

# **2002 NWT Traffic Accident Facts**

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

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

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

## 2002 QUICK FACTS REPORT

(2002 Compared to 2001)

	<u>2001</u>	<u>2002</u>	<u>% Change</u>
PROPERTY DAMAGE ONLY COLLISIONS	572	650	13.6
PERSONAL INJURY COLLISIONS	142	154	8.5
FATAL COLLISIONS	2	3	50.0
TOTAL REPORTED COLLISIONS	716	807	12.7
NUMBER OF PERSONS KILLED	3	3	0.0
NUMBER OF PERSONS INJURED	205	232	13.2
NWT HIGHWAY SYSTEM COLLISIONS	151	187	23.8
RURAL COLLISIONS	11	11	0.0
COLLISIONS IN COMMUNITIES	554	609	9.9
REGISTERED VEHICLES	29,449	30,969	5.2
LICENSED DRIVERS	27,148	27,748	2.2
NWT POPULATION [1]	41,200	41,400	0.5
COLLISIONS PER 100 LICENSED DRIVERS	2.64	2.91	10.3
COLLISIONS PER 100 REGISTERED VEHICLES	2.43	2.61	7.2
COLLISIONS PER 100 POPULATION	1.74	1.95	12.2

[1] 2001 and 2002 population figures from NWT Bureau of Statistics  
July 1 estimate published in "Quarterly Report", June 2003.

## 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 forms that are 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, Road Licensing and Safety 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.

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

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

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

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

**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 14-year history of collisions, victims and licensed drivers and vehicles.

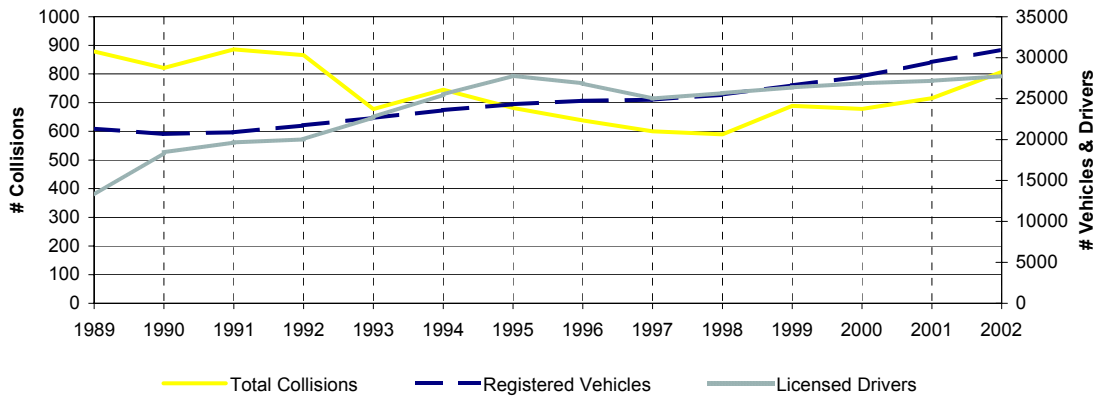
Reporting definitions have remained the same since the inception of TAIS in 1989. Trends in injuries, property damage collisions and total collisions declined steadily between 1989 and 1997. This decline took place in spite of the increased population and number of licensed drivers and registered vehicles. Total collisions and property damage only collisions, however, have been increasing since 1997.

Because of the small number of fatal collisions in the Northwest Territories, trends are difficult to identify and subject to year-to-year fluctuations. The total of three traffic fatalities reported in 2002 is close to the 14-year average.



## Trends in Licensed Drivers, Registered Vehicles and Collisions

Figure 1.1

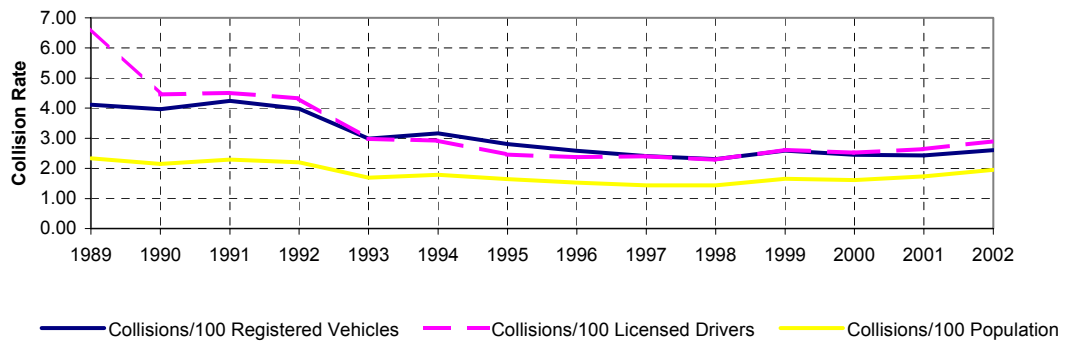


### 3 Year Summary

	2000	2001	2002	% Change
Registered Vehicles	27,703	29,449	30,969	5.2
Licensed Drivers	26,880	27,148	27,748	2.2
Total Collisions	678	716	807	12.7

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

Figure 1.2

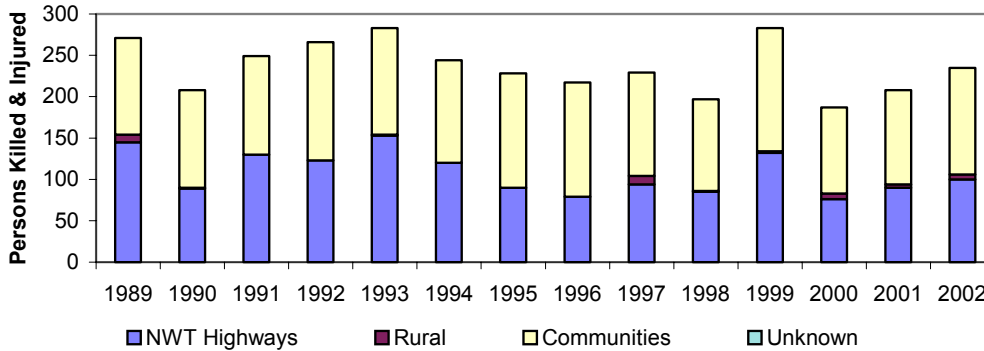


### 3 Year Summary

	2000	2001	2002	% Change
Collisions/100 Registered Vehicles	2.45	2.43	2.61	7.2
Collisions/100 Licensed Drivers	2.52	2.64	2.91	10.3
Collisions/100 Population	1.61	1.74	1.95	12.2

## Trends in Injuries & Fatalities

Figure 1.3

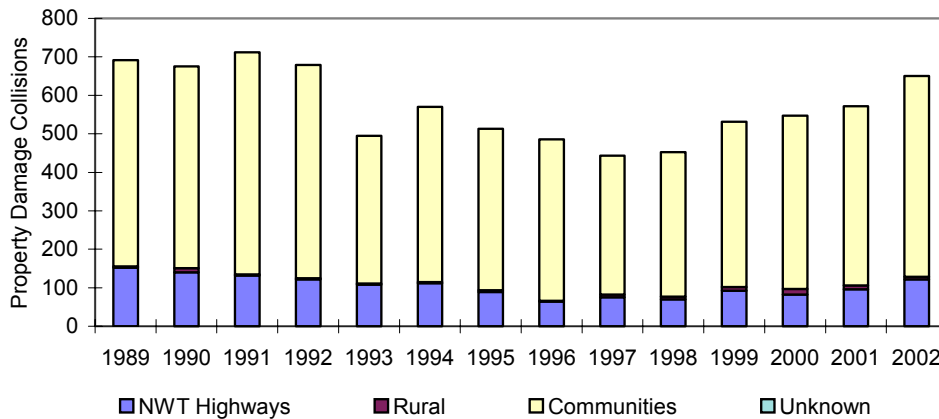


### 3 Year Summary

	Persons Injured				Persons Killed			
	2000	2001	2002	Average	2000	2001	2002	Average
NWT Highways	74	87	99	87	2	3	1	2
Rural	7	4	5	5	0	0	1	0
Communities	101	114	128	114	3	0	1	1
<b>Total</b>	<b>182</b>	<b>205</b>	<b>232</b>	<b>206</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>4</b>

## Trends in Property Damage Collisions

Figure 1.4

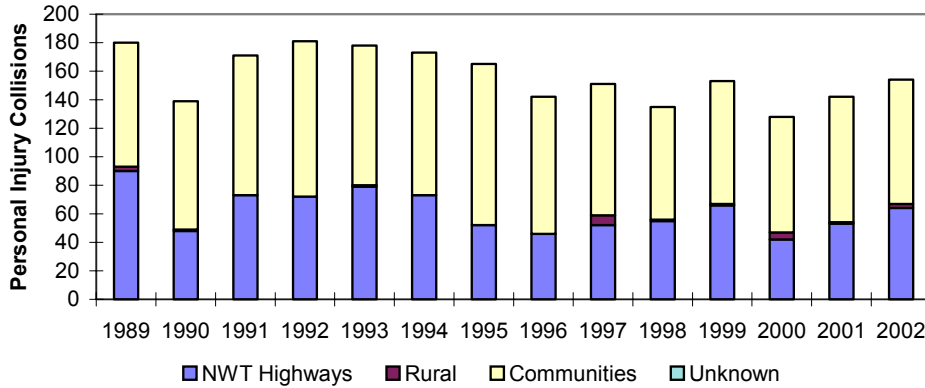


### 3 Year Summary

	Property Damage Collisions			
	2000	2001	2002	Average
NWT Highways	82	96	122	100
Rural	15	10	7	11
Communities	450	466	521	479
<b>Total</b>	<b>547</b>	<b>572</b>	<b>650</b>	<b>590</b>

Trends in Personal Injury Collisions

Figure 1.5

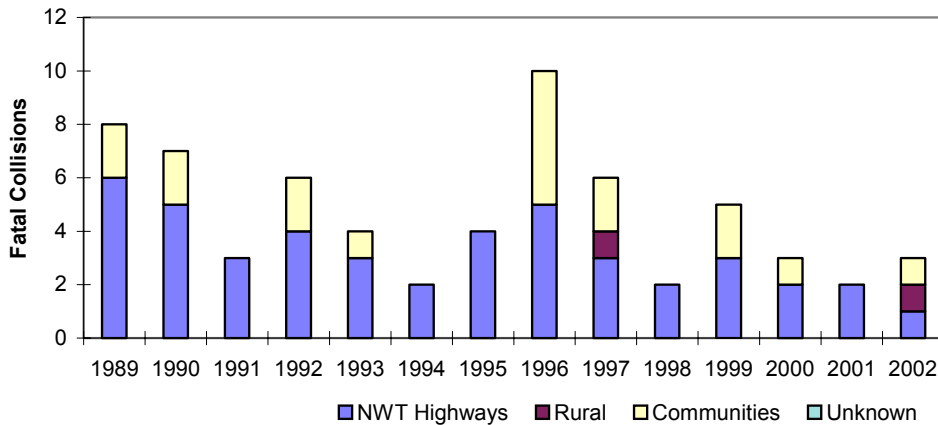


3 Year Summary

	Personal Injury Collisions			
	2000	2001	2002	Average
NWT Highways	42	53	64	53
Rural	5	1	3	3
Communities	81	88	87	85
<b>Total</b>	<b>128</b>	<b>142</b>	<b>154</b>	<b>141</b>

Trends in Fatal Collisions

Figure 1.6



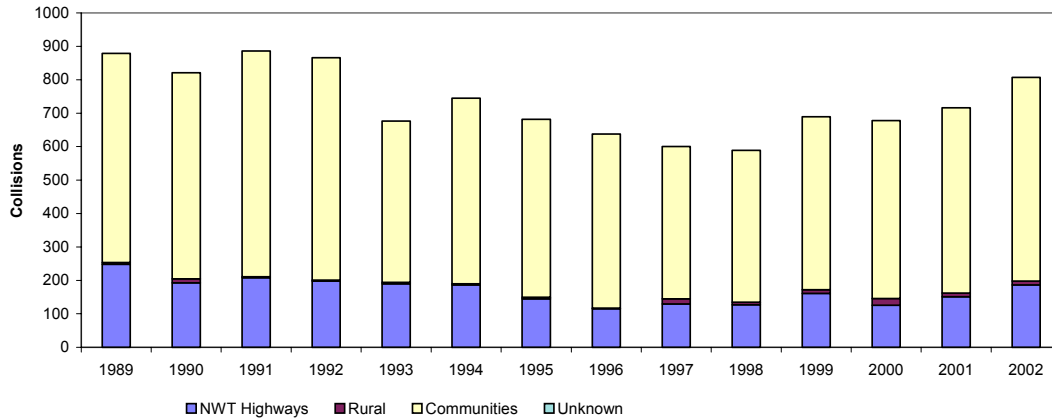
3 Year Summary

	Fatal Collisions			
	2000	2001	2002	Average
NWT Highways	2	2	1	2
Rural	0	0	1	0
Communities	1	0	1	1
<b>Total</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>

# Historical Trends – Section 1

Trends in All Reported Collisions

Figure 1.7



### 3 Year Summary

	2000	2001	2002	Average
NWT Highways	126	151	187	155
Rural	20	11	11	14
Communities	532	554	609	565
<b>Total</b>	<b>678</b>	<b>716</b>	<b>807</b>	<b>734</b>

### Property Damage Collisions by Month and Year

Figure 1.8  
Avg. 92  
to 01

Month	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Avg. 92 to 01	2002
January	74	46	52	50	54	53	64	65	60	50	57	85
February	68	56	72	46	59	45	46	65	49	65	57	64
March	68	52	50	78	56	44	36	47	45	59	54	64
April	59	30	32	32	31	26	22	34	33	35	33	35
May	45	23	33	31	26	23	20	30	34	34	30	42
June	35	23	31	24	32	32	29	30	27	39	30	41
July	48	33	39	38	36	37	34	29	31	22	35	38
August	51	35	42	39	24	37	34	38	36	38	37	53
September	48	39	34	29	29	25	34	36	34	32	34	40
October	65	52	59	38	56	48	39	63	58	65	54	61
November	64	53	73	49	42	26	37	45	53	61	50	64
December	54	53	53	59	41	47	57	49	87	72	57	63
<b>Total</b>	<b>679</b>	<b>495</b>	<b>570</b>	<b>513</b>	<b>486</b>	<b>443</b>	<b>452</b>	<b>531</b>	<b>547</b>	<b>572</b>	<b>529</b>	<b>650</b>

**Personal Injury Collisions by Month and Year**

Figure 1.9

Month	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Avg. 92 to 01	2002
January	19	16	11	16	15	13	10	15	17	13	15	11
February	12	16	7	14	15	19	10	13	14	14	13	6
March	12	16	9	20	10	16	11	11	9	7	12	8
April	9	13	6	12	7	19	7	9	4	7	9	5
May	12	13	9	11	7	11	4	6	9	8	9	9
June	18	17	18	15	10	6	20	12	9	14	14	15
July	15	24	18	15	16	8	11	22	11	6	15	19
August	18	9	23	18	11	16	14	12	7	16	14	16
September	19	12	14	11	14	10	11	11	9	10	12	13
October	16	16	20	10	15	14	17	20	12	21	16	22
November	13	14	19	12	9	10	8	10	10	10	12	15
December	18	12	19	11	13	9	12	12	17	16	14	15
<b>Total</b>	<b>181</b>	<b>178</b>	<b>173</b>	<b>165</b>	<b>142</b>	<b>151</b>	<b>135</b>	<b>153</b>	<b>128</b>	<b>142</b>	<b>155</b>	<b>154</b>

**Fatal Collisions by Month and Year**

Figure 1.10

Month	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Avg. 92 to 01	2002
January	0	0	0	0	0	0	0	0	1	1	0.2	0
February	0	0	0	0	0	0	0	0	0	0	0.0	1
March	0	1	0	0	2	2	0	0	0	0	0.5	0
April	1	1	0	1	1	0	0	1	0	1	0.6	0
May	0	0	1	0	1	1	0	0	0	0	0.3	0
June	3	0	0	0	1	1	0	0	0	0	0.5	0
July	0	1	0	1	1	1	0	1	0	0	0.5	0
August	0	0	0	0	3	1	0	1	1	0	0.6	0
September	0	0	0	1	0	0	1	1	0	0	0.3	0
October	1	0	1	0	1	0	1	0	1	0	0.5	1
November	1	1	0	1	0	0	0	0	0	0	0.3	1
December	0	0	0	0	0	0	0	1	0	0	0.1	0
<b>Total</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>4.4</b>	<b>3</b>



