Fixed Object	1	0

Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	20	19	1	40	26	1

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.0	5-Feb-1998	Property Damage	Sideswipe - Opposite Direction	0	0
	4.0	23-Oct-1998	Property Damage	Ran Off Road	0	0
	9.8	28-Jul-1998	Injury	Collision with Pedestrian	1	0
	13.0	17-Mar-1998	Property Damage	Single Vehicle Rollover	0	0
	22.0	19-Feb-1998	Property Damage	Collision with Fixed Object	0	0
	31.0	8-Jun-1998	Property Damage	Single Vehicle Rollover	0	0
	33.0	6-Sep-1998	Property Damage	Single Vehicle Rollover	0	0
	46.0	10-Aug-1998	Property Damage	Collision with Fixed Object	0	0
	48.0	2-Aug-1998	Property Damage	Ran Off Road	0	0
	50.0	11-Feb-1998	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	1	0	10	1	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	2.0	30-Oct-1998	Injury	Collision with Fixed Object	2	0
	2.5	13-Nov-1998	Property Damage	Ran Off Road	0	0
	2.5	31-Dec-1998	Property Damage	Sideswipe Same Direction	0	0
	16.0	16-Jan-1998	Injury	Rear End	3	0
	16.0	29-Dec-1998	Injury	Single Vehicle Rollover	1	0
	18.0	27-Jun-1998	Injury	Single Vehicle Rollover	2	0
	18.0	12-Dec-1998	Property Damage	Single Vehicle Rollover	0	0
	140.0	24-Mar-1998	Injury	Single Vehicle Rollover	3	0
	158.0	6-Dec-1998	Injury	Single Vehicle Rollover	2	0
	161.0	30-Oct-1998	Injury	Single Vehicle Rollover	1	0
	200.0	5-Jun-1998	Injury	Single Vehicle Rollover	1	0
	246.0	4-Aug-1998	Property Damage	Animal Strike	0	0
	264.6	6-Jan-1998	Property Damage	Other Multi-Vehicle Collision	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	5	8	0	13	15	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	40.0	6-Jan-1998	Property Damage	Animal Strike	0	0

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

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	4.0	7-Feb-1998	Injury	Single Vehicle Rollover	1	0
	144.0	14-Jul-1998	Property Damage	Single Vehicle Rollover	0	0
	188.0	4-Jun-1998	Injury	Single Vehicle Rollover	1	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	1	2	0	3	2	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	35.0	10-Sep-1998	Injury	Single Vehicle Rollover	1	0
	44.0	7-Jan-1998	Property Damage	Animal Strike	0	0
	71.0	25-Jan-1998	Property Damage	Single Vehicle Rollover	0	0
	72.1	14-Jul-1998	Injury	Single Vehicle Rollover	3	0
	85.4	10-Feb-1998	Property Damage	Other Multi-Vehicle Collision	0	0
	97.0	22-Nov-1998	Property Damage	Ran Off Road	0	0
	114.0	9-Oct-1998	Property Damage	Collision with Parked Vehicle	0	0
	115.0	8-Jun-1998	Injury	Single Vehicle Rollover	3	0
	158.0	29-Jun-1998	Injury	Single Vehicle Rollover	1	0
	160.0	13-Jun-1998	Injury	Collision with Fixed Object	1	0
	184.0	18-Aug-1998	Property Damage	Single Vehicle Rollover	0	0
	189.0	18-Aug-1998	Injury	Single Vehicle Rollover	2	0
	208.0	9-Jul-1998	Property Damage	Single Vehicle Rollover	0	0
	234.0	1-Sep-1998	Injury	Single Vehicle Rollover	1	0
	237.0	18-Oct-1998	Injury	Other Multi-Vehicle Collision	1	0
	254.0	16-Jun-1998	Property Damage	Collision with Fixed Object	0	0
	257.0	20-Oct-1998	Injury	Single Vehicle Rollover	1	0
	271.5	21-Apr-1998	Injury	Right Angle	2	0

Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	8	10	0	18	16	0

Access and Winter Roads	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
Aklavik Winter Access Road	12-Apr-1998	Injury	Collision with Fixed Object	1	0
Dettah Access Road	15-Jul-1998	Injury	Single Vehicle Rollover	1	0
Dettah Access Road	25-Jul-1998	Injury	Single Vehicle Rollover	4	0
Dettah Access Road	17-Oct-1998	Injury	Ran Off Road	1	0
Dettah Access Road	14-Dec-1998	Property Damage	Ran Off Road	0	0
Dettah Winter Access Road	6-Feb-1998	Property Damage	Right Angle	0	0
Inuvik-Tuktoyaktuk Winter Road	19-Jan-1998	Property Damage	Collision with Fixed Object	0	0
Inuvik-Tuktoyaktuk Winter Road	11-Mar-1998	Property Damage	Collision with Fixed Object	0	0
Inuvik-Tuktoyaktuk Winter Road	15-Mar-1998	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	20-Dec-1998	Injury	Single Vehicle Rollover	1	0
Kakisa Lake Access Road	12-Aug-1998	Property Damage	Sideswipe - Opposite Direction	0	0
Prelude East Access Road	9-Nov-1998	Property Damage	Sideswipe - Opposite Direction	0	0
Rae Access Road	26-Feb-1998	Property Damage	Other Multi-Vehicle Collision	0	0
Rae Access Road	8-Nov-1998	Property Damage	Single Vehicle Rollover	0	0
Rae Lakes Winter Access Road	17-Feb-1998	Property Damage	Single Vehicle Rollover	0	0
Rae Lakes Winter Access Road	16-Mar-1998	Injury	Head-on	1	0
Trout Lake Winter Access Road	23-Jan-1998	Property Damage	Other Multi-Vehicle Collision	0	0
Vee Lake Access Road	2-Mar-1998	Injury	Sideswipe - Opposite Direction	2	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	11	7	0	18	11	0

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	71	57	2	130	88	2

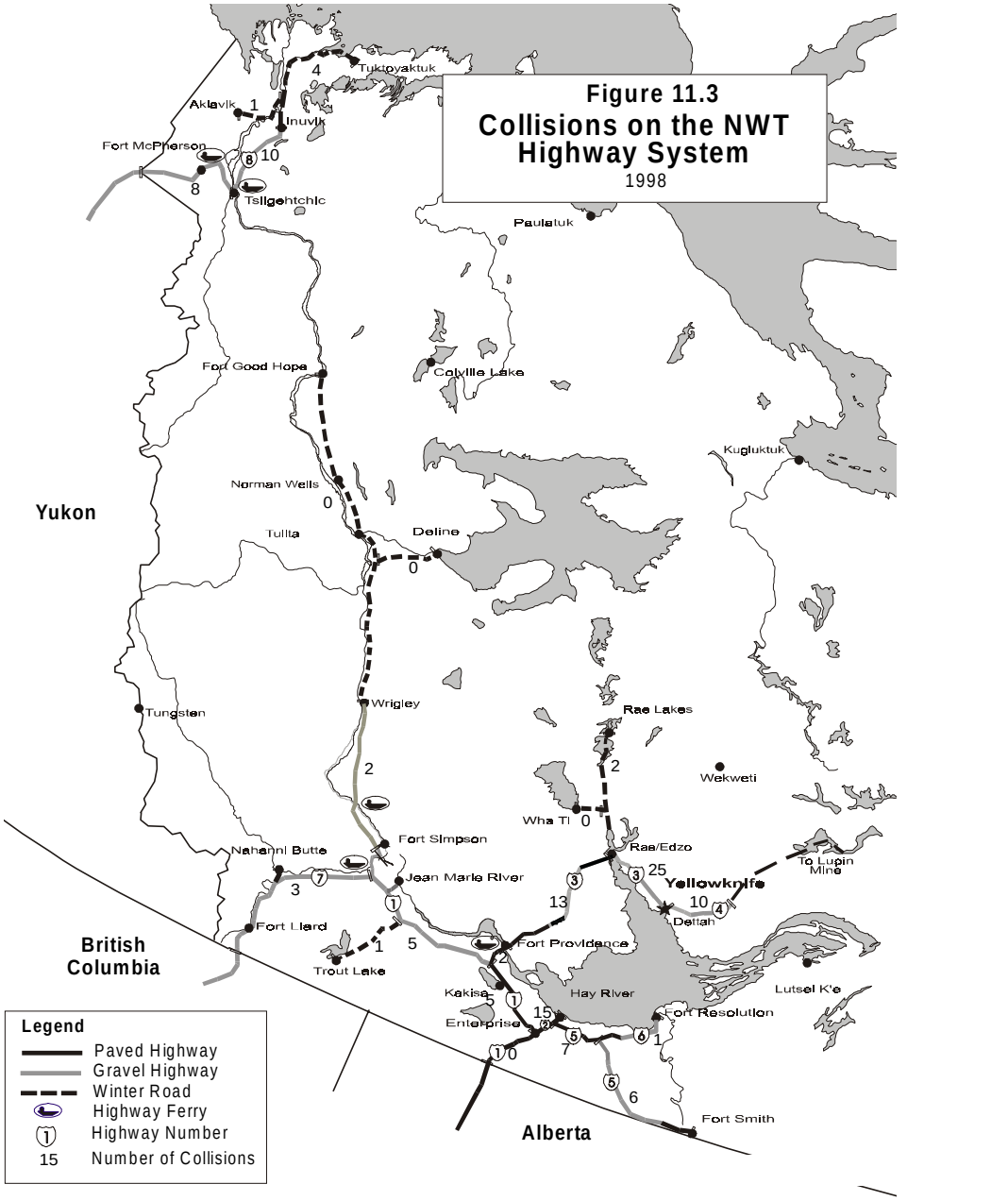
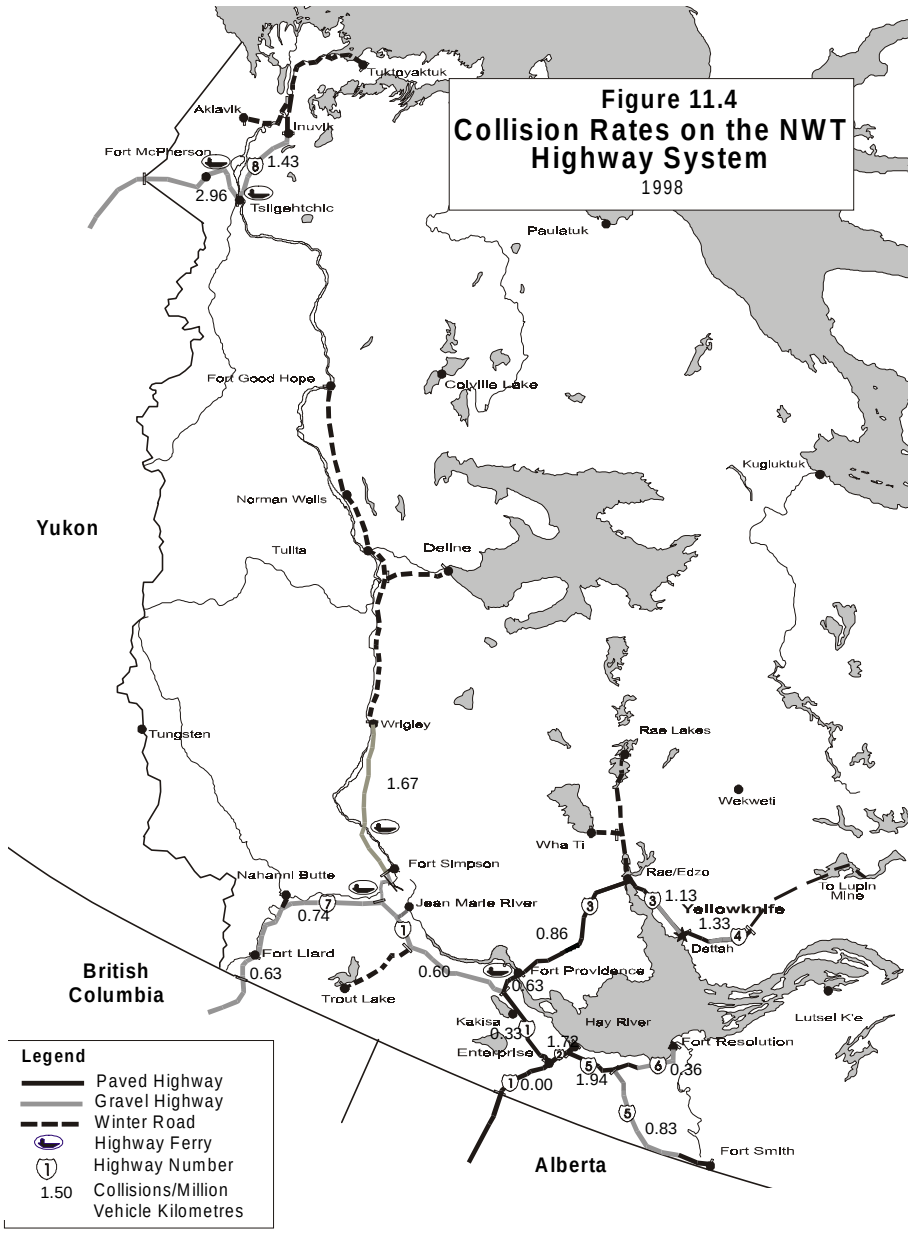


