



2023 Saskatchewan **Traffic Collisions Report**



2023 QUICK FACTS

(2023 compared to 2022)

	2022	2023	% CHANGE
Property Damage Only Collisions	25,593	24,120	-5.8
Personal Injury Collisions	4,302	4,034	-6.2
Fatal Collisions	89	84	-5.6
Total Reported Collisions	29,984	28,238	-5.8
-----	-----	-----	-----
Number of Deaths	104	92	-11.5
Number of Injuries	5,745	5,392	-6.1
-----	-----	-----	-----
Provincial Highway Collisions	9,624	9,033	-6.1
Rural Road Collisions	3,152	2,961	-6.1
Urban Street Collisions	16,690	15,739	-5.7
Other Locations	518	505	-2.5
-----	-----	-----	-----
Registered Vehicles	947,825	960,689	1.4
Licensed Vehicle Operators	843,350	852,322	1.1
Saskatchewan Population	1,188,338	1,225,493	3.1
-----	-----	-----	-----
Collisions Per 100 Licensed Operators	3.56	3.31	-6.8
Collisions Per 100 Registered Vehicles	3.16	2.94	-7.1
Collisions Per 100 Population	2.52	2.30	-8.7
-----	-----	-----	-----
Casualty Collisions Per 100 Licensed Operators	0.52	0.48	-7.7
Casualty Collisions Per 100 Registered Vehicles	0.46	0.43	-6.5
Casualty Collisions Per 100 Population	0.37	0.34	-8.1

Disclaimer:

Due to differences in reporting definitions and dates, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed \$5,000 or personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

Effective Jan. 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.



2260 11th Avenue
Regina, SK, Canada S4P 0J9

Letter of Transmittal

October 2024

To: Saskatchewan's Traffic Safety Community

Subject: Transmittal of 2023 Traffic Collision Statistical Report

Dear Traffic Safety Stakeholders,

I am pleased to present the Traffic Collision Statistical Report, compiled by Saskatchewan Government Insurance (SGI), covering the calendar year of 2023. This report represents the outcome of our team's thorough analysis and documentation of traffic collisions throughout the province during this period.

The report's primary aim is to comprehensively assess traffic incidents, their underlying causes, and emerging trends. It is designed to be a critical resource for Saskatchewan's traffic safety community in evaluating current road safety conditions, identifying potential risk areas, and developing informed strategies to enhance traffic safety across the province.

We are confident that the data and insights contained in this report will lay the groundwork for continued collaboration between SGI and the traffic safety community. Together, we can work towards the shared goal of reducing both the frequency and severity of traffic collisions in Saskatchewan. I want to sincerely thank the Traffic Safety Program Evaluation team at SGI for their dedication in producing this report.

Should you have any questions or require further information, please get in touch with Maggie Zhang at 306-751-3765 or via email at mzhang@sgi.sk.ca.

Thank you for your ongoing commitment to road safety. With our shared goal of reducing traffic collisions, we look forward to working alongside you to create safer roads for everyone.

A handwritten signature in blue ink, appearing to read 'George Eguakun', with a horizontal line underneath.

George Eguakun, MScEng, MBA
Director, Traffic Safety Program Evaluation
SGI

Preface

The Traffic Accident Information System (TAIS) compiles information on traffic collisions occurring on Saskatchewan roads. Collisions involving bodily injury or death, a hit and run, an out-of-province vehicle, an unregistered vehicle, an impaired operator and collisions where vehicles have to be towed are reported through police agencies. A Motor Vehicle Accident (MVA) form is completed in accordance with Section 253 of *The Traffic Safety Act* and forwarded to Saskatchewan Government Insurance (SGI). Information on all other types of collisions is collected through SGI's claims reporting process. Both data sources are combined to create TAIS. The collision database and its publications are administered by SGI.

TAIS provides comprehensive collision data to many agencies for the design and evaluation of traffic safety programs. The importance of accurate and timely collision data is evident by such initiatives as Transport Canada's Road Safety Vision 2010. This was a national initiative to make Canada's roads the safest in the world. The strategic objectives of the plan were to raise public awareness of road safety issues; improve communication; co-operation and collaboration among road safety agencies; enhance enforcement measures and improve national road safety data quality and collection.

The compilation of traffic collision information is made possible by the efforts and dedication of law enforcement and SGI staff who investigate, report and record the information on TAIS.

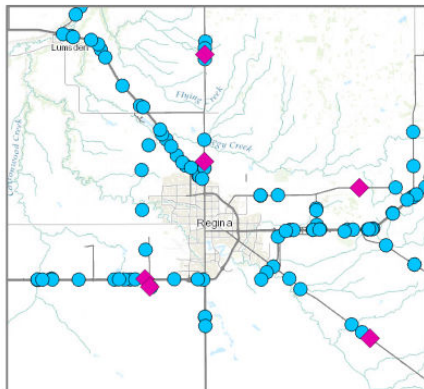
Casualty Collisions (Fatalities & Injuries) On Provincial Highways (2021-2023)



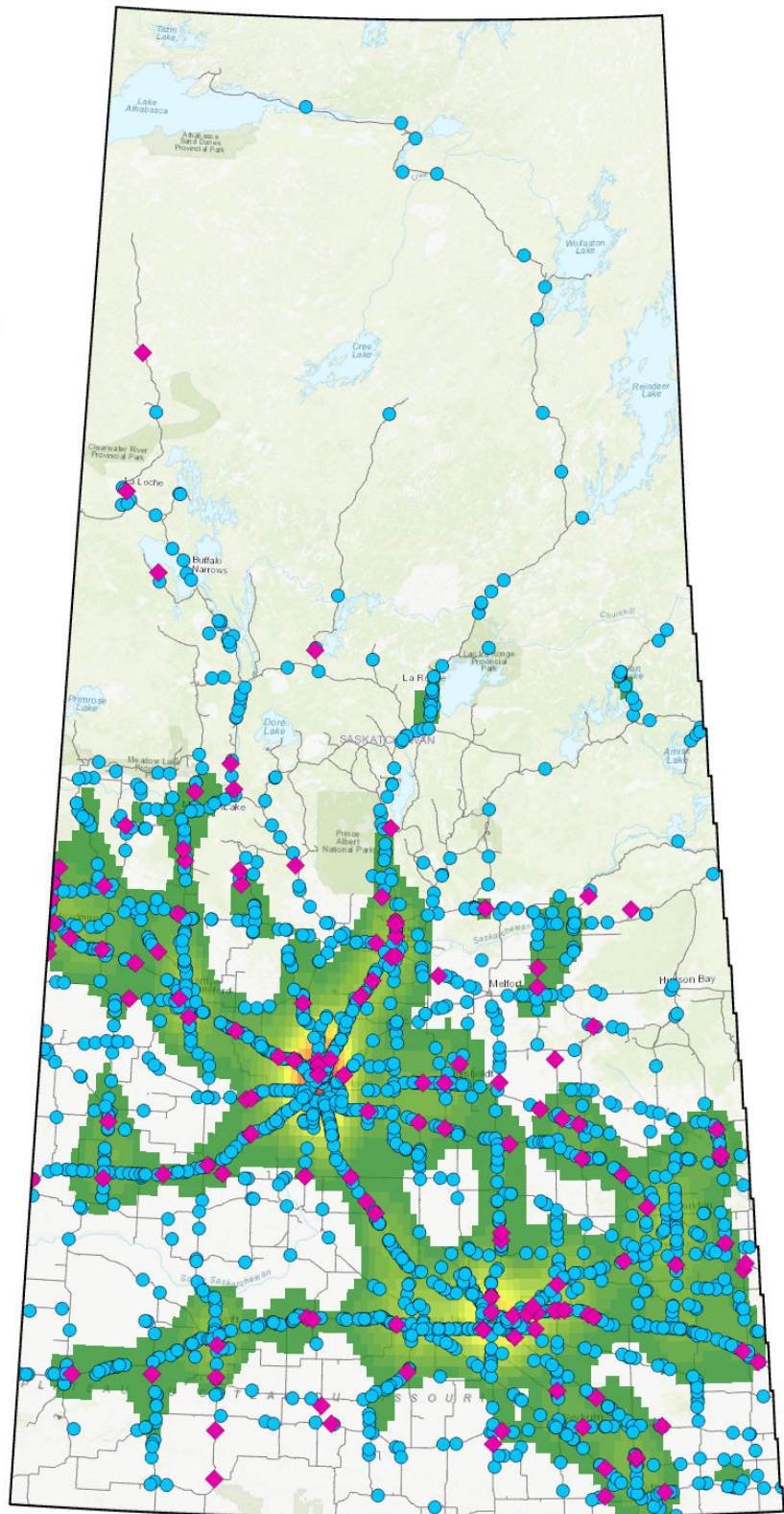
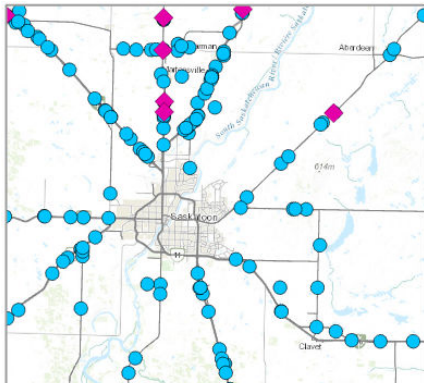
Legend

- ◆ Fatality
 - *2021 - 49 Killed in 45 Fatal Collisions
 - *2022 - 61 Killed in 49 Fatal Collisions
 - *2023 - 52 Killed in 45 Fatal Collisions
- Injuries
 - *2021 - 1,068 Injured in 822 Casualty
 - *2022 - 1,446 Injured in 1,055 Casualty
 - *2023 - 1,251 Injured in 895 Casualty
- Provincial Highways
- Very Low Number of Collisions
- Low Number of Collisions
- Medium Number of Collisions
- High Number of Collisions
- Very High Number of Collisions

Regina Area



Saskatoon Area



Created By: GeoTAIS,
Traffic Safety Program Evaluation
Data: 2021-2023

2023 Summary

The number of fatal collisions decreased 5.6% over the past year, from 89 in 2022 to 84 in 2023.

The number of personal injury collisions decreased 6.2% over the past year, from 4,302 in 2022 to 4,034 in 2023.

The highest number of fatal collisions occurred in September and October followed by June, then December. The highest number of injury collisions occurred in November, January and October.

Friday was the most collision-prone day of the week.

The most collision-prone period of time was the afternoon rush hour from 3 to 7 p.m.

Collision rates were highest among drivers between the ages of 17 to 20.

Alcohol/drug impairment and road condition (surface or structure) were the most frequently identified human condition/action factors contributing to fatal collisions in Saskatchewan in 2023. Thirty-two per cent of fatal collisions and 5% of injury collisions involved a drinking/drugged driver.

Intersections are where 26% of fatal collisions and 65% of personal injury collisions occurred.

Thirty-one per cent of pedestrians killed in traffic collisions in 2023 had consumed alcohol prior to the collisions.

Section 1	Historical Trends	1
Figure	1.1 Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
	1.2 Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
	1.3 Trends in Collision Rates for Provincial Highways and Rural Roads	4
	1.4 Trends in Total Victims by Road System	4
	1.5 Trends in Property Damage Only Collisions	5
	1.6 Trends in Personal Injury Collisions	5
	1.7 Trends in Fatal Collisions	6
	1.8 Trends in All Reported Collisions	6
Table	1.1 Property Damage Only Collisions by Month and Year	7
	1.2 Total Injuries by Month and Year	7
	1.3 Total Deaths by Month and Year	8
	1.4 Total Collisions by Month and Year	8
Section 2	Time of Occurrence	9
Figure	2.1 Persons Injured by Month of Occurrence	11
	2.2 Persons Killed by Month of Occurrence	11
	2.3 Collisions and Victims by Month of Occurrence	11
	2.4 Provincial Highway Collisions and Travel by Time of Day	12
	2.5 Provincial Highway Collisions and Travel by Day of Week	12
Table	2.1 Collisions and Victims by Month of Occurrence	11
	2.2 Collisions During Holiday Periods	11
	2.3 Collisions on All Roads by Time of Day and Day of Week	12
Section 3	Major Contributing Factors	13
Figure	3.0 Distracted Driving Collision Map	15
	3.1 Major Contributing Factors by Collision Severity	17
	3.2 Major Contributing Factors in Collisions by Road System	20
Table	3.1 Top 10 Contributing Factors in Fatal Collisions During 2023	14
	3.2 All Major Contributing Factors in Fatal Collisions	16
	3.3 Count of Human Condition Factors by Severity of Collision	17
	3.4 Count of Human Action Factors by Severity of Collision	17
	3.5 Count of Vehicle Condition Factors by Severity of Collision	18
	3.6 Count of Environmental Condition Factors by Severity of Collision	18
	3.7 Count of Human Condition Factors by Road System	19
	3.8 Count of Human Action Factors by Road System	19
	3.9 Count of Vehicle Condition Factors by Road System	19
	3.10 Count of Environmental Condition Factors by Road System	20
Section 4	Environmental Factors	21
Figure	4.1 Collisions by Road Surface Condition	23
	4.2 Collisions by Light Condition	23
	4.3 Collisions by Weather Condition	23
Table	4.1 Collisions by Road Surface Condition and Severity	23
	4.2 Collisions by Light Condition and Severity	23
	4.3 Collisions by Weather Condition and Severity	23
	4.4 Intersection-Related Collisions by Severity	24
	4.5 Non-Intersection-Related Collisions by Severity	24
	4.6 Collisions by Configuration and Severity	25
	4.7 Collisions by Configuration and Road System	25

	4.8	Vehicles in Collisions by Roadway Alignment and Severity	26
	4.9	Collision Events by Severity of Collision	26
	4.10	Collision Events by Road System	27
	4.11	Vehicles in Collisions by Road Characteristics and Severity	27
Section 5		Driver Factors	28
Figure	5.1	Drivers in Collisions and Relative Risk by Driver Age	31
	5.2	Convictions and Collisions by Age Group	40
Table	5.1	Licensed Drivers and Drivers in Collisions by Driver Age	30
	5.2	Licensed Drivers by Age, Gender and Year	32
	5.3	Drivers in Collisions by Age, Gender and Year	33
	5.4	Drivers in Collisions by Age, Collision Severity and Year	33
	5.5	Number of Charges Resulting from Collisions by Severity of Collision	34
	5.6	Number of Occurrences of Human Action by Age	34
	5.7	Number of Charges Resulting from Collisions by Age	35
	5.8	Number of Occurrences of Human Condition by Age	35
	5.9	Number of Drivers Involved in Collisions by Licence Class and Age	36
	5.10	Number of Drivers Involved in Collisions by Year and Age	36
	5.11	Traffic Convictions	37
	5.12	Criminal Code Convictions	39
	5.13	Convictions, Licensed Drivers and Drivers in Collisions by Age	40
Section 6		Vehicle Factors	41
Table	6.1	Number of Vehicles in Collisions by Vehicle Type and Severity	43
	6.2	Number of Vehicles in Collisions by Vehicle Type and Road System	43
	6.3	Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer	44
	6.4	Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity	44
	6.5	Collisions Involving Dangerous Goods	45
	6.6	Truck Collisions by Year	45
	6.7	Trucks Involved in Collisions by Truck Type	45
	6.8	Motorcycle/Moped/Power Bicycle Collisions by Year	46
	6.9	Vehicle Registrations (Insured Years)	46
Section 7		Victims and Safety Restraints	47
Figure	7.1	Fatalities Classification	49
	7.2	Injuries Classification	49
	7.3	Severity of Injury by Safety Restraint Use	51
Table	7.1	Victims Injured by Road User Class and Age Group	50
	7.2	Victims Killed by Road User Class and Age Group	50
	7.3	Victims Injured or Killed by Road User Class and Gender	50
	7.4	Vehicle Occupants by Injury Class and Safety Restraints Used	51
	7.5	Vehicle Occupants by Injury Class and Age Group	52
	7.6	Definitions – Injury Classifications and Vehicle Occupants	52
Section 8		Fatal Collisions	53
Table	8.1	Fatal Collisions Summary	55
	8.2	Listing of Fatal Collisions	57
Section 9		Pedestrians	61
Table	9.1	Pedestrians Injured or Killed by Age Group	63
	9.2	Pedestrians Injured or Killed by Action and Age Group	63
	9.3	Pedestrians Injured or Killed by Road System	63
	9.4	Pedestrians Injured or Killed by Time of Day	64

	9.5	Pedestrians Injured or Killed by Month	64
Section 10		Alcohol & Drugs	65
Figure	10.0	Impaired Casualty Collision Map	68
	10.1a	Total Collisions Involving Alcohol/Drugs by Year	69
	10.1b	Total Injury Collisions Involving Alcohol/Drugs by Year	70
	10.1c	Total Fatal Collisions Involving Alcohol/Drugs by Year	70
	10.2a	Per cent of Total Collisions Involving Alcohol/Drugs by Year	71
	10.2b	Per cent of Total Injury Collisions Involving Alcohol/Drugs by Year	72
	10.2c	Per cent of Total Fatal Collisions Involving Alcohol/Drugs by Year	72
	10.3	Alcohol/Drug-Involved Collisions by Month	73
	10.4	Injuries Due to Alcohol/Drug-Involved Collisions by Month	74
	10.5	Deaths Due to Alcohol/Drug-Involved Collisions by Month	75
	10.6	Collisions Involving Alcohol/Drugs by Day of Week	76
	10.7	Collisions Involving Alcohol/Drugs by Time of Day	76
	10.8	Drinking/Drugged Drivers by Driver Age	78
	10.9	Injury Class by Alcohol/Drug Involvement	78
Table	10.1	Collisions and Victims Involving a Drinking/Drugged Driver	69
	10.2	Per cent of Collisions and Victims Involving Alcohol/Drugs by Year	71
	10.3	Alcohol/Drug-Involved Collisions by Month and Year	73
	10.4	Injuries Due to Alcohol/Drug-Involved Collisions by Month and Year	74
	10.5	Deaths Due to Alcohol/Drug-Involved Collisions by Month and Year	75
	10.6	Collisions Involving Pedestrians/Bicyclists That Had Been Drinking/Using Drugs	77
	10.7	Injury Classification of Vehicle Occupants by Alcohol/Drug Involvement	78
	10.8	Drinking/Drugged Drivers by Age, Gender and Severity of Collision	79
	10.9	Drinking/Drugged Drivers in Collisions by Age, Gender and Year	80
	10.10	Drinking/Drugged Drivers in Collisions by Age, Collision Severity and Year	80
Section 11		Traffic Collision Statistics	81
Table	11.1	Traffic Collision Statistics by Highway Control Section	83
	11.2	Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More	108
	11.3	Pedestrian Collisions in Urban Communities with a Population of 5,000 or More	109
	11.4	Bicycle Collisions in Urban Communities with a Population of 5,000 or More	109
	11.5	Alcohol-Involved Collisions in Urban Communities with a Population of 5,000 or More	109
	11.6	Traffic Collision Statistics by Intersection – Three Cities	110
	11.7	Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000	111
	11.8	Traffic Collision Statistics by Rural Municipality	117
Section 12		Other Provinces	124
Figure	12.1	2022 Provincial Casualty Rates per Billion Vehicle Kilometres	128
Table	12.1	Total Collisions and Casualties in Canada	128
	12.2	2000 - 2017 Seatbelt Use in Canada by Province/Territory	128
	12.3	List of Provincial Contacts	129
Appendix			130
Section A	1.1	Collision History on Provincial Highways	131
	1.2	Collision History on Urban Streets	132
	1.3	Collision History on Rural Roads	133
	1.4	Collision History on Other Roads	134

A 1.5	Collision History on Rural and Other Roads Combined	135
A 1.6	Collision History on All Provincial Roads	136
A 1.7	Collision History Rates – All Provincial Roads	137
A 2	Saskatchewan Motor Vehicle Accident (MVA) Report Form	138
A 3.1	Saskatchewan MVA Report Form Template – Front	139
A 3.2	Saskatchewan MVA Report Form Template – Back	140
A 4	Speed Related Casualty Collisions Map	144

Glossary		141
-----------------	--	------------

Historical Trends

Contents:

		Page	
Figure	1.1	Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
	1.2	Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
	1.3	Trends in Collision Rates for Provincial Highways and Rural Roads	4
	1.4	Trends in Total Victims by Road System	4
	1.5	Trends in Property Damage Only Collisions	5
	1.6	Trends in Personal Injury Collisions	5
	1.7	Trends in Fatal Collisions	6
	1.8	Trends in All Reported Collisions	6
Table	1.1	Property Damage Only Collisions by Month and Year	7
	1.2	Total Injuries by Month and Year	7
	1.3	Total Deaths by Month and Year	8
	1.4	Total Collisions by Month and Year	8

Historical Trends

This section illustrates the 35-year history of collisions, victims, licensed drivers and vehicles in Saskatchewan.

The Traffic Accident Information System (TAIS) was streamlined in 2002, so that only collisions involving bodily injury, death, a hit and run, an out-of-province vehicle, an unregistered vehicle, or an impaired operator are included. It is important to look at reporting definitions when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only collisions during the years 1993 and 2010. The continued reduction in police resources available for traffic enforcement also affects the number of property damage only collisions being reported. This is especially true for reporting wildlife collisions. In 1996, a change was made so only vehicles that need to be towed are reported to the police. Information on all other types of collisions that meet the reporting criteria for TAIS are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high-priority issues.

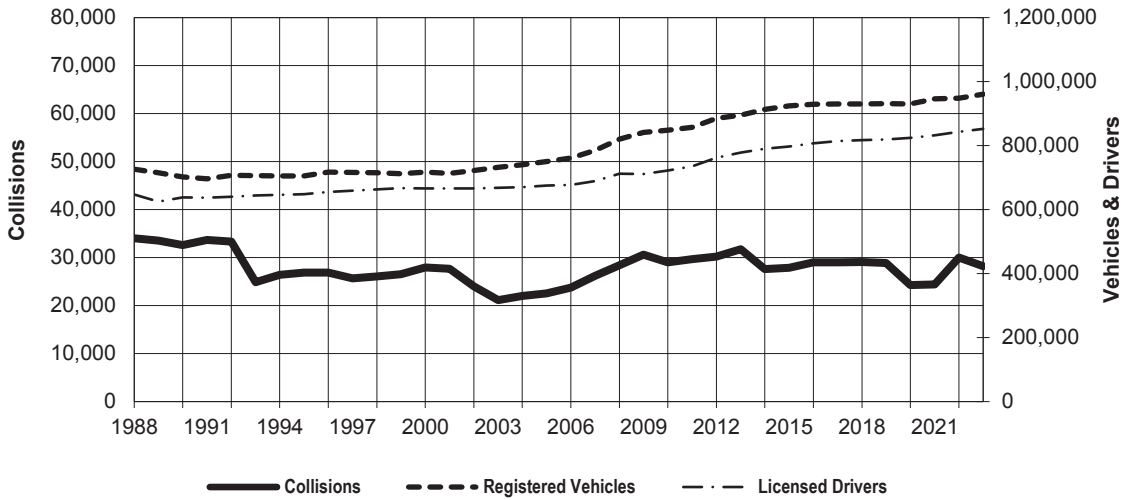
In 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a 40-50% decrease of property damage only collisions that are entered into TAIS. See the disclaimer on the back of the front cover.

Trends in crashes resulting in fatalities and injuries have shown a steady decline since 1988. The five-year averages for fatal and injury crashes are now 79 and 3,526 respectively, compared to 147 and 5,471 between 1988 and 1992. All collisions showed an upward trend due to the streamlining of the reporting process in August 2002. Data for recent years exhibit a steady count of total collisions in the province. The number of vehicles and licensed drivers have been increasing since 2005.

A complete listing of all the numbers used in the charts and changes in definitions can be found in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



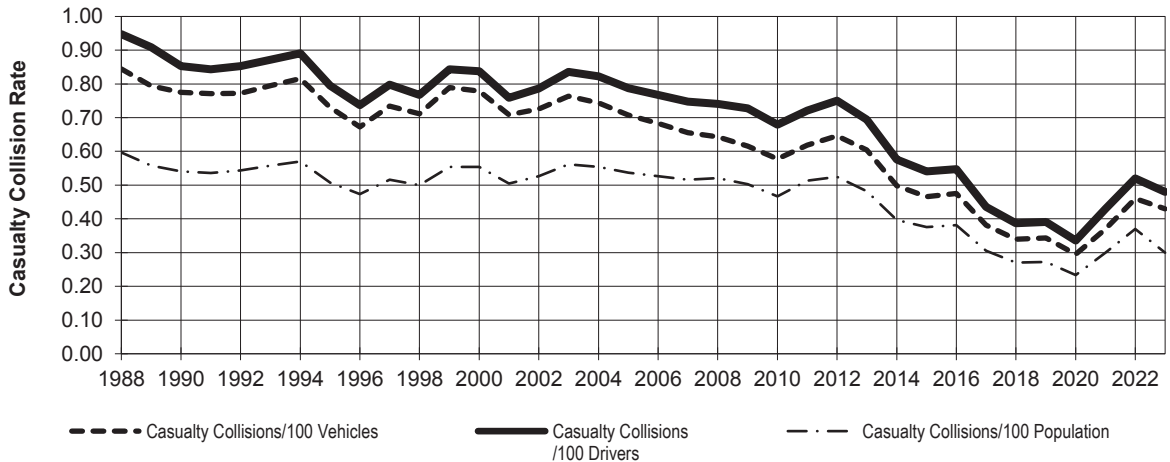
Three-Year Summary

	2021	2022	2023	% Change
Registered Vehicles	946,366	947,825	960,689	1.36
Licensed Drivers	832,322	843,350	852,322	1.06
Total Collisions	24,387	29,984	28,238	-5.82

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2



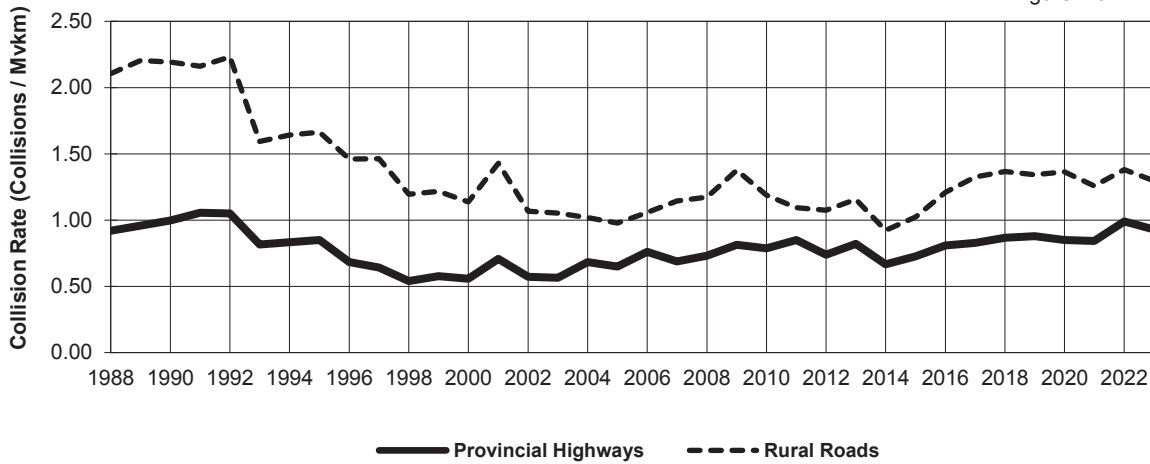
Three-Year Summary

	2021	2022	2023	% Change
Casualty Collisions / 100 Registered Vehicles	0.37	0.46	0.43	-6.52
Casualty Collisions / 100 Licensed Drivers	0.43	0.52	0.48	-7.69
Casualty Collisions / 100 Population	0.30	0.37	0.34	-8.11

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Collision Rates (Collisions/MvKm) For Provincial Highways and Rural Roads

Figure 1.3



Three-Year Summary By Road System

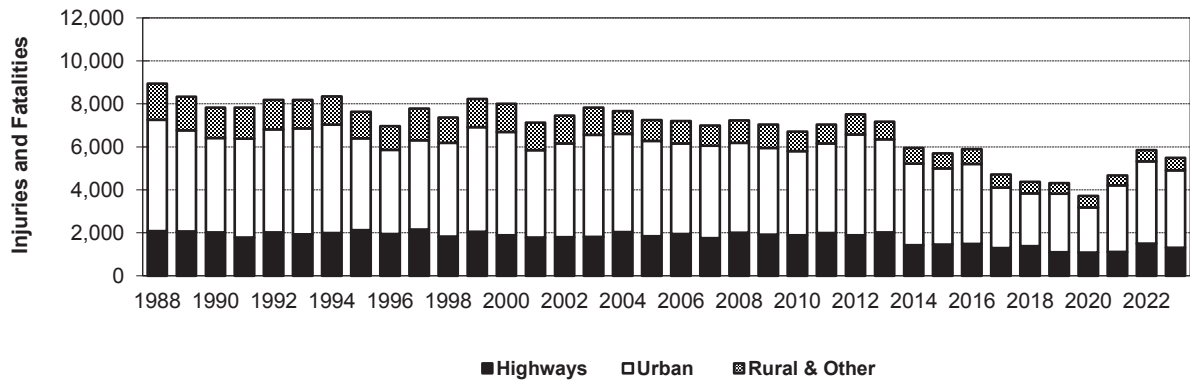
Collisions per Million Vehicle Kms

	2021	2022	2023	% Change
Provincial Highways	0.84	0.99	0.93	-6.15
Rural Roads	1.26	1.38	1.30	-6.10

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Total Victims by Road System

Figure 1.4



Three-Year Summary by Road System

Personal Injuries

	2021	2022	2023	% Change
Provincial Highways	1,068	1,439	1,249	-13.20
Urban Streets	3,079	3,799	3,588	-5.55
Rural Roads	294	353	411	16.43
Other Roads	141	154	144	-6.49
Total Roads	4,582	5,745	5,392	-6.14

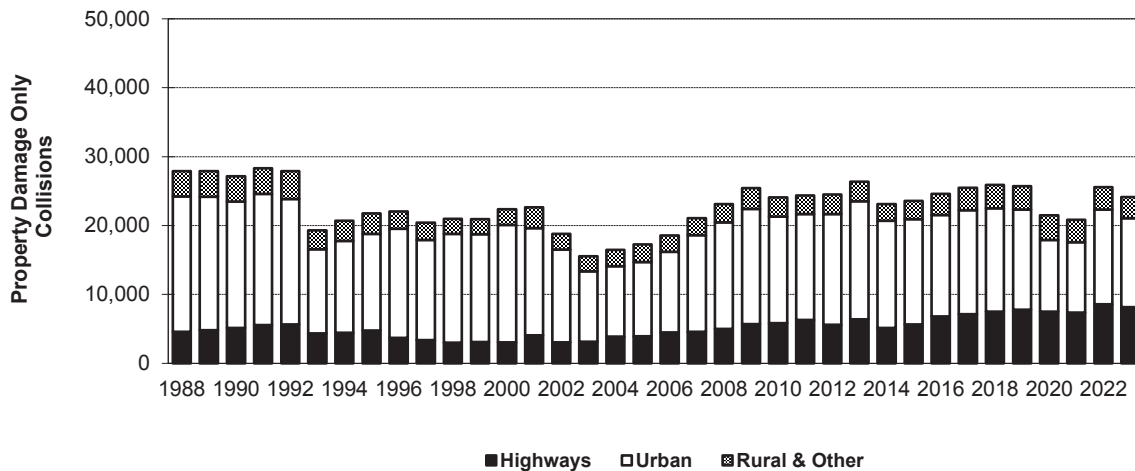
Fatalities

	2021	2022	2023	% Change
Provincial Highways	49	61	52	-14.75
Urban Streets	17	22	16	-27.27
Rural Roads	12	13	15	15.38
Other Roads	9	8	9	12.50
Total Roads	87	104	92	-11.54

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Property Damage Only Collisions

Figure 1.5



Three-Year Summary by Road System

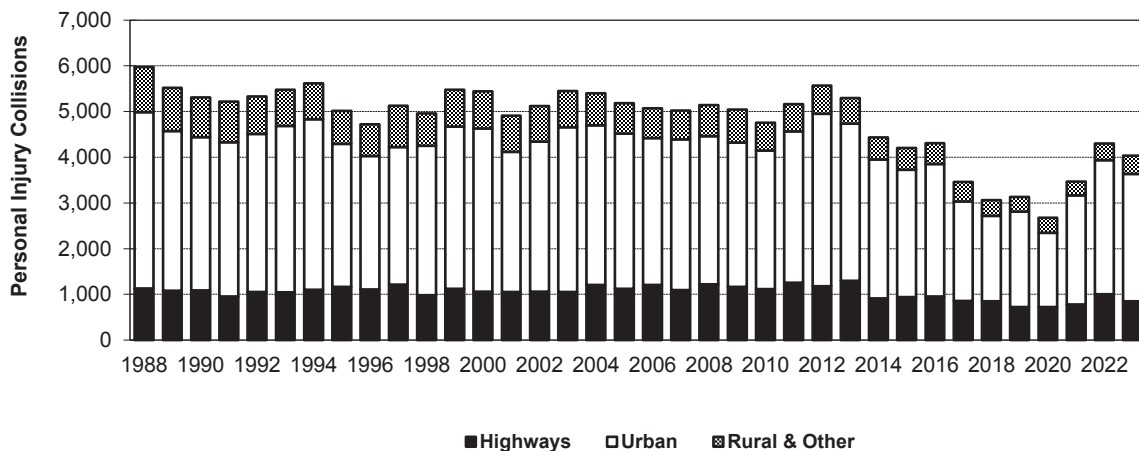
Property Damage Collisions

	2021	2022	2023	% Change
Provincial Highways	7,380	8,573	8,139	-5.06
Urban Streets	10,194	13,734	12,936	-5.81
Rural Roads	2,659	2,873	2,654	-7.62
Other Roads	607	413	391	-5.33
Total Roads	20,840	25,593	24,120	-5.76

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Personal Injury Collisions

Figure 1.6



Three-Year Summary by Road System

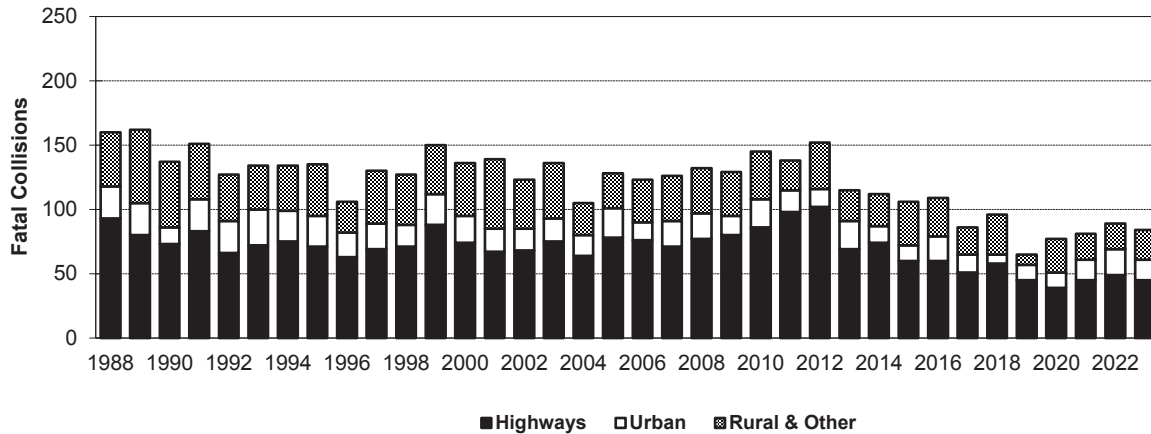
Personal Injury Collisions

	2021	2022	2023	% Change
Provincial Highways	777	1,002	849	-15.27
Urban Streets	2,392	2,936	2,787	-5.07
Rural Roads	202	267	292	9.36
Other Roads	95	97	106	9.28
Total Roads	3,466	4,302	4,034	-6.23

See Appendix sections A1.1 to A1.7 for additional details.

Trends in Fatal Collisions

Figure 1.7



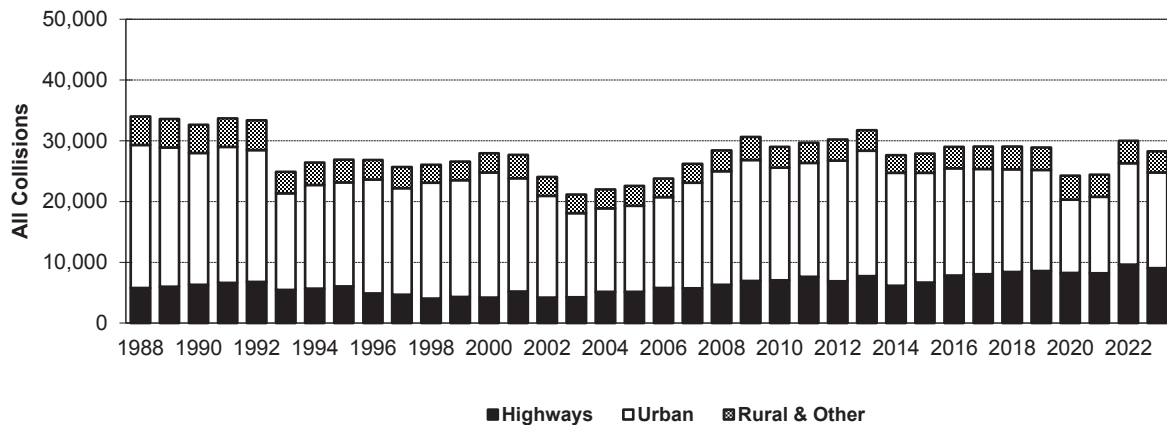
Three-Year Summary by Road System

	Fatal Collisions			
	2021	2022	2023	% Change
Provincial Highways	45	49	45	-8.16
Urban Streets	16	20	16	-20.00
Rural Roads	12	12	15	25.00
Other Roads	8	8	8	0.00
Total Roads	81	89	84	-5.62

See Appendix sections A1.1 to A1.7 for additional details.

Trends in All Reported Collisions

Figure 1.8



Three-Year Summary by Road System

	All Collisions			
	2021	2022	2023	% Change
Provincial Highways	8,202	9,624	9,033	-6.14
Urban Streets	12,602	16,690	15,739	-5.70
Rural Roads	2,873	3,152	2,961	-6.06
Other Roads	710	518	505	-2.51
Total Roads	24,387	29,984	28,238	-5.82

See Appendix sections A1.1 to A1.7 for additional details.

Property Damage Only Collisions by Month and Year

Table 1.1

Month	2018	2019	2020	2021	2022	Average	2023	% Change
						2020-2022		from 3yr Avg
January	2,550	2,501	2,806	2,098	2,729	2,544	2,801	10.1
February	2,280	2,957	1,590	1,643	2,170	1,801	2,083	15.7
March	2,254	1,733	1,412	1,544	1,982	1,646	1,905	15.7
April	1,586	1,476	910	1,091	1,505	1,169	1,780	52.3
May	1,555	1,647	1,159	1,278	1,436	1,291	1,483	14.9
June	1,897	1,799	1,469	1,626	1,750	1,615	1,681	4.1
July	1,663	1,869	1,643	1,555	1,745	1,648	1,465	-11.1
August	1,771	1,663	1,555	1,551	1,607	1,571	1,619	3.1
September	1,883	1,763	1,861	1,637	1,854	1,784	1,909	7.0
October	2,306	2,329	2,267	1,748	2,292	2,102	2,488	18.3
November	3,532	3,032	2,717	2,445	2,993	2,718	2,608	-4.1
December	2,608	2,924	2,098	2,624	3,530	2,751	2,298	-16.5
Totals	25,885	25,693	21,487	20,840	25,593	22,640	24,120	6.5

Total Injuries by Month and Year

Table 1.2

Month	2018	2019	2020	2021	2022	Average	2023	% Change
						2020-2022		from 3yr Avg
January	328	356	373	320	654	449	479	6.7
February	331	339	239	237	460	312	406	30.1
March	329	263	252	300	470	341	421	23.6
April	262	279	122	242	320	228	367	61.0
May	356	299	184	337	372	298	419	40.8
June	335	319	237	398	467	367	481	30.9
July	341	461	294	377	487	386	399	3.4
August	387	353	353	438	503	431	432	0.2
September	366	327	395	465	437	432	470	8.7
October	406	540	451	465	452	456	486	6.6
November	416	333	386	433	529	449	552	22.8
December	388	375	341	570	594	502	480	-4.3
Totals	4,245	4,244	3,627	4,582	5,745	4,651	5,392	15.9

Total Deaths by Month and Year

Table 1.3

Month	2018	2019	2020	2021	2022	Average 2020-2022	2023	% Change from 3yr Avg
January	6	3	4	5	5	5	4	-14.3
February	6	3	2	5	2	3	4	33.3
March	9	4	5	7	5	6	2	-64.7
April	21	6	7	3	8	6	3	-50.0
May	9	6	3	5	6	5	6	28.6
June	18	6	12	4	13	10	10	3.4
July	13	7	6	10	18	11	9	-20.6
August	1	4	13	14	12	13	6	-53.8
September	11	11	12	13	6	10	13	25.8
October	13	9	7	10	12	10	17	75.9
November	11	9	7	6	11	8	8	0.0
December	11	3	8	5	6	6	10	57.9
Totals	129	71	86	87	104	92	92	-0.4

Total Collisions by Month and Year

Table 1.4

Month	2018	2019	2020	2021	2022	Average 2020-2022	2023	% Change from 3yr Avg
January	2,794	2,781	3,108	2,361	3,226	2,898	3,182	9.8
February	2,532	3,226	1,778	1,835	2,527	2,047	2,396	17.1
March	2,515	1,923	1,590	1,751	2,347	1,896	2,234	17.8
April	1,771	1,674	1,010	1,276	1,749	1,345	2,065	53.5
May	1,811	1,887	1,295	1,531	1,718	1,515	1,802	19.0
June	2,143	2,042	1,648	1,938	2,090	1,892	2,039	7.8
July	1,925	2,205	1,865	1,838	2,105	1,936	1,755	-9.3
August	2,063	1,912	1,826	1,889	1,985	1,900	1,952	2.7
September	2,131	2,005	2,152	2,001	2,195	2,116	2,269	7.2
October	2,611	2,737	2,607	2,100	2,653	2,453	2,872	17.1
November	3,846	3,282	3,013	2,799	3,391	3,068	3,008	-1.9
December	2,903	3,219	2,363	3,068	3,998	3,143	2,664	-15.2
Totals	29,045	28,893	24,255	24,387	29,984	26,209	28,238	7.7

Time of Occurrence

Contents:

			Page
Figure	2.1	Persons Injured by Month of Occurrence	11
	2.2	Persons Killed by Month of Occurrence	11
	2.3	Collisions and Victims by Month of Occurrence	11
	2.4	Provincial Highway Collisions and Travel by Time of Day	12
	2.5	Provincial Highway Collisions and Travel by Day of Week	12
Table	2.1	Collisions and Victims by Month of Occurrence	11
	2.2	Collisions During Holiday Periods	11
	2.3	Collisions on All Roads by Time of Day and Day of Week	12

Time of Occurrence

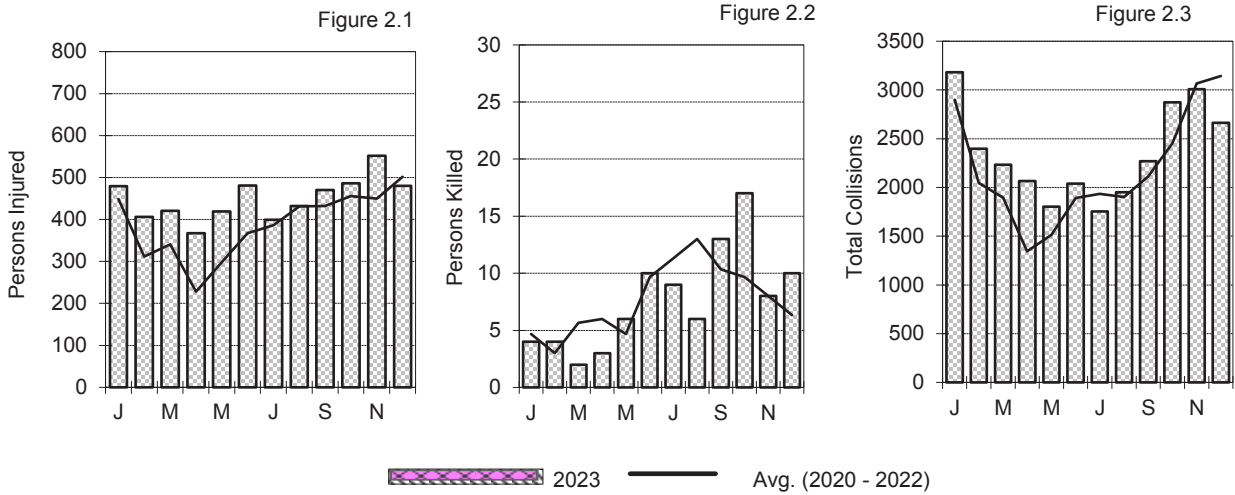
Figures 2.1 to 2.3 show the frequency of 2023 traffic collisions, injuries and deaths compared to a three-year average. Injuries and deaths for 2023 are above the three-year 2020–2022 average. It's not unusual to see more fluctuations in the monthly averages or the smaller numbers, such as deaths, than the larger numbers of total collisions.

Figures 2.4 and 2.5 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a highway collision is highest on Fridays and from 6 p.m. to 8 p.m.

Table 2.2 indicates the number of collisions on public holidays and long weekends throughout the year, as well as during other specific periods of interest.

Table 2.3 indicates the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2023 occurred Fridays between the hours of 5 p.m. and 6 p.m.

Collisions and Victims by Month of Occurrence



Collisions and Victims by Month of Occurrence

Table 2.1

Month	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	2,801	378	3	3,182	479	4
February	2,083	309	4	2,396	406	4
March	1,905	327	2	2,234	421	2
April	1,780	282	3	2,065	367	3
May	1,483	313	6	1,802	419	6
June	1,681	348	10	2,039	481	10
July	1,465	282	8	1,755	399	9
August	1,619	327	6	1,952	432	6
September	1,909	347	13	2,269	470	13
October	2,488	371	13	2,872	486	17
November	2,608	393	7	3,008	552	8
December	2,298	357	9	2,664	480	10
Total	24,120	4,034	84	28,238	5,392	92

Collisions During Holiday Periods

Table 2.2

Holiday Period	Number of Collisions				Number of Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Family Day, Feb. 17 - 20	239	28	1	268	44	1
Imp Driving Awareness, Mar. 20 - 26	407	73	1	481	96	1
Easter, Apr. 7 - 10	197	20	1	218	30	1
Victoria Day, May 19 - 22	183	23	0	206	29	0
Canada Day, Jun. 30 - Jul. 3	201	43	3	247	71	3
Saskatchewan Day, Aug. 4 - 7	192	42	0	234	57	0
Labour Day, Sept. 1 - 4	194	37	1	232	54	1
Thanksgiving Day, Oct. 6 - 9	245	49	3	297	63	4
Remembrance Day, Nov. 10 - 13	271	35	0	306	46	0
Safe Driving Week, Dec. 1 - 7	739	98	5	842	127	5
Christmas Holidays, Dec. 23 - 26	226	24	0	250	31	0
Total	2,855	444	14	3,313	604	15

Figure 2.4

Provincial Highway Collisions and Travel by Time of Day

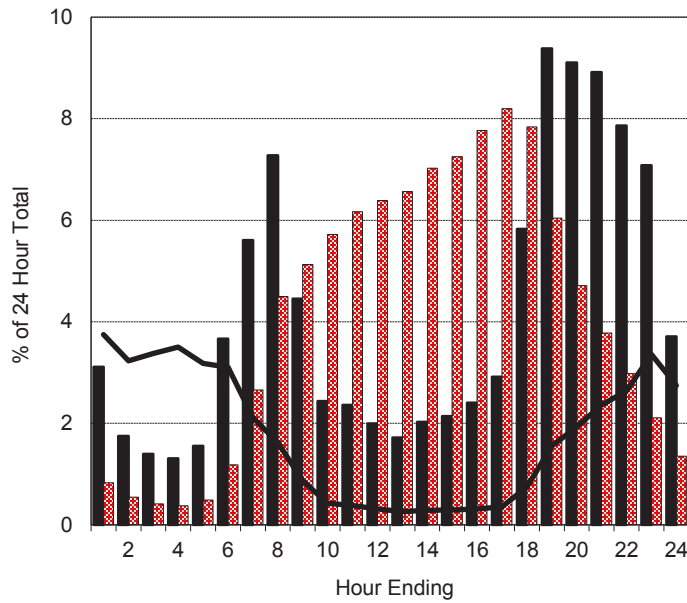