**Total Collisions by Month and Year**

Figure 1.11

<b>Month</b>	<b>1992</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>Avg. 92 to 01</b>	<b>2002</b>
January	93	62	63	66	69	66	74	80	78	64	72	96
February	80	72	79	60	74	64	56	78	63	79	71	71
March	80	69	59	98	68	62	47	58	54	66	66	72
April	69	44	38	45	39	45	29	44	37	43	43	40
May	57	36	43	42	34	35	24	36	43	42	39	51
June	56	40	49	39	43	39	49	42	36	53	45	56
July	63	58	57	54	53	46	45	52	42	28	50	57
August	69	44	65	57	38	54	48	51	44	54	52	69
September	67	51	48	41	43	35	46	48	43	42	46	53
October	82	68	80	48	72	62	57	83	71	86	71	84
November	78	68	92	62	51	36	45	55	63	71	62	80
December	72	65	72	70	54	56	69	62	104	88	71	78
<b>Total</b>	<b>866</b>	<b>677</b>	<b>745</b>	<b>682</b>	<b>638</b>	<b>600</b>	<b>589</b>	<b>689</b>	<b>678</b>	<b>716</b>	<b>688</b>	<b>807</b>

## **Time of Occurrence**

**Contents:**

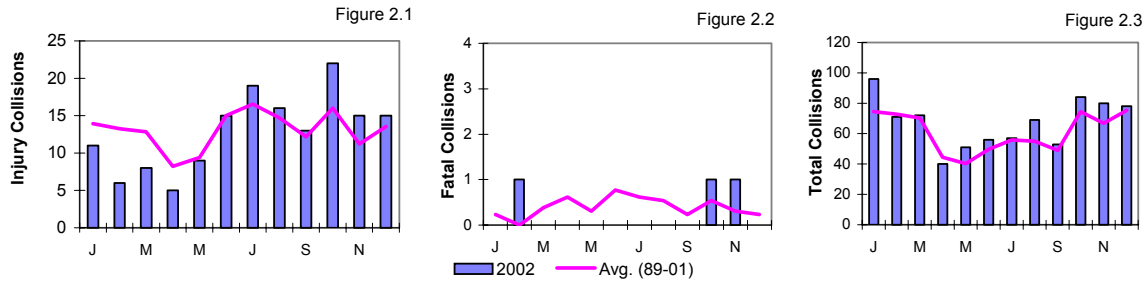
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## **Time of Occurrence**

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 Sundays and weekdays.

Collisions by Month of Occurrence



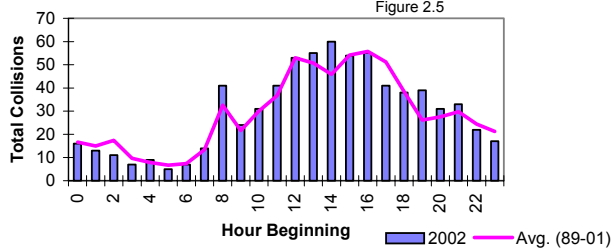
Collisions & Victims by Month of Occurrence

Figure 2.4

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	85	11	0	96	14	0
February	64	6	1	71	10	1
March	64	8	0	72	11	0
April	35	5	0	40	7	0
May	42	9	0	51	15	0
June	41	15	0	56	19	0
July	38	19	0	57	34	0
August	53	16	0	69	28	0
September	40	13	0	53	25	0
October	61	22	1	84	28	1
November	64	15	1	80	21	1
December	63	15	0	78	20	0
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>232</b>	<b>3</b>

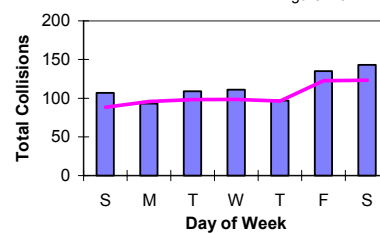
Total Collisions by Time of Day

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.	5	1	2	2	1	2	3	16	2.0
1 to 2 a.m.	2	0	1	1	0	4	5	13	1.6
2 to 3 a.m.	1	0	2	0	0	1	7	11	1.4
3 to 4 a.m.	1	2	0	0	0	1	3	7	0.9
4 to 5 a.m.	2	0	2	0	0	1	4	9	1.1
5 to 6 a.m.	1	0	0	3	0	0	1	5	0.6
6 to 7 a.m.	2	0	1	0	0	3	1	7	0.9
7 to 8 a.m.	2	1	3	1	2	5	0	14	1.8
8 to 9 a.m.	3	5	8	6	7	10	2	41	5.2
9 to 10 a.m.	0	4	6	4	2	6	2	24	3.0
10 to 11 a.m.	5	5	4	5	4	2	6	31	3.9
11 to 12 a.m.	5	8	5	7	4	5	7	41	5.2
12 to 1 p.m.	6	4	9	6	9	9	10	53	6.7
1 to 2 p.m.	7	7	8	7	4	6	16	55	6.9
2 to 3 p.m.	10	10	9	5	7	6	13	60	7.5
3 to 4 p.m.	6	6	3	9	11	15	4	54	6.8
4 to 5 p.m.	7	6	6	12	6	12	6	55	6.9
5 to 6 p.m.	3	2	8	7	9	8	4	41	5.2
6 to 7 p.m.	7	7	5	4	3	8	4	38	4.8
7 to 8 p.m.	2	7	4	6	7	4	9	39	4.9
8 to 9 p.m.	3	5	6	3	3	5	6	31	3.9
9 to 10 p.m.	7	2	5	7	3	3	6	33	4.2
10 to 11 p.m.	4	3	2	3	4	2	4	22	2.8
11 to 12 p.m.	3	3	1	1	2	2	5	17	2.1
Not Stated	13	5	9	12	9	15	15	78	9.8
<b>Total</b>	<b>107</b>	<b>93</b>	<b>109</b>	<b>111</b>	<b>97</b>	<b>135</b>	<b>143</b>	<b>795</b>	
<b>%</b>	<b>13.5</b>	<b>11.7</b>	<b>13.7</b>	<b>14.0</b>	<b>12.2</b>	<b>17.0</b>	<b>18.0</b>	<b>100.0</b>	

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

## **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 71% of all factors in collisions, as compared to vehicular (2%) and environmental (5%).

Figure 3.12 points out the difference between collisions occurring in communities and on the NWT Highway system. Environmental factors are three times as prevalent on NWT Highways (9%) than in communities (3%).

## Major Contributing Factors – Section 3

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

Figure 3.1

Human Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Fatigued, Fell Asleep	1	0	0	1	0.1
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	40	20	1	61	7.6
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	2	1	0	3	0.4
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>43</b>	<b>21</b>	<b>1</b>	<b>65</b>	<b>8.1</b>

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

Figure 3.2

Human Action	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Following Too Closely	29	5	0	34	4.2
Distracted, Inattentive	58	16	0	74	9.2
Driving Too Fast for Conditions	77	17	1	95	11.8
Improper Turning or Passing	18	2	0	20	2.5
Failed to Yield Right-of-Way	46	15	0	61	7.6
Disobeyed Traffic Control/Officer	12	0	0	12	1.5
Driving on Wrong Side of Road	1	2	0	3	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	119	17	0	136	16.9
Lost Control	96	32	0	128	15.9
Other Driver Action	8	4	0	12	1.5
<b>Total</b>	<b>464</b>	<b>110</b>	<b>1</b>	<b>575</b>	<b>71.3</b>

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

Figure 3.3

Vehicle Condition	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Defective Brakes	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	4	3	0	7	0.9
Unsecured Load, Spilled Load	2	0	0	2	0.2
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	6	1	0	7	0.9
<b>Total</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>2.1</b>



### 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	15	5	0	20	2.5
Road Surface or Condition	7	3	0	10	1.2
Obstruction/Debris on Road	3	0	0	3	0.4
View Obstructed, Glare, Reflection	2	0	0	2	0.2
Weather or Other Acts of God	2	0	1	3	0.4
Other Environmental Factor	0	0	0	0	0.0
<b>Total</b>	<b>29</b>	<b>8</b>	<b>1</b>	<b>38</b>	<b>4.7</b>

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

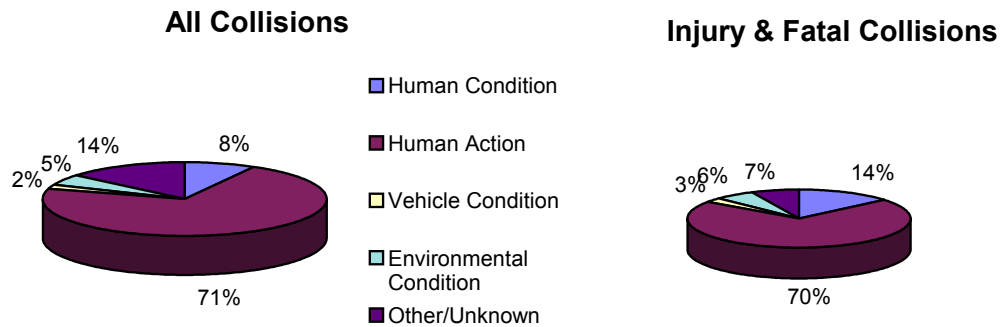
Figure 3.5

Factor	Property Damage	Personal Injury	Fatal	% of Total	
				Total	Factors
Unspecified	1	0	0	1	0.1
Unknown	100	11	0	111	13.8
<b>Total</b>	<b>101</b>	<b>11</b>	<b>0</b>	<b>112</b>	<b>13.9</b>

<b>Total All Factors</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</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			Total	% of Total Factors
	Highways	Communities	In Rural		
Fatigued, Fell Asleep	1	0	0	1	0.1
Inexperience	0	0	0	0	0.0
Under Influence - Alcohol	21	40	0	61	7.6
Under Influence - Drugs	0	0	0	0	0.0
Sudden Illness, Lost Consciousness	1	2	0	3	0.4
Other Driver Condition	0	0	0	0	0.0
<b>Total</b>	<b>23</b>	<b>42</b>	<b>0</b>	<b>65</b>	<b>8.1</b>

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

Figure 3.8

Human Action	NWT			Total	% of Total Factors
	Highways	Communities	In Rural		
Following Too Closely	3	31	0	34	4.2
Distracted, Inattentive	17	55	2	74	9.2
Driving Too Fast for Conditions	22	73	0	95	11.8
Improper Turning or Passing	0	20	0	20	2.5
Failed to Yield Right-of-Way	8	53	0	61	7.6
Disobeyed Traffic Control/Officer	2	10	0	12	1.5
Driving on Wrong Side of Road	0	3	0	3	0.4
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	14	120	2	136	16.9
Lost Control	57	69	2	128	15.9
Other Driver Action	2	9	1	12	1.5
<b>Total</b>	<b>125</b>	<b>443</b>	<b>7</b>	<b>575</b>	<b>71.3</b>

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

Figure 3.9

Vehicle Condition	NWT			Total	% of Total Factors
	Highways	Communities	In Rural		
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	3	4	0	7	0.9
Unsecured Load, Spilled Load	1	1	0	2	0.2
Oversized Load, Overload	0	0	0	0	0.0
Visibility Obstructed	0	0	0	0	0.0
Other Vehicle Contributing Factor	1	6	0	7	0.9
<b>Total</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>2.1</b>

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

Figure 3.10

Environmental Condition	NWT			Rural	Total	% of Total Factors
	Highways	Communities	In			
Animal on Roadway	12	7	1	1	20	2.5
Road Surface or Condition	2	8	0	0	10	1.2
Obstruction/Debris on Road	1	2	0	0	3	0.4
View Obstructed, Glare, Reflection	1	0	1	1	2	0.2
Weather or Other Acts of God	1	1	1	1	3	0.4
Other Environmental Factor	0	0	0	0	0	0.0
<b>Total</b>	<b>17</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>38</b>	<b>4.7</b>

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

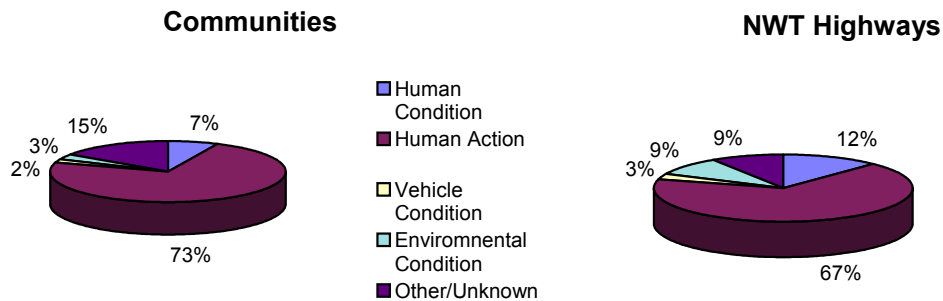
Figure 3.11

Factor	NWT			Rural	Total	% of Total Factors
	Highways	Communities	In			
Unspecified	0	1	0	0	1	0.1
Unknown	17	93	1	1	111	13.8
<b>Total</b>	<b>17</b>	<b>94</b>	<b>1</b>	<b>1</b>	<b>112</b>	<b>13.9</b>

<b>Total All Factors</b>	<b>187</b>	<b>609</b>	<b>11</b>	<b>807</b>	<b>100.0</b>
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**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.

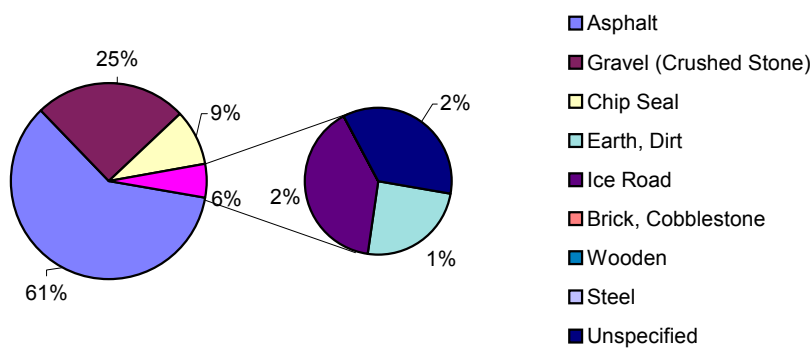


## Environmental Factors – Section 4

### Collisions by Road Surface Type and Severity

Figure 4.1

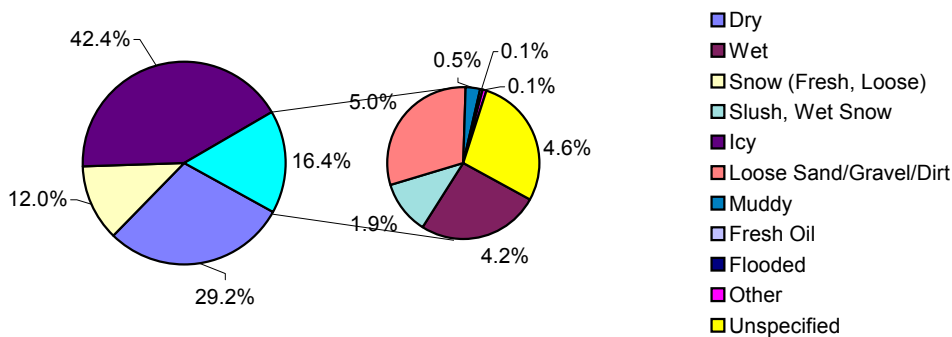
Road Surface Type	Property Damage	Personal Injury	Fatal	Total	%
Asphalt	410	74	0	484	60.0
Concrete	1	0	0	1	0.1
Gravel (Crushed Stone)	151	51	1	203	25.2
Earth, Dirt	8	3	0	11	1.4
Chip Seal	51	22	1	74	9.2
Brick, Cobblestone	0	0	0	0	0.0
Wooden	0	0	0	0	0.0
Steel	0	0	0	0	0.0
Ice Road	13	4	1	18	2.2
Unspecified	16	0	0	16	2.0
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</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	189	47	0	236	29.2
Wet	23	11	0	34	4.2
Snow (Fresh, Loose)	77	19	1	97	12.0
Slush, Wet Snow	9	6	0	15	1.9
Icy	291	49	2	342	42.4
Loose Sand/Gravel/Dirt	24	16	0	40	5.0
Muddy	2	2	0	4	0.5
Fresh Oil	0	1	0	1	0.1
Flooded	0	0	0	0	0.0
Other	1	0	0	1	0.1
Unspecified	34	3	0	37	4.6
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>100</b>

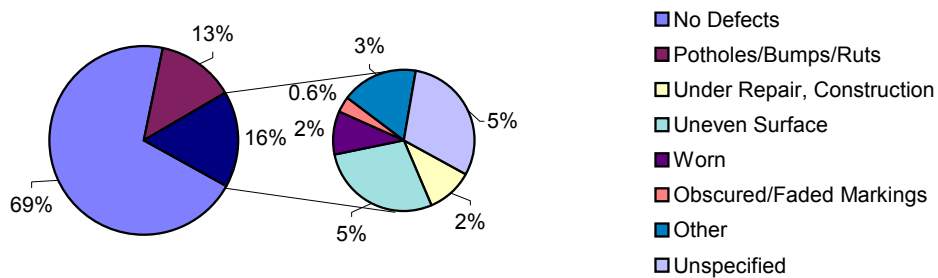


## Environmental Factors – Section 4

### Collisions by Road Defect and Severity

Figure 4.3

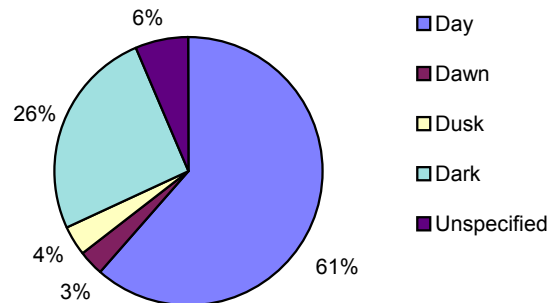
Road Defect	Property Damage	Personal Injury	Fatal	Total	%
No Defects	465	100	2	567	70.3
Potholes/Bumps/Ruts	70	38	0	108	13.4
Under Repair, Construction	9	5	0	14	1.7
Uneven Pavement Surface	32	5	0	37	4.6
Worn	11	2	0	13	1.6
Obscured or Faded Markings	3	2	0	5	0.6
Other	22	0	1	23	2.9
Unspecified	38	2	0	40	5.0
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>100.0</b>



### Collisions by Light Condition and Severity

Figure 4.4

Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Day	392	101	2	495	61.3
Dawn	20	6	0	26	3.2
Dusk	23	6	0	29	3.6
Dark	164	41	1	206	25.5
Unspecified	51	0	0	51	6.3
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>100.0</b>

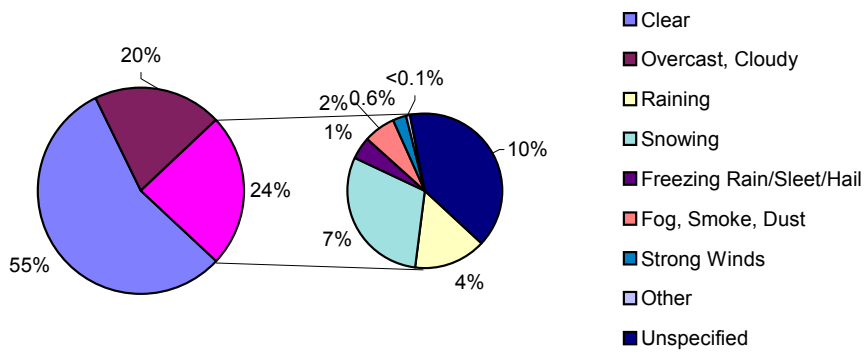




Collisions by Weather Condition and Severity

Figure 4.5

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear (Sunny)	372	78	0	450	55.8
Overcast, Cloudy (No Precipitation)	127	36	1	164	20.3
Raining	17	12	0	29	3.6
Snowing	46	12	0	58	7.2
Freezing Rain/Sleet/Hail	6	3	0	9	1.1
Visibility Limitations (fog, dust, etc.)	9	3	1	13	1.6
Strong Winds	3	1	1	5	0.6
Other	0	2	0	2	0.2
Unspecified	70	7	0	77	9.5
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>100.0</b>



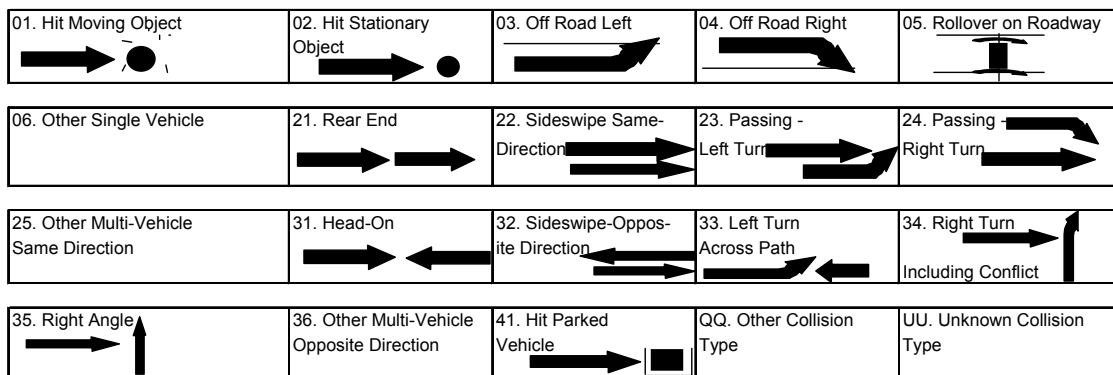
## Environmental Factors – Section 4

### Collisions by Configuration and Severity

Figure 4.6

Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
01. Hit Moving Object					
a) With Animal	18	1	0	19	2.4
b) With Pedestrian	0	17	1	18	2.2
c) Other	0	0	0	0	0.0
02. Hit Stationary Object	40	6	0	46	5.7
03. Off Road Left					
a) With Rollover	12	25	0	37	4.6
b) No Rollover	22	7	1	30	3.7
04. Off Road Right					
a) With Rollover	27	21	0	48	5.9
b) No Rollover	28	10	0	38	4.7
05. Rollover on Roadway	3	7	0	10	1.2
06. Other Single Vehicle	1	0	0	1	0.1
21. Rear End	86	18	0	104	12.9
22. Sideswipe - Same Direction	13	0	0	13	1.6
23. Passing - Left Turn	6	1	0	7	0.9
24. Passing - Right Turn	5	0	0	5	0.6
25. Other Multi-Vehicle Same Direction	2	0	0	2	0.2
31. Head-On	6	7	0	13	1.6
32. Sideswipe - Opposite Direction	17	1	0	18	2.2
33. Left Turn Across Path	16	6	0	22	2.7
34. Right Turn Including Conflict	6	2	0	8	1.0
35. Right Angle	89	22	0	111	13.8
36. Other Multi-Vehicle Opposite Direction	25	1	0	26	3.2
41. Hit Parked Vehicle	228	2	1	231	28.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>100.0</b>

#### \*Collision Configurations



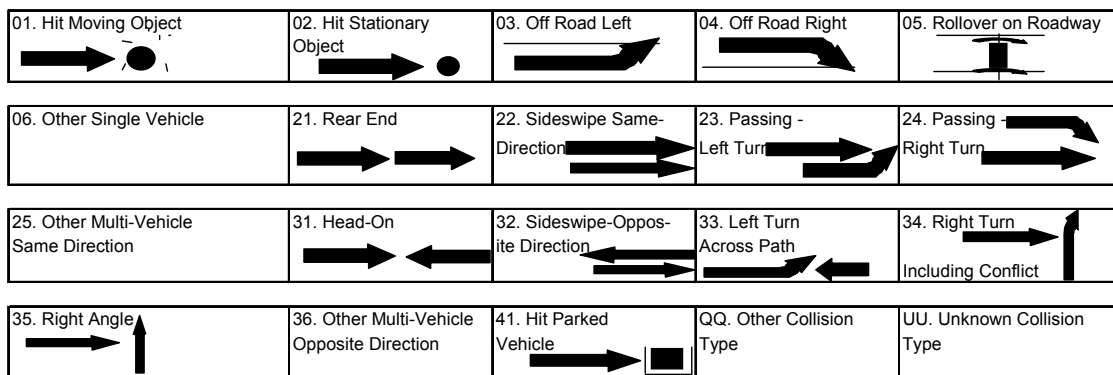
## Environmental Factors – Section 4

**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	19	0	0	19	2.4
b) With Pedestrian	0	18	0	18	2.2
c) Other	0	0	0	0	0.0
02. Hit Stationary Object	6	38	2	46	5.7
03. Off Road Left					
a) With Rollover	31	5	1	37	4.6
b) No Rollover	23	7	0	30	3.7
04. Off Road Right					
a) With Rollover	42	6	0	48	5.9
b) No Rollover	31	7	0	38	4.7
05. Rollover on Roadway	6	4	0	10	1.2
06. Other Single Vehicle	0	1	0	1	0.1
21. Rear End	11	93	0	104	12.9
22. Sideswipe - Same Direction	2	11	0	13	1.6
23. Passing - Left Turn	3	4	0	7	0.9
24. Passing - Right Turn	0	5	0	5	0.6
25. Other Multi-Vehicle Same Direction	1	1	0	2	0.2
31. Head-On	0	12	1	13	1.6
32. Sideswipe - Opposite Direction	7	8	3	18	2.2
33. Left Turn Across Path	1	21	0	22	2.7
34. Right Turn Including Conflict	0	8	0	8	1.0
35. Right Angle	1	109	1	111	13.8
36. Other Multi-Vehicle Opposite Direction	0	26	0	26	3.2
41. Hit Parked Vehicle	3	225	3	231	28.6
QQ. Other Collision Type	0	0	0	0	0.0
UU. Unknown Collision Type	0	0	0	0	0.0
<b>Total</b>	<b>187</b>	<b>609</b>	<b>11</b>	<b>807</b>	<b>100.0</b>

**\*Collision Configurations**



## Environmental Factors – Section 4

### Collisions by Collision Site and Severity

Figure 4.8

Collision Site	Property Damage	Personal Injury	Fatal	Total	%
Non-Intersection	237	95	2	334	41.4
Intersection - Two Public Roadways	146	36	0	182	22.6
Intersection - Parking Lot, Driveway	135	20	1	156	19.3
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	3	1	0	4	0.5
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	118	2	0	120	14.9
Unknown	11	0	0	11	1.4
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>100.0</b>

### Collisions by Collision Site and Road System

Figure 4.9

Collision Site	NWT Highways	In Communities	Rural	Total	%
Non-Intersection	174	153	7	334	41.4
Intersection - Two Public Roadways	7	175	0	182	22.6
Intersection - Parking Lot, Driveway	3	151	2	156	19.3
Railroad Level Crossing	0	0	0	0	0.0
Bridge, Overpass, Viaduct	3	0	1	4	0.5
Tunnel, Underpass	0	0	0	0	0.0
Passing, Climbing Lane	0	0	0	0	0.0
Ramp	0	0	0	0	0.0
Other	0	119	1	120	14.9
Unknown	0	11	0	11	1.4
<b>Total</b>	<b>187</b>	<b>609</b>	<b>11</b>	<b>807</b>	<b>100.0</b>

### Collisions by Roadway Alignment and Severity

Figure 4.10

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight & Level	455	102	2	559	69.3
Straight with Grade	62	12	0	74	9.2
Curved and Level	51	21	1	73	9.0
Curve with Grade	30	11	0	41	5.1
Top of Hill or Grade	15	3	0	18	2.2
Bottom of Hill or Grade	10	3	0	13	1.6
Other	2	0	0	2	0.2
Unknown	25	2	0	27	3.3
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>100.0</b>



## Environmental Factors – Section 4

### Collisions by Roadway Type and Severity

Figure 4.11

Road Type	Property Damage	Personal Injury	Fatal	Total	%
One-Way, Two Lane	7	1	0	8	1.0
One-Way, Multi Lane	0	0	0	0	0.0
Undivided, Two-Way, Two Lane	386	125	3	514	63.7
Undivided, Two-Way, Multi Lane	47	13	0	60	7.4
Divided, Barrier Median	0	1	0	1	0.1
Divided with Median, No Barrier	24	9	0	33	4.1
Divided, Divider Unspecified	1	0	0	1	0.1
Other	175	4	0	179	22.2
Unknown	10	1	0	11	1.4
<b>Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>100.0</b>

### Collision Sequence of Events by Severity

Figure 4.12

Non-Moving Objects	Property Damage	Personal Injury	Fatal	Total	%
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	1	0	0	1	0.1
Hit Building	2	0	0	2	0.2
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	1	0	0	1	0.1
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	1	0	0	1	0.1
Hit Utility Pole, Lamp Pole	1	0	0	1	0.1
Hit Curb	0	0	0	0	0.0
Hit Post	4	0	0	4	0.5
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	3	0	0	3	0.4
Hit Fixed Object NOT Part of Road Structure	5	0	0	5	0.6
Hit Other Type Fixed Object	0	1	0	1	0.1
<b>Sub Total Fixed Objects</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>2.4</b>
<b>Moveable Objects</b>					
Another Road Vehicle	499	60	1	560	69.4
Animal	18	1	0	19	2.4
Pedestrian	0	17	1	18	2.2
Other Moveable Object	0	0	0	0	0.0
<b>Sub Total Moveable Objects</b>	<b>517</b>	<b>78</b>	<b>2</b>	<b>597</b>	<b>74.0</b>
<b>Non-Collision Events</b>					
Ran Off Road	50	17	1	68	8.4
Rollover	42	53	0	95	11.8
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
<b>Sub Total Non-Collision Events</b>	<b>92</b>	<b>70</b>	<b>1</b>	<b>163</b>	<b>20.2</b>
<b>Other/Unknown Event</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>3.5</b>
<b>Grand Total</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>100.0</b>

## Environmental Factors – Section 4

### Collision Sequence of Events by Road System

Figure 4.13

	NWT Highways	In Communities	Rural	Total	%
<b>Non-Moving Objects</b>					
Hit Parked Trailer	0	0	0	0	0.0
Hit Non-Fixed Object	0	1	0	1	0.1
Hit Building	0	2	0	2	0.2
Hit Ditch	0	0	0	0	0.0
Hit Embankment, Dirt Pile, Rock	0	1	0	1	0.1
Hit Culvert End, Drainage Structure	0	0	0	0	0.0
Hit Tree, Bush, Hedge	0	1	0	1	0.1
Hit Utility Pole, Lamp Pole	0	1	0	1	0.1
Hit Curb	0	0	0	0	0.0
Hit Post	0	4	0	4	0.5
Hit Traffic Barrier	0	0	0	0	0.0
Hit Fixed Object Part of Road Structure	2	1	0	3	0.4
Hit Fixed Object NOT Part of Road Structure	0	5	0	5	0.6
Hit Other Type Fixed Object	0	1	0	1	0.1
<b>Sub Total Fixed Objects</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>19</b>	<b>2.4</b>
<b>Moveable Objects</b>					
Another Road Vehicle	29	523	8	560	69.4
Animal	19	0	0	19	2.4
Pedestrian	0	18	0	18	2.2
Other Moveable Object	0	0	0	0	0.0
<b>Sub Total Moveable Objects</b>	<b>48</b>	<b>541</b>	<b>8</b>	<b>597</b>	<b>74.0</b>
<b>Non-Collision Events</b>					
Ran Off Road	54	14	0	68	8.4
Rollover	79	15	1	95	11.8
Jack Knife or Trailer Swing	0	0	0	0	0.0
Fire or Explosion	0	0	0	0	0.0
Load Spill	0	0	0	0	0.0
Load Shift	0	0	0	0	0.0
Submersion	0	0	0	0	0.0
Other Non-Collision Event	0	0	0	0	0.0
<b>Sub Total Non-Collision Events</b>	<b>133</b>	<b>29</b>	<b>1</b>	<b>163</b>	<b>20.2</b>
<b>Unknown Event</b>	<b>4</b>	<b>22</b>	<b>2</b>	<b>28</b>	<b>3.5</b>
<b>Grand Total</b>	<b>187</b>	<b>609</b>	<b>11</b>	<b>807</b>	<b>100.0</b>

# **Driver Factors**

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## **Driver Factors**

This section describes the characteristics of drivers involved in collisions. In 2002, 1,155 drivers were involved in 807 collisions. This is an average of 1.43 drivers per collision. Details on driver age, gender, condition, action and class of licence is presented.

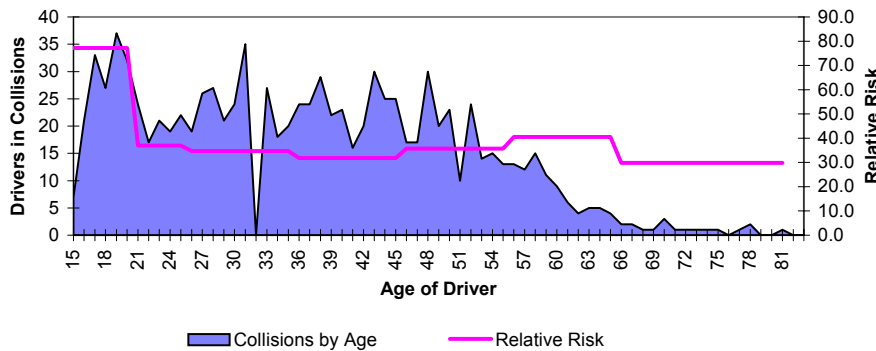
Of particular interest and concern is the over-representation of young drivers in collisions. Drivers aged 15 to 20 years are 1.5 times as likely to be involved in a collision than drivers aged 35 to 44 years. Crash statistics involving young or inexperienced drivers are useful for developing graduated licensing programs.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Under 16	16 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 and Over	Not Stated	Total
Licensed Drivers	183	1,527	3,055	7,111	7,327	5,458	2,348	739	0	27,748
Drivers in Collisions	19	118	113	247	233	195	95	22	113	1,155

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	59.6	26.8	28.4	26.2	29.7	32.8	23.0	33.8
Personal Injury & Fatal	17.7	10.1	6.3	5.6	6.0	7.7	6.8	7.9
<b>Total</b>	<b>77.3</b>	<b>37.0</b>	<b>34.7</b>	<b>31.8</b>	<b>35.7</b>	<b>40.5</b>	<b>29.8</b>	<b>41.6</b>
<b>Relative Risk*</b>	<b>1.9</b>	<b>0.9</b>	<b>0.8</b>	<b>0.8</b>	<b>0.9</b>	<b>1.0</b>	<b>0.7</b>	<b>1.0</b>

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

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

Figure 5.1 shows that the relative risk of drivers between the ages of 15 and 19 are 1.1 times more likely to be involved in a collision than the average driving population. On average, 9% of 15 to 19 year olds were involved in collisions, compared to 3% of 35 to 44 year olds.

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

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.3

Age Group	Class							7 Req'd. Licence Stated	No Licence Stated	Total	
	1	2	3	4	5	6	Class				
Under 16	0	0	0	0	0	0	1	15	3	0	19
16	0	0	0	0	17	0	2	1	1	0	21
17	0	0	0	0	27	0	2	2	2	0	33
18	0	0	0	0	24	0	1	0	1	1	27
19	0	1	1	1	27	0	2	2	2	1	37
20	1	0	0	1	25	0	1	2	1	1	32
21-24	3	0	0	0	70	0	2	0	4	2	81
25-34	19	5	5	25	180	0	3	5	4	1	247
35-44	25	3	5	25	171	0	0	1	1	2	233
45-54	28	2	7	16	139	0	0	0	1	2	195
55-64	16	0	4	9	63	0	0	1	1	1	95
65 and over	1	0	0	0	21	0	0	0	0	0	22
Not Stated	0	0	0	0	0	0	0	1	0	112	113
<b>Drivers in Collisions</b>	<b>93</b>	<b>11</b>	<b>22</b>	<b>77</b>	<b>764</b>	<b>0</b>	<b>14</b>	<b>30</b>	<b>21</b>	<b>123</b>	<b>1,155</b>
<b>Total Licensed Drivers</b>	<b>1,476</b>	<b>232</b>	<b>755</b>	<b>1,249</b>	<b>22,673</b>	<b>9</b>	<b>1,354</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>27,748</b>
<b>Relative Risk*</b>	<b>1.51</b>	<b>1.14</b>	<b>0.70</b>	<b>1.48</b>	<b>0.81</b>	<b>0.00</b>	<b>0.25</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</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

Driver Condition	Age Group																			Total	%
	< 16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated								
Apparently Normal	6	15	26	16	27	16	53	196	189	169	74	14	0	801	69.4						
Fatigued, Fell Asleep	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0.3						
Inexperience	10	3	2	3	2	1	3	5	3	1	1	2	0	36	3.1						
Under influence - Alcohol	0	3	5	3	5	6	9	22	9	2	4	1	0	69	6.0						
Under influence - Drugs	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0.2						
Sudden illness, Lost Consciousness	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0.2						
Other Condition	1	0	0	0	0	3	1	5	1	4	3	1	0	19	1.6						
Unknown	2	0	0	5	3	6	15	18	26	18	13	4	113	223	19.3						
<b>Total</b>	<b>19</b>	<b>21</b>	<b>33</b>	<b>27</b>	<b>37</b>	<b>32</b>	<b>81</b>	<b>247</b>	<b>233</b>	<b>195</b>	<b>95</b>	<b>22</b>	<b>113</b>	<b>1,155</b>							
%	1.6	1.8	2.9	2.3	3.2	2.8	7.0	21.4	20.2	16.9	8.2	1.9	9.8	100.0							

Number of Drivers Involved in Collisions by Driver Action and Age

Figure 5.1

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	3	7	6	3	10	22	77	78	69	30	6	0	312	27.0
Following Too Closely	0	0	1	1	1	0	2	14	9	2	2	0	0	32	2.8
Distracted, Inattentive	2	3	4	3	5	3	5	13	17	8	11	1	0	75	6.5
Driving Too Fast	4	3	6	5	5	2	16	28	21	15	10	3	3	121	10.5
Improper Turning or Passing	0	1	0	0	3	1	1	5	5	7	3	2	0	28	2.4
Failing to Yield Right of Way	5	0	2	1	2	0	4	11	8	10	3	2	2	50	4.3
Disobeying Traffic Control/Officer	0	0	0	1	1	4	0	3	1	2	0	0	0	12	1.0
Driving on Wrong Side of Road	0	2	0	0	0	0	0	0	2	1	0	0	0	5	0.4
Driving in Wrong Direction	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Backing Unsafely	1	5	5	4	4	2	10	37	28	30	12	3	4	145	12.6
Lost Control	3	3	4	5	10	6	14	41	42	28	13	4	1	174	15.1
Other Driver Action	1	0	0	0	0	0	2	7	3	5	6	0	0	24	2.1
Unknown	2	1	4	1	3	4	5	11	19	18	5	1	103	177	15.3
<b>Total</b>	<b>19</b>	<b>21</b>	<b>33</b>	<b>27</b>	<b>37</b>	<b>32</b>	<b>81</b>	<b>247</b>	<b>233</b>	<b>195</b>	<b>95</b>	<b>22</b>	<b>113</b>	<b>1,155</b>	
%	1.6	1.8	2.9	2.3	3.2	2.8	7.0	21.4	20.2	16.9	8.2	1.9	9.8	<b>100.0</b>	



# Vehicle Factors

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## **Vehicle Factors**

There were a total of 1,381 vehicles involved in 807 collisions in 2002. This is an average of 1.71 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

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Passenger Car	340	72	0	412	29.8
Passenger Van	133	19	0	152	11.0
Light Utility Vehicle	119	27	1	147	10.6
Pickup Truck	387	62	1	450	32.6
Panel/Cargo Van	32	3	0	35	2.5
Other Truck/Van <= 4536 kg	7	2	0	9	0.7
Unit Truck > 4536 kg	9	1	0	10	0.7
Road Tractor	23	1	1	25	1.8
School Bus	3	0	0	3	0.2
Small School Bus	0	0	0	0	0.0
Urban Transit Bus	1	0	0	1	0.1
Intercity Bus	1	0	0	1	0.1
Bus - Unspecified	0	0	0	0	0.0
Motorcycle	0	2	0	2	0.1
Limited Speed Motorcycle	0	0	0	0	0.0
Off Road Vehicles (ATV)	1	2	0	3	0.2
Bicycle	0	5	0	5	0.4
Motor Home	1	0	0	1	0.1
Farm Equipment	0	0	0	0	0.0
Construction Equipment	4	1	0	5	0.4
Fire Engine	0	0	0	0	0.0
Snowmobile	7	18	1	26	1.9
Streetcar	0	0	0	0	0.0
Other	0	0	0	0	0.0
Unknown	92	2	0	94	6.8
<b>Total</b>	<b>1160</b>	<b>217</b>	<b>4</b>	<b>1381</b>	<b>100.0</b>

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

Figure 6.2

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	%
No Apparent Defect	948	178	2	1128	81.7
Defective Brakes	2	1	0	3	0.2
Defective Steering	1	0	0	1	0.1
Defective Lighting	2	0	0	2	0.1
Tire Blown Out	2	4	0	6	0.4
Unsecured Load, Spilled Load	2	0	0	2	0.1
Oversized Load, Overload	1	0	0	1	0.1
Visibility Obstructed	4	0	0	4	0.3
Other Defective Vehicular Parts	8	3	0	11	0.8
Other Vehicular Factor	3	3	1	7	0.5
Unknown	187	28	1	216	15.6
<b>Total</b>	<b>1160</b>	<b>217</b>	<b>4</b>	<b>1381</b>	<b>100.0</b>



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

Figure 6.3

Vehicle Manoeuvre	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	328	121	1	450	32.6
Turning Left	56	21	0	77	5.6
Turning Right	53	5	0	58	4.2
Making U-Turn	3	0	0	3	0.2
Changing Lanes	8	0	0	8	0.6
Merging	3	0	0	3	0.2
Reversing	161	5	1	167	12.1
Overtaking	10	4	0	14	1.0
Negotiating Curve	48	21	1	70	5.1
Slowing or Stopped in Traffic	138	24	0	162	11.7
Starting in Traffic	3	1	0	4	0.3
Leaving Roadside	2	0	0	2	0.1
Stopped/Parked Legally	231	2	1	234	16.9
Stopped/Parked Illegally	4	0	0	4	0.3
Swerving to Avoid Collision	10	9	0	19	1.4
Run-away or Roll-away Vehicle	6	0	0	6	0.4
Unspecified Manoeuvre	2	2	0	4	0.3
Other	0	0	0	0	0.0
Unknown	94	2	0	96	7.0
<b>Total</b>	<b>1160</b>	<b>217</b>	<b>4</b>	<b>1381</b>	<b>100.0</b>

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

Figure 6.4

Model Year	Property Damage	Personal Injury	Fatal	Total	%
2003	9	0	0	9	0.7
2002	125	20	0	145	10.5
2001	128	23	1	152	11.0
2000	119	29	0	148	10.7
1999	86	16	0	102	7.4
1998	73	11	0	84	6.1
1997	68	8	0	76	5.5
1996	59	13	0	72	5.2
1995	53	11	0	64	4.6
1994	44	10	0	54	3.9
1993	37	7	0	44	3.2
1992	38	7	1	46	3.3
1991 & Older	218	46	1	265	19.2
Unspecified	103	16	1	120	8.7
<b>Total</b>	<b>1160</b>	<b>217</b>	<b>4</b>	<b>1381</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 severity of injury is lower for victims using seat belts. In the Northwest Territories, 90% of victims wearing seat belts were not injured. On the other hand, nearly 20% of the victims who were not wearing seat belts were injured.

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. It is estimated that only half of these children are in a correctly installed device or one that is appropriate for the size and age of the child.

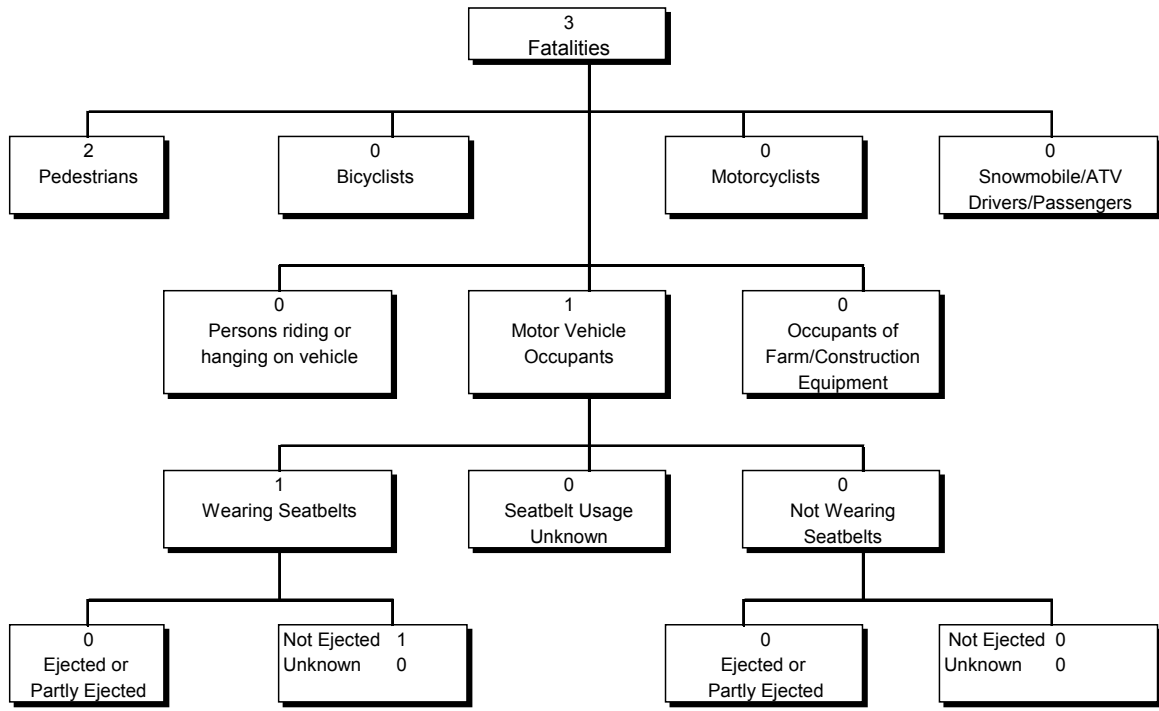
To combat the problem of child restraint misuse-use, child car seat inspection clinics are carried out by the Hay River, Inuvik and Yellowknife Fire Departments. The Car Seat Instructors Program is available to increase the number of qualified persons to conduct inspections at clinics and at occupant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

For more information on the Car Seat Instructors Program, please call the Department of Transportation, Road Licensing and Safety Division at (867) 873-7406.

# Victims and Occupant Restraints – Section 7

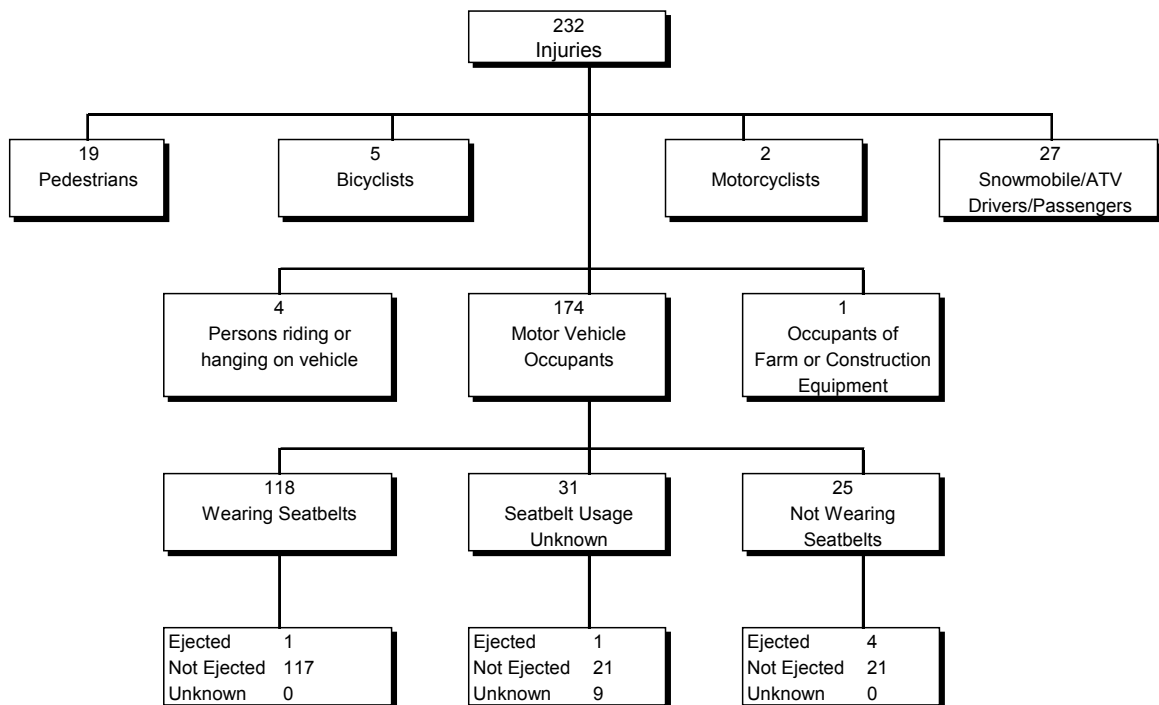
**Fatalities Classification**  
(January 1 to December 31, 2002)

Figure 7.1



**Injuries Classification**  
(January 1 to December 31, 2002)

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	1	9	15	25	22	19	8	2	0	101	43.5
Motor Vehicle Passenger	6	6	17	18	9	8	5	2	2	4	77	33.2
Pedestrian	0	4	3	2	1	3	1	1	3	1	19	8.2
Bicyclist	0	4	0	0	0	0	0	1	0	0	5	2.2
Motorcyclist (includes passengers)	0	0	0	0	0	0	2	0	0	0	2	0.9
ATV Operators & Passengers	0	0	3	2	0	0	0	0	0	0	5	2.2
Snowmobile Operators & Passengers	0	9	7	2	3	1	0	0	0	0	22	9.5
Farm/Construction Equipment	0	0	0	1	0	0	0	0	0	0	1	0.4
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>6</b>	<b>24</b>	<b>39</b>	<b>40</b>	<b>38</b>	<b>34</b>	<b>27</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>232</b>	<b>100.0</b>

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

Figure 7.4

Road User Class	0	5	15	20	25	35	45	55	65	Not	Total	%
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated		
Motor Vehicle Driver	0	0	0	0	0	0	0	1	0	0	1	33.3
Motor Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0.0
Pedestrian	0	0	0	0	0	1	0	0	1	0	2	66.7
Bicyclist	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcyclist (includes passengers)	0	0	0	0	0	0	0	0	0	0	0	0.0
ATV Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Snowmobile Operators & Passengers	0	0	0	0	0	0	0	0	0	0	0	0.0
Farm/Construction Equipment	0	0	0	0	0	0	0	0	0	0	0	0.0
Other	0	0	0	0	0	0	0	0	0	0	0	0.0
Unspecified	0	0	0	0	0	0	0	0	0	0	0	0.0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>100.0</b>

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

Figure 7.5

Road User Class	Persons Injured				Persons Killed			
	Male	Female	Unknown	Total	Male	Female	Unknown	Total
Motor Vehicle Driver	60	41	0	101	1	0	0	1
Motor Vehicle Passenger	32	44	1	77	0	0	0	0
Pedestrian	10	9	0	19	1	1	0	2
Bicyclist	4	1	0	5	0	0	0	0
Motorcyclist (includes passengers)	2	0	0	2	0	0	0	0
ATV Operators & Passengers	3	2	0	5	0	0	0	0
Snowmobile Operators & Passengers	12	10	0	22	0	0	0	0
Farm/Construction Equipment	1	0	0	1	0	0	0	0
Other	0	0	0	0	0	0	0	0
Unspecified	0	0	0	0	0	0	0	0
<b>Total</b>	<b>124</b>	<b>107</b>	<b>1</b>	<b>232</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>

## Victims and Occupant Restraints – Section 7

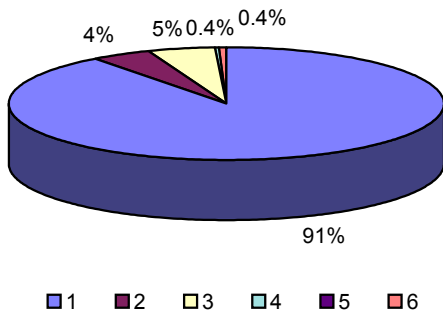
### Motor Vehicle\* Occupants by Injury Severity and Restraint Use

Figure 7.6

Injury Severity	Not Restrained	Lap Belt Only	Lap & Torso Belt	Child Restraint Device	Restraint Use Unknown	Total	%
Not Injured	123	34	992	25	392	1566	89.7
Minimal Injuries	14	0	48	4	9	75	4.3
Minor Injuries	12	2	54	0	13	81	4.6
Major (Hospital Admission)	3	1	4	0	6	14	0.8
Fatal	0	0	1	0	0	1	0.1
Injured - Extent Unknown	0	0	5	0	3	8	0.5
<b>Total</b>	<b>152</b>	<b>37</b>	<b>1104</b>	<b>29</b>	<b>423</b>	<b>1745</b>	<b>100.0</b>

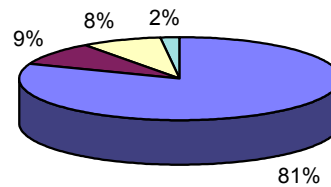
\* Excludes occupants of motorcycles, mopeds, snowmobiles, all-terrain vehicles, and farm/construction equipment

**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	to 64	& older	Stated	
Not Injured	36	56	159	109	215	182	161	72	19	42	1051
Minimal Injuries	4	2	11	6	8	9	10	2	0	0	52
Minor Injuries	0	3	4	7	16	12	6	5	2	1	56
Major (Hospital Admission)	0	0	0	1	0	0	3	0	1	0	5
Fatal	0	0	0	0	0	0	0	1	0	0	1
Injured - Extent Unknown	0	0	0	1	1	1	2	0	0	0	5
<b>Total</b>	<b>40</b>	<b>61</b>	<b>174</b>	<b>124</b>	<b>240</b>	<b>204</b>	<b>182</b>	<b>80</b>	<b>22</b>	<b>43</b>	<b>1170</b>

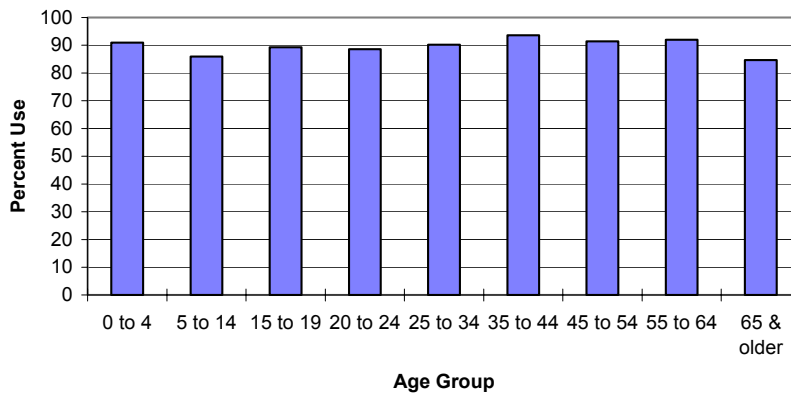
#### Restraints Not Used

Injury Severity	0	5	15	20	25	35	45	55	65	Not	Total
	to 4	to 14	to 19	to 24	to 34	to 44	to 54	to 64	& older	Stated	
Not Injured	2	8	17	9	20	12	17	4	3	31	123
Minimal Injuries	1	0	2	6	3	1	0	0	0	1	14
Minor Injuries	1	2	2	1	2	0	0	2	1	1	12
Major (Hospital Admission)	0	0	0	0	1	1	0	1	0	0	3
Fatal	0	0	0	0	0	0	0	0	0	0	0
Injured - Extent Unknown	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>10</b>	<b>21</b>	<b>16</b>	<b>26</b>	<b>14</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>33</b>	<b>152</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**

### **2002 Quick Facts on Pedestrian Collisions**

- 19 injured
- 2 killed
- 19% of the pedestrians injured were under the age of 15
- 90% of the pedestrians were killed or injured within a community
- 19% of pedestrians had been drinking or were impaired by alcohol

Pedestrians Injured or Killed by Age Group

Figure 8.1

	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Injured	0	4	3	2	1	3	1	1	3	1	19	90.5
Killed	0	0	0	0	1	0	0	0	1	0	2	9.5
<b>Total</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>21</b>	
%	0.0	19.0	14.3	9.5	4.8	19.0	4.8	4.8	19.0	4.8	100.0	

Pedestrians Injured or Killed by Pedestrian Action and Age Group

Figure 8.2

Pedestrian Action	0 to 4	5 to 14	15 to 19	20 to 24	25 to 34	35 to 44	45 to 54	55 to 64	65 & older	Not Stated	Total	%
Crossing Intersection With Traffic Control, With Right-of-Way	0	3	0	0	1	1	0	0	0	0	6	28.6
Crossing Intersection With Traffic Control, Without Right-of-Way	0	1	0	0	0	0	0	1	0	0	2	9.5
Crossing Intersection - No Traffic Control	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway at Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0.0
Crossing Roadway Not at Intersection	0	0	0	0	0	1	0	0	0	0	1	4.8
Walking Along Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking Along Roadway With Traffic	0	0	1	0	0	0	0	0	1	0	2	9.5
On Sidewalk, Median, Safety Zone	0	0	1	0	0	0	0	0	0	1	2	9.5
Walking on Travelled Part of Roadway Against Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking on Travelled Part of Roadway With Traffic	0	0	0	0	0	0	0	0	0	0	0	0.0
Coming from Behind Parked Vehicle/Object on Roadside	0	0	0	0	0	0	0	0	2	0	2	9.5
Coming from Behind Moving Vehicle	0	0	0	0	0	0	0	0	0	0	0	0.0
Running into Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off School Bus	0	0	0	0	0	0	0	0	0	0	0	0.0
Getting On/Off Other Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.0
Pushing Vehicle on Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Vehicle on Side of Road	0	0	0	0	0	0	0	0	0	0	0	0.0
Playing on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Working on Roadway	0	0	0	0	0	2	0	0	0	0	2	9.5
Lying on Road	0	0	0	1	0	0	0	0	0	0	1	4.8
Other	0	0	1	1	0	0	0	0	0	0	2	9.5
Unknown	0	0	0	0	0	0	0	0	1	0	1	4.8
<b>Total</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>21</b>	<b>100.0</b>

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

Figure 8.3

<b>Place of Occurrence</b>	<b>Killed</b>	<b>Injured</b>	<b>Total</b>	<b>%</b>
Urban	1	18	<b>19</b>	90.5
Rural	1	1	<b>2</b>	9.5
Unspecified	0	0	<b>0</b>	0.0
<b>Total</b>	<b>2</b>	<b>19</b>	<b>21</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	10	<b>11</b>	52.4
At Intersection of At Least Two Roadways	0	7	<b>7</b>	33.3
Intersection With Parking Lot/Driveway/Alley	1	1	<b>2</b>	9.5
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	1	<b>1</b>	4.8
Unspecified	0	0	<b>0</b>	0.0
<b>Total</b>	<b>2</b>	<b>19</b>	<b>21</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	0	9	<b>9</b>	42.9
Had Been Drinking	0	4	<b>4</b>	19.0
Impaired by Alcohol	0	0	<b>0</b>	0.0
Unknown	2	6	<b>8</b>	38.1
<b>Total</b>	<b>2</b>	<b>19</b>	<b>21</b>	<b>100.0</b>

## Alcohol

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## Alcohol

In 2002, there were 67 collisions involving alcohol in the Northwest Territories, resulting in 59 injuries. From the figures presented, the facts below should be noted:

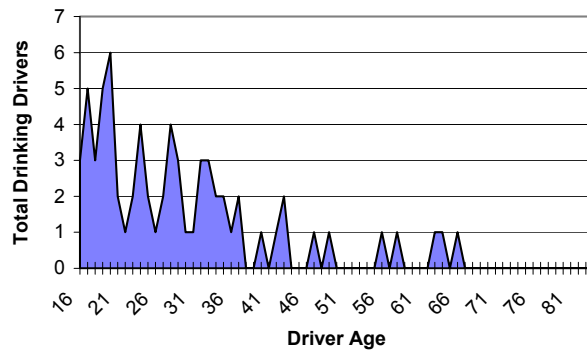
- Alcohol was a factor in 8% of all collisions;
- 6% of drivers involved in collisions had been drinking or were impaired by alcohol;
- 45% of drinking drivers were between the ages of 25 and 44;
- Alcohol-related crashes are more frequent during the late evening or early morning, on weekends and are more likely to take place during the summer months;
- Alcohol was a factor in 25% of all traffic casualties.

Drinking Drivers in Collisions by Driver Age and Gender

Figure 9.1

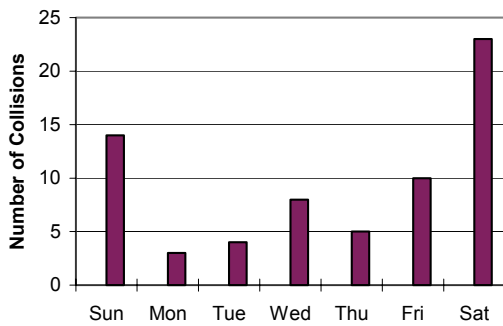
Driver Age	Male	Female	Not Stated	Total Drinking Drivers
Under 16	0	0	0	0
16	2	1	0	3
17	5	0	0	5
18	2	1	0	3
19	4	1	0	5
20	5	1	0	6
21 to 24	6	3	0	9
25 to 34	19	3	0	22
35 to 44	6	3	0	9
45 to 54	2	0	0	2
55 to 64	4	0	0	4
65 & Older	1	0	0	1
Not Stated	0	0	0	0
<b>Total</b>	<b>56</b>	<b>13</b>	<b>0</b>	<b>69</b>

Drinking Drivers by Driver Age



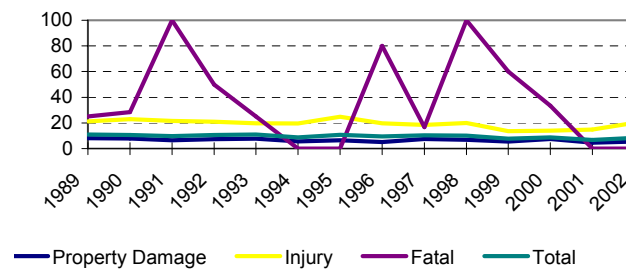
Collisions Involving Alcohol by Day of Week

Figure 9.2



Percentage of Collisions Involving Alcohol by Year and Severity

Figure 9.3



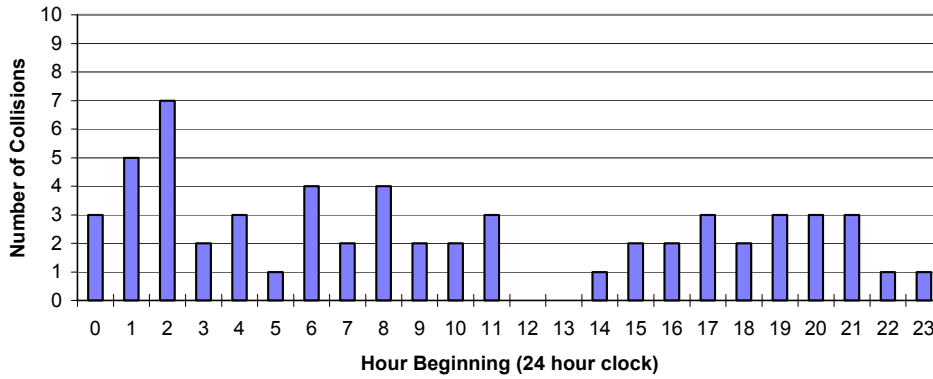
Number of Collisions and Victims Involving Alcohol

Figure 9.4

Year	Number of Collisions				% of Total Collisions	Number of Victims			
	Property Damage	Personal Injury	Fatal	Total		Injured	Killed	Total	% of Total Victims
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
2000	41	18	1	60	8.8	30	3	33	17.6
2001	27	21	0	48	6.7	36	0	36	17.3
2002	36	31	0	67	8.3	59	0	59	25.1
<b>Average</b>	<b>34</b>	<b>29</b>	<b>2</b>	<b>65</b>	<b>9.4</b>	<b>51</b>	<b>2</b>	<b>53</b>	<b>22.3</b>

Number of Alcohol Related Collisions by Time of Day

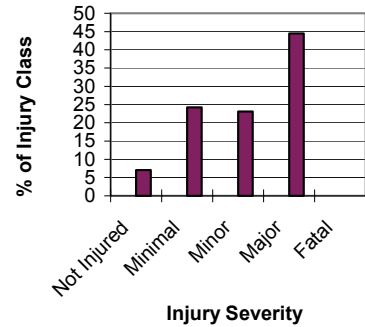
Figure 9.5



Injury Severity by Alcohol Involvement

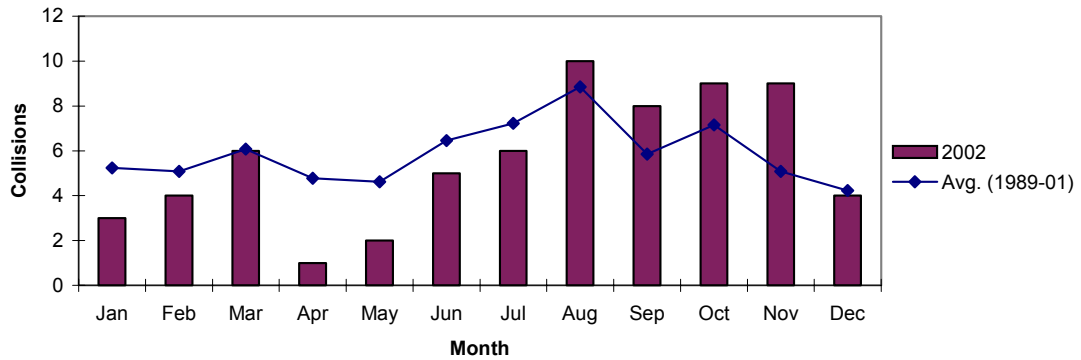
Figure 9.6

Injury Severity	Alcohol Involvement		Totals	% with Alcohol
	Yes	No		
Not Injured	112	1,476	1588	7.1
Minimal Injuries	23	72	95	24.2
Minor	24	80	104	23.1
Major	8	10	18	44.4
Fatal	0	3	3	0.0
Injured - Extent Unknown	4	11	15	26.7
<b>Total</b>	<b>171</b>	<b>1652</b>	<b>1823</b>	<b>9.4</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 All-Terrain Vehicles (ATVs) 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 presented on the following pages, the facts below should be noted:

- 70% of off-road vehicle collisions result in injuries or death
- 75% of off-road vehicle drivers involved in collisions are 24 years of age or younger
- 22% of off-road vehicle drivers in collisions had been drinking or were impaired by alcohol
- only 24% of off-road vehicle drivers or passengers in collisions were wearing helmets
- nearly 90% of off-road vehicles involved in collisions were snowmobiles
- no collisions involving off-road vehicles were reported in May, June, July, and August

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

Figure 10.1

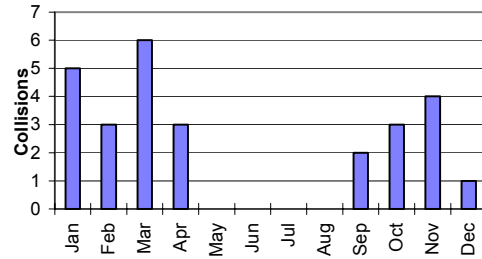
Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2	3	0	5	4	0
February	2	0	1	3	1	1
March	3	3	0	6	4	0
April	1	2	0	3	4	0
May	0	0	0	0	0	0
June	0	0	0	0	0	0
July	0	0	0	0	0	0
August	0	0	0	0	0	0
September	0	2	0	2	5	0
October	0	3	0	3	3	0
November	0	4	0	4	7	0
December	0	1	0	1	2	0
<b>Total</b>	<b>8</b>	<b>18</b>	<b>1</b>	<b>27</b>	<b>30</b>	<b>1</b>

### Off-Road Vehicle Collisions by Vehicle Type

Figure 10.2

	Snowmobile	ATV	Total
<b>Total Victims</b>	<b>22</b>	<b>5</b>	<b>27</b>
Killed	0	0	0
Injured	22	5	27
<b>Total Vehicles Involved</b>	<b>26</b>	<b>3</b>	<b>29</b>
Fatal	1	0	1
Injury	18	2	20
Property Damage	7	1	8

### Off-Road Vehicle Collisions by Month



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

Figure 10.3

Age Group	Snowmobile			ATV			Total	%
	Male	Female	Unknown	Male	Female	Unknown		
0 to 4	0	0	0	0	0	0	0	0.0
5 to 14	5	2	0	0	0	0	7	25.0
15 to 19	6	3	0	1	1	0	11	39.3
20 to 24	2	0	0	1	0	0	3	10.7
25 to 34	4	1	0	0	0	0	5	17.9
35 to 44	1	0	0	0	0	0	1	3.6
45 to 54	0	0	0	0	0	0	0	0.0
55 to 64	0	0	0	0	0	0	0	0.0
65 & Over	0	0	0	0	0	0	0	0.0
Unknown	0	0	1	0	0	0	1	3.6
<b>Total</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>100.0</b>

Off-Road Vehicle Collisions by Severity and Driver Condition

Figure 10.4

Driver Condition	Property Damage	Personal Injury	Fatal	Total	%
Apparently Normal	3	8	0	11	39.3
Fatigue/Fell Asleep	0	0	0	0	0.0
Inexperience	3	3	0	6	21.4
Under Influence - Alcohol	2	4	0	6	21.4
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	7.1
Unknown	0	3	0	3	10.7
<b>Total</b>	<b>8</b>	<b>20</b>	<b>0</b>	<b>28</b>	<b>100.0</b>

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

Figure 10.5

<b>Driver Action</b>	<b>Property Damage</b>	<b>Personal Injury</b>	<b>Fatal</b>	<b>Total</b>	<b>%</b>
Driving Properly	0	3	0	3	10.7
Following Too Closely	0	0	0	0	0.0
Distracted, Inattentive	0	2	0	2	7.1
Driving Too Fast for Conditions	1	8	0	9	32.1
Improper Turning or Passing	0	0	0	0	0.0
Failed to Yield Right-of-Way	3	1	0	4	14.3
Disobeyed Traffic Control or Officer	0	1	0	1	3.6
Driving on Wrong Side of Road	0	1	0	1	3.6
Driving in Wrong Direction	0	0	0	0	0.0
Backing Unsafely	0	0	0	0	0.0
Lost Control	4	2	0	6	21.4
Other	0	0	0	0	0.0
Unknown	0	2	0	2	7.1
<b>Total</b>	<b>8</b>	<b>20</b>	<b>0</b>	<b>28</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	4	12	4	20	42.6
Minimal Injuries	3	5	1	9	19.1
Minor Injuries	2	9	2	13	27.7
Major (Hospital Admission)	0	2	1	3	6.4
Fatal	0	0	0	0	0.0
Injured - Extent Unknown	0	1	1	2	4.3
<b>Total</b>	<b>9</b>	<b>29</b>	<b>9</b>	<b>47</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. Sixty percent of collisions took place in the North Slave Region. The North Slave Region also accounted for 46% of persons injured. Two thirds of fatalities took place in the Inuvik Region. Figure 11.2 shows collision rates per 100 licensed drivers, registered vehicles and population by Region and RCMP detachment.

Figure 11.3 describes collisions that occurred on the NWT Highway system. Collisions are summarized by location (along numbered highways), date, severity, configuration, and the number of persons injured and killed. Highway 3 (Yellowknife Highway) accounted for 34% 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 in 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	1	1	0	2	1	0
Deline	0	0	0	0	0	0
Fort Good Hope	1	3	0	4	12	0
Fort McPherson	16	8	0	24	18	0
Holman	1	0	0	1	0	0
Inuvik	78	20	0	98	25	0
Norman Wells	4	2	0	6	2	0
Sachs Harbour	0	0	0	0	0	0
Tuktoyaktuk	4	0	2	6	1	2
Tulita	0	1	0	1	2	0
<b>Sub Total</b>						
<b>Inuvik Region</b>	<b>105</b>	<b>35</b>	<b>2</b>	<b>142</b>	<b>61</b>	<b>2</b>

#### B - Fort Simpson Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Fort Liard	14	4	0	18	6	0
Fort Simpson	21	7	0	28	11	0
<b>Sub Total</b>						
<b>Fort Simpson Region</b>	<b>35</b>	<b>11</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>0</b>

#### C - South Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Hay River	58	15	0	73	25	0
Fort Providence	21	6	0	27	10	0
Fort Resolution	4	4	0	8	6	0
Fort Smith	22	7	0	29	7	0
Lutsel K'e	1	0	0	1	0	0
<b>Sub Total</b>						
<b>South Slave Region</b>	<b>106</b>	<b>32</b>	<b>0</b>	<b>138</b>	<b>48</b>	<b>0</b>

#### D - North Slave Region

RCMP Detachment	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Rae/Wha Ti	30	22	1	53	28	1
Yellowknife	374	54	0	428	78	0
<b>Sub Total</b>						
<b>North Slave Region</b>	<b>404</b>	<b>76</b>	<b>1</b>	<b>481</b>	<b>106</b>	<b>1</b>

<b>Total - All Regions</b>	<b>650</b>	<b>154</b>	<b>3</b>	<b>807</b>	<b>232</b>	<b>3</b>
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## Collision Rates by Region and RCMP Detachment

Figure 11.2

### A - Inuvik Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2002 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Aklavik	2	214	99	689	0.93	2.02	0.29
Deline	0	178	69	618	0.00	0.00	0.00
Fort Good Hope	4	228	102	835	1.75	3.92	0.48
Fort McPherson	24	266	216	1,100	9.02	11.11	2.18
Holman	1	104	104	462	0.96	0.96	0.22
Inuvik	98	2,448	2,226	3,504	4.00	4.40	2.80
Norman Wells	6	660	811	850	0.91	0.74	0.71
Sachs Harbour	0	50	40	162	0.00	0.00	0.00
Tuktoyaktuk	6	449	353	1,281	1.34	1.70	0.47
Tulita	1	156	99	465	0.64	1.01	0.22
<b>Sub Total Inuvik Region</b>	<b>142</b>	<b>4,753</b>	<b>4,119</b>	<b>9,966</b>	<b>2.99</b>	<b>3.45</b>	<b>1.42</b>

### B - Fort Simpson Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2002 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Fort Liard	18	256	278	558	7.03	6.47	3.23
Fort Simpson	28	913	964	1,646	3.07	2.90	1.70
<b>Sub Total Fort Simpson Region</b>	<b>46</b>	<b>1,169</b>	<b>1,242</b>	<b>2,204</b>	<b>3.93</b>	<b>3.70</b>	<b>2.09</b>

### C - South Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2002 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Hay River	73	3,147	6,245	3,887	2.32	1.17	1.88
Fort Providence	27	303	328	805	8.91	8.23	3.35
Fort Resolution	8	254	216	557	3.15	3.70	1.44
Fort Smith	29	1,674	1,714	2,394	1.73	1.69	1.21
Lutsel K'e	1	94	35	417	1.06	2.86	0.24
<b>Sub Total South Slave Region</b>	<b>138</b>	<b>5,472</b>	<b>8,538</b>	<b>8,060</b>	<b>2.52</b>	<b>1.62</b>	<b>1.71</b>

### D - North Slave Region

RCMP Detachment	Number of Collisions	Licensed Drivers [1]	Registered Vehicles [1]	Population (2002 estimate [2])	Collision Rates		
					Collisions/100 Licensed Drivers	Collisions/100 Registered Vehicles	Collisions/100 Population
Rae/Wha Ti	53	1,132	792	2,840	4.68	6.69	1.87
Yellowknife	428	15,222	16,278	18,109	2.81	2.63	2.36
<b>Sub Total North Slave Region</b>	<b>481</b>	<b>16,354</b>	<b>17,070</b>	<b>20,949</b>	<b>2.94</b>	<b>2.82</b>	<b>2.30</b>

<b>Total - All Regions</b>	<b>807</b>	<b>27,748</b>	<b>30,969</b>	<b>41,400</b>	<b>2.91</b>	<b>2.61</b>	<b>1.95</b>
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[1] Number of registered vehicles and licensed drivers are as of December 31, 2002.

[2] 2002 population from NWT Bureau of Statistics July 1 estimate published in "Quarterly Report", June 2003.

## 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
	20.0	7 Jan 2002	Property Damage	Single Vehicle Rollover	0	0
	42.8	5 Aug 2002	Injury	Single Vehicle Rollover	1	0
	48.0	30 Jun 2002	Property Damage	Ran Off Road - Left	0	0
	81.8	22 Dec 2002	Injury	Ran Off Road - Right	2	0
	82.0	2 Mar 2002	Property Damage	Ran Off Road - Right	0	0
	125.5	23 Dec 2002	Property Damage	Collision with Fixed Object	0	0
	144.0	1 Jul 2002	Injury	Ran Off Road - Left	2	0
	173.8	26 Aug 2002	Property Damage	Single Vehicle Rollover	0	0
	182.0	14 Oct 2002	Property Damage	Ran Off Road - Left	0	0
	234.0	25 Oct 2002	Injury	Single Vehicle Rollover	1	0
	271.0	11 Aug 2002	Property Damage	Ran Off Road - Left	0	0
	277.3	25 Sep 2002	Injury	Single Vehicle Rollover	5	0
	311.0	28 Jul 2002	Injury	Single Vehicle Rollover	2	0
	324.5	7 Aug 2002	Property Damage	Animal Strike	0	0
	340.0	17 Jul 2002	Injury	Single Vehicle Rollover	2	0
	343.0	19 Aug 2002	Injury	Single Vehicle Rollover	1	0
	397.0	7 Jun 2002	Injury	Single Vehicle Rollover	1	0
	446.0	17 Aug 2002	Property Damage	Sideswipe - Opposite Direction	0	0
	489.8	27 May 2002	Injury	Ran Off Road - Right	2	0
	572.0	8 Feb 2002	Property Damage	Single Vehicle Rollover	0	0
	684.0	17 Jun 2002	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
	11	10	0	21	19	0

Highway #2 (Hay River)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	5.0	9 Oct 2002	Injury	Single Vehicle Rollover	1	0
	13.8	6 Nov 2002	Property Damage	Single Vehicle Rollover	0	0
	19.5	19 Dec 2002	Property Damage	Single Vehicle Rollover	0	0
	23.0	2 Aug 2002	Property Damage	Animal Strike	0	0
	26.0	16 Jul 2002	Injury	Passing - Left Turn	1	0
	29.0	10 Jun 2002	Injury	Rear End	1	0
	34.0	13 Feb 2002	Property Damage	Ran Off Road - Right	0	0
	35.0	7 Sep 2002	Property Damage	Collision with Fixed Object	0	0
	37.0	13 Dec 2002	Property Damage	Right Angle	0	0
	37.6	21 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	38.8	18 Aug 2002	Property Damage	Rear End	0	0
	40.2	16 Nov 2002	Property Damage	Ran Off Road - Left	0	0
	42.3	8 Nov 2002	Property Damage	Ran Off Road - Right	0	0

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



## Geographic Distribution – Section 11

Highway #3 (Yellowknife)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	17.2	3 Jan 2002	Property Damage	Rear End	0	0
	17.2	4 Jul 2002	Property Damage	Collision with Parked Vehicle	0	0
	23.4	28 Sep 2002	Property Damage	Passing - Left Turn	0	0
	26.4	30 Jun 2002	Injury	Ran Off Road - Left	1	0
	26.9	3 Sep 2002	Property Damage	Animal Strike	0	0
	37.0	3 Dec 2002	Property Damage	Animal Strike	0	0
	39.0	2 Apr 2002	Property Damage	Animal Strike	0	0
	41.0	17 Feb 2002	Injury	Single Vehicle Rollover	1	0
	41.4	4 Mar 2002	Property Damage	Ran Off Road - Left	0	0
	45.9	16 Nov 2002	Injury	Single Vehicle Rollover	1	0
	48.9	6 Feb 2002	Property Damage	Rear End	0	0
	49.0	7 Sep 2002	Property Damage	Animal Strike	0	0
	50.4	2 Sep 2002	Property Damage	Animal Strike	0	0
	63.0	18 Aug 2002	Property Damage	Animal Strike	0	0
	74.0	18 May 2002	Injury	Single Vehicle Rollover	1	0
	82.0	30 Sep 2002	Property Damage	Animal Strike	0	0
	112.0	18 Oct 2002	Property Damage	Animal Strike	0	0
	120.0	4 Dec 2002	Property Damage	Animal Strike	0	0
	124.0	22 Nov 2002	Property Damage	Single Vehicle Rollover	0	0
	131.0	3 Aug 2002	Property Damage	Animal Strike	0	0
	153.0	30 Nov 2002	Fatal	Ran Off Road - Left	1	1
	162.0	23 Dec 2002	Injury	Animal Strike	1	0
	168.0	2 Oct 2002	Injury	Single Vehicle Rollover	1	0
	174.5	17 Dec 2002	Injury	Rear End	1	0
	198.0	17 Aug 2002	Injury	Single Vehicle Rollover	1	0
	203.0	1 Sep 2002	Property Damage	Animal Strike	0	0
	214.0	3 Aug 2002	Injury	Single Vehicle Rollover	1	0
	218.0	9 Aug 2002	Property Damage	Rear End	0	0
	223.0	18 Nov 2002	Property Damage	Animal Strike	0	0
	225.9	13 Jan 2002	Property Damage	Sideswipe - Opposite Direction	0	0
	226.0	20 Oct 2002	Property Damage	Animal Strike	0	0
	238.0	15 Apr 2002	Property Damage	Single Vehicle Rollover	0	0
	247.0	29 Sep 2002	Injury	Ran Off Road - Right	2	0
	248.0	2 Sep 2002	Injury	Single Vehicle Rollover	1	0
	249.6	25 Aug 2002	Injury	Single Vehicle Rollover	1	0
	254.0	29 May 2002	Property Damage	Ran Off Road - Right	0	0
	268.0	26 Dec 2002	Property Damage	Sideswipe - Opposite Direction	0	0
	272.0	2 Nov 2002	Property Damage	Single Vehicle Rollover	0	0
	277.0	20 Nov 2002	Injury	Ran Off Road - Right	1	0
	279.0	22 Nov 2002	Property Damage	Single Vehicle Rollover	0	0
	283.0	9 Jun 2002	Property Damage	Ran Off Road - Left	0	0
	283.0	20 Sep 2002	Property Damage	Single Vehicle Rollover	0	0
	288.0	9 Jul 2002	Injury	Single Vehicle Rollover	2	0
	290.0	18 Jul 2002	Injury	Single Vehicle Rollover	1	0
	293.0	22 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	294.0	16 Jul 2002	Injury	Single Vehicle Rollover	1	0
	308.8	20 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	315.0	22 Feb 2002	Property Damage	Single Vehicle Rollover	0	0
	319.0	2 Jan 2002	Property Damage	Sideswipe - Same Direction	0	0
	319.0	10 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
	322.5	15 Sep 2002	Injury	Single Vehicle Rollover	2	0
	322.6	21 Dec 2002	Property Damage	Ran Off Road - Left	0	0
	322.6	28 Dec 2002	Property Damage	Single Vehicle Rollover	0	0
	325.0	22 Aug 2002	Property Damage	Sideswipe - Same Direction	0	0
	336.4	10 Jan 2002	Injury	Rear End	1	0
	338.4	21 Dec 2002	Injury	Ran Off Road - Right	1	0
	338.8	29 Jul 2002	Property Damage	Rear End	0	0
<b>Summary Highway #3</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>
	37	19	1	57	23	1



## Geographic Distribution – Section 11

Highway #4 (Ingraham Trail)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	0.3	8 Jul 2002	Property Damage	Other Multi-Vehicle Same Direction	0	0
	1.5	19 May 2002	Injury	Rear End	1	0
	4.8	3 Jul 2002	Property Damage	Single Vehicle Rollover	0	0
	5.0	14 Jun 2002	Property Damage	Ran Off Road - Right	0	0
	8.0	12 Oct 2002	Injury	Single Vehicle Rollover	1	0
	9.8	30 Nov 2002	Property Damage	Ran Off Road - Left	0	0
	10.3	11 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
	12.0	30 May 2002	Property Damage	Collision with Fixed Object	0	0
	12.0	1 Sep 2002	Injury	Rear End	2	0
	24.3	1 Jul 2002	Property Damage	Single Vehicle Rollover	0	0
	26.7	23 Nov 2002	Property Damage	Ran Off Road - Right	0	0
	36.0	12 Jan 2002	Property Damage	Ran Off Road - Right	0	0
	49.0	16 Jun 2002	Injury	Ran Off Road - Left	2	0

Summary Highway #4	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	9	4	0	13	6	0

Highway #5 (Fort Smith Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	1.5	1 May 2002	Injury	Single Vehicle Rollover	3	0
	2.5	5 Feb 2002	Property Damage	Ran Off Road - Right	0	0
	2.5	13 Oct 2002	Property Damage	Ran Off Road - Left	0	0
	8.4	19 Nov 2002	Property Damage	Collision with Fixed Object	0	0
	12.0	24 Nov 2002	Property Damage	Sideswipe - Opposite Direction	0	0
	22.0	3 Nov 2002	Injury	Single Vehicle Rollover	2	0
	58.0	19 May 2002	Injury	Single Vehicle Rollover	3	0
	73.0	26 Jan 2002	Property Damage	Ran Off Road - Left	0	0
	100.0	2 May 2002	Property Damage	Collision with Fixed Object	0	0
	131.0	7 Jun 2002	Property Damage	Animal Strike	0	0
	160.0	6 Jul 2002	Injury	Single Vehicle Rollover	1	0
	160.0	29 Nov 2002	Property Damage	Ran Off Road - Left	0	0
	244.3	7 Sep 2002	Property Damage	Passing - Left Turn	0	0
	250.0	15 Mar 2002	Injury	Single Vehicle Rollover	1	0
	254.0	13 Jan 2002	Property Damage	Ran Off Road - Left	0	0
	258.4	27 Feb 2002	Property Damage	Ran Off Road - Left	0	0

Summary Highway #5	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	11	5	0	16	10	0

Highway #6 (Fort Resolution Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	6.0	10 Aug 2002	Injury	Single Vehicle Rollover	1	0
	30.0	25 Aug 2002	Property Damage	Ran Off Road - Left	0	0
	55.0	9 Sep 2002	Injury	Single Vehicle Rollover	2	0
	60.0	30 Dec 2002	Property Damage	Animal Strike	0	0
	70.0	23 Oct 2002	Injury	Single Vehicle Rollover	1	0

Summary Highway #6	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	2	3	0	5	4	0



## Geographic Distribution – Section 11

Highway #7 (Liard Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	68.0	13 Jul 2002	Injury	Ran Off Road - Right	2	0
	108.0	9 Mar 2002	Property Damage	Ran Off Road - Right	0	0
	128.0	8 Jul 2002	Injury	Single Vehicle Rollover	1	0
	132.0	7 Sep 2002	Property Damage	Single Vehicle Rollover	0	0
	145.0	23 Jul 2002	Property Damage	Single Vehicle Rollover	0	0
	150.3	16 Sep 2002	Property Damage	Collision with Parked Vehicle	0	0
	172.0	18 Oct 2002	Injury	Single Vehicle Rollover	1	0
	237.0	11 Jun 2002	Injury	Single Vehicle Rollover	2	0
	248.5	12 Aug 2002	Property Damage	Single Vehicle Rollover	0	0

Summary Highway #7	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	5	4	0	9	6	0

Highway #8 (Dempster Highway)	On Km	Collision Date	Collision Severity	Collision Configuration	# Persons Injured	# Persons Killed
	11.0	8 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
	16.0	13 Oct 2002	Injury	Single Vehicle Rollover	1	0
	52.3	10 Jul 2002	Injury	Ran Off Road - Left	1	0
	58.2	22 Jun 2002	Injury	Ran Off Road - Left	1	0
	60.0	22 Jun 2002	Property Damage	Single Vehicle Rollover	0	0
	63.0	31 May 2002	Property Damage	Ran Off Road - Right	0	0
	71.9	13 Jul 2002	Property Damage	Single Vehicle Rollover	0	0
	84.5	2 Aug 2002	Injury	Single Vehicle Rollover	8	0
	87.4	31 Aug 2002	Property Damage	Single Vehicle Rollover	0	0
	90.0	4 Jul 2002	Property Damage	Ran Off Road - Right	0	0
	98.0	23 Nov 2002	Property Damage	Animal Strike	0	0
	108.0	26 Jul 2002	Property Damage	Ran Off Road - Left	0	0
	116.0	17 Mar 2002	Property Damage	Ran Off Road - Right	0	0
	123.0	9 Jul 2002	Property Damage	Rear End	0	0
	123.0	21 Dec 2002	Property Damage	Single Vehicle Rollover	0	0
	127.0	19 Jun 2002	Injury	Ran Off Road - Right	1	0
	134.3	27 Jan 2002	Property Damage	Collision with Parked Vehicle	0	0
	173.3	17 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	214.0	13 Aug 2002	Property Damage	Ran Off Road - Right	0	0
	220.9	5 Dec 2002	Property Damage	Ran Off Road - Right	0	0
	242.0	8 Aug 2002	Property Damage	Single Vehicle Rollover	0	0
	249.0	9 Jun 2002	Property Damage	Single Vehicle Rollover	0	0
	256.0	21 Aug 2002	Injury	Single Vehicle Rollover	1	0
	260.0	5 Oct 2002	Property Damage	Single Vehicle Rollover	0	0
	262.3	8 Oct 2002	Injury	Single Vehicle Rollover	2	0
	264.3	4 Oct 2002	Injury	Single Vehicle Rollover	1	0
	266.0	20 Oct 2002	Injury	Ran Off Road - Right	1	0
	266.8	28 Jun 2002	Injury	Single Vehicle Rollover	2	0
	268.3	4 Oct 2002	Property Damage	Left Turn Across Path	0	0
	268.4	1 Apr 2002	Injury	Ran Off Road - Right	1	0
	269.5	11 Sep 2002	Property Damage	Single Vehicle Rollover	0	0
	270.6	31 Aug 2002	Property Damage	Single Vehicle Rollover	0	0

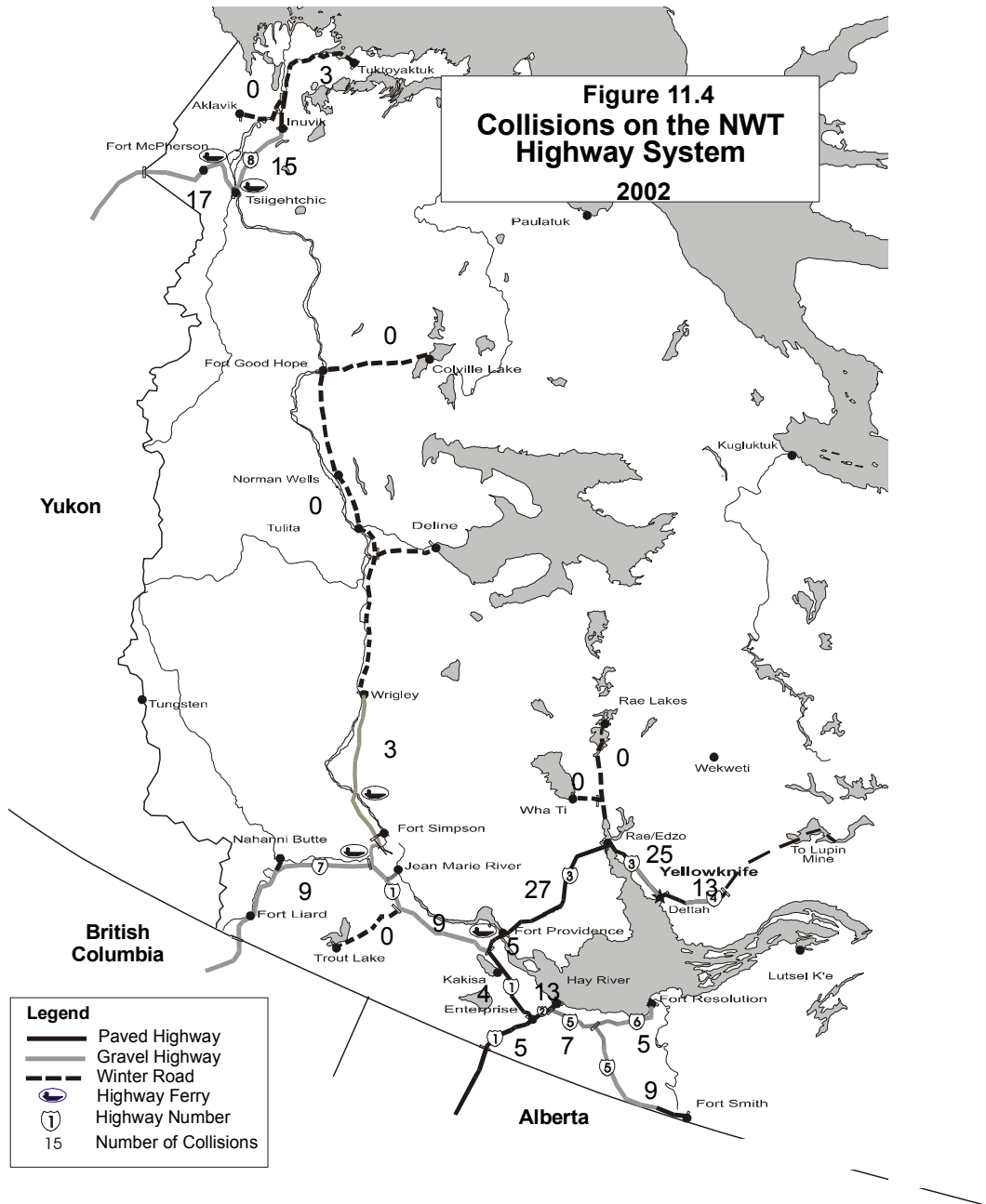
Summary Highway #8	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	21	11	0	32	20	0

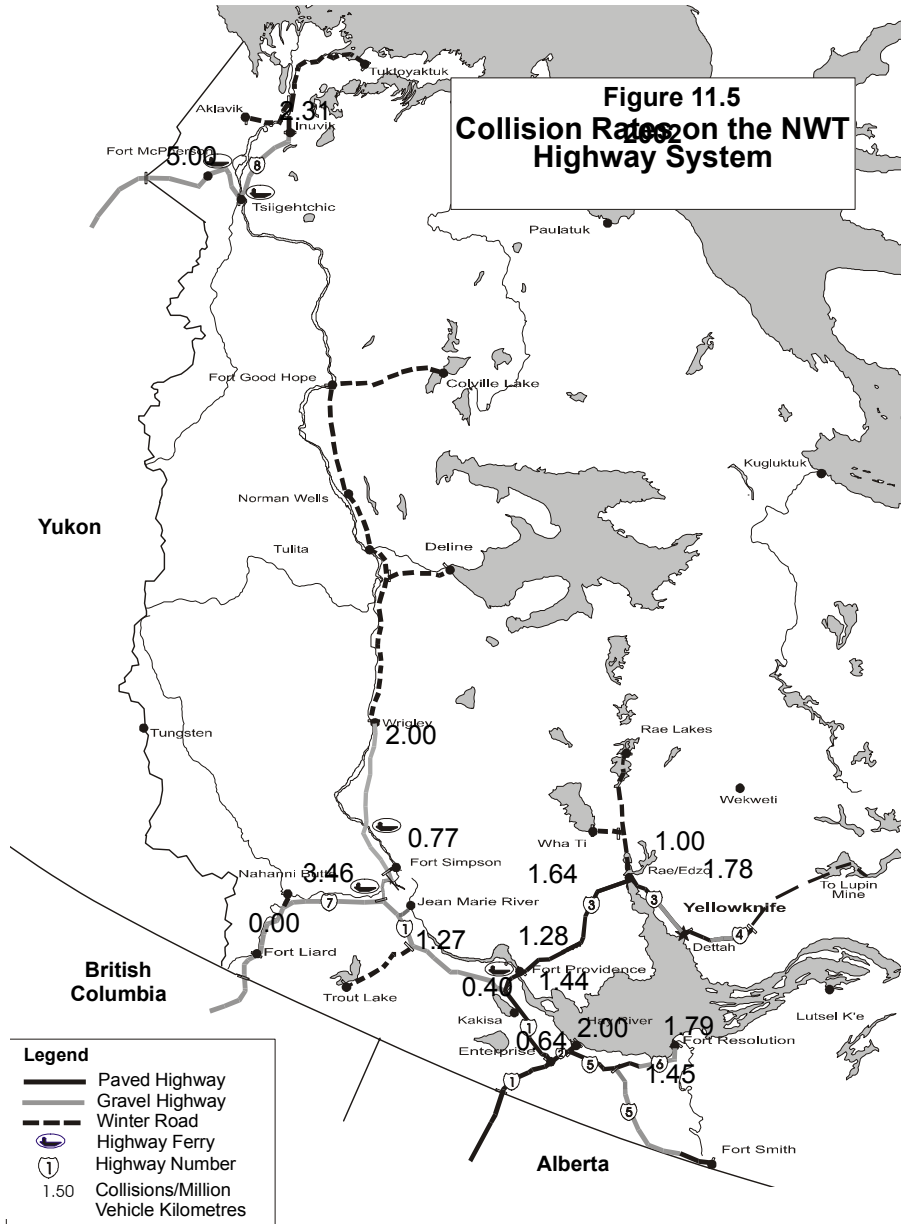
## Geographic Distribution – Section 11

Access and Winter Roads	Collision		Collision		Collision Configuration	# Persons Injured	# Persons Killed
	Date		Severity				
Dettah Access Road	2	Mar 2002	Property Damage		Sideswipe - Opposite Direction	0	0
Dettah Access Road	13	Oct 2002	Property Damage		Single Vehicle Rollover	0	0
Dettah Access Road	24	Nov 2002	Property Damage		Ran Off Road - Right	0	0
Fort Simpson Access Road	23	Nov 2002	Property Damage		Single Vehicle Rollover	0	0
Hay River Reserve Access Road	18	Jan 2002	Injury		Single Vehicle Rollover	1	0
Rae Access Road	23	Jun 2002	Injury		Single Vehicle Rollover	2	0
Rae Access Road	22	Jul 2002	Injury		Single Vehicle Rollover	1	0
Rae Access Road	14	Sep 2002	Property Damage		Single Vehicle Rollover	0	0
Yellowknife Access Road	7	Aug 2002	Property Damage		Collision with Fixed Object	0	0
Aklavik Winter Access Road	20	Feb 2002	Property Damage		Ran Off Road - Right	0	0
Aklavik Winter Access Road	23	Apr 2002	Property Damage		Sideswipe - Opposite Direction	0	0
Dettah Winter Access Road	27	Jan 2002	Property Damage		Ran Off Road - Left	0	0
Dettah Winter Access Road	28	Feb 2002	Property Damage		Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	22	Jan 2002	Property Damage		Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	25	Jan 2002	Property Damage		Single Vehicle Rollover	0	0
Inuvik-Tuktoyaktuk Winter Road	22	Mar 2002	Property Damage		Sideswipe - Opposite Direction	0	0
Nahanni Butte Winter Road	16	Mar 2002	Property Damage		Ran Off Road - Right	0	0
Rae Lakes Winter Access Road	3	Feb 2002	Property Damage		Single Vehicle Rollover	0	0
Rae Lakes Winter Access Road	15	Feb 2002	Injury		Single Vehicle Rollover	3	0
Rae Lakes Winter Access Road	27	Mar 2002	Injury		Single Vehicle Rollover	1	0
Rae Lakes Winter Access Road	11	Apr 2002	Property Damage		Ran Off Road - Left	0	0

Summary Access and Winter Roads	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	16	5	0	21	8	0

Summary All NWT Highways	Property Damage Collisions	Personal Injury Collisions	Fatal Collisions	Total Collisions	Persons Injured	Persons Killed
	122	64	1	187	99	1









## 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 <input type="text"/> OF <input type="text"/>	
1. In <input type="text"/> Community of <input type="text"/> (Give Park, Special Area Etc.) 2. Near <input type="text"/>		31. DIRECTION OF TRAVEL 		REPORT TYPE 1. Original 3. Amendment 2. Continuation 4. Correction		REPORT STATUS 1. Complete 2. Incomplete	
01. On Km <input type="text"/> Of Highway Number <input type="text"/> Or Street/Road/Avenue <input type="text"/> 02. At Intersection With <input type="text"/> Of Highway Number <input type="text"/> Or Street/Road/Avenue <input type="text"/> 03. If Not At Intersection <input type="text"/> metres <input type="text"/> of Street, Highway, Town, Etc. <input type="text"/> N S E W 04. Special Reference <input type="text"/> If Location Can Be Described More Precisely, Enter Here		09. Parked <input type="checkbox"/> 5 <input type="checkbox"/> 10. Other <input type="checkbox"/> 6 <input type="checkbox"/> 11. Unknown <input type="checkbox"/> 7 <input type="checkbox"/>		05. - 08. DATE OF COLLISION yy mm dd <input type="text"/> <input type="text"/> <input type="text"/> U.U. Unknown		13. NO. VEHICLES <input type="text"/> 11. NO. KILLED <input type="text"/>	
14. 01. Hit Moving Object <input type="checkbox"/> 03. Off Road Left <input type="checkbox"/> 05. Rollover on Roadway <input type="checkbox"/> 02. Hit Stationary Object <input type="checkbox"/> 04. Off Road Right <input type="checkbox"/> 06. Other Single Vehicle <input type="checkbox"/>		21. Rear End <input type="checkbox"/> 23. Passing - Left Turn <input type="checkbox"/> 25. Other Multi-Vehicle Same Direction <input type="checkbox"/> 22. Sideswipe Same-Direction <input type="checkbox"/> 24. Passing - Right Turn <input type="checkbox"/> 31. Head-On <input type="checkbox"/>		10. COLLISION SEVERITY 1. Fatal 3. Property Damage 2. Injury U. Unknown		15. HIT AND RUN 1. Yes 2. No	
29. VEH. SEQUENCE # <input type="text"/> 99. Ped. U.U. Unk. <input type="checkbox"/> 30. TOTAL OCCUPANTS <input type="text"/> U.U. Unknown		29. VEH. SEQUENCE # <input type="text"/> 99. Ped. U.U. Unk. <input type="checkbox"/> 30. TOTAL OCCUPANTS <input type="text"/> U.U. Unknown		43. FIRST IMPACT LOCATION 		42. DAMAGE SEVERITY 1. None 2. Minimal 3. Moderate 4. Severe 5. Demolished Q. Other U. Unknown	
LAST NAME <input type="text"/> FIRST NAME(S) <input type="text"/> ADDRESS <input type="text"/> ADDRESS <input type="text"/>		LAST NAME <input type="text"/> FIRST NAME(S) <input type="text"/> ADDRESS <input type="text"/> ADDRESS <input type="text"/>		15. Right Rear Two-Thirds <input type="checkbox"/> 16. Entire Right Side <input type="checkbox"/> 17. Right Side Unspecified <input type="checkbox"/> 18. Undercarriage <input type="checkbox"/> 19. Interior <input type="checkbox"/> 20. Attachment <input type="checkbox"/> 99. No Apparent Damage <input type="checkbox"/> Q. Other U. Unknown <input type="checkbox"/>		44. Right Front Two-Thirds <input type="checkbox"/> 45. Left Front Two-Thirds <input type="checkbox"/> 46. Left Side - Unspecified <input type="checkbox"/> 47. Left Rear Two-Thirds <input type="checkbox"/>	
DATE OF BIRTH <input type="text"/> SEX <input type="text"/> HOME PHONE <input type="text"/> WORK PHONE <input type="text"/> DRIVER'S LICENCE # <input type="text"/> 59. PROV <input type="text"/> 67. Years <input type="text"/> U. Unknown 60. STATE <input type="text"/> 61. CLASS <input type="text"/> 62. License <input type="text"/>		DATE OF BIRTH <input type="text"/> SEX <input type="text"/> HOME PHONE <input type="text"/> WORK PHONE <input type="text"/> DRIVER'S LICENCE # <input type="text"/> 59. PROV <input type="text"/> 67. Years <input type="text"/> U. Unknown 60. STATE <input type="text"/> 61. CLASS <input type="text"/> 62. License <input type="text"/>		51. POSITION 		62. EJECTION REQUIRED 1. Not Ejected 2. Partially Ejected 3. Fully Ejected N. N/A Vehicle Type Q. Other U. Unknown	
58. STATUS <input type="checkbox"/> 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired O. Other N. Not Applicable U. Unknown		58. STATUS <input type="checkbox"/> 1. Valid 2. Incorrect 3. Not Licensed 4. Revoked/Suspended 5. Expired O. Other N. Not Applicable U. Unknown		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 Q. Other U. Unknown		64. MEDICAL TREATMENT REQUIRED 1. Not Injured/Unknown if Injured 2. Minimal 5. Fatal 6. Death - Natural Causes 7. Injured - Extent Unknown	
34. YEAR <input type="text"/> MAKE/MODEL <input type="text"/> LICENCE PLATE # <input type="text"/> EXP <input type="text"/> 32. PROV <input type="text"/> 33. VIN <input type="text"/> U. Unknown		34. YEAR <input type="text"/> MAKE/MODEL <input type="text"/> LICENCE PLATE # <input type="text"/> EXP <input type="text"/> 32. PROV <input type="text"/> 33. VIN <input type="text"/> U. 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 12. Other Device Used 13. No Safety Device Fitted U.U. Unknown		66. PROPER USE 1. Used Correctly 2. Used Incorrectly 3. No Safety Device Fitted N. No Safety Device Used Q. Other U. Unknown	
LAST NAME <input type="text"/> FIRST NAME(S) <input type="text"/> ADDRESS <input type="text"/> SAME AS ABOVE HOME PHONE <input type="text"/> WORK PHONE <input type="text"/> INSURANCE COMPANY <input type="text"/> ADDRESS <input type="text"/> POLICY NUMBER <input type="text"/> EXPIRY DATE <input type="text"/>		LAST NAME <input type="text"/> FIRST NAME(S) <input type="text"/> ADDRESS <input type="text"/> SAME AS ABOVE HOME PHONE <input type="text"/> WORK PHONE <input type="text"/> INSURANCE COMPANY <input type="text"/> ADDRESS <input type="text"/> POLICY NUMBER <input type="text"/> EXPIRY DATE <input type="text"/>		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		NAMES AND ADDRESSES (IF DECEASED ALSO INCLUDE DATE & TIME OF DEATH)	
29. Veh Seq # <input type="text"/> 54. Person Seq # <input type="text"/> 55. Sex <input type="text"/> F. Female M. Male U. Unk. 56. Age <input type="text"/> 00 < 1 Yr. U.U. Unk.		61. Position <input type="text"/> 62. Ejection <input type="text"/> 63. Ejection Location <input type="text"/> 64. Medical Treatment Required <input type="text"/> 65. Safety Equipment <input type="text"/> 66. Proper Use <input type="text"/> 67. Air Bag Deployed <input type="text"/>		68. Other <input type="text"/> 69. Other <input type="text"/> 70. Other <input type="text"/>		71. Other <input type="text"/> 72. Other <input type="text"/> 73. Other <input type="text"/>	
Officer's Signature <input type="text"/> Name <input type="text"/> Rank <input type="text"/> Date Reviewed <input type="text"/>		Name <input type="text"/> Rank <input type="text"/> Date Reviewed <input type="text"/>		Reviewed By: <input type="text"/>		Reviewed By: <input type="text"/>	



# 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"/> 7. Other <input type="checkbox"/> 8. Other <input type="checkbox"/> 9. 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. Ice <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"/> 10. Other <input type="checkbox"/> 11. Unknown <input type="checkbox"/>	11. Urban Transit Bus <input type="checkbox"/> 12. Motorcycle <input type="checkbox"/> 13. Motorcycle - Speed Limited <input type="checkbox"/> 14. Off-Road Vehicle <input type="checkbox"/> 15. Bicycle <input type="checkbox"/> 16. Purpose-Built Motor Home <input type="checkbox"/> 17. Farm Equipment <input type="checkbox"/> 18. Construction Equipment <input type="checkbox"/> 19. Snowmobile <input type="checkbox"/> 20. 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. Disobeyed 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 <input type="checkbox"/> Ped 1 <input type="checkbox"/> 17. Working On Vehicle <input type="checkbox"/> Ped 2 <input type="checkbox"/> 18. Playing On Road <input type="checkbox"/> Ped 2 <input type="checkbox"/> 19. Working On Road <input type="checkbox"/> Ped 3 <input type="checkbox"/> 20. Lying On Road <input type="checkbox"/> Ped 3 <input type="checkbox"/> NN. Not a Pedestrian <input type="checkbox"/> QQ. Other UU, Unknown <input type="checkbox"/> 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"/> <b>DESCRIPTION:</b> 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. Freeze, Rain, Sleet, Hail <input type="checkbox"/> 6. Visibility Limitation (Eg. Fog, Smoke, Dust, Mist) <input type="checkbox"/> 7. Strong Wind <input type="checkbox"/> 8. Other <input type="checkbox"/> 9. 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"/> 7. Other <input type="checkbox"/> 8. 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"/> 13. Fire Response <input type="checkbox"/> 14. Load Spill <input type="checkbox"/> 15. Load Shift <input type="checkbox"/> EVT1 <input type="checkbox"/> 16. Submersion <input type="checkbox"/> 17. Other Non-Collision Event <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. Overtuned, 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"/> EVT1 <input type="checkbox"/> 08. Submersion <input type="checkbox"/> 09. Other Non-Collision Event <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>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"/> 4. Darkness <input type="checkbox"/> 5. 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"/> 7. Other <input type="checkbox"/> 8. 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"/> UU. Unknown <input type="checkbox"/>	<b>44 - 46. VEHICLE EVENTS</b> HIT MOVING OBJECTS: 11. Hit Moving Motor Vehicle <input type="checkbox"/> 12. Hit Pedestrian <input type="checkbox"/> 13. Hit Bicyclist <input type="checkbox"/> EVT2 <input type="checkbox"/> 14. Hit Animal <input type="checkbox"/> 15. Hit Train <input type="checkbox"/> EVT3 <input type="checkbox"/> 19. Hit Another Moving Object <input type="checkbox"/>	<b>50. ENVIRONMENTAL FACTORS</b> 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>53. LOAD STATUS</b> <b>COMMERCIAL VEHICLES</b> 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) (Pedestrian) 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>POLICE COMMENTS</b> PROPOSED ACTION
<b>19. ARTIFICIAL LIGHT CONDITION</b> 1. No Artificial Light <input type="checkbox"/> 2. Artificial Light - On <input type="checkbox"/> 3. Artificial Light - Off <input type="checkbox"/> 4. Unknown <input type="checkbox"/>	<b>27. TRAFFIC CONTROL</b> 01. Traffic Signals - Oper. <input type="checkbox"/> 02. Traffic Signals - Flashing <input type="checkbox"/> 03. Stop Sign <input type="checkbox"/> 04. Yield Sign <input type="checkbox"/> 05. Warning Sign <input type="checkbox"/> 06. Pedestrian Crosswalk <input type="checkbox"/> 07. Police Officer <input type="checkbox"/> 08. School Guard, Flagman <input type="checkbox"/> 09. School Crossing <input type="checkbox"/> 10. Reduced Speed Zone <input type="checkbox"/> 11. No Passing Zone Sign <input type="checkbox"/> 12. Road Markings <input type="checkbox"/> 13. School Bus Stopped/Lights Flashing <input type="checkbox"/> 14. School Bus Stopped/Lights Not Flashing <input type="checkbox"/> 15. Rail Crossing With Signals and/or Gates <input type="checkbox"/> 16. Rail X-ing, Signs Only <input type="checkbox"/> 17. Unspec. Control Device <input type="checkbox"/> 18. No Control Present <input type="checkbox"/> QQ. Other <input type="checkbox"/> UU. 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 <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"/> 6. Other <input type="checkbox"/> 7. Unknown <input type="checkbox"/>	<b>40. VEHICLE SPEED</b> 000. Stopped in Traffic <input type="checkbox"/> NN. 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>60. BLOOD ALCOHOL CONCENTRATION</b> (000-500 BAC (mg%) of Driver) (Pedestrian) 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>POLICE COMMENTS</b> PROPOSED ACTION

## Appendix A3 – Brief Description of Fatal Collisions

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The following is a brief description of the three fatal traffic collisions that took place in the Northwest Territories in 2002, resulting in three fatalities.

<b>RCMP Detachment</b>	<b>Date</b>	<b>Description</b>
Tuktoyaktuk	04-Feb	Tractor-trailer unit struck two pedestrians and parked snowmobile on a privately maintained winter road. One pedestrian was fatally injured while the other pedestrian sustained unspecified injuries. Alcohol involvement unknown.
Tuktoyaktuk	05-Oct	Pickup truck backing out of parking stall struck elderly pedestrian. Pedestrian fatally injured. Alcohol involvement unknown.
Rae	30-Nov	Single vehicle ran off-road collision involving sport utility vehicle near Km 153 on Highway #3. The driver died at the scene while the right front passenger sustained unspecified injuries. Both occupants were fully restrained. Alcohol involvement unknown.