Figure 11.3
Collisions on the NWT Highway System
1998
Tuktoyaktuk
Aklavik
Inuvik
Fort McPherson
Tsiigehtchic
Paulatuk
Fort Good Hope
Colville Lake
Kugluktuk
Norman Wells
Yukon
Tulita
Deline
Wrigley
Tungsten
Rae Lakes
Wekweti
Wha Ti
Fort Simpson
Rae/Edzo
To Lupin Mine
Nahanni Butte
Jean Marie River
Yellowknife
Fort Liard
Deltah
British Columbia
Trout Lake
Fort Providence
Kakisa
Hay River
Lutsel K'e
Enterprise
Fort Resolution
Alberta
Fort Smith
Legend
Paved Highway
Gravel Highway
Winter Road
Highway Ferry
Highway Number
Number of Collisions

Figure 11.4
Collision Rates on the NWT Highway System
1998



Appendix

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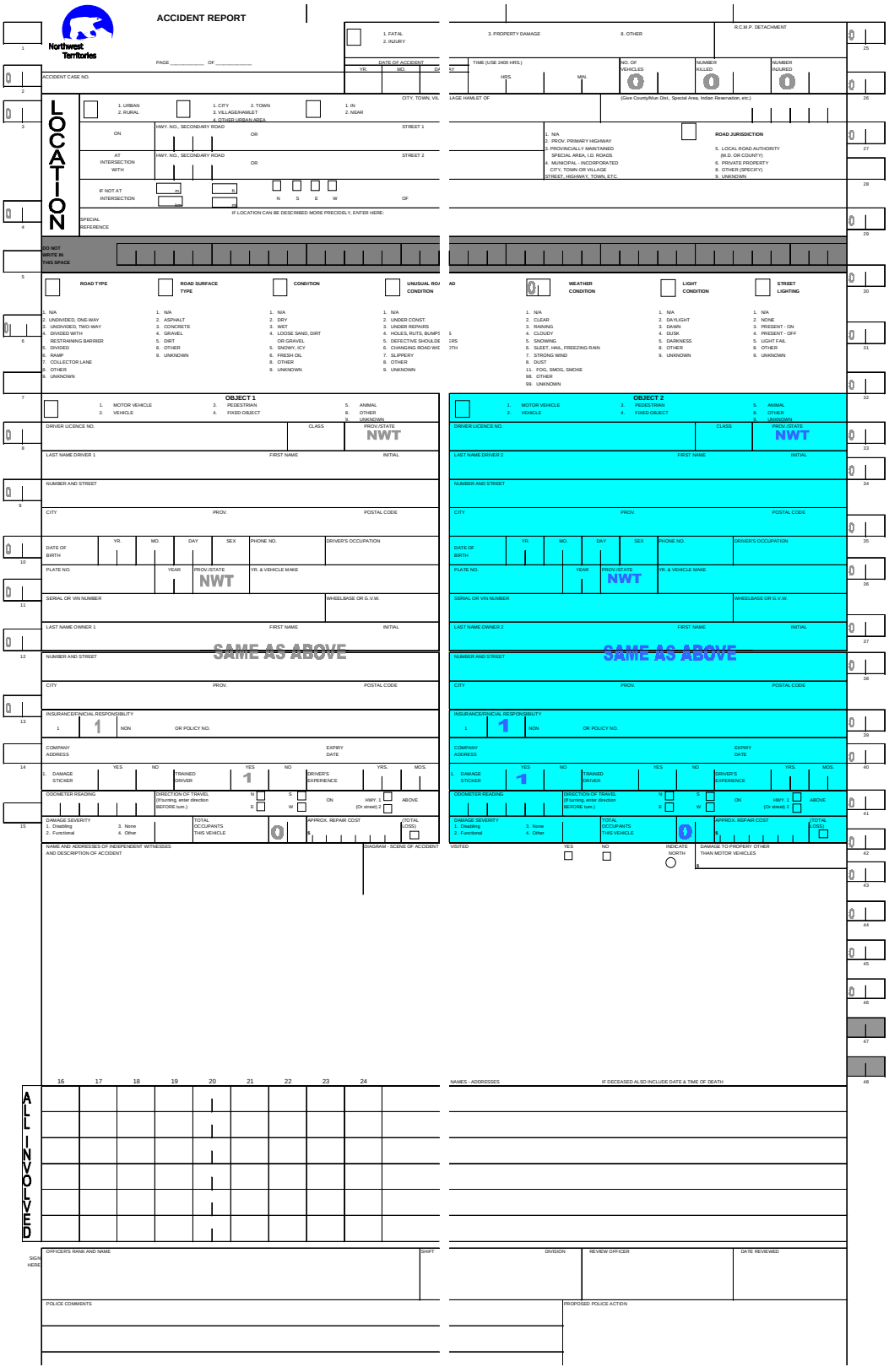
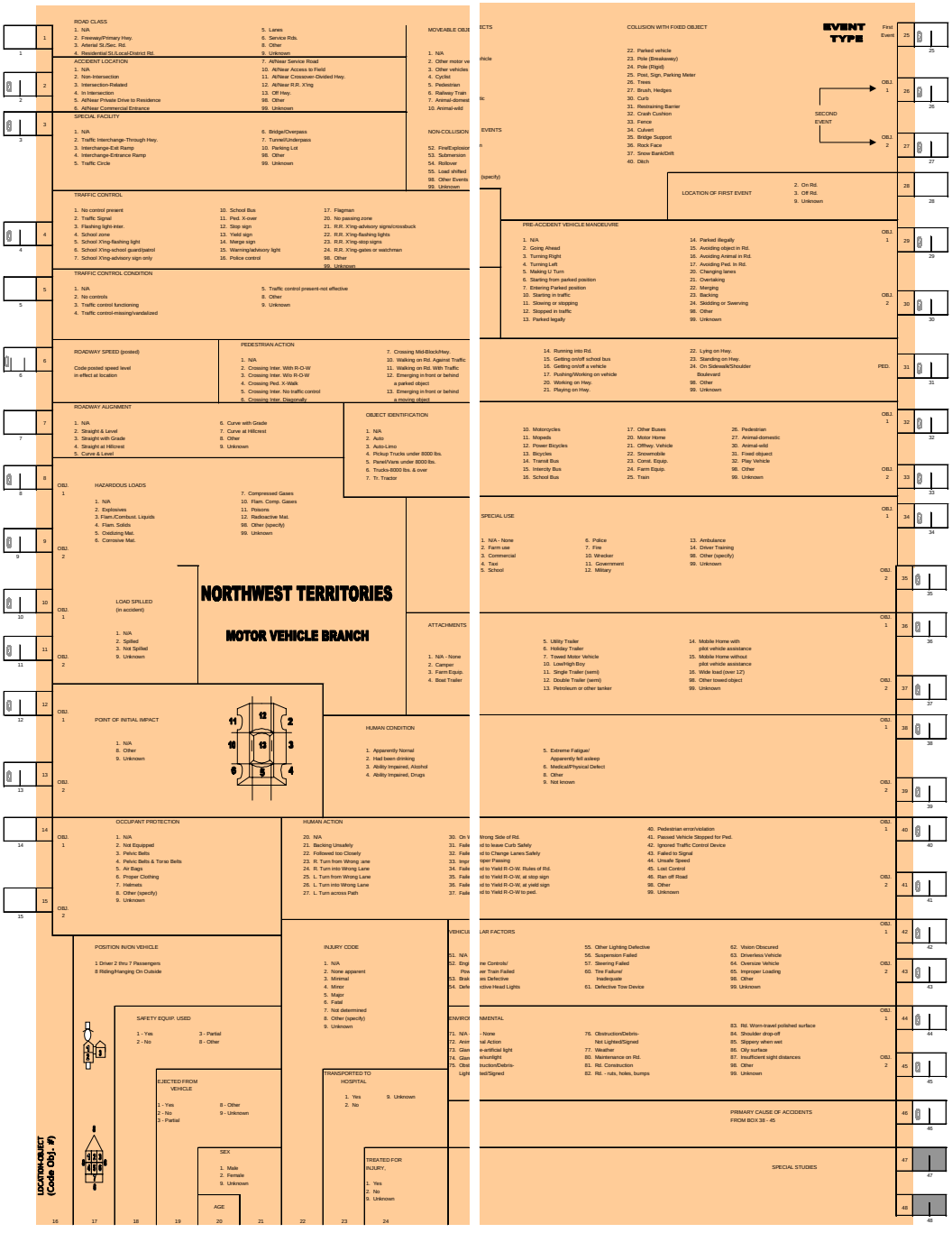

Northwest Territories
ACCIDENT REPORT
PAGE _____ OF _____
1. FATAL
2. INJURY
3. PROPERTY DAMAGE
8. OTHER
R.C.M.P. DETACHMENT
ACCIDENT CASE NO.
DATE OF ACCIDENT
YR. MO. DA
TIME (USE 2400 HRS.)
HRS. MIN.
NO. OF VEHICLES
NUMBER KILLED
NUMBER INJURED
LOCATION
CITY, TOWN, VIL
1. URBAN
2. RURAL
1. CITY 2. TOWN
3. VILLAGE/HAMLET
4. OTHER URBAN AREA
1. IN
2. NEAR
AGE HAMLET OF
(Give County/Mun Dist., Special Area, Indian Reservation, etc.)
ON
HWY. NO., SECONDARY ROAD
STREET 1
OR
AT INTERSECTION WITH
HWY. NO., SECONDARY ROAD
STREET 2
OR
IF NOT AT INTERSECTION
m
ft
N S E W
OF
SPECIAL REFERENCE
IF LOCATION CAN BE DESCRIBED MORE PRECISELY, ENTER HERE:
1. N/A
2. PROV. PRIMARY HIGHWAY
3. PROV/NCIALLY MAINTAINED SPECIAL AREA, I.D. ROADS
4. MUNICIPAL - INCORPORATED CITY, TOWN OR VILLAGE STREET, HIGHWAY, TOWN, ETC.
ROAD JURISDICTION
5. LOCAL ROAD AUTHORITY (M.D. OR COUNTY)
6. PRIVATE PROPERTY
8. OTHER (SPECIFY)
9. UNKNOWN
DO NOT WRITE IN THIS SPACE
ROAD TYPE
1. N/A
2. UNDIVIDED, ONE-WAY
3. UNDIVIDED, TWO-WAY
4. DIVIDED WITH RESTRAINING BARRIER
5. DIVIDED
6. RAMP
7. COLLECTOR LANE
8. OTHER
9. UNKNOWN
ROAD SURFACE TYPE
1. N/A
2. ASPHALT
3. CONCRETE
4. GRAVEL
5. DIRT
8. OTHER
9. UNKNOWN
CONDITION
1. N/A
2. DRY
3. WET
4. LOOSE SAND, DIRT OR GRAVEL
5. SNOWY, ICY
6. FRESH OIL
8. OTHER
9. UNKNOWN
UNUSUAL ROAD CONDITION
1. N/A
2. UNDER CONST.
3. UNDER REPAIRS
4. HOLES, RUTS, BUMPS
5. DEFECTIVE SHOULDE
6. CHANGING ROAD WID
7. SLIPPERY
8. OTHER
9. UNKNOWN
WEATHER CONDITION
1. N/A
2. CLEAR
3. RAINING
4. CLOUDY
5. SNOWING
6. SLEET, HAIL, FREEZING RAIN
7. STRONG WIND
8. DUST
11. FOG, SMOG, SMOKE
98. OTHER
99. UNKNOWN
LIGHT CONDITION
1. N/A
2. DAYLIGHT
3. DAWN
4. DUSK
5. DARKNESS
8. OTHER
9. UNKNOWN
STREET LIGHTING
1. N/A
2. NONE
3. PRESENT - ON
4. PRESENT - OFF
5. LIGHT FAIL
8. OTHER
9. UNKNOWN
OBJECT 1
1. MOTOR VEHICLE
2. VEHICLE
3. PEDESTRIAN
4. FIXED OBJECT
5. ANIMAL
8. OTHER
9. UNKNOWN
DRIVER LICENCE NO.
CLASS
PROV./STATE
NWT
LAST NAME DRIVER 1
FIRST NAME
INITIAL
NUMBER AND STREET
CITY
PROV.
POSTAL CODE
DATE OF BIRTH
YR.
MO.
DAY
SEX
PHONE NO.
DRIVER'S OCCUPATION
PLATE NO.
YEAR
PROV./STATE
NWT
YR. & VEHICLE MAKE
SERIAL OR VIN NUMBER
WHEELBASE OR G.V.W.
LAST NAME OWNER 1
FIRST NAME
INITIAL
SAME AS ABOVE
NUMBER AND STREET
CITY
PROV.
POSTAL CODE
INSURANCE/FINANCIAL RESPONSIBILITY
1
1
NON
OR POLICY NO.
COMPANY ADDRESS
EXPIRY DATE
1. DAMAGE STICKER
YES
NO
TRAINED DRIVER
YES
1
NO
DRIVER'S EXPERIENCE
YRS.
MOS.
ODOMETER READING
DIRECTION OF TRAVEL (If turning, enter direction BEFORE turn.)
N
S
E
W
ON
HWY. 1 (Or street) 2
ABOVE
DAMAGE SEVERITY
1. Disabling
2. Functional
3. None
4. Other
TOTAL OCCUPANTS THIS VEHICLE
0
APPROX. REPAIR COST
$
TOTAL LOSS
NAME AND ADDRESSES OF INDEPENDENT WITNESSES AND DESCRIPTION OF ACCIDENT
DIAGRAM - SCENE OF ACCIDENT
OBJECT 2
1. MOTOR VEHICLE
2. VEHICLE
3. PEDESTRIAN
4. FIXED OBJECT
5. ANIMAL
8. OTHER
9. UNKNOWN
DRIVER LICENCE NO.
CLASS
PROV./STATE
NWT
LAST NAME DRIVER 2
FIRST NAME
INITIAL
NUMBER AND STREET
CITY
PROV.
POSTAL CODE
DATE OF BIRTH
YR.
MO.
DAY
SEX
PHONE NO.
DRIVER'S OCCUPATION
PLATE NO.
YEAR
PROV./STATE
NWT
YR. & VEHICLE MAKE
SERIAL OR VIN NUMBER
WHEELBASE OR G.V.W.
LAST NAME OWNER 2
FIRST NAME
INITIAL
SAME AS ABOVE
NUMBER AND STREET
CITY
PROV.
POSTAL CODE
INSURANCE/FINANCIAL RESPONSIBILITY
1
1
NON
OR POLICY NO.
COMPANY ADDRESS
EXPIRY DATE
1. DAMAGE STICKER
YES
1
NO
TRAINED DRIVER
YES
NO
DRIVER'S EXPERIENCE
YRS.
MOS.
ODOMETER READING
DIRECTION OF TRAVEL (If turning, enter direction BEFORE turn.)
N
S
E
W
ON
HWY. 1 (Or street) 2
ABOVE
DAMAGE SEVERITY
1. Disabling
2. Functional
3. None
4. Other
TOTAL OCCUPANTS THIS VEHICLE
0
APPROX. REPAIR COST
$
TOTAL LOSS
VISITED
YES
NO
INDICATE NORTH
DAMAGE TO PROPERTY OTHER THAN MOTOR VEHICLES
$
16 17 18 19 20 21 22 23 24
NAMES - ADDRESSES
IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH
ALL INVOLVED
OFFICER'S RANK AND NAME
SIGN HERE
SHIFT
DIVISION
REVIEW OFFICER
DATE REVIEWED
POLICE COMMENTS
PROPOSED POLICE ACTION


NORTHWEST TERRITORIES
MOTOR VEHICLE BRANCH
ROAD CLASS
1. N/A
2. Freeway/Primary Hwy.
3. Arterial St./Sec. Rd.
4. Residential St./Local-District Rd.
5. Lanes
6. Service Rds.
8. Other
9. Unknown
ACCIDENT LOCATION
1. N/A
2. Non-Intersection
3. Intersection-Related
4. In Intersection
5. At/Near Private Drive to Residence
6. At/Near Commercial Entrance
7. At/Near Service Road
10. At/Near Access to Field
11. At/Near Crossover-Divided Hwy.
12. At/Near R.R. X'ing
13. Off Hwy.
98. Other
99. Unknown
SPECIAL FACILITY
1. N/A
2. Traffic Interchange-Through Hwy.
3. Interchange-Exit Ramp
4. Interchange-Entrance Ramp
5. Traffic Circle
6. Bridge/Overpass
7. Tunnel/Underpass
10. Parking Lot
98. Other
99. Unknown
MOVEABLE OBJE
1. N/A
2. Other motor ve
3. Other vehicles
4. Cyclist
5. Pedestrian
6. Railway Train
7. Animal-domest
10. Animal-wild
NON-COLLISION
52. Fire/Explosion
53. Submersion
54. Rollover
55. Load shifted
98. Other Events
99. Unknown
TRAFFIC CONTROL
1. No control present
2. Traffic Signal
3. Flashing light-inter.
4. School zone
5. School X'ing-flashing light
6. School X'ing-school guard/patrol
7. School X'ing-advisory sign only
10. School Bus
11. Ped. X-over
12. Stop sign
13. Yield sign
14. Merge sign
15. Warning/advisory light
16. Police control
17. Flagman
20. No passing zone
21. R.R. X'ing-advisory signs/crossbuck
22. R.R. X'ing-flashing lights
23. R.R. X'ing-stop signs
24. R.R. X'ing-gates or watchman
98. Other
99. Unknown
TRAFFIC CONTROL CONDITION
1. N/A
2. No controls
3. Traffic control functioning
4. Traffic control-missing/vandalized
5. Traffic control present-not effective
8. Other
9. Unknown
ROADWAY SPEED (posted)
Code posted speed level in effect at location
PEDESTRIAN ACTION
1. N/A
2. Crossing Inter. With R-O-W
3. Crossing Inter. W/o R-O-W
4. Crossing Ped. X-Walk
5. Crossing Inter. No traffic control
6. Crossing Inter. Diagonally
7. Crossing Mid-Block/Hwy.
10. Walking on Rd. Against Traffic
11. Walking on Rd. With Traffic
12. Emerging in front or behind a parked object
13. Emerging in front or behind a moving object
ROADWAY ALIGNMENT
1. N/A
2. Straight & Level
3. Straight with Grade
4. Straight at Hillcrest
5. Curve & Level
6. Curve with Grade
7. Curve at Hillcrest
8. Other
9. Unknown
OBJECT IDENTIFICATION
1. N/A
2. Auto
3. Auto-Limo
4. Pickup Trucks under 8000 lbs.
5. Panel/Vans under 8000 lbs.
6. Trucks-8000 lbs. & over
7. Tr. Tractor
HAZARDOUS LOADS
1. N/A
2. Explosives
3. Flam./Combust. Liquids
4. Flam. Solids
5. Oxidizing Mat.
6. Corrosive Mat.
7. Compressed Gases
10. Flam. Comp. Gases
11. Poisons
12. Radioactive Mat.
98. Other (specify)
99. Unknown
LOAD SPILLED (in accident)
1. N/A
2. Spilled
3. Not Spilled
9. Unknown
ATTACHMENTS
1. N/A - None
2. Camper
3. Farm Equip.
4. Boat Trailer
5. Utility Trailer
6. Holiday Trailer
7. Towed Motor Vehicle
10. Low/High Boy
11. Single Trailer (semi)
12. Double Trailer (semi)
13. Petroleum or other tanker
14. Mobile Home with pilot vehicle assistance
15. Mobile Home without pilot vehicle assistance
16. Wide load (over 12')
98. Other towed object
99. Unknown
POINT OF INITIAL IMPACT
1. N/A
8. Other
9. Unknown
HUMAN CONDITION
1. Apparently Normal
2. Had been drinking
3. Ability Impaired, Alcohol
4. Ability Impaired, Drugs
5. Extreme Fatigue/ Apparently fell asleep
6. Medical/Physical Defect
8. Other
9. Not known
OCCUPANT PROTECTION
1. N/A
2. Not Equipped
3. Pelvic Belts
4. Pelvic Belts & Torso Belts
5. Air Bags
6. Proper Clothing
7. Helmets
8. Other (specify)
9. Unknown
HUMAN ACTION
20. N/A
21. Backing Unsafely
22. Followed too Closely
23. R. Turn from Wrong: ane
24. R. Turn into Wrong Lane
25. L. Turn from Wrong Lane
26. L. Turn into Wrong Lane
27. L. Turn across Path
30. On V
31. Fails
32. Fails
33. Impr
34. Fails
35. Fails
36. Fails
37. Fails
40. Pedestrian error/violation
41. Passed Vehicle Stopped for Ped.
42. Ignored Traffic Control Device
43. Failed to Signal
44. Unsafe Speed
45. Lost Control
46. Ran off Road
98. Other
99. Unknown
POSITION IN/ON VEHICLE
1 Driver 2 thru 7 Passengers
8 Riding/Hanging On Outside
INJURY CODE
1. N/A
2. None apparent
3. Minimal
4. Minor
5. Major
6. Fatal
7. Not determined
8. Other (specify)
9. Unknown
SAFETY EQUIP. USED
1 - Yes
2 - No
3 - Partial
8 - Other
EJECTED FROM VEHICLE
1 - Yes
2 - No
3 - Partial
8 - Other
9 - Unknown
TRANSPORTED TO HOSPITAL
1. Yes
2. No
9. Unknown
TREATED FOR INJURY.
1. Yes
2. No
9. Unknown
SEX
1. Male
2. Female
9. Unknown
AGE
LOCATION OBJECT (Code Obj. #)
COLLISION WITH FIXED OBJECT
22. Parked vehicle
23. Pole (Breakaway)
24. Pole (Rigid)
25. Post, Sign, Parking Meter
26. Trees
27. Brush, Hedges
30. Curb
31. Restraining Barrier
32. Crash Cushion
33. Fence
34. Culvert
35. Bridge Support
36. Rock Face
37. Snow Bank/Drift
40. Ditch
EVENT TYPE
First Event
SECOND EVENT
LOCATION OF FIRST EVENT
2. On Rd.
3. Off Rd.
9. Unknown
PRE-ACCIDENT VEHICLE MANOEUVRE
1. N/A
2. Going Ahead
3. Turning-Right
4. Turning-Left
5. Making U Turn
6. Starting from parked position
7. Entering Parked position
10. Starting in traffic
11. Slowing or stopping
12. Stopped in traffic
13. Parked legally
14. Parked illegally
15. Avoiding object in Rd.
16. Avoiding Animal in Rd.
17. Avoiding Ped. In Rd.
20. Changing lanes
21. Overtaking
22. Merging
23. Backing
24. Skidding or Swerving
98. Other
99. Unknown
14. Running into Rd.
15. Getting on/off school bus
16. Getting on/off a vehicle
17. Pushing/Working on vehicle
20. Working on Hwy.
21. Playing on Hwy.
22. Lying on Hwy.
23. Standing on Hwy.
24. On Sidewalk/Shoulder Boulevard
98. Other
99. Unknown
PED.
10. Motorcycles
11. Mopeds
12. Power Bicycles
13. Bicycles
14. Transit Bus
15. Intercity Bus
16. School Bus
17. Other Buses
20. Motor Home
21. Offhwy. Vehicle
22. Snowmobile
23. Comil. Equip.
24. Farm Equip.
25. Train
26. Pedestrian
27. Animal-domestic
30. Animal-wild
31. Fixed object
32. Play Vehicle
98. Other
99. Unknown
SPECIAL USE
1. N/A - None
2. Farm use
3. Commercial
4. Taxi
5. School
6. Police
7. Fire
10. Wrecker
11. Government
12. Military
13. Ambulance
14. Driver Training
98. Other (specify)
99. Unknown
PRIMARY CAUSE OF ACCIDENTS FROM BOX 38 - 45
SPECIAL STUDIES

The following is a brief description of the five fatal traffic collisions that took place in the Northwest Territories in 1998, resulting in five fatalities.

RCMP Detachment	Date	Description
Pangnirtung	23-Jan	Snowmobile collided head-on with pickup truck at uncontrolled intersection. The snowmobile driver, who had been drinking and was not wearing a helmet, sustained fatal injuries. The driver of the pickup truck suffered moderate injuries.
Nanisivik	15-Feb	Highway worker struck by snow plow on Nanisivik-Arctic Bay Access Road. The highway worker died at the scene. Alcohol was not involved.
Hall Beach	20-Jul	Young pedestrian struck by pickup truck. Alcohol not involved.
Hay River	19-Sept	Pickup truck involved in single vehicle rollover on Km 28 of Highway #2. The driver, who had been drinking and was unrestrained, was totally ejected and was pronounced dead at the scene. The passenger, who was restrained, remained in the vehicle and sustained serious injuries.
Rae	12-Oct	Alcohol-involved driver of sport utility vehicle struck two vehicles parked on the side of Highway #3 near Km 145. The collision occurred in darkness and both parked vehicles were poorly lit. The driver suffered serious injuries while the right front passenger died instantly. Neither driver nor passenger were restrained.