

Northwest Territories  
*Traffic Accident Facts, 1999*



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.

# **1999 NWT Traffic Accident Facts**

Department of Transportation  
Motor Vehicles Division  
September, 2000

# 1999 QUICK FACTS REPORT

(1999 Compared to 1998)

	<u>1998</u>	<u>1999</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY ACCIDENTS	452	531	17.5
PERSONAL INJURY ACCIDENTS	135	153	13.3
FATAL ACCIDENTS	2	5	150.0
TOTAL REPORTED ACCIDENTS	589	689	17.0
NUMBER OF DEATHS	2	7	250.0
NUMBER OF PERSONS INJURED	196	276	40.8
NWT HIGHWAY SYSTEM ACCIDENTS	127	161	26.8
RURAL ACCIDENTS	8	11	37.5
ACCIDENTS IN COMMUNITIES	454	517	13.9
REGISTERED VEHICLES	25,470	26,599	4.4
LICENSED DRIVERS	25,655	26,371	2.8
NWT POPULATION	41,075	41,606	1.3
ACCIDENTS PER 100 LICENSED DRIVERS	2.30	2.61	13.8
ACCIDENTS PER 100 REGISTERED VEHICLES	2.31	2.59	12.0
ACCIDENTS PER 100 POPULATION	1.43	1.66	15.5

### 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.

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### 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.

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# Historical Trends

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## **Historical Trends**

This section illustrates the 11-year history of collisions, victims and licensed drivers and vehicles. Starting in 1999, this report covers collisions occurring within the present boundaries of the Northwest Territories only. In other words, collisions occurring within the present boundaries of Nunavut (i.e. the Baffin, Keewatin and Kitikmeot regions) are excluded from the 1999 and historic data.

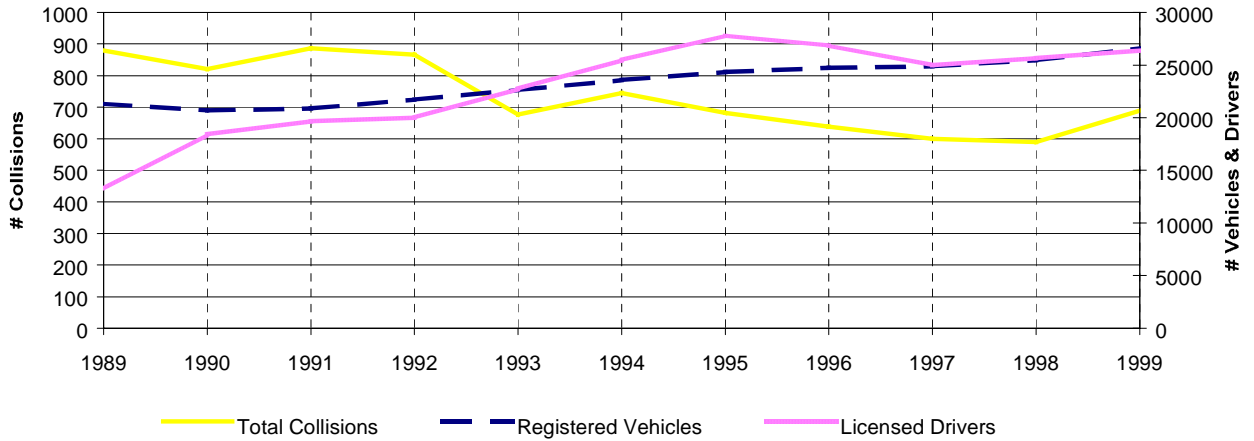
Aside from this difference in geographic coverage, reporting definitions have remained the same since the inception of TAIS in 1989. Trends in injuries, property damage collisions and total collisions have showed a steady decline since the early 1990's. This decline has taken place in spite of the increased 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 7 traffic fatalities reported in 1999 is slightly above the 11-year average.

# Historical Trends – Section 1

## Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

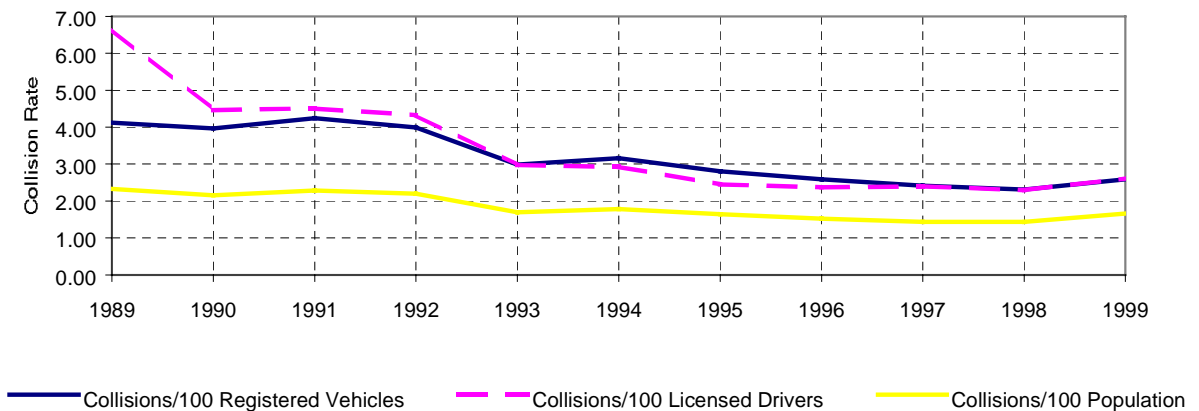


### 3 Year Summary

	1997	1998	1999	% Change
Registered Vehicles	24,884	25,470	26,599	4.4
Licensed Drivers	24,997	25,655	26,371	2.8
Total Collisions	600	589	689	17.0

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

Figure 1.2

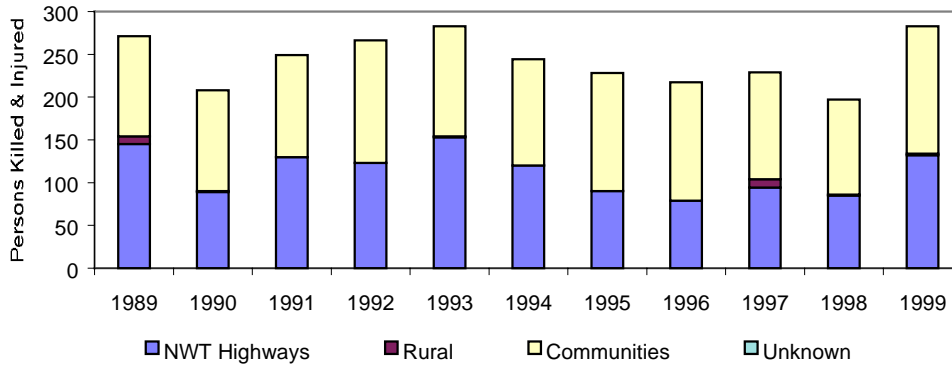


### 3 Year Summary

	1997	1998	1999	% Change
Collisions/100 Registered Vehicles	2.41	2.31	2.59	12.0
Collisions/100 Licensed Drivers	2.40	2.30	2.61	13.8
Collisions/100 Population	1.44	1.43	1.66	15.6

Trends in Injuries & Fatalities

Figure 1.3

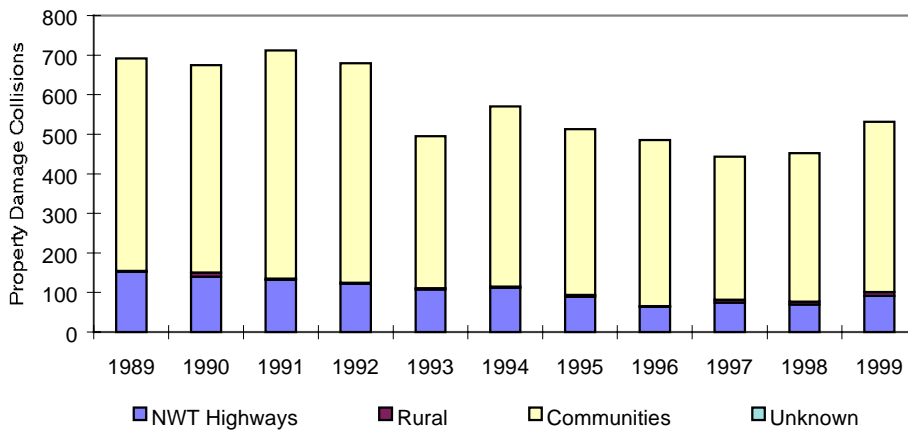


3 Year Summary

	Persons Injured				Persons Killed			
	1997	1998	1999	% Change	1997	1998	1999	% Change
NWT Highways	89	83	127	53.0	5	2	5	150.0
Rural	9	2	2	0.0	1	0	0	0.0
Communities	123	111	147	32.4	2	0	2	0.0
<b>Total</b>	<b>221</b>	<b>196</b>	<b>276</b>	<b>40.8</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>250.0</b>

Trends in Property Damage Collisions

Figure 1.4

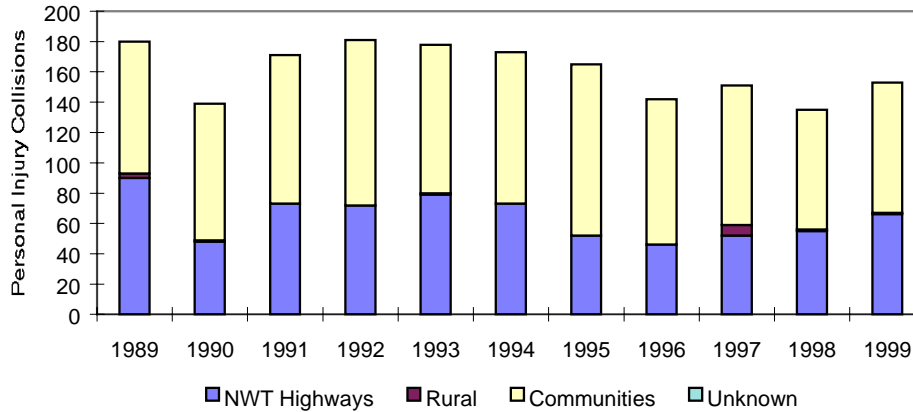


3 Year Summary

	Property Damage Collisions			
	1997	1998	1999	% Change
NWT Highways	75	70	92	31.4
Rural	7	7	10	42.9
Communities	361	375	429	14.4
<b>Total</b>	<b>443</b>	<b>452</b>	<b>531</b>	<b>17.5</b>

## Trends in Personal Injury Collisions

Figure 1.5

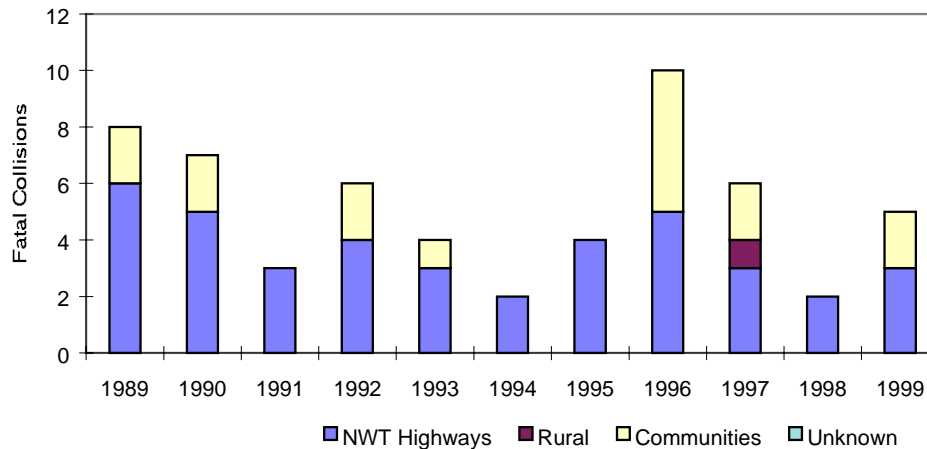


### 3 Year Summary

	Personal Injury Collisions			% Change
	1997	1998	1999	
NWT Highways	52	55	66	20.0
Rural	7	1	1	0.0
Communities	92	79	86	8.9
<b>Total</b>	<b>151</b>	<b>135</b>	<b>153</b>	<b>13.3</b>

## Trends in Fatal Collisions

Figure 1.6

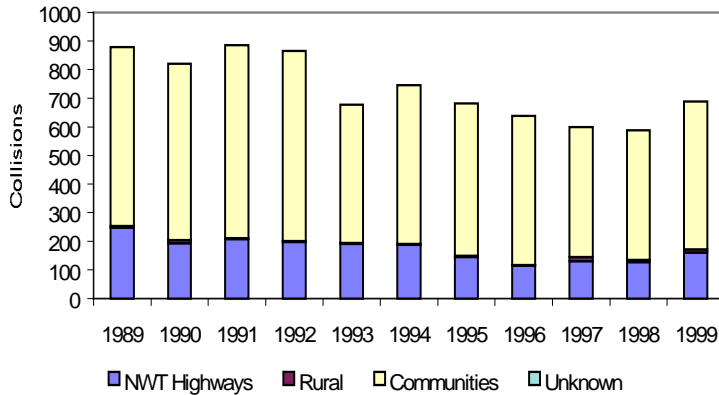


### 3 Year Summary

	Fatal Collisions			% Change
	1997	1998	1999	
NWT Highways	3	2	3	50.0
Rural	1	0	0	0.0
Communities	2	0	2	0.0
<b>Total</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>150.0</b>

## Trends in All Reported Collisions

Figure 1.7



### 3 Year Summary

	1997	1998	1999	% Change
NWT Highways	130	127	161	26.8
Rural	15	8	11	37.5
Communities	455	454	517	13.9
<b>Total</b>	<b>600</b>	<b>589</b>	<b>689</b>	<b>17.0</b>

### Property Damage Collisions by Month and Year

Figure 1.8

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	Avg. 89 to 98	1999 % Change*	
January	66	63	86	74	46	52	50	54	53	64	61	6.9	
February	66	66	72	68	56	72	46	59	45	46	60	9.1	
March	65	68	72	68	52	50	78	56	44	36	59	-20.2	
April	51	30	48	59	30	32	32	31	26	22	36	-5.8	
May	39	29	31	45	23	33	31	26	23	20	30	0.0	
June	39	44	57	35	23	31	24	32	32	29	35	-13.3	
July	47	51	57	48	33	39	38	36	37	34	42	-31.0	
August	47	54	42	51	35	42	39	24	37	34	41	-6.2	
September	41	46	49	48	39	34	29	29	25	34	37	-3.7	
October	76	69	65	65	52	59	38	56	48	39	57	6.3	
November	84	71	59	64	53	73	49	42	26	37	56	-19.4	
December	70	84	74	54	53	53	59	41	47	57	59	-17.2	
<b>Total</b>	<b>691</b>	<b>675</b>	<b>712</b>	<b>679</b>	<b>495</b>	<b>570</b>	<b>513</b>	<b>486</b>	<b>443</b>	<b>452</b>	<b>572</b>	<b>531</b>	<b>-7.1</b>

\* % change is a comparison between 1999 and the 1989-98 average.

## Historical Trends – Section 1

### Personal Injury Collisions by Month and Year

Figure 1.9

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	Avg. 89 to 98	1999 % Change*	
January	13	8	15	19	16	11	16	15	13	10	14	15	10.3
February	17	8	13	12	16	7	14	15	19	10	13	13	-0.8
March	14	15	17	12	16	9	20	10	16	11	14	11	-21.4
April	3	6	5	9	13	6	12	7	19	7	9	9	3.4
May	11	5	16	12	13	9	11	7	11	4	10	6	-39.4
June	12	20	24	18	17	18	15	10	6	20	16	12	-25.0
July	26	20	23	15	24	18	15	16	8	11	18	22	25.0
August	17	14	16	18	9	23	18	11	16	14	16	12	-23.1
September	16	8	13	19	12	14	11	14	10	11	13	11	-14.1
October	18	15	14	16	16	20	10	15	14	17	16	20	29.0
November	19	7	5	13	14	19	12	9	10	8	12	10	-13.8
December	14	13	10	18	12	19	11	13	9	12	13	12	-8.4
<b>Total</b>	<b>180</b>	<b>139</b>	<b>171</b>	<b>181</b>	<b>178</b>	<b>173</b>	<b>165</b>	<b>142</b>	<b>151</b>	<b>135</b>	<b>162</b>	<b>153</b>	<b>-5.3</b>

### Fatal Collisions by Month and Year

Figure 1.10

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	Avg. 89 to 98	1999 % Change*	
January	0	1	0	0	0	0	0	0	0	0	0.1	0	-100.0
February	0	0	0	0	0	0	0	0	0	0	0.0	0	0.0
March	0	0	0	0	1	0	0	2	2	0	0.5	0	-100.0
April	1	1	0	1	1	0	1	1	0	0	0.6	1	66.7
May	1	0	0	0	0	1	0	1	1	0	0.4	0	-100.0
June	3	0	2	3	0	0	0	1	1	0	1.0	0	-100.0
July	1	2	0	0	1	0	1	1	1	0	0.7	1	42.9
August	0	0	1	0	0	0	0	3	1	0	0.5	1	100.0
September	0	0	0	0	0	0	1	0	0	1	0.2	1	400.0
October	0	2	0	1	0	1	0	1	0	1	0.6	0	-100.0
November	1	0	0	1	1	0	1	0	0	0	0.4	0	-100.0
December	1	1	0	0	0	0	0	0	0	0	0.2	1	400.0
<b>Total</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>5.2</b>	<b>5</b>	<b>-3.8</b>

\* % change is a comparison between 1999 and the 1989-98 average.



## Historical Trends – Section 1

**Total Collisions by Month and Year**

Figure 1.11

Month	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	Avg. 89 to 98	1999 %Change*
January	79	72	101	93	62	63	66	69	66	74	75	7.4
February	83	74	85	80	72	79	60	74	64	56	73	7.3
March	79	83	89	80	69	59	98	68	62	47	73	-21.0
April	55	37	53	69	44	38	45	39	45	29	45	-3.1
May	51	34	47	57	36	43	42	34	35	24	40	-10.7
June	54	64	83	56	40	49	39	43	39	49	52	-18.6
July	74	73	80	63	58	57	54	53	46	45	60	-13.8
August	64	68	59	69	44	65	57	38	54	48	57	-9.9
September	57	54	62	67	51	48	41	43	35	46	50	-4.8
October	94	86	79	82	68	80	48	72	62	57	73	14.0
November	104	78	64	78	68	92	62	51	36	45	68	-18.9
December	85	98	84	72	65	72	70	54	56	69	73	-14.5
<b>Total</b>	<b>879</b>	<b>821</b>	<b>886</b>	<b>866</b>	<b>677</b>	<b>745</b>	<b>682</b>	<b>638</b>	<b>600</b>	<b>589</b>	<b>738</b>	<b>-6.7</b>

\*% change is a comparison between 1999 and the 1989-98 average.

## **Time of Occurrence**

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## **Time of Occurrence**

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

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

## Time of Occurrence – Section 2

### Collisions by Month of Occurrence

Figure 2.1

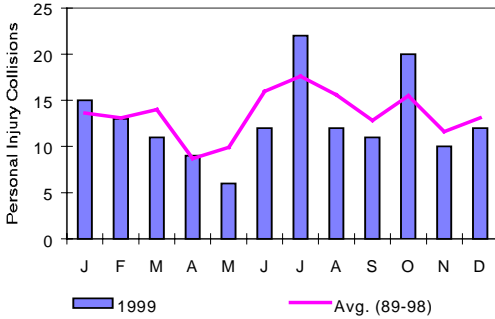


Figure 2.2

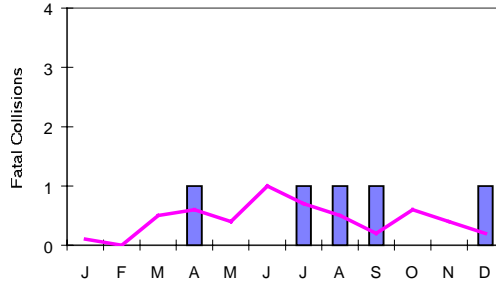
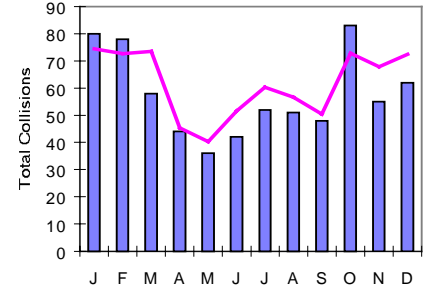


Figure 2.3



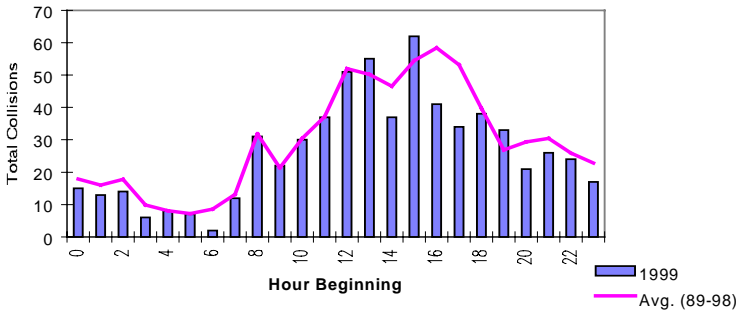
### Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	65	15	0	80	24	0
February	65	13	0	78	19	0
March	47	11	0	58	20	0
April	34	9	1	44	27	1
May	30	6	0	36	15	0
June	30	12	0	42	16	0
July	29	22	1	52	44	3
August	38	12	1	51	18	1
September	36	11	1	48	17	1
October	63	20	0	83	42	0
November	45	10	0	55	16	0
December	49	12	1	62	18	1
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>276</b>	<b>7</b>

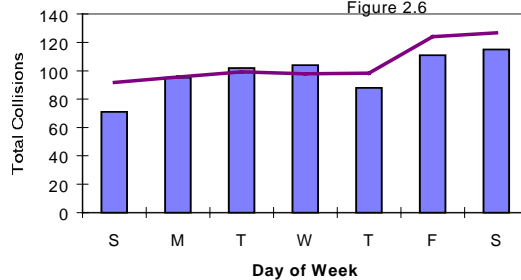
### Total Collisions by Time of Day

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.	3	1	3	1	4	2	1	15	2.2
1 to 2 a.m.	4	0	2	1	1	2	3	13	1.9
2 to 3 a.m.	1	2	3	0	4	0	4	14	2.0
3 to 4 a.m.	2	0	0	0	0	2	2	6	0.9
4 to 5 a.m.	3	0	2	1	1	0	1	8	1.2
5 to 6 a.m.	2	0	0	3	1	0	1	7	1.0
6 to 7 a.m.	0	0	1	0	0	1	0	2	0.3
7 to 8 a.m.	0	4	0	1	1	3	3	12	1.7
8 to 9 a.m.	0	11	6	3	5	5	1	31	4.5
9 to 10 a.m.	0	3	6	6	3	1	3	22	3.2
10 to 11 a.m.	3	4	4	4	3	5	7	30	4.4
11 to 12 a.m.	3	3	9	6	6	2	8	37	5.4
12 to 1 p.m.	2	9	8	11	6	9	5	50	7.3
1 to 2 p.m.	8	11	4	12	8	5	7	55	8.0
2 to 3 p.m.	3	8	4	5	4	6	7	37	5.4
3 to 4 p.m.	7	9	7	5	8	11	15	62	9.0
4 to 5 p.m.	8	6	4	8	5	8	2	41	6.0
5 to 6 p.m.	5	4	7	3	3	5	7	34	5.0
6 to 7 p.m.	5	1	5	7	7	9	4	38	5.5
7 to 8 p.m.	1	3	4	4	2	9	10	33	4.8
8 to 9 p.m.	2	2	4	5	2	3	3	21	3.1
9 to 10 p.m.	2	5	4	3	3	6	3	26	3.8
10 to 11 p.m.	4	2	4	4	0	5	5	24	3.5
11 to 12 p.m.	1	0	2	3	6	3	2	17	2.5
Not Stated	2	7	9	8	5	9	11	51	7.4
<b>Total</b>	<b>71</b>	<b>95</b>	<b>102</b>	<b>104</b>	<b>88</b>	<b>111</b>	<b>115</b>	<b>686</b>	
<b>%</b>	<b>10.3</b>	<b>13.8</b>	<b>14.9</b>	<b>15.2</b>	<b>12.8</b>	<b>16.2</b>	<b>16.8</b>	<b>100.0</b>	

## **MAJOR CONTRIBUTING FACTORS**

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## **Major Contributing Factors**

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

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

Figure 3.6 shows that human condition is nearly twice as prevalent in injury and fatal collisions (14%) than in all collisions (8%). Human factors account for 69% of all factors in collisions, as compared to vehicular (3%) and environmental (6%).

Figure 3.12 points out the difference between collisions occurring in communities and on the NWT Highway system. Environmental factors are five times more as prevalent on NWT Highways (15%) than in communities (3%).

## Major Contributing Factors – Section 3

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

Figure 3.1

<b>Human Condition</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>% of Total Factors</b>
Fatigued, Fell Asleep	3	0	0	3	0.4
Inexperience	1	0	0	1	0.1
Under Influence - Alcohol	26	18	3	47	6.8
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	1	1	0	2	0.3
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>31</b>	<b>19</b>	<b>3</b>	<b>53</b>	<b>7.7</b>

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

Figure 3.2

<b>Human Action</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>% of Total Factors</b>
Following Too Closely	22	13	0	35	5.1
Distracted, Inattentive	26	14	0	40	5.8
Driving Too Fast for Conditions	49	32	0	81	11.8
Improper Turning or Passing	15	2	0	17	2.5
Failed to Yield Right-of-Way	39	6	0	45	6.5
Disobeyed Traffic Control/Officer	11	3	0	14	2.0
Driving on Wrong Side of Road	5	1	0	6	0.9
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	99	6	0	105	15.2
Lost Control	78	35	2	115	16.7
Other Driver Action	16	3	0	19	2.8
<b>Total</b>	<b>360</b>	<b>115</b>	<b>2</b>	<b>477</b>	<b>69.2</b>

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

Figure 3.3

<b>Vehicle Condition</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>% of Total Factors</b>
Defective Brakes	1	0	0	1	0.1
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	2	5	0	7	1.0
Unsecured Load, Spilled Load	1	0	0	1	0.1
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	1	1	0	2	0.3
Other Vehicle Contributing Factor	12	0	0	12	1.7
<b>Total</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>3.3</b>



## Major Contributing Factors – Section 3

### Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3.4

Environmental Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Animal on Roadway	12	2	0	14	2.0
Road Surface or Condition	19	3	0	22	3.2
Obstruction/Debris on Road	0	2	0	2	0.3
View Obstructed, Glare, Reflection	2	1	0	3	0.4
Weather or Other Acts of God	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>6.0</b>

### Collisions by Severity Where Major Contributing Factor Was Unspecified or Unknown

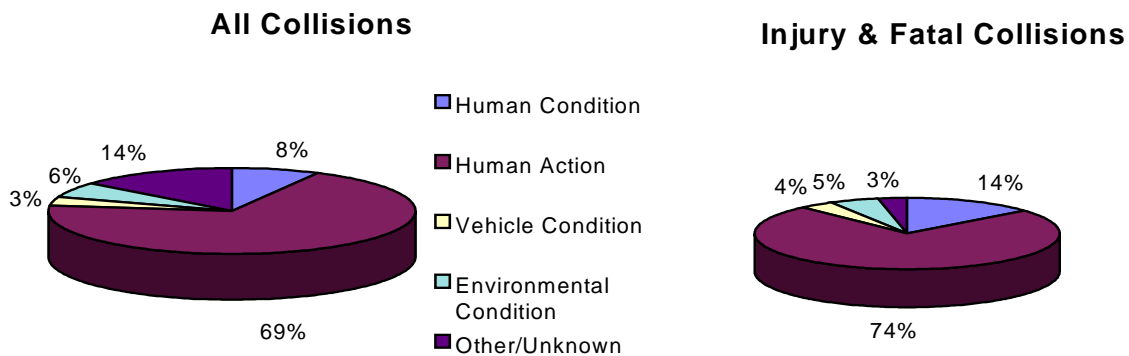
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	1	0	0	1	0.1
Unknown	89	5	0	94	13.6
<b>Total</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>95</b>	<b>13.8</b>

<b>Total All Factors</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>
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### Major Contributing Factors by Collision Severity

Figure 3.6



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

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

## Major Contributing Factors – Section 3

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

Figure 3.7

Human Condition	NWT			% of Total	
	Highways	In Cummunities	Rural	Total	Factors
Fatigued, Fell Asleep	1	2	0	3	0.4
Inexperience	0	1	0	1	0.1
Under Influence - Alcohol	10	37	0	47	6.8
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	1	1	0	2	0.3
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>12</b>	<b>41</b>	<b>0</b>	<b>53</b>	<b>7.7</b>

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

Figure 3.8

Human Action	NWT			% of Total	
	Highways	In Cummunities	Rural	Total	Factors
Following Too Closely	4	31	0	35	5.1
Distracted, Inattentive	5	34	1	40	5.8
Driving Too Fast for Conditions	27	51	3	81	11.8
Improper Turning or Passing	0	17	0	17	2.5
Failed to Yield Right-of-Way	0	45	0	45	6.5
Disobeyed Traffic Control/Officer	0	14	0	14	2.0
Driving on Wrong Side of Road	1	5	0	6	0.9
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	3	101	1	105	15.2
Lost Control	69	43	3	115	16.7
Other Driver Action	1	18	0	19	2.8
<b>Total</b>	<b>110</b>	<b>359</b>	<b>8</b>	<b>477</b>	<b>69.2</b>

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

Figure 3.9

Vehicle Condition	NWT			% of Total	
	Highways	In Cummunities	Rural	Total	Factors
Defective Brakes	0	1	0	1	0.1
Defective Steering	0	0	0	0	0.0
Defective Lights	0	0	0	0	0.0
Tire Blown Out	7	0	0	7	1.0
Unsecured Load, Spilled Load	0	1	0	1	0.1
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	2	0	2	0.3
Other Vehicle Contributing Factor	2	9	1	12	1.7
<b>Total</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>23</b>	<b>3.3</b>

## Major Contributing Factors – Section 3

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

Figure 3.10

Environmental Condition	NWT			Rural	% of Total	
	Highways	Cummunities	In		Total	Factors
Animal on Roadway	13	1	0	0	14	2.0
Road Surface or Condition	9	13	0	0	22	3.2
Obstruction/Debris on Road	1	1	0	0	2	0.3
View Obstructed, Glare, Reflection	1	2	0	0	3	0.4
Weather or Other Acts of God	0	0	0	0	0	0.0
Other Environmental Factor	0	0	0	0	0	0.0
<b>Total</b>	<b>24</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>6.0</b>

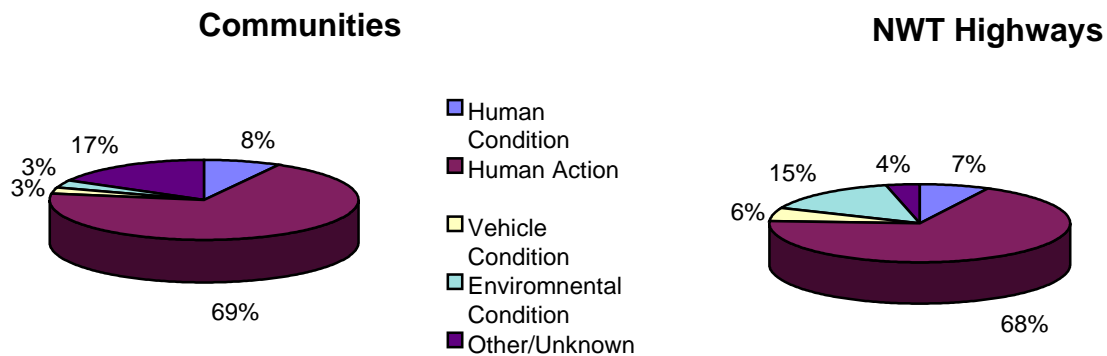
### Collisions by Road System Where Major Contributing Factor Was Unspecified or Unknown

Figure 3.11

Factor	NWT			Rural	% of Total	
	Highways	Cummunities	In		Total	Factors
Unspecified	0	0	0	1	1	0.1
Unknown	6	87	0	1	94	13.6
<b>Total</b>	<b>6</b>	<b>87</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>13.8</b>
<b>Total All Factors</b>	<b>161</b>	<b>517</b>	<b>11</b>	<b>11</b>	<b>689</b>	<b>100.0</b>

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

Figure 3.12



# Environmental Factors

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## **Environmental Factors**

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

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

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

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

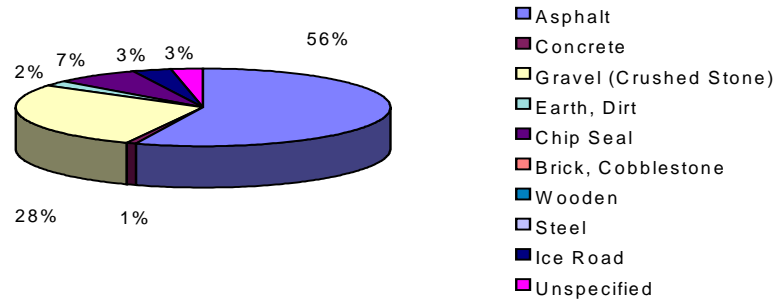
Figures 4.12 and 4.13 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jack-knifing.

## Environmental Factors – Section 4

**Collisions by Road Surface Type and Severity**

Figure 4.1

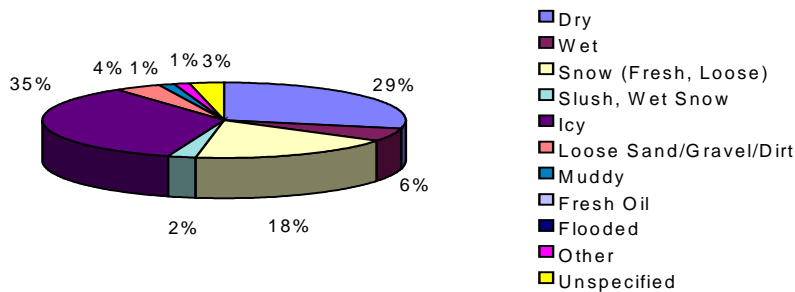
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	313	72	0	385	55.9
Concrete	5	1	0	6	0.9
Gravel (Crushed Stone)	138	47	5	190	27.6
Earth, Dirt	10	7	0	17	2.5
Chip Seal	33	16	0	49	7.1
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	14	9	0	23	3.3
Unspecified	18	1	0	19	2.8
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</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	140	55	2	197	28.6
Wet	28	11	0	39	5.7
Snow (Fresh, Loose)	114	12	0	126	18.3
Slush, Wet Snow	14	3	0	17	2.5
Icy	184	56	1	241	35.0
Loose Sand/Gravel/Dirt	16	11	2	29	4.2
Muddy	7	3	0	10	1.5
Fresh Oil	0	0	0	0	0.0
Flooded	0	0	0	0	0.0
Other	7	1	0	8	1.2
Unspecified	21	1	0	22	3.2
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>

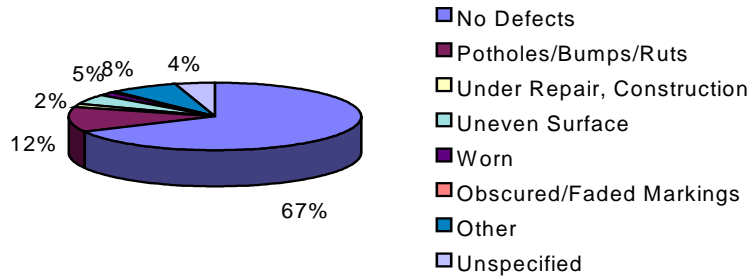


## Environmental Factors – Section 4

### Collisions by Road Defect and Severity

Figure 4.3

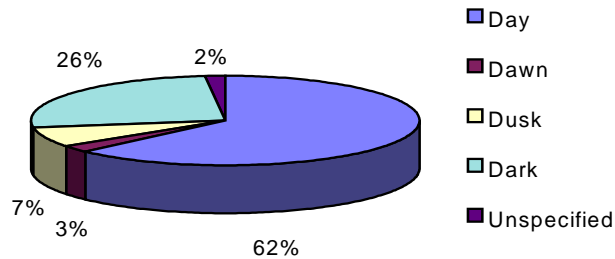
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	371	92	2	465	67.5
Potholes/Bumps/Ruts	54	27	1	82	11.9
Under Repair, Construction	7	4	0	11	1.6
Uneven Pavement Surface	24	8	2	34	4.9
Worn	8	2	0	10	1.5
Obscured or Faded Markings	2	2	0	4	0.6
Other	38	14	0	52	7.5
Unspecified	27	4	0	31	4.5
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>



### Collisions by Light Condition and Severity

Figure 4.4

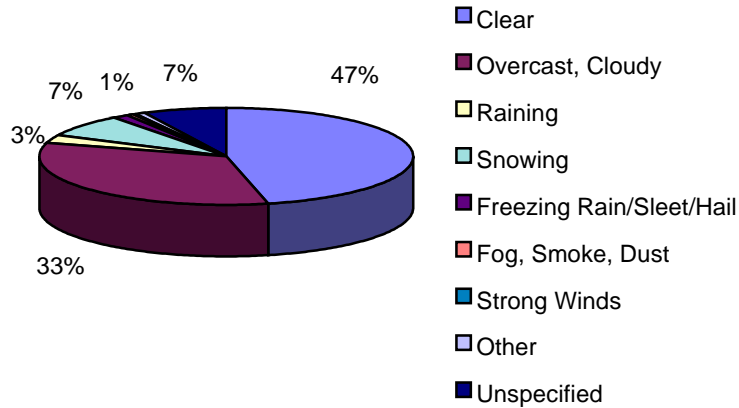
Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	339	89	4	432	62.7
Dawn	11	7	0	18	2.6
Dusk	32	17	0	49	7.1
Dark	138	40	1	179	26.0
Unspecified	11	0	0	11	1.6
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>



Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	239	77	3	319	46.3
Overcast, Cloudy (No Precipitation)	171	55	2	228	33.1
Raining	16	4	0	20	2.9
Snowing	48	3	0	51	7.4
Freezing Rain/Sleet/Hail	6	3	0	9	1.3
Visibility Limitations (fog, dust, etc.)	4	1	0	5	0.7
Strong Winds	0	1	0	1	0.1
Other	5	1	0	6	0.9
Unspecified	42	8	0	50	7.3
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>





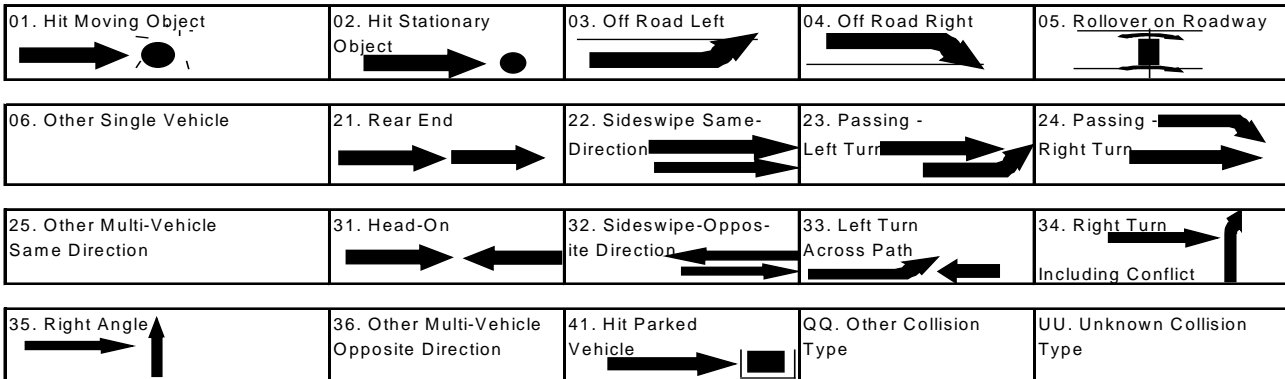
## Environmental Factors – Section 4

### Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Animal	13	4	0	17	2.5
b) With Pedestrian	2	11	1	14	2.0
c) Other	0	1	0	1	0.1
02. Hit Stationary Object	46	5	1	52	7.0
03. Off Road Left					
a) With Rollover	12	23	1	36	5.2
b) No Rollover	11	8	0	19	2.8
04. Off Road Right					
a) With Rollover	21	18	1	40	5.8
b) No Rollover	20	10	0	30	4.4
05. Rollover on Roadway	7	5	0	12	1.7
06. Other Single Vehicle	5	3	0	8	1.2
21. Rear End	70	36	0	106	15.4
22. Sideswipe - Same Direction	10	0	0	10	1.5
23. Passing - Left Turn	5	2	0	7	1.0
24. Passing - Right Turn	5	0	0	5	0.7
25. Other Multi-Vehicle Same Direction	1	0	0	1	0.1
31. Head-On	7	4	0	11	1.6
32. Sideswipe - Opposite Direction	11	3	0	14	2.0
33. Left Turn Across Path	11	0	0	11	1.6
34. Right Turn Including Conflict	5	2	0	7	1.0
35. Right Angle	67	13	0	80	11.6
36. Other Multi-Vehicle Opposite Direction	16	0	1	17	2.5
41. Hit Parked Vehicle	184	5	0	189	27.4
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	2	0	0	2	0.3
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>

**\*Collision Configurations**



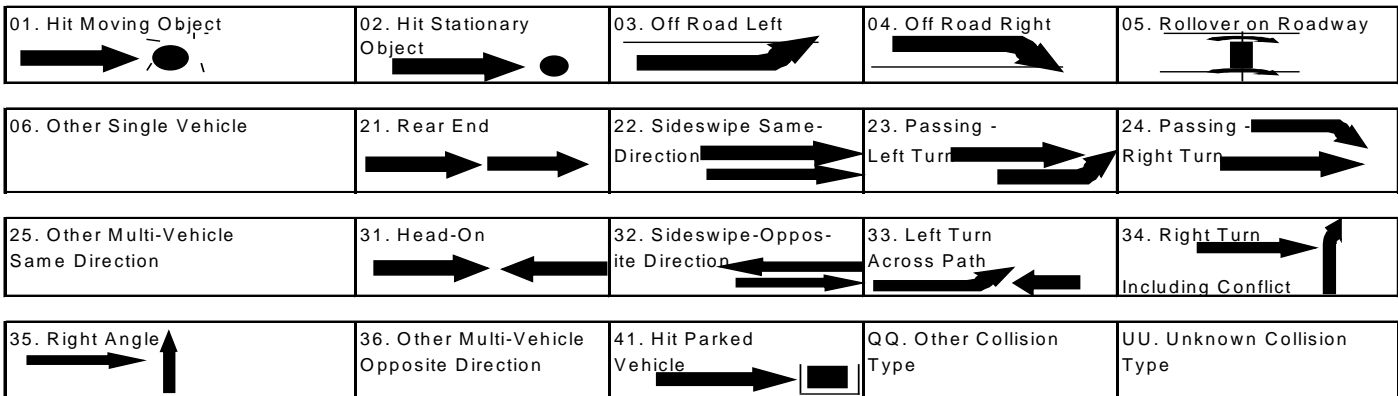
## Environmental Factors – Section 4

### Collisions by Configuration and Road System

Figure 4.7

Configuration*	NWT Highways	In Communities	Rural	Total	% of Total
01. Hit Moving Object					
a) With Animal	17	0	0	17	2.5
b) With Pedestrian	1	12	1	14	2.0
c) Other	0	1	0	1	0.1
02. Hit Stationary Object	6	46	0	52	7.5
03. Off Road Left					
a) With Rollover	31	5	0	36	5.2
b) No Rollover	15	3	1	19	2.8
04. Off Road Right					
a) With Rollover	35	5	0	40	5.8
b) No Rollover	20	8	2	30	4.4
05. Rollover on Roadway	10	1	1	12	1.7
06. Other Single Vehicle	2	5	1	8	1.2
21. Rear End	9	97	0	106	15.4
22. Sideswipe - Same Direction	0	10	0	10	1.5
23. Passing - Left Turn	0	7	0	7	1.0
24. Passing - Right Turn	1	4	0	5	0.7
25. Other Multi-Vehicle Same Direction	0	1	0	1	0.1
31. Head-On	1	9	1	11	1.6
32. Sideswipe - Opposite Direction	4	9	1	14	2.0
33. Left Turn Across Path	0	11	0	11	1.6
34. Right Turn Including Conflict	0	7	0	7	1.0
35. Right Angle	0	78	2	80	11.6
36. Other Multi-Vehicle Opposite Direction	1	16	0	17	2.5
41. Hit Parked Vehicle	7	182	0	189	27.4
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	1	0	1	2	0.3
<b>Total</b>	<b>161</b>	<b>517</b>	<b>11</b>	<b>689</b>	<b>100.0</b>

**\*Collision Configurations**



## Environmental Factors – Section 4

### Collisions by Collision Site and Severity

Figure 4.8

<b>Collision Site</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
Non-Intersection	199	94	4	297	43.1
Intersection - Two Public Roadways	119	42	0	161	23.4
Intersection - Parking Lot, Driveway	89	11	1	101	14.7
Railroad Level Crossing	0	1	0	1	0.1
Bridge, Overpass, Viaduct	2	0	0	2	0.3
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	119	5	0	124	18.0
Unknown	3	0	0	3	0.4
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>

### Collisions by Collision Site and Road System

Figure 4.9

<b>Collision Site</b>	<b>NWT Highways</b>	<b>In Communities</b>	<b>Rural</b>	<b>Total</b>	<b>%</b>
Non-Intersection	147	141	9	297	43.1
Intersection - Two Public Roadways	9	152	0	161	23.4
Intersection - Parking Lot, Driveway	3	96	2	101	14.7
Railroad Level Crossing	0	1	0	1	0.1
Bridge, Overpass, Viaduct	2	0	0	2	0.3
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	0	124	0	124	18.0
Unknown	0	3	0	3	0.4
<b>Total</b>	<b>161</b>	<b>517</b>	<b>11</b>	<b>689</b>	<b>100.0</b>

### Collisions by Roadway Alignment and Severity

Figure 4.10

<b>Road Alignment</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
Straight & Level	390	95	2	487	70.7
Straight with Grade	60	13	0	73	10.6
Curved and Level	31	22	0	53	7.7
Curve with Grade	18	15	2	35	5.1
Top of Hill or Grade	7	3	0	10	1.5
Bottom of Hill or Grade	6	1	0	7	1.0
Other	7	2	1	10	1.5
Unknown	12	2	0	14	2.0
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>

## Environmental Factors – Section 4

### Collisions by Roadway Type and Severity

Figure 4.11

<b>Road Type</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
One-Way, Two Lane	13	1	0	14	2.0
One-Way, Multi Lane	3	0	0	3	0.4
Undivided, Two-Way, Two Lane	265	123	5	393	57.0
Undivided, Two-Way, Multi Lane	59	7	0	66	9.6
Divided, Barrier Median	4	6	0	10	1.5
Divided with Median, No Barrier	20	9	0	29	4.2
Divided, Divider Unspecified	2	0	0	2	0.3
Other	161	7	0	168	24.4
Unknown	4	0	0	4	0.6
<b>Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>

### Collision Sequence of Events by Severity

Figure 4.12

<b>Non-Moving Objects</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	1	0	0	1	0.1
Hit Building	5	1	0	6	0.9
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0.0
Hit Culvert End, Drainage Structure	1	0	0	1	0.1
Hit Tree, Bush, Hedge	0	0	0	0	0.0
Hit Utility Pole, Lamp Pole	3	0	0	3	0.4
Hit Curb	1	0	0	1	0.1
Hit Post	7	0	0	7	1.0
Hit Traffic Barrier	1	0	0	1	0.1
Hit Fixed Object Part of Road Structure	1	0	0	1	0.1
Hit Fixed Object NOT Part of Road Structure	4	0	0	4	0.6
Hit Other Type Fixed Object	22	4	1	27	3.9
<b>Sub Total Fixed Objects</b>	<b>46</b>	<b>5</b>	<b>1</b>	<b>52</b>	<b>7.5</b>
<b>Moveable Objects</b>					
Another Road Vehicle	404	88	2	494	71.7
Animal	13	4	0	17	2.5
Pedestrian	2	11	1	14	2.0
Other Moveable Object	0	1	0	1	0.1
<b>Sub Total Moveable Objects</b>	<b>419</b>	<b>104</b>	<b>3</b>	<b>526</b>	<b>76.3</b>
<b>Non-Collision Events</b>					
Ran Off Road	31	18	0	49	7.1
Rollover	28	23	1	52	7.5
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	2	0	0	2	0.3
Load Spill	1	0	0	1	0.1
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	2	3	0	5	0.7
<b>Sub Total Non-Collision Events</b>	<b>64</b>	<b>44</b>	<b>1</b>	<b>109</b>	<b>15.8</b>
<b>Other/Unknown Event</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0.3</b>
<b>Grand Total</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>100.0</b>

## Environmental Factors – Section 4

### Collision Sequence of Events by Road System

Figure 4.13

	NWT			In	Rural	Total	%
	Highways	Communities					
<b>Non-Moving Objects</b>							
Hit Parked Trailer	0	0	0	0	0	0.0	
Hit Non-Fixed Object	1	0	0	0	1	0.1	
Hit Building	0	6	0	0	6	0.9	
Hit Ditch	0	0	0	0	0	0.0	
Hit Embankment, Dirt Pile, Rock	0	0	0	0	0	0.0	
Hit Culvert End, Drainage Structure	0	1	0	0	1	0.1	
Hit Tree, Bush, Hedge	0	0	0	0	0	0.0	
Hit Utility Pole, Lamp Pole	0	3	0	0	3	0.4	
Hit Curb	0	1	0	0	1	0.1	
Hit Post	0	7	0	0	7	1.0	
Hit Traffic Barrier	1	0	0	0	1	0.1	
Hit Fixed Object Part of Road Structure	0	1	0	0	1	0.1	
Hit Fixed Object NOT Part of Road Structure	0	4	0	0	4	0.6	
Hit Other Type Fixed Object	4	23	0	0	27	3.9	
<b>Sub Total Fixed Objects</b>	<b>6</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>7.5</b>	
<b>Moveable Objects</b>							
Another Road Vehicle	54	436	4	4	494	71.7	
Animal	17	0	0	0	17	2.5	
Pedestrian	1	12	1	1	14	2.0	
Other Moveable Object	0	1	0	0	1	0.1	
<b>Sub Total Moveable Objects</b>	<b>72</b>	<b>449</b>	<b>5</b>	<b>5</b>	<b>526</b>	<b>76.3</b>	
<b>Non-Collision Events</b>							
Ran Off Road	35	11	3	3	49	7.1	
Rollover	45	6	1	1	52	7.5	
Jack Knife or Trailer Swing	0	0	0	0	0	0.0	
Fire or Explosion	1	0	1	1	2	0.3	
Load Spill	0	1	0	0	1	0.1	
Load Shift	0	0	0	0	0	0.0	
Submersion	0	0	0	0	0	0.0	
Other Non-Collision Event	1	4	0	0	5	0.7	
<b>Sub Total Non-Collision Events</b>	<b>82</b>	<b>22</b>	<b>5</b>	<b>5</b>	<b>109</b>	<b>15.8</b>	
<b>Unknown Event</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0.3</b>	
<b>Grand Total</b>	<b>161</b>	<b>517</b>	<b>11</b>	<b>11</b>	<b>689</b>	<b>100.0</b>	

# **Driver Factors**

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## **Driver Factors**

This section describes the characteristics of drivers involved in collisions. In 1999, 981 drivers were involved in 689 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 19 years are 2.1 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.

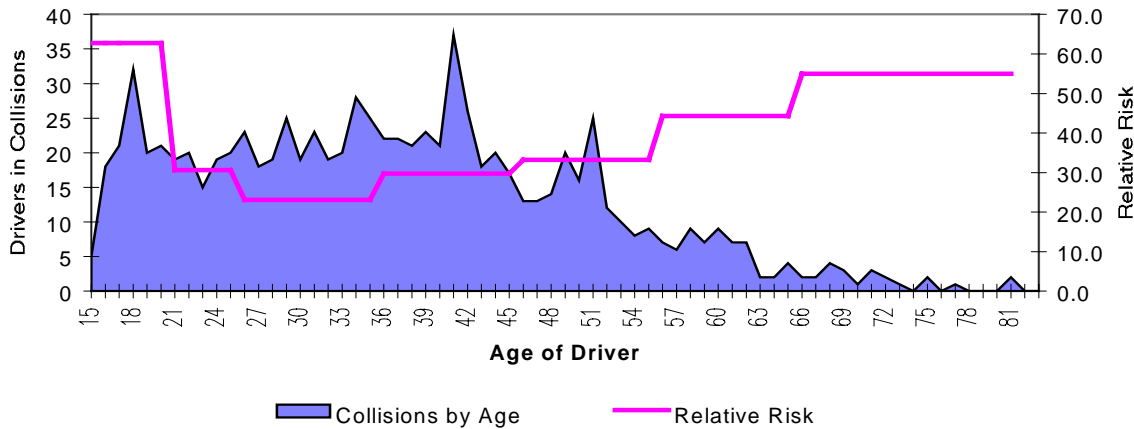
## Driver Factors – Section 5

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

Figure 5.1

	Under 16 to 19	16 to 24	20 to 34	25 to 44	35 to 54	45 to 64	55 to 64 and Over	65 and Over	Not Stated	Total
Licensed Drivers	73	1,181	2,374	7,242	7,806	5,171	1,859	665	0	26,371
Drivers in Collisions	16	91	94	214	235	148	66	27	90	981

**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	44.8	20.5	17.6	24.0	25.8	33.5	36.7	26.9
Personal Injury & Fatal	17.9	10.1	5.5	5.7	7.4	10.7	18.3	8.0
<b>Total</b>	<b>62.8</b>	<b>30.6</b>	<b>23.1</b>	<b>29.7</b>	<b>33.2</b>	<b>44.3</b>	<b>55.0</b>	<b>34.9</b>
<b>Relative Risk*</b>	<b>1.8</b>	<b>0.9</b>	<b>0.7</b>	<b>0.9</b>	<b>1.0</b>	<b>1.3</b>	<b>1.6</b>	<b>1.0</b>

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 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 19 are 1.8 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.



## Driver Factors – Section 5

**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	13	3	0	16
16	0	0	0	0	11	0	3	2	2	0	18
17	0	0	0	0	16	0	2	1	2	0	21
18	0	0	0	0	29	0	0	0	2	1	32
19	2	1	0	0	13	0	0	1	1	2	20
20	0	0	0	1	15	0	1	0	3	1	21
21-24	4	0	2	3	49	0	3	3	4	5	73
25-34	14	1	4	16	162	1	1	1	8	6	214
35-44	24	5	13	24	154	1	1	1	5	7	235
45-54	19	4	7	16	90	1	2	2	0	7	148
55-64	3	0	2	3	49	0	1	0	0	8	66
65 and over	1	0	0	1	23	0	0	0	0	2	27
Not Stated	0	0	0	0	0	0	0	0	0	90	90
<b>Drivers in Collisions</b>	<b>67</b>	<b>11</b>	<b>28</b>	<b>64</b>	<b>611</b>	<b>3</b>	<b>14</b>	<b>24</b>	<b>30</b>	<b>129</b>	<b>981</b>
<b>Total Licensed Drivers</b>	<b>1,432</b>	<b>265</b>	<b>839</b>	<b>1,281</b>	<b>21,215</b>	<b>5</b>	<b>1,334</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>26,371</b>
<b>Relative Risk*</b>	<b>1.26</b>	<b>1.12</b>	<b>0.90</b>	<b>1.34</b>	<b>0.77</b>	<b>16.13</b>	<b>0.28</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>	<b>1.00</b>

\* 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	4	9	11	18	15	11	53	156	177	127	53	17	3	654	66.7
Fatigued, Fell Asleep	0	0	0	1	0	0	0	2	0	1	0	0	0	4	0.4
Inexperience	8	6	7	6	0	3	6	4	2	1	0	0	0	43	4.4
Under Influence - Alcohol	1	2	2	3	3	4	5	14	13	3	1	2	2	55	5.6
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	1	0	0	1	0	2	0.2
Other Condition	1	0	0	1	1	2	2	13	10	3	5	1	0	39	4.0
Unknown	2	1	1	3	1	1	7	25	32	13	7	6	85	184	18.8
<b>Total</b>	<b>16</b>	<b>18</b>	<b>21</b>	<b>32</b>	<b>20</b>	<b>21</b>	<b>73</b>	<b>214</b>	<b>235</b>	<b>148</b>	<b>66</b>	<b>27</b>	<b>90</b>	<b>981</b>	
<b>%</b>	<b>1.6</b>	<b>1.8</b>	<b>2.1</b>	<b>3.3</b>	<b>2.0</b>	<b>2.1</b>	<b>7.4</b>	<b>21.8</b>	<b>24.0</b>	<b>15.1</b>	<b>6.7</b>	<b>2.8</b>	<b>9.2</b>		<b>100.0</b>

## Driver Factors – Section 5

**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	1	1	3	12	6	4	17	63	95	66	26	8	2	304	31.0
Following Too Closely	0	1	0	2	1	2	3	8	14	3	2	1	1	38	3.9
Distracted, Inattentive	0	3	3	3	2	3	3	14	12	4	6	2	0	55	5.6
Driving Too Fast	2	6	6	5	5	0	16	27	17	12	5	3	1	105	10.7
Improper Turning or Passing	0	0	0	1	1	1	2	4	3	4	1	0	0	17	1.7
Failing to Yield Right of Way	4	2	1	2	1	1	5	8	13	6	3	4	0	50	5.1
Disobeying Traffic Control/Officer	0	0	1	0	0	2	2	3	2	2	2	3	0	17	1.7
Driving on Wrong Side of Road	2	0	1	0	0	0	0	2	1	2	0	0	0	8	0.8
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	0	1	2	2	1	2	12	30	22	17	10	2	6	107	10.9
Lost Control	5	2	3	3	1	4	10	36	35	24	6	4	1	134	13.7
Other Driver Action	2	2	1	1	2	1	2	8	10	4	2	0	0	35	3.6
Unknown	0	0	0	1	0	1	1	11	11	4	3	0	79	111	11.3
<b>Total</b>	<b>16</b>	<b>18</b>	<b>21</b>	<b>32</b>	<b>20</b>	<b>21</b>	<b>73</b>	<b>214</b>	<b>235</b>	<b>148</b>	<b>66</b>	<b>27</b>	<b>90</b>	<b>981</b>	
%	1.6	1.8	2.1	3.3	2.0	2.1	7.4	21.8	24.0	15.1	6.7	2.8	9.2		100.0

# **Vehicle Factors**

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## Vehicle Factors

There were a total of 1,162 vehicles involved in 689 collisions in 1999. This is an average of 1.69 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.

## Vehicle Factors – Section 6

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

Figure 6.1

<b>Vehicle Type</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
Passenger Car	276	62	1	339	29.2
Passenger Van	83	20	0	103	8.9
Light Utility Vehicle	110	29	0	139	12.0
Pickup Truck	316	76	2	394	33.9
Panel/Cargo Van	16	2	0	18	1.5
Other Truck/Van <= 4536 kg	5	2	0	7	0.6
Unit Truck > 4536 kg	21	1	1	23	2.0
Road Tractor	17	6	0	23	2.0
School Bus	3	1	0	4	0.3
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	2	0	2	0.2
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	2	1	4	0.3
Bicycle	2	5	1	8	0.7
Motor Home	1	1	0	2	0.2
Farm Equipment	0	0	0	0	0.0
Construction Equipment	2	0	0	2	0.2
Fire Engine	0	0	0	0	0.0
Snowmobile	4	12	0	16	1.4
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	77	1	0	78	6.7
<b>Total</b>	<b>934</b>	<b>222</b>	<b>6</b>	<b>1162</b>	<b>100.0</b>

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

Figure 6.2

<b>Vehicle Condition</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
No Apparent Defect	729	173	4	906	78.0
Defective Brakes	2	3	1	6	0.5
Defective Steering	0	1	0	1	0.1
Defective Lighting	0	0	0	0	0.0
Tire Blown Out	2	5	0	7	0.6
Unsecured Load, Spilled Load	1	0	0	1	0.1
Oversized Load, Overload	0	0	1	1	0.1
Visibility Obstructed	9	3	0	12	1.0
Other Defective Vehicular Parts	13	3	0	16	1.4
Other Vehicular Factor	15	4	0	19	1.6
Unknown	163	30	0	193	16.6
<b>Total</b>	<b>934</b>	<b>222</b>	<b>6</b>	<b>1162</b>	<b>100.0</b>

## Vehicle Factors – Section 6

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

Figure 6.3

<b>Vehicle Manoeuvre</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
Going Straight Ahead	301	124	1	426	36.7
Turning Left	60	13	0	73	6.3
Turning Right	46	9	1	56	4.8
Making U-Turn	2	1	0	3	0.3
Changing Lanes	4	1	0	5	0.4
Merging	3	0	0	3	0.3
Reversing	117	7	0	124	10.7
Overtaking	4	2	1	7	0.6
Negotiating Curve	16	19	2	37	3.2
Slowing or Stopped in Traffic	83	30	0	113	9.7
Starting in Traffic	2	1	0	3	0.3
Leaving Roadside	3	1	0	4	0.3
Stopped/Parked Legally	186	4	0	190	16.4
Stopped/Parked Illegally	5	1	0	6	0.5
Swerving to Avoid Collision	10	6	0	16	1.4
Run-away or Roll-away Vehicle	7	0	0	7	0.6
Unspecified Manoeuvre	7	2	1	10	0.9
Other	1	0	0	1	0.1
Unknown	77	1	0	78	6.7
<b>Total</b>	<b>934</b>	<b>222</b>	<b>6</b>	<b>1162</b>	<b>100.0</b>

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

Figure 6.4

<b>Model Year</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
2000	3	0	0	3	0.3
1999	57	15	0	72	6.2
1998	89	22	0	111	9.6
1997	99	22	0	121	10.4
1996	59	16	1	76	6.5
1995	64	20	0	84	7.2
1994	75	10	0	85	7.3
1993	55	7	0	62	5.3
1992	47	7	1	55	4.7
1991	46	12	2	60	5.2
1990	39	13	0	52	4.5
1989	35	9	0	44	3.8
1988 & Older	174	56	0	230	19.8
Unspecified	92	13	2	107	9.2
<b>Total</b>	<b>934</b>	<b>222</b>	<b>6</b>	<b>1162</b>	<b>100.0</b>

## **Victims and Occupant Restraints**

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## **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 79% 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, 86% of victims wearing seat belts were not injured. On the other hand, 28% 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.

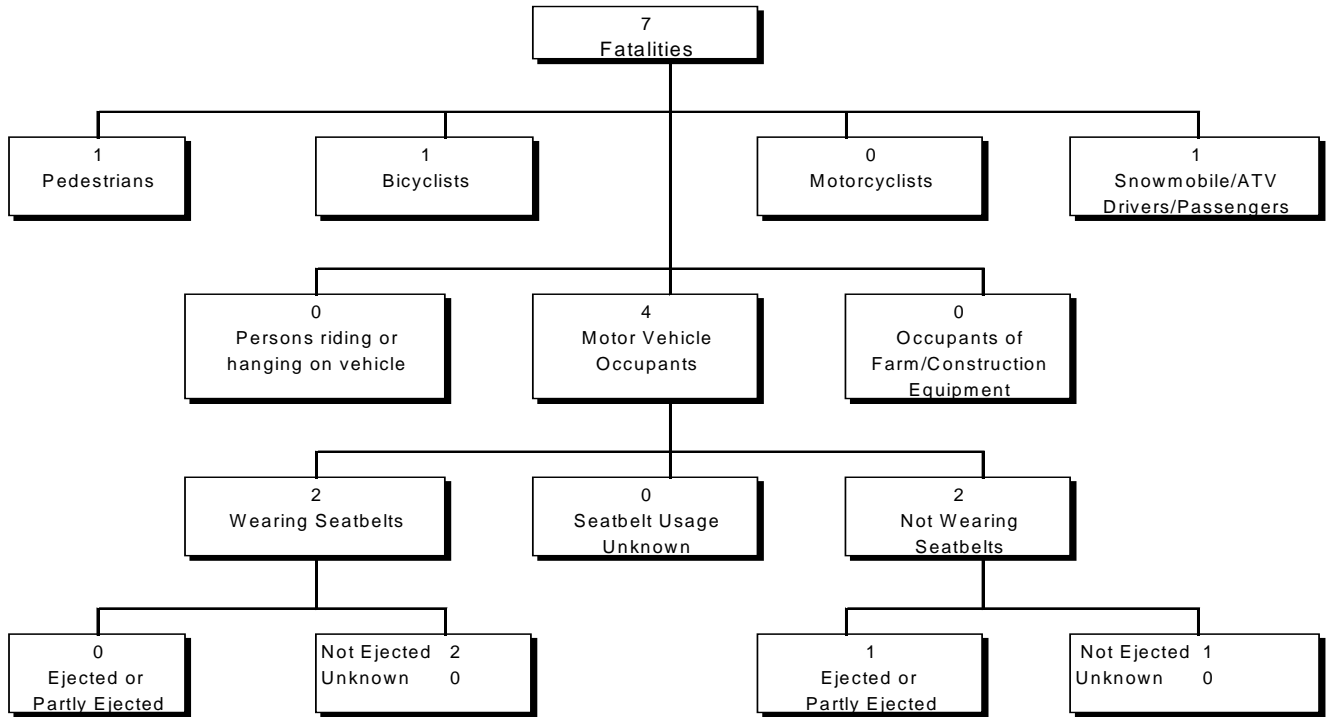
For more information on the Car Seat Instructors Program, please call the Department of Transportation, Motor Vehicles Division at (867) 920-8918.



# Victims and Occupant Restraints – Section 7

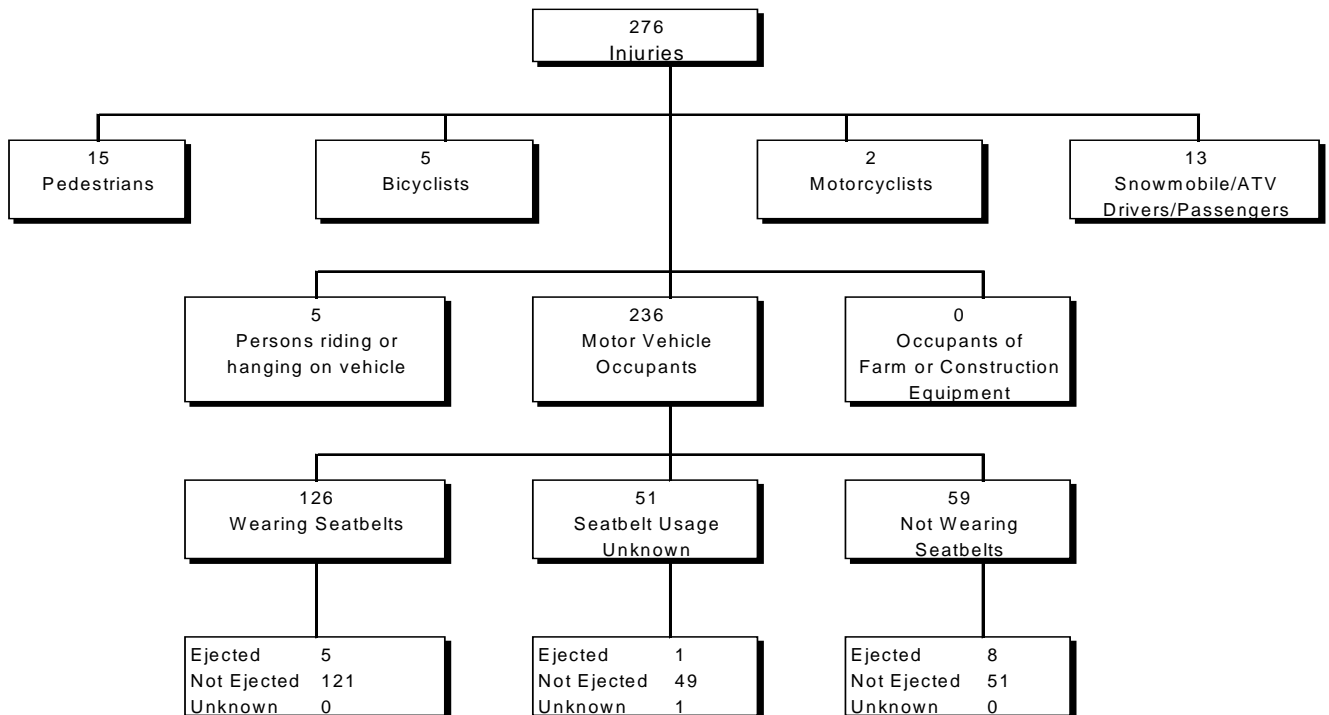
**Fatalities Classification**  
(January 1 to December 31, 1999)

Figure 7.1



**Injuries Classification**  
(January 1 to December 31, 1999)

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	13	15	27	29	20	9	2	0	115	41.7
Motor Vehicle Passenger	2	10	30	23	21	10	2	1	3	22	124	44.9
Pedestrian	2	6	1	1	1	2	1	0	1	0	15	5.4
Bicyclist	1	2	2	0	0	0	0	0	0	0	5	1.8
Motorcyclist (includes passengers)	0	0	1	0	0	0	1	0	0	0	2	0.7
ATV Operators & Passengers	0	0	1	1	1	0	0	0	0	0	3	1.1
Snowmobile Operators & Passengers	0	6	2	1	1	0	1	1	0	0	12	4.3
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>5</b>	<b>24</b>	<b>50</b>	<b>41</b>	<b>51</b>	<b>41</b>	<b>25</b>	<b>11</b>	<b>6</b>	<b>22</b>	<b>276</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	1	0	1	0	0	0	0	0	2	28.6
Motor Vehicle Passenger	0	0	2	0	0	0	0	0	0	0	2	28.6
Pedestrian	0	0	0	0	0	0	1	0	0	0	1	14.3
Bicyclist	0	1	0	0	0	0	0	0	0	0	1	14.3
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	1	0	0	0	0	0	0	0	1	14.3
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>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100.0</b>

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

Figure 7.5

Road User Class	Persons Injured				Person Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	78	37	0	115	2	0	0	2
Motor Vehicle Passenger	64	60	0	124	1	1	0	2
Pedestrian	11	4	0	15	0	1	0	1
Bicyclist	3	2	0	5	1	0	0	1
Motorcyclist (includes passengers)	1	1	0	2	0	0	0	0
ATV Operators & Passengers	2	1	0	3	1	0	0	1
Snowmobile Operators & Passengers	9	3	0	12	0	0	0	0
Farm/Construction Equipment	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
<b>Total</b>	<b>168</b>	<b>108</b>	<b>0</b>	<b>276</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>

## Victims and Occupant Restraints – Section 7

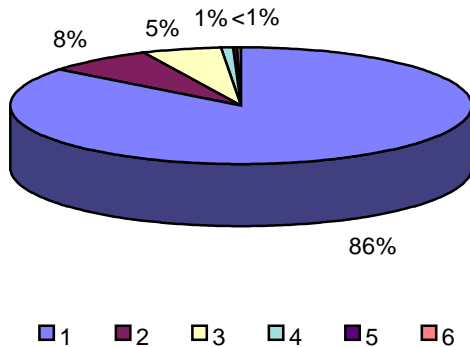
### Motor Vehicle\* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	168	41	707	14	376	<b>1306</b>	84.3
Minimal Injuries	25	11	56	0	17	<b>109</b>	7.0
Minor Injuries	23	3	45	0	19	<b>90</b>	5.8
Major (Hospital Admission)	8	0	8	0	6	<b>22</b>	1.4
Fatal	2	0	2	0	0	<b>4</b>	0.3
Injured - Extent Unknown	6	1	2	0	9	<b>18</b>	1.2
<b>Total</b>	<b>232</b>	<b>56</b>	<b>820</b>	<b>14</b>	<b>427</b>	<b>1549</b>	<b>100.0</b>

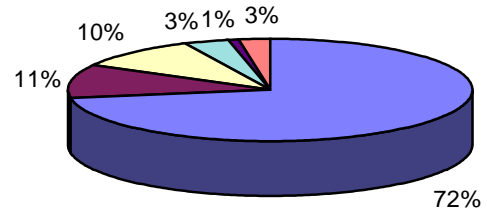
\* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

#### Restraints Used



#### Restraints Not Used

Figure 7.7



■ 1   
 ■ 2   
 ■ 3   
 ■ 4   
 ■ 5   
 ■ 6

1. Not Injured      2. Minor      3. Moderate      4. Major      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	5 to 64	5 & older	Stated	
Not Injured	21	46	92	70	163	169	98	45	22	36	762
Minimal Injuries	0	5	10	10	9	12	5	4	3	9	67
Minor Injuries	2	1	10	5	7	10	7	4	0	2	48
Major (Hospital Admission)	0	0	0	2	2	1	2	0	0	1	8
Fatal	0	0	2	0	0	0	0	0	0	0	2
Injured - Extent Unknown	0	0	0	0	1	0	1	1	0	0	3
<b>Total</b>	<b>23</b>	<b>52</b>	<b>114</b>	<b>87</b>	<b>182</b>	<b>192</b>	<b>113</b>	<b>54</b>	<b>25</b>	<b>48</b>	<b>890</b>

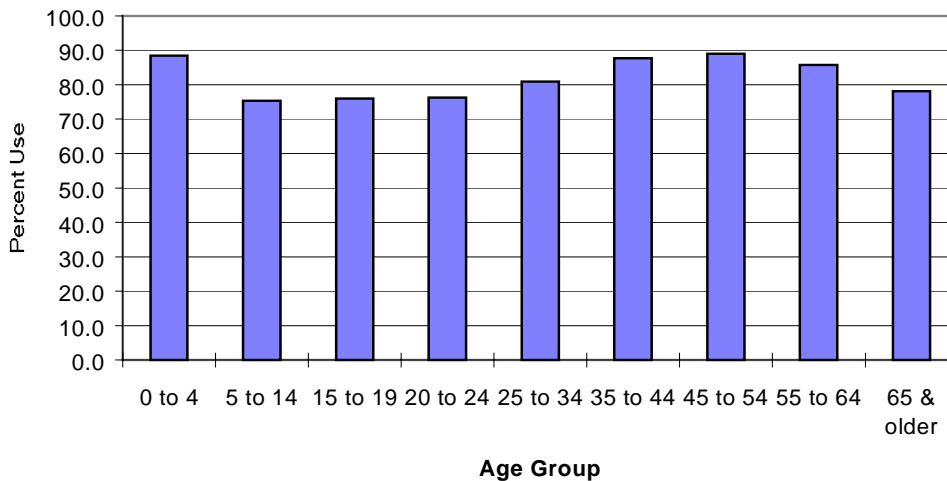
#### Restraints Not Used

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	3	13	21	14	28	21	10	8	6	44	168
Minimal Injuries	0	2	8	4	3	3	0	0	0	5	25
Minor Injuries	0	1	5	4	8	2	3	0	0	0	23
Major (Hospital Admission)	0	1	1	2	2	1	0	0	1	0	8
Fatal	0	0	1	0	1	0	0	0	0	0	2
Injured - Extent Unknown	0	0	0	3	1	0	1	1	0	0	6
<b>Total</b>	<b>3</b>	<b>17</b>	<b>36</b>	<b>27</b>	<b>43</b>	<b>27</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>49</b>	<b>232</b>

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

### Victim Restraint Use Rate by Victim Age

Figure 7.9



## **Pedestrians**

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## **Pedestrians**

### **1998 Quick Facts on Pedestrian Collisions**

- 15 injured
- 1 killed
- 50% of the pedestrians injured/killed were under the age of 15
- 81% of pedestrians were injured/killed within a community
- 18.8% of pedestrians had been drinking or were impaired by alcohol

## Pedestrians – Section 8

### Pedestrians Injured or Killed by Age Group

Figure 8.1

	Age Group										Total	%
	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		
Injured	2	6	1	1	1	2	1	0	1	0	15	93.8
Killed	0	0	0	0	0	0	1	0	0	0	1	6.3
<b>Total</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	
%	12.5	37.5	6.3	6.3	6.3	12.5	12.5	0.0	6.3	0.0	100.0	100.0

### Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

Pedestrian Action	Age Group										Total	%
	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		
Crossing Intersection With Traffic Control, With Right-of-Way	0	0	1	0	0	0	0	0	0	0	1	6.3
Crossing Intersection With Traffic Control, Without Right-of-Way	0	1	0	0	0	0	0	0	0	0	1	6.3
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	1	0	1	0	2	12.5
Crossing Roadway Not at Intersection	0	0	0	0	0	1	0	0	0	0	1	6.3
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	1	0	0	0	1	1	0	0	0	3	18.8
On Sidewalk, Median, Safety Zone	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	1	0	0	0	1	0	0	0	0	0	2	12.5
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	1	4	0	0	0	0	0	0	0	0	5	31.3
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	1	0	0	0	0	0	0	1	6.3
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Lying on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>100.0</b>

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

Figure 8.3

Place of Occurrence	Killed	Injured	Total	%
Urban	0	13	13	81.3
Rural	1	2	3	18.8
Unspecified	0	0	0	0.0
<b>Total</b>	<b>1</b>	<b>15</b>	<b>16</b>	<b>100.0</b>

**Pedestrians Injured or Killed by Accident Site**

Figure 8.4

<b>Accident Site</b>	<b>Killed</b>	<b>Injured</b>	<b>Total</b>	<b>%</b>
Non-Intersection	1	8	<b>9</b>	56.3
At Intersection of At Least Two Roadways	0	4	<b>4</b>	25.0
Intersection With Parking Lot/Driveway/Alley	0	1	<b>1</b>	6.3
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	2	<b>2</b>	12.5
Unspecified	0	0	<b>0</b>	0.0
<b>Total</b>	<b>1</b>	<b>15</b>	<b>16</b>	<b>100.0</b>

**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	1	10	<b>11</b>	68.8
Had Been Drinking	0	3	<b>3</b>	18.8
Impaired by Alcohol	0	0	<b>0</b>	0.0
Unknown	0	2	<b>2</b>	12.5
<b>Total</b>	<b>1</b>	<b>15</b>	<b>16</b>	<b>100.0</b>



## **Alcohol**

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## 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

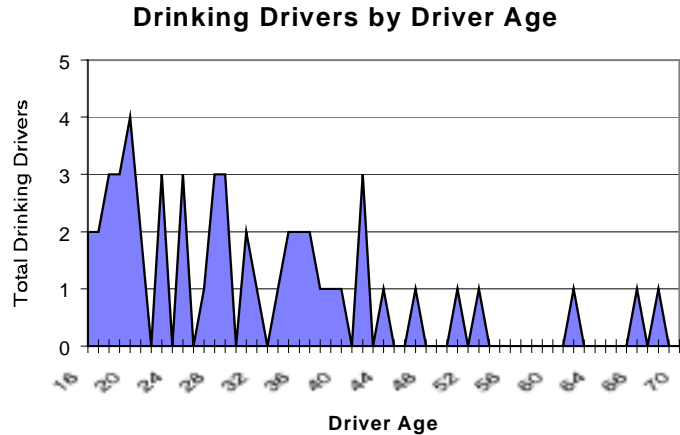
The purpose of the recommendations is to reduce the extent of deaths and injuries on NWT roadways. The Department of Transportation, Motor Vehicles Division is working with other agencies to realize a 20% reduction in alcohol-related crashes by the year 2001.

## Alcohol – Section 9

**Drinking Drivers in Collisions by Driver Age and Gender**

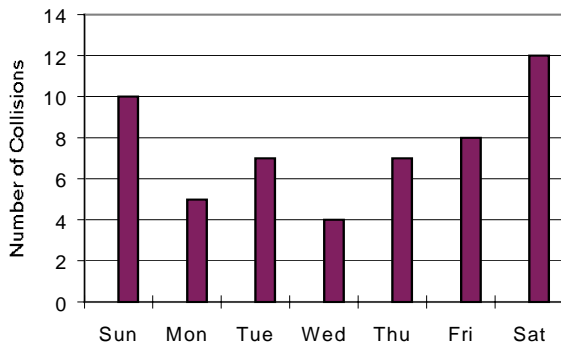
Figure 9.1

Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	1	0	0	1
16	2	0	0	2
17	1	1	0	2
18	2	1	0	3
19	3	0	0	3
20	4	0	0	4
21 to 24	4	1	0	5
25 to 34	12	2	0	14
35 to 44	11	2	0	13
45 to 54	3	0	0	3
55 to 64	1	0	0	1
65 & Older	2	0	0	2
Not Stated	0	0	2	2
<b>Total</b>	<b>46</b>	<b>7</b>	<b>2</b>	<b>55</b>



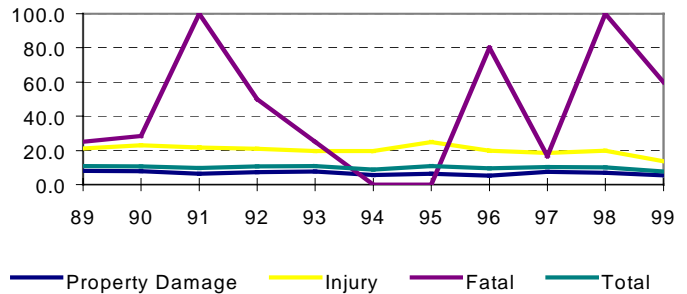
**Collisions Involving Alcohol by Day of Week**

Figure 9.2



**Percentage of Collisions Involving Alcohol by Year and Severity**

Figure 9.3



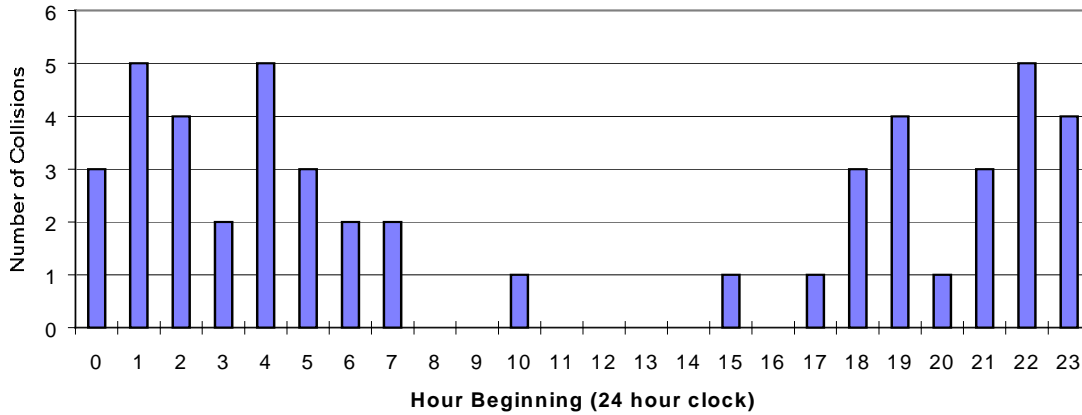
**Number of Collisions and Victims Involving Alcohol**

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	
1989	56	38	2	96	10.9	63	2	65	24.0
1990	53	32	2	87	10.6	45	2	47	22.6
1991	46	37	3	86	9.7	75	3	78	31.3
1992	50	38	3	91	10.5	59	3	62	23.3
1993	38	35	1	74	10.9	67	1	68	23.7
1994	32	34	0	66	8.9	51	0	51	20.9
1995	33	41	0	74	10.9	62	0	62	27.2
1996	25	28	8	61	9.6	50	8	58	26.7
1997	33	28	1	62	10.3	43	1	44	19.2
1998	31	27	2	60	10.2	45	2	47	23.7
1999	29	21	3	53	7.7	54	5	59	20.8
<b>Average</b>	<b>39</b>	<b>33</b>	<b>2</b>	<b>74</b>	<b>10.0</b>	<b>56</b>	<b>2</b>	<b>58</b>	<b>23.9</b>

Number of Alcohol Related Collisions by Time of Day

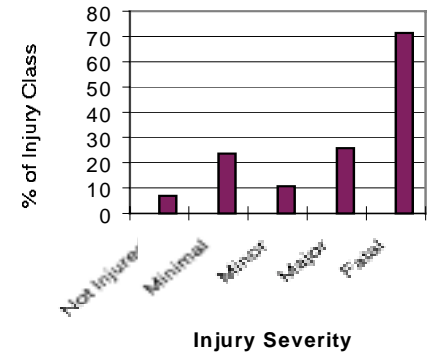
Figure 9.5



Injury Severity by Alcohol Involvement

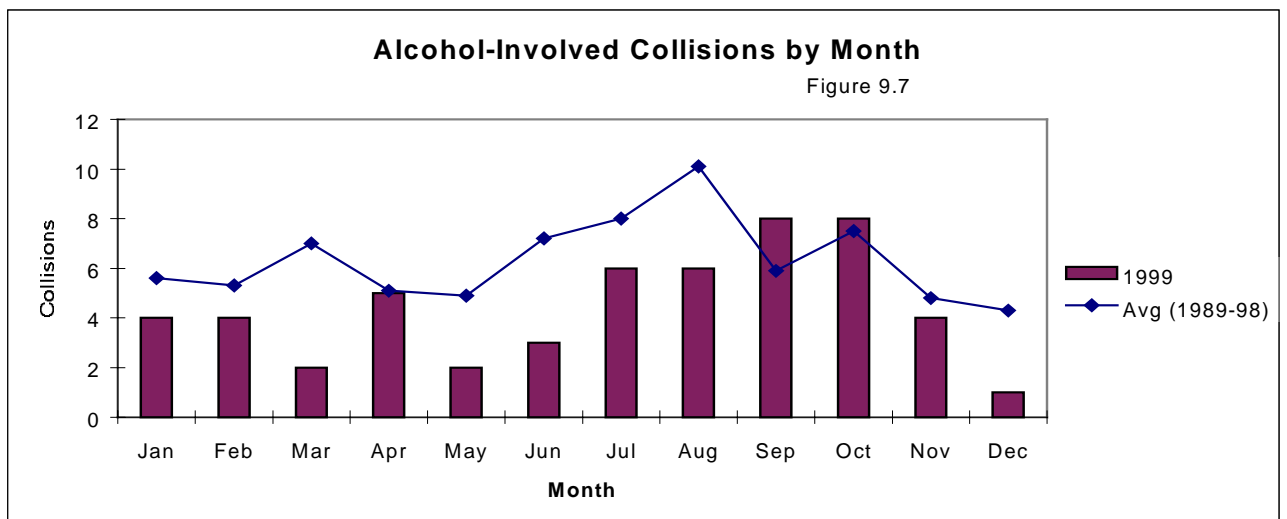
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	92	1,240	1332	6.9
Minimal Injuries	29	94	123	23.6
Minor	11	91	102	10.8
Major	8	23	31	25.8
Fatal	5	2	7	71.4
Injured - Extent Unknown	6	14	20	30.0
<b>Total</b>	<b>151</b>	<b>1464</b>	<b>1615</b>	<b>9.3</b>



Alcohol-Involved Collisions by Month

Figure 9.7



## **Off-Road Vehicles**

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## 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:

- 78% of off-road vehicle collisions result in injuries or death
- 70% of off-road vehicle drivers involved in collisions are 24 years of age or younger
- 10.0% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol
- only 25.8% of off-road vehicle drivers or passengers in collisions were wearing helmets

## Off-Road Vehicle – Section 10

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

Figure 10.1

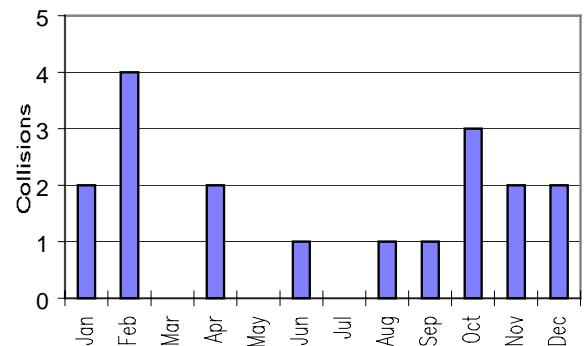
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	1	1	0	2	2	0
February	1	3	0	4	4	0
March	0	0	0	0	0	0
April	1	1	0	2	1	0
May	0	0	0	0	0	0
June	0	1	0	1	1	0
July	0	0	0	0	0	0
August	0	1	0	1	1	0
September	0	0	1	1	2	1
October	1	2	0	3	4	0
November	0	2	0	2	5	0
December	0	2	0	2	2	0
<b>Total</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>18</b>	<b>22</b>	<b>1</b>

### Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
<b>Total Victims</b>	<b>12</b>	<b>4</b>	<b>16</b>
Killed	0	1	1
Injured	12	3	15
<b>Total Vehicles Involved</b>	<b>16</b>	<b>4</b>	<b>20</b>
Fatal	0	1	1
Injury	12	2	14
Property Damage	4	1	5

### Off-Road Vehicle Collisions by Month



## Off-Road Vehicle – Section 10

**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	4	0	0	0	0	0	4	20.0
15 to 19	6	0	0	1	0	0	7	35.0
20 to 24	2	1	0	0	0	0	3	15.0
25 to 34	0	1	0	3	0	0	4	20.0
35 to 44	0	0	0	0	0	0	0	0.0
45 to 54	2	0	0	0	0	0	2	10.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100.0</b>

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

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	3	5	0	8	40.0
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	1	5	0	6	30.0
Under Influence - Alcohol	1	0	1	2	10.0
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	0	0	0	0	0.0
Other Condition	0	2	0	2	10.0
Unknown	0	2	0	2	10.0
<b>Total</b>	<b>5</b>	<b>14</b>	<b>1</b>	<b>20</b>	<b>100.0</b>



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

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	0	2	0	2	10.0
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	2	1	3	15.0
Driving Too Fast for Conditions	1	3	0	4	20.0
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	0	0	0	0	0.0
Disobeyed Traffic Control or Officer	0	1	0	1	5.0
Driving on Wrong Side of Road	0	1	0	1	5.0
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	1	3	0	4	20.0
Other	3	1	0	4	20.0
Unknown	0	1	0	1	5.0
<b>Total</b>	<b>5</b>	<b>14</b>	<b>1</b>	<b>20</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	6	9	2	17	51.5
Minimal Injuries	1	5	0	6	18.2
Minor Injuries	1	4	0	5	15.2
Major (Hospital Admission)	0	4	0	4	12.1
Fatal	0	1	0	1	3.0
Injured - Extent Unknown	0	0	0	0	0.0
<b>Total</b>	<b>8</b>	<b>23</b>	<b>2</b>	<b>33</b>	<b>100.0</b>

## **Geographic Distribution**

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## Geographic Distribution

Figure 11.1 is a detailed summary of collisions by Region, RCMP detachment and severity. More than 80% of all collisions took place in the North/South Slave Region. The North South Slave Region also accounted for 5 out of 7 of the fatalities. Figure 11.2 shows collision rates per 100 licensed drivers, registered vehicles and population by Region and RCMP detachment.

Figure 11.3 describes collisions which 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 31% of the collisions occurring on the numbered highway system.

Figure 11.4 is a map showing the number of collisions on various segments of the NWT Highway system, including Access and Winter roads. Figure 11.5 is a map showing the corresponding collision rates expressed as the number of collisions per million vehicle-kilometres of travel.

## Geographic Distribution – Section 11

### Collisions by Region, RCMP Detachment and Severity

Figure 11.1

#### A - Inuvik Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Aklavik	3	3	0	6	5	0
Deline	3	0	0	3	0	0
Fort Good Hope	2	1	0	3	2	0
Fort McPherson	12	4	1	17	11	1
Holman	0	1	0	1	1	0
Inuvik	50	18	0	68	30	0
Norman Wells	5	3	0	8	3	0
Sachs Harbour	1	0	0	1	0	0
Tuktoyaktuk	3	2	1	6	4	1
Tulita	3	0	0	3	0	0
<b>Sub Total</b>						
<b>Inuvik Region</b>	<b>82</b>	<b>32</b>	<b>2</b>	<b>116</b>	<b>56</b>	<b>2</b>

#### B - North/South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	14	7	0	21	15	0
Fort Providence	17	14	0	31	28	0
Fort Resolution	4	4	1	9	4	1
Fort Simpson	15	5	1	21	8	1
Fort Smith	22	8	0	30	13	0
Hay River	46	14	0	60	21	0
Lutsel K'e	0	0	0	0	0	0
Rae/Wha Ti	24	8	0	32	24	0
Yellowknife	307	61	1	369	107	3
<b>Sub Total</b>						
<b>North/South Slave Region</b>	<b>449</b>	<b>121</b>	<b>3</b>	<b>573</b>	<b>220</b>	<b>5</b>
<b>Total - All Regions</b>	<b>531</b>	<b>153</b>	<b>5</b>	<b>689</b>	<b>276</b>	<b>7</b>

## Geographic Distribution – Section 11

### Collision Rates by Region and RCMP Detachment

Figure 11.2

#### A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers	Registered Vehicles	Population (1999 estimate)	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	6	177	88	738	3.39	6.82	0.81
Deline	3	164	73	600	1.83	4.11	0.50
Fort Good Hope	3	182	60	692	1.65	5.00	0.43
Fort McPherson	17	255	200	1,123	6.67	8.50	1.51
Holman	1	82	104	458	1.22	0.96	0.22
Inuvik	68	2,071	1,627	3,445	3.28	4.18	1.97
Norman Wells	8	653	681	744	1.23	1.17	1.08
Sachs Harbour	1	45	26	153	2.22	3.85	0.65
Tuktoyaktuk	6	331	252	1,284	1.81	2.38	0.47
Tulita	3	152	87	489	1.97	3.45	0.61
<b>Sub Total Inuvik Region</b>	<b>116</b>	<b>4,112</b>	<b>3,198</b>	<b>9,847</b>	<b>2.82</b>	<b>3.63</b>	<b>1.18</b>

#### B - North/South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers	Registered Vehicles	Population (1999 estimate)	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	21	221	223	581	9.50	9.42	3.61
Fort Providence	31	296	319	862	10.47	9.72	3.60
Fort Resolution	9	251	236	572	3.59	3.81	1.57
Fort Simpson	21	881	981	1,572	2.38	2.14	1.34
Fort Smith	30	1,664	1,577	2,728	1.80	1.90	1.10
Hay River	60	3,043	5,260	3,976	1.97	1.14	1.51
Lutsel K'e	0	77	48	384	0.00	0.00	0.00
Rae/Wha Ti	32	818	686	2,709	3.91	4.66	1.18
Yellowknife	369	15,008	14,071	17,897	2.46	2.62	2.06
<b>Sub Total North/South Slave Region</b>	<b>573</b>	<b>22,259</b>	<b>23,401</b>	<b>31,759</b>	<b>2.57</b>	<b>2.45</b>	<b>1.80</b>
<b>Total - All Regions</b>	<b>689</b>	<b>26,371</b>	<b>26,599</b>	<b>41,606</b>	<b>2.61</b>	<b>2.59</b>	<b>1.66</b>

## Geographic Distribution – Section 11

### Collisions on the NWT Highway System

Figure 11.3

Highway #1 (Mackenzie)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	9.5	Jul 18	Injury	Single Vehicle Rollover	2	0
	23.8	Aug 22	Property Damage	Collision with Fixed Object	0	0
	30.0	Dec 18	Property Damage	Single Vehicle Rollover	0	0
	47.8	Feb 10	Property Damage	Single Vehicle Rollover	0	0
	63.8	Dec 30	Injury	Ran Off Road - Left	3	0
	79.8	Feb 19	Property Damage	Ran Off Road - Left	0	0
	83.8	Feb 27	Property Damage	Collision with Parked Vehicle	0	0
	113.8	Mar 5	Property Damage	Single Vehicle Rollover	0	0
	148.8	Oct 16	Property Damage	Ran Off Road - Left	0	0
	160.0	Nov 17	Property Damage	Rear End	0	0
	161.0	Jan 30	Property Damage	Rear End	0	0
	170.8	Oct 19	Injury	Single Vehicle Rollover	1	0
	192.0	Sep 28	Injury	Single Vehicle Rollover	1	0
	195.0	Dec 29	Injury	Single Vehicle Rollover	3	0
	231.5	Sep 6	Injury	Single Vehicle Rollover	1	0
	262.0	Oct 18	Injury	Ran Off Road - Right	1	0
	295.0	Mar 9	Property Damage	Ran Off Road - Right	0	0
	375.0	Aug 7	Injury	Single Vehicle Rollover	1	0
	383.8	Feb 4	Property Damage	Rear End	0	0
	457.2	Jun 9	Injury	Single Vehicle Rollover	1	0
	473.6	Dec 16	Fatal	Collision with Pedestrian	0	1
	515.3	Oct 3	Injury	Single Vehicle Rollover	3	0
	545.5	Dec 18	Property Damage	Animal Strike	0	0
	576.8	Jun 16	Property Damage	Ran Off Road - Right	0	0

Summary Highway #1	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	13	10	1	24	17	1

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	25.0	Jan 14	Property Damage	Single Vehicle Rollover	0	0
	37.0	Jan 21	Property Damage	Single Vehicle Rollover	0	0
	37.0	Nov 4	Injury	Rear End	2	0
	38.1	May 5	Property Damage	Rear End	0	0
	38.6	Jan 9	Property Damage	Other Single Vehicle Collision	0	0
	39.1	Sep 8	Injury	Rear End	1	0
	44.0	Mar 31	Property Damage	Collision with Fixed Object	0	0
	44.3	May 29	Property Damage	Collision with Parked Vehicle	0	0
	44.3	Oct 31	Injury	Single Vehicle Rollover	1	0

Summary Highway #2	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	6	3	0	9	4	0

## Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	8.2	Feb 10	Injury	Single Vehicle Rollover	1	0
	23.4	Jun 28	Property Damage	Collision with Fixed Object	0	0
	27.0	Feb 12	Property Damage	Single Vehicle Rollover	0	0
	29.0	Sep 16	Property Damage	Animal Strike	0	0
	30.0	Aug 19	Property Damage	Animal Strike	0	0
	35.0	Sep 9	Injury	Animal Strike	3	0
	38.0	Jun 25	Property Damage	Single Vehicle Rollover	0	0
	44.0	Oct 7	Property Damage	Animal Strike	0	0
	59.0	Feb 12	Property Damage	Animal Strike	0	0
	72.0	Aug 18	Injury	Animal Strike	2	0
	78.0	Sep 1	Property Damage	Animal Strike	0	0
	80.0	Aug 7	Property Damage	Ran Off Road - Right	0	0
	107.0	Aug 27	Injury	Animal Strike	2	0
	122.0	Sep 27	Property Damage	Animal Strike	0	0
	123.0	Mar 2	Injury	Single Vehicle Rollover	2	0
	124.0	Aug 1	Injury	Animal Strike	2	0
	158.0	Oct 19	Property Damage	Animal Strike	0	0
	168.0	Jun 23	Injury	Single Vehicle Rollover	1	0
	172.0	Aug 19	Property Damage	Animal Strike	0	0
	242.0	Dec 22	Injury	Ran Off Road - Left	1	0
	243.0	Nov 14	Property Damage	Single Vehicle Rollover	0	0
	243.6	Oct 20	Property Damage	Ran Off Road - Right	0	0
	251.0	Nov 14	Injury	Single Vehicle Rollover	2	0
	253.1	Jul 14	Property Damage	Ran Off Road - Left	0	0
	255.0	Dec 18	Property Damage	Animal Strike	0	0
	256.7	Jan 26	Property Damage	Single Vehicle Rollover	0	0
	263.1	Oct 17	Property Damage	Ran Off Road - Right	0	0
	270.0	Mar 17	Property Damage	Single Vehicle Rollover	0	0
	284.0	Aug 26	Property Damage	Single Vehicle Rollover	0	0
	286.0	Feb 24	Property Damage	Collision with Parked Vehicle	0	0
	288.8	Jul 13	Property Damage	Single Vehicle Rollover	0	0
	291.0	Mar 26	Injury	Single Vehicle Rollover	2	0
	293.8	Jan 24	Property Damage	Ran Off Road - Right	0	0
	303.8	Feb 25	Property Damage	Single Vehicle Rollover	0	0
	308.3	Jan 31	Property Damage	Ran Off Road - Right	0	0
	310.8	Jun 5	Injury	Single Vehicle Rollover	3	0
	329.8	Oct 22	Injury	Single Vehicle Rollover	4	0
	333.0	Jul 17	Property Damage	Collision with Fixed Object	0	0
	333.5	Jul 3	Injury	Single Vehicle Rollover	3	0
	336.8	Sep 26	Property Damage	Single Vehicle Rollover	0	0
	338.2	Jul 27	Injury	Ran Off Road - Left	1	0
	338.8	Jan 8	Property Damage	Collision with Fixed Object	0	0
	338.8	Feb 23	Injury	Ran Off Road - Left	1	0

Summary Highway #3	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	28	15	0	43	30	0

## Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.5	Oct 19	Injury	Single Vehicle Rollover	3	0
	3.0	Oct 31	Property Damage	Single Vehicle Rollover	0	0
	4.8	Feb 13	Property Damage	Sideswipe - Opposite Direction	0	0
	8.5	Jul 10	Injury	Single Vehicle Rollover	1	0
	10.0	Sep 18	Property Damage	Ran Off Road - Left	0	0
	31.8	Jun 27	Injury	Sideswipe - Opposite Direction	1	0
	34.3	Sep 11	Injury	Ran Off Road - Right	2	0
	35.6	Jul 31	Fatal	Single Vehicle Rollover	2	3
	38.0	May 29	Property Damage	Single Vehicle Rollover	0	0
	40.0	Oct 31	Property Damage	Single Vehicle Rollover	0	0
	43.0	May 14	Injury	Single Vehicle Rollover	2	0
	64.1	Jul 31	Injury	Ran Off Road - Right	1	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	5	6	1	12	12	3

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	28.0	Nov 10	Injury	Single Vehicle Rollover	1	0
	47.0	May 5	Property Damage	Single Vehicle Rollover	0	0
	59.4	Feb 10	Property Damage	Ran Off Road - Right	0	0
	70.8	Jul 9	Injury	Single Vehicle Rollover	2	0
	78.0	Jan 18	Property Damage	Single Vehicle Rollover	0	0
	90.0	Aug 6	Property Damage	Ran Off Road - Right	0	0
	96.0	Jun 29	Injury	Single Vehicle Rollover	1	0
	98.0	Feb 15	Property Damage	Single Vehicle Rollover	0	0
	118.0	Sep 24	Property Damage	Animal Strike	0	0
	211.0	Jun 11	Property Damage	Passing - Right Turn	0	0
	216.0	Oct 2	Injury	Single Vehicle Rollover	2	0
	239.0	Jun 27	Injury	Ran Off Road - Right	3	0
	258.2	Oct 20	Injury	Single Vehicle Rollover	3	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	7	6	0	13	12	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	14.0	Nov 18	Property Damage	Ran Off Road - Left	0	0
	27.0	Oct 3	Injury	Ran Off Road - Right	3	0
	40.0	Oct 17	Property Damage	Ran Off Road - Right	0	0
	50.0	Oct 22	Property Damage	Ran Off Road - Right	0	0
	62.0	Oct 31	Injury	Ran Off Road - Left	1	0
	73.0	Nov 18	Injury	Single Vehicle Rollover	1	0
	85.0	Nov 6	Property Damage	Collision with Parked Vehicle	0	0

Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	4	3	0	7	5	0



## Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	9.6	May 31	Injury	Single Vehicle Rollover	1	0
	19.6	Aug 18	Property Damage	Collision with Fixed Object	0	0
	25.0	Mar 22	Injury	Single Vehicle Rollover	2	0
	47.0	Jun 3	Property Damage	Animal Strike	0	0
	57.6	Oct 6	Property Damage	Single Vehicle Rollover	0	0
	61.0	Oct 4	Property Damage	Animal Strike	0	0
	72.0	Feb 6	Property Damage	Head-on	0	0
	80.0	Oct 27	Injury	Single Vehicle Rollover	2	0
	85.0	Jan 13	Property Damage	Collision with Parked Vehicle	0	0
	92.0	Feb 16	Property Damage	Single Vehicle Rollover	0	0
	100.0	Jul 12	Injury	Single Vehicle Rollover	1	0
	108.5	Jul 29	Injury	Single Vehicle Rollover	3	0
	162.6	Oct 30	Property Damage	Ran Off Road - Right	0	0
	170.0	Oct 20	Property Damage	Single Vehicle Rollover	0	0
	188.0	Oct 15	Injury	Ran Off Road - Right	2	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	6	0	15	11	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	8.0	Oct 7	Property Damage	Single Vehicle Rollover	0	0
	25.4	Jul 31	Injury	Ran Off Road - Right	2	0
	50.4	Jul 23	Injury	Single Vehicle Rollover	1	0
	70.9	Jun 9	Property Damage	Single Vehicle Rollover	0	0
	74.2	Oct 8	Property Damage	Rear End	0	0
	83.4	Aug 31	Property Damage	Other Single Vehicle Collision	0	0
	85.4	Jan 29	Property Damage	Other Multi-Vehicle Different Direction	0	0
	122.2	Apr 10	Fatal	Single Vehicle Rollover	3	1
	123.1	Feb 8	Property Damage	Ran Off Road - Left	0	0
	130.6	Aug 2	Injury	Ran Off Road - Right	3	0
	143.7	Jun 25	Property Damage	Collision with Parked Vehicle	0	0
	145.6	Aug 10	Injury	Single Vehicle Rollover	2	0
	145.6	Aug 15	Property Damage	Single Vehicle Rollover	0	0
	238.2	Jul 23	Injury	Single Vehicle Rollover	1	0
	248.0	Jul 10	Injury	Single Vehicle Rollover	2	0
	251.3	Jul 4	Property Damage	Single Vehicle Rollover	0	0
	264.3	Sep 24	Property Damage	Single Vehicle Rollover	0	0

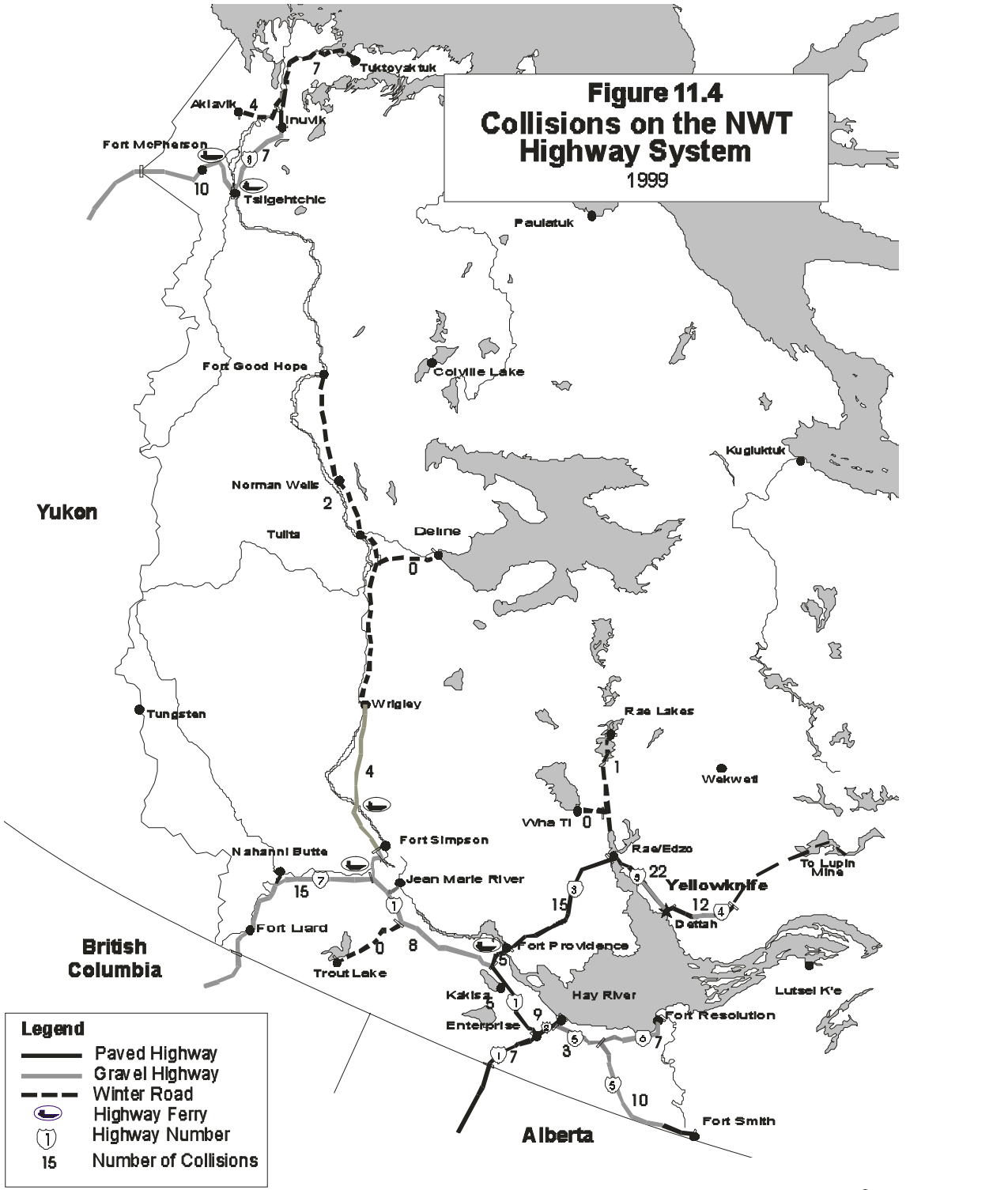
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	10	6	1	17	14	1

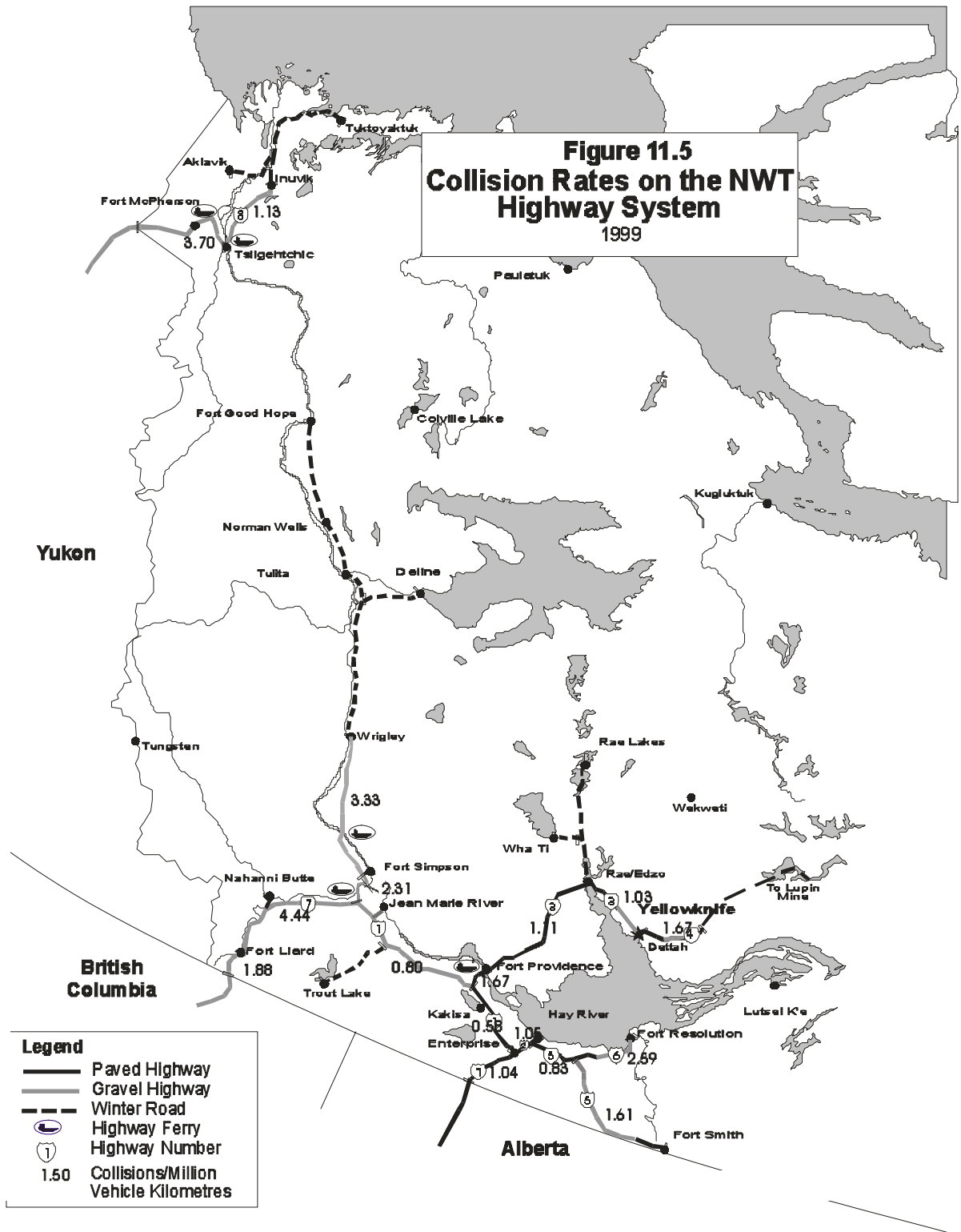
## Geographic Distribution – Section 11

<b>Access and Winter Roads</b>	<b>Collision Date</b>	<b>Collision Severity</b>	<b>Collision Configuration</b>	<b># Persons Injured</b>	<b># Persons Killed</b>
Mackenzie Highway Winter Road	Jan 9	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	Jan 19	Injury	Single Vehicle Rollover	1	0
Inuvik-Tuktoyaktuk Winter Road	Jan 30	Injury	Ran Off Road	1	0
Inuvik-Tuktoyaktuk Winter Road	Feb 1	Property Damage	Sideswipe - Opposite Direction	0	0
Aklavik Winter Access Road	Mar 3	Property Damage	Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	Apr 4	Property Damage	Single Vehicle Rollover	0	0
Mackenzie Highway Winter Road	May 9	Property Damage	Other/Unknown	0	0
Inuvik-Tuktoyaktuk Winter Road	Jun 18	Injury	Sideswipe - Opposite Direction	1	0
Rae Lakes Winter Access Road	Jul 21	Injury	Single Vehicle Rollover	1	0
Aklavik Winter Access Road	Aug 27	Property Damage	Ran Off Road	0	0
Aklavik Winter Access Road	Mar 7	Injury	Ran Off Road	1	0
Inuvik-Tuktoyaktuk Winter Road	Apr 12	Injury	Single Vehicle Rollover	1	0
Inuvik-Tuktoyaktuk Winter Road	May 15	Injury	Single Vehicle Rollover	1	0
Fort Providence Access Road	Apr 12	Injury	Rear End	6	0
Rae Access Road	Jul 6	Injury	Single Vehicle Rollover	5	0
Rae Access Road	Jul 10	Property Damage	Collision with Parked Vehicle	0	0
Rae Access Road	Aug 22	Property Damage	Rear End	0	0
Fort Liard Access Road	Oct 16	Injury	Single Vehicle Rollover	2	0
Fort Providence Access Road	Nov 28	Injury	Ran Off Road	2	0
Aklavik Winter Access Road	Dec 7	Property Damage	Single Vehicle Rollover	0	0
Vee Lake Access Road	Dec 15	Property Damage	Single Vehicle Rollover	0	0

<b>Summary Access and Winter Roads</b>	<b>Property Damage Collisions</b>	<b>Personal Injury Collisions</b>	<b>Fatal Collisions</b>	<b>Total Collisions</b>	<b>Persons Injured</b>	<b>Persons Killed</b>
	10	11	0	21	22	0

<b>Summary All NWT Highways</b>	<b>Property Damage Collisions</b>	<b>Personal Injury Collisions</b>	<b>Fatal Collisions</b>	<b>Total Collisions</b>	<b>Persons Injured</b>	<b>Persons Killed</b>
	92	66	3	161	127	5





## Appendix

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# Appendix A1 – MVA Report Form Side I

<b>Northwest Territories ACCIDENT REPORT</b>										<b>02. POLICE DETACHMENT</b>					<b>03. CASE NUMBER</b>					PAGE OF											
1. In 2. Near Community of _____ (Give Park, Special Area Etc.)										N T I O					0 0 0 0 0 0 0 0 0 0 0 0					00:23 UU. Unk.		13. NO. VEHICLES									
On Km _____ Of Highway Number _____ Or Street/Road/Avenue _____										At Intersection With Of Highway Number _____ Or Street/Road/Avenue _____					If Not At Intersection _____ metres _____ of Street, Highway, Town, Etc.					11. NO. KILLED		12. NO. INJURED									
Special Reference If Location Can Be Described More Precisely, Enter Here _____										31. DIRECTION OF TRAVEL 1 8 2 7 W X E 3 6 S 4 9. Parked 5 Q. Other U. Unknown					REPORT TYPE 1. Original 3. Amendment 2. Continuation 4. Correction					15. HIT AND RUN 1. Yes 2. No		15. HIT AND RUN									
14 01. Hit Moving Object 02. Hit Stationary Object										03. Off Road Left 04. Off Road Right					05. Rollover on Roadway 06. Other Single Vehicle					21. Rear End 22. Sideswipe Same Direction		23. Passing - Left Turn 24. Passing - Right Turn		25. Other Multi-Vehicle Same Direction 26. Sideswipe - Opposite Direction		34. Right Turn 35. Right Angle		36. Other Multi-Vehicle Opposite Direction 41. Hit Parked Vehicle		QQ. Other Collision Type UU. Unknown Collision Type	
29. VEH. SEQUENCE # _____ 99. Ped. UU. Unk. 30. TOTAL OCCUPANTS _____										29. VEH. SEQUENCE # _____ 99. Ped. UU. Unk. 30. TOTAL OCCUPANTS _____					43. FIRST IMPACT LOCATION 11 12 13 1 2 3 4 5 6 07. Left Front Two-Thirds 08. Left Rear Two-Thirds 09. Entire Left Side 10. Left Side - Unspecified 14. Right Front Two-Thirds					15. Right Rear Two-Thirds 16. Entire Right Side 17. Right Side Unspecified 18. Undercarriage 19. Interior 20. Attachment 99. No Apparent Damage QQ. Other UU. Unknown		42. DAMAGE SEVERITY 1. None 2. Minimal 3. Moderate 4. Severe 5. Demolished Q. Other U. Unknown		42. DAMAGE SEVERITY							
LAST NAME _____ FIRST NAME(S) _____										LAST NAME _____ FIRST NAME(S) _____					LAST NAME _____ FIRST NAME(S) _____					61. POSITION 11 12 13 21 22 23 31 32 33		62. EJECTION 1. Not Ejected 2. Partially Ejected 3. Fully Ejected N. N/A Vehicle Type Q. Other U. Unkn		64. MEDICAL TREATMENT REQUIRED 1. Not Injured/Unknown if Injured 2. Minimal 3. Minor 4. Major 5. Fatal 6. Death - Natural Causes 7. Injured - Extent Unknown		65. SAFETY EQUIPMENT 01. No safety Device Used 02. Lap Belt Only Used 03. Shoulder Belt Only Used 04. Lap/Shoulder Belt Used 05. Front-Facing Child Restraint in Use 06. Rear-Facing Child Restraint in Use 07. Booster Seat 08. Child Restraint In Use - Unspecified 09. Helmet Worn 10. Reflective Clothing Worn 11. Helmet & Reflective Clothing Worn					
DATE OF BIRTH _____ SEX _____ HOME PHONE _____ WORK PHONE _____										DATE OF BIRTH _____ SEX _____ HOME PHONE _____ WORK PHONE _____					DATE OF BIRTH _____ SEX _____ HOME PHONE _____ WORK PHONE _____					63. EJECTION LOCATION 1. Windshield 2. Adjacent Side Window 3. Opposite Side Window 4. Adjacent Side Door 5. Opposite Side Door 6. Rear Window or Gate 7. Sun Roof 8. Opened Convertible 9. Pedestrian QQ. Other UU. Unknown		66. PROPER USE 1. Used Correctly 2. Used Incorrectly 3. No Safety Device Fitted N. No Safety Device Used Q. Other U. Unknown		67. AIR BAG DEPLOYED 1. No Air Bag Fitted 2. Air Bag Fitted, No Deployment 3. Air Bag Fitted, Deployed 4. Air Bag Fitted, Deployment Unknown N. Not Applicable Vehicle Type Q. Other U. Unknown							
DRIVER'S LICENCE # _____ 59. PROV /STATE _____ CLASS _____ 57. Years Licensed _____										DRIVER'S LICENCE # _____ 59. PROV /STATE _____ CLASS _____ 57. Years Licensed _____					DRIVER'S LICENCE # _____ 59. PROV /STATE _____ CLASS _____ 57. Years Licensed _____					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
58. STATUS _____ 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired Q. Other N. Not Applicable U. Unknown										58. STATUS _____ 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired Q. Other N. Not Applicable U. Unknown					58. STATUS _____ 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired Q. Other N. Not Applicable U. Unknown					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
34. YEAR _____ MAKE/MODEL _____										34. YEAR _____ MAKE/MODEL _____					34. YEAR _____ MAKE/MODEL _____					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
LICENCE PLATE # _____ EXP _____ 32. PROV _____ 33. VIN _____ U. Unknown										LICENCE PLATE # _____ EXP _____ 32. PROV _____ 33. VIN _____ U. Unknown					LICENCE PLATE # _____ EXP _____ 32. PROV _____ 33. VIN _____ U. Unknown					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
LAST NAME _____ FIRST NAME(S) _____										LAST NAME _____ FIRST NAME(S) _____					LAST NAME _____ FIRST NAME(S) _____					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
ADDRESS _____ SAME AS ABOVE										ADDRESS _____ SAME AS ABOVE					ADDRESS _____ SAME AS ABOVE					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
HOME PHONE _____ WORK PHONE _____										HOME PHONE _____ WORK PHONE _____					HOME PHONE _____ WORK PHONE _____					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
INSURANCE COMPANY _____ ADDRESS _____										INSURANCE COMPANY _____ ADDRESS _____					INSURANCE COMPANY _____ ADDRESS _____					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
POLICY NUMBER _____ EXPIRY DATE _____										POLICY NUMBER _____ EXPIRY DATE _____					POLICY NUMBER _____ EXPIRY DATE _____					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
29. Veh Seq. # _____ 54. Person Seq. # _____ 55. Sex F. Female M. Male U. Unk. 56. Age 00 < 1 Yr. UU. Unk. 61. Position _____ 62. Ejection _____ 63. Ejection Location _____ 64. Medical Treatment Required _____ 65. Safety Equipment _____ 66. Proper Use _____ 67. Air Bag Deployed _____										29. Veh Seq. # _____ 54. Person Seq. # _____ 55. Sex F. Female M. Male U. Unk. 56. Age 00 < 1 Yr. UU. Unk. 61. Position _____ 62. Ejection _____ 63. Ejection Location _____ 64. Medical Treatment Required _____ 65. Safety Equipment _____ 66. Proper Use _____ 67. Air Bag Deployed _____					29. Veh Seq. # _____ 54. Person Seq. # _____ 55. Sex F. Female M. Male U. Unk. 56. Age 00 < 1 Yr. UU. Unk. 61. Position _____ 62. Ejection _____ 63. Ejection Location _____ 64. Medical Treatment Required _____ 65. Safety Equipment _____ 66. Proper Use _____ 67. Air Bag Deployed _____					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
NAMES AND ADDRESSES (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)										NAMES AND ADDRESSES (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)					NAMES AND ADDRESSES (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							
Officer's Signature _____ Name _____ Rank _____ Date Reviewed _____ Reviewed By: _____										Officer's Signature _____ Name _____ Rank _____ Date Reviewed _____ Reviewed By: _____					Officer's Signature _____ Name _____ Rank _____ Date Reviewed _____ Reviewed By: _____					63. EJECTION LOCATION		66. PROPER USE		67. AIR BAG DEPLOYED							

# Appendix A2 MVA Report Form Side II

<b>16. ROADWAY CONFIGURATION</b> 1. Non-Intersection <input type="checkbox"/> 2. Intersection 2 Roads <input type="checkbox"/> 3. Intersection With Parking Lot/Driveway/Alley <input type="checkbox"/> 4. Railroad Level Crossing <input type="checkbox"/> 5. Bridge, Overpass, Viaduct <input type="checkbox"/> 6. Tunnel Or Underpass <input type="checkbox"/> Q. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>24. ROAD SURFACE</b> 1. Dry, Normal <input type="checkbox"/> 2. Wet <input type="checkbox"/> 3. Snow (Fresh/Loose) <input type="checkbox"/> 4. Slush, Wet Snow <input type="checkbox"/> 5. Icy <input type="checkbox"/> 6. Sandy/Gravel/Dirt <input type="checkbox"/> 7. Muddy <input type="checkbox"/> 8. Oil <input type="checkbox"/> 9. Flooded <input type="checkbox"/> Q. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	11. Urban Transit Bus <input type="checkbox"/> 12. Intercity Bus <input type="checkbox"/> 14. Motorcycle <input type="checkbox"/> 15. Motorcycle - Speed Limited <input type="checkbox"/> 16. Off-Road Vehicle <input type="checkbox"/> 17. Bicycle <input type="checkbox"/> 18. Purpose-Built Motor Home <input type="checkbox"/> 19. Farm Equipment <input type="checkbox"/> 20. Construction Equipment <input type="checkbox"/> 22. Snowmobile <input type="checkbox"/> QQ. Other UU. Unknown <input type="checkbox"/>	<b>41. VEHICLE MANOEUVRE</b> 01. Going Straight <input type="checkbox"/> 02. Turning Left <input type="checkbox"/> 03. Turning Right <input type="checkbox"/> 04. Making U-Turn <input type="checkbox"/> 05. Changing Lanes <input type="checkbox"/> 06. Merging <input type="checkbox"/> 07. Reversing <input type="checkbox"/> 08. Overtaking <input type="checkbox"/> 09. Negotiating Curve <input type="checkbox"/> 10. Slowing, Stopping <input type="checkbox"/> 11. Starting In Traffic <input type="checkbox"/> 12. Leaving Roadside <input type="checkbox"/> 13. Stopped/Parked Legally <input type="checkbox"/> 14. Stopped/Parked Illegally <input type="checkbox"/> 15. Swerving To Avoid Collision <input type="checkbox"/> 16. Run-Away Or Roll Away Vehicle <input type="checkbox"/> 21. Unspecified Manoeuvre <input type="checkbox"/> QQ. Other UU. Unknown <input type="checkbox"/>	<b>48. DRIVER ACTION</b> 21. Following Too Closely <input type="checkbox"/> 22. Distracted, Inattentive <input type="checkbox"/> 23. Driving Too Fast For Conditions <input type="checkbox"/> 24. Improper Turning Or Passing <input type="checkbox"/> 25. Fail To Yield Right-Of-Way <input type="checkbox"/> 26. Disabled Traffic Control Device/Police Officer <input type="checkbox"/> 27. Driving On Wrong Side Of Road <input type="checkbox"/> 29. Backing Unsafely <input type="checkbox"/> 30. Lost Control <input type="checkbox"/> NN. Driving Properly <input type="checkbox"/> QQ. Other UU. Unknown <input type="checkbox"/>	<b>68. PEDESTRIAN ACTION</b> 01. Crossing Intersection With ROW <input type="checkbox"/> 02. Crossing Intersection Without ROW <input type="checkbox"/> 04. In Crosswalk <input type="checkbox"/> 05. Crossing Roadway At Midblock <input type="checkbox"/> 06. Walking On Roadway Against Traffic <input type="checkbox"/> 07. Walking On Roadway With Traffic <input type="checkbox"/> 08. On Sidewalk, Median, Safety Zone <input type="checkbox"/> 11. Coming From Behind Parked Vehicle/Object <input type="checkbox"/> 12. Coming From Behind Moving Vehicle <input type="checkbox"/> 13. Running Into Roadway <input type="checkbox"/> 14. Getting On/Off School Bus <input type="checkbox"/> 15. Getting On/Off Vehicle <input type="checkbox"/> 16. Pushing Vehicle Ped 1 <input type="checkbox"/> 17. Working On Vehicle <input type="checkbox"/> 18. Playing On Road Ped 2 <input type="checkbox"/> 19. Working On Road Ped 3 <input type="checkbox"/> 20. Lying On Road Ped 3 <input type="checkbox"/> NN. Not a Pedestrian <input type="checkbox"/> QQ. Other UU. Unknown Ped 4 <input type="checkbox"/>	<b>INDEPENDENT WITNESSES</b> Last Name First Name Address Home Phone Work Phone Last Name First Name Address Home Phone Work Phone <b>ADDITIONAL WITNESSES ON FILE?</b> Yes <input type="checkbox"/> No <input type="checkbox"/> DESCRIPTION: Show Direction of Travel, Obstructions, Vehicle Movement, Travel Lane, Fixed Objects, Traffic Controls.			
<b>17. WEATHER CONDITION</b> 1. Clear and/or Sunny <input type="checkbox"/> 2. Overcast, Cloudy - No Precipitation <input type="checkbox"/> 3. Raining <input type="checkbox"/> 4. Snowing, Not Including Drifting Snow <input type="checkbox"/> 5. Freez. Rain, Sleet, Hail <input type="checkbox"/> 6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist) <input type="checkbox"/> 7. Strong Wind <input type="checkbox"/> Q. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>25. ROAD CONDITION</b> 1. Good <input type="checkbox"/> 2. Potholes, Bumps, Ruts <input type="checkbox"/> 3. Under Construction, Repair <input type="checkbox"/> 4. Uneven <input type="checkbox"/> 5. Worn <input type="checkbox"/> 6. Obscured/Faded Markings <input type="checkbox"/> Q. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>36. VEHICLE USE</b> 01. Taxi <input type="checkbox"/> 02. School Bus <input type="checkbox"/> 03. Other Bus <input type="checkbox"/> 04. Military <input type="checkbox"/> 05. Police Cruiser <input type="checkbox"/> 06. Other Police <input type="checkbox"/> 07. Ambulance <input type="checkbox"/> 08. Hearse <input type="checkbox"/> 09. Tow Truck <input type="checkbox"/> 10. Delivery Vehicle <input type="checkbox"/> 11. Road Maintenance <input type="checkbox"/> 12. Utilities Maintenance <input type="checkbox"/> 6. Bottom Of Hill/Gradient <input type="checkbox"/> 13. Fire Response <input type="checkbox"/> 99. No Special Use <input type="checkbox"/> QQ. Other <input type="checkbox"/> UU. Unknown <input type="checkbox"/>	<b>44 - 46. VEHICLE EVENTS</b> NON-COLLISION EVENTS: 01. Skidded Or Spun On Roadway <input type="checkbox"/> 02. Ran Off Road <input type="checkbox"/> 03. Overturned, Rollover <input type="checkbox"/> 04. Jackknife Or Trailer Swing <input type="checkbox"/> 05. Fire Or Explosion <input type="checkbox"/> 06. Load Spill <input type="checkbox"/> 07. Load Shift <input type="checkbox"/> 08. Submersion <input type="checkbox"/> 09. Other Non-Collision Event <input type="checkbox"/> HIT MOVING OBJECTS: 11. Hit Moving Motor Vehicle <input type="checkbox"/> 12. Hit Pedestrian <input type="checkbox"/> 13. Hit Bicyclist <input type="checkbox"/> 14. Hit Animal <input type="checkbox"/> 15. Hit Train <input type="checkbox"/> 19. Hit Another Moving Object <input type="checkbox"/> HIT NON-MOVING OBJECTS: 21. Hit Parked Vehicle <input type="checkbox"/> 22. Hit Non-Fixed Object <input type="checkbox"/> 23. Hit Building <input type="checkbox"/> 24. Hit Ditch <input type="checkbox"/> 25. Hit Embankment, Dirt Pile, Rock <input type="checkbox"/> 26. Hit Culvert, Drainage Structure <input type="checkbox"/> 27. Hit Tree/Bush/Hedge <input type="checkbox"/> 28. Hit Light/Utility Pole <input type="checkbox"/> 29. Hit Curb <input type="checkbox"/> 30. Hit Post <input type="checkbox"/> 31. Hit Traffic Barrier <input type="checkbox"/> 32. Hit Other Fixed Object, Part Of Road Structure <input type="checkbox"/> 33. Hit Other Fixed Object, NOT Part Of Road Structure <input type="checkbox"/> 39. Hit Other Type Fixed Object <input type="checkbox"/> NN. No 2nd or 3rd Event <input type="checkbox"/> QQ. Other UU. Unknown <input type="checkbox"/>	<b>49. VEHICLE FACTORS</b> 41. Defective Brakes <input type="checkbox"/> 42. Defective Steering <input type="checkbox"/> 43. Defective Lights <input type="checkbox"/> 44. Tire Blown Out <input type="checkbox"/> 45. Unsecured Or Spilled Load <input type="checkbox"/> 46. Oversized Load, Overload <input type="checkbox"/> 47. Visibility Obstructed <input type="checkbox"/> 48. Other Defective Parts <input type="checkbox"/> NN. No Defects <input type="checkbox"/> QQ. Other UU. Unknown <input type="checkbox"/>	<b>50. ENVIRONMENTAL FACTORS</b> 51. Animal On Roadway <input type="checkbox"/> 52. Road Surface Or Other Condition <input type="checkbox"/> 53. Obstruction On Road <input type="checkbox"/> 54. View Obstructed, Glare, Reflection <input type="checkbox"/> 55. Weather Or Acts Of God <input type="checkbox"/> NN. No Environmental Factors <input type="checkbox"/> QQ. Other UU. Unknown <input type="checkbox"/>	<b>52. DANGEROUS GOODS CLASS</b> 1. Explosives <input type="checkbox"/> 2. Gases <input type="checkbox"/> 3. Flammable Liquids <input type="checkbox"/> 4. Flammable Solids, Spontaneous Combustibles <input type="checkbox"/> 5. Oxidizers & Organic Peroxides <input type="checkbox"/> 6. Poisonous & Infectious Substances <input type="checkbox"/> 7. Radioactives <input type="checkbox"/> 8. Corrosives <input type="checkbox"/> 9. Misc. Dangerous Goods <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> Q. Other UU. Unknown <input type="checkbox"/>	<b>53. LOAD STATUS</b> COMMERCIAL VEHICLES 1. Fully/Partially Loaded <input type="checkbox"/> 2. Not Loaded <input type="checkbox"/> N. Not a Commercial Vehicle <input type="checkbox"/> Q. Other UU. Unknown <input type="checkbox"/>	<b>60. BLOOD ALCOHOL CONCENTRATION</b> 000-500 BAC (mg%) Of Driver <input type="checkbox"/> /Pedestrian <input type="checkbox"/> 600. Not Tested, Driver/Pedestrian <input type="checkbox"/> Dead, Alcohol Use Suspected <input type="checkbox"/> 610. Not Tested Due To Injury, Alcohol Use Suspected <input type="checkbox"/> 620. Not Tested - Other Reasons, Alcohol Use Suspected <input type="checkbox"/> 998. No Alcohol Suspected <input type="checkbox"/> NNN. Passenger UU. Unknown <input type="checkbox"/> Dri 1 <input type="checkbox"/> Dri 2 <input type="checkbox"/> Ped 1 <input type="checkbox"/> Ped 2 <input type="checkbox"/> Ped 3 <input type="checkbox"/> Ped 4 <input type="checkbox"/>	<b>DIAGRAM</b> Use Solid Direction Lines Before Impact and Broken Lines After 
<b>18. LIGHT CONDITION</b> 1. Daylight <input type="checkbox"/> 2. Dawn <input type="checkbox"/> 3. Dusk <input type="checkbox"/> 5. Darkness <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>26. ROAD ALIGNMENT</b> 1. Straight And Level <input type="checkbox"/> 2. Straight With Grade <input type="checkbox"/> 3. Curved And Level <input type="checkbox"/> 4. Curved With Grade <input type="checkbox"/> 5. Top Of Hill/Gradient <input type="checkbox"/> 6. Bottom Of Hill/Gradient <input type="checkbox"/> Q. Other <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>37. EMERGENCY USE</b> 1. Yes <input type="checkbox"/> 2. No <input type="checkbox"/> N. Not an Emergency Vehicle <input type="checkbox"/> U. Unknown <input type="checkbox"/>	<b>38. TRAILER TYPE</b> 1. Recreational Trailer <input type="checkbox"/> 2. Light Utility Trailer (Boat) <input type="checkbox"/> 3. Commercial Full Trailer <input type="checkbox"/> 4. One Semi-Trailer <input type="checkbox"/> 5. Two Semi-Trailers, A-Train <input type="checkbox"/> 6. Two Semi-Trailers, B-Train <input type="checkbox"/> 7. Two Semi-Trailers, C-Train <input type="checkbox"/> 8. Two Semi-Trailers, Connector Unknown <input type="checkbox"/> 9. Three Semi-Trailers <input type="checkbox"/> N. No Trailers <input type="checkbox"/> Q. Other <input type="checkbox"/> UU. Unknown <input type="checkbox"/>	<b>39. USE OF HEADLIGHTS</b> 1. No Headlights On/Not Equipped <input type="checkbox"/> 2. Daytime Running Lights On <input type="checkbox"/> 3. Headlights On <input type="checkbox"/> 4. Parking Lights Only On <input type="checkbox"/> 5. Fog Or Auxiliary Lights On <input type="checkbox"/> Q. Other <input type="checkbox"/> UU. Unknown <input type="checkbox"/>	<b>40. VEHICLE SPEED</b> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 000. Stopped in Traffic <input type="checkbox"/> NNN. Parked <input type="checkbox"/> UU. Unknown <input type="checkbox"/>	<b>47. DRIVER/PEDESTRIAN CONDITION</b> 01. Fatigued/Fell Asleep <input type="checkbox"/> 02. Inexperience <input type="checkbox"/> 03. Under Influence - Alcohol <input type="checkbox"/> 04. Under Influence - Drugs <input type="checkbox"/> 05. Sudden Illness, Lost Consciousness <input type="checkbox"/> NN. Apparently Normal <input type="checkbox"/> QQ. Other UU. Unknown <input type="checkbox"/>	<b>55. FIRE OR ACTS OF GOD</b> NN. No Environmental Factors <input type="checkbox"/> QQ. Other UU. Unknown <input type="checkbox"/>	<b>62. Not Tested - Other Reasons, Alcohol Use Suspected</b> 998. No Alcohol Suspected <input type="checkbox"/> NNN. Passenger UU. Unknown <input type="checkbox"/> Dri 1 <input type="checkbox"/> Dri 2 <input type="checkbox"/> Ped 1 <input type="checkbox"/> Ped 2 <input type="checkbox"/> Ped 3 <input type="checkbox"/> Ped 4 <input type="checkbox"/>	<b>POLICE COMMENTS</b> _____ _____ _____ <b>PROPOSED ACTION</b> _____ _____

## Appendix A3 Brief Description of Fatal Collisions

The following is a brief description of the five fatal traffic collisions that took place in the Northwest Territories in 1999, resulting in seven fatalities.

<b>RCMP Detachment</b>	<b>Date</b>	<b>Description</b>
Fort McPherson	10-Apr	Pickup truck involved in single vehicle rollover on Km 122 of Highway #8. The vehicle was being driven at a high rate of speed by an alcohol-involved, unrestrained driver as it entered a curve. The driver was totally ejected and died at the scene. The three unrestrained passengers remained in the vehicle and sustained moderate injuries.
Yellowknife	31-Jul	Passenger car involved in single vehicle rollover at Km 35.6 on Highway#4. The young male driver, who had been drinking and was fully restrained, entered an "S" curve at a high rate of speed. The vehicle came to rest in a small lake. The driver and two passengers died as a result of drowning. Two other passengers sustained minor injuries.
Fort Resolution	10-Aug	Young, unhelmeted male cyclist was stunting when he lost control and was struck by delivery truck in alley. The cyclist sustained fatal injuries while the driver and passenger of the truck were not injured. The truck was found to have faulty brakes. Alcohol was not involved.
Paulatuk	18-Sept	All-terrain vehicle was being driven in community by an unhelmeted, alcohol-impaired male. Four passengers were riding on the vehicle, none of which were wearing helmets. The driver lost control and struck a utility pole. One of the passengers died at the scene while two other passengers were injured. The driver was not injured.
Fort Simpson	16-Dec	Female pedestrian was struck by pickup truck on Km 474 of Highway #1. The pickup truck was passing another vehicle in an unsafe manner under daylight conditions. The pedestrian died instantly while the driver of the pickup was not injured. Alcohol not involved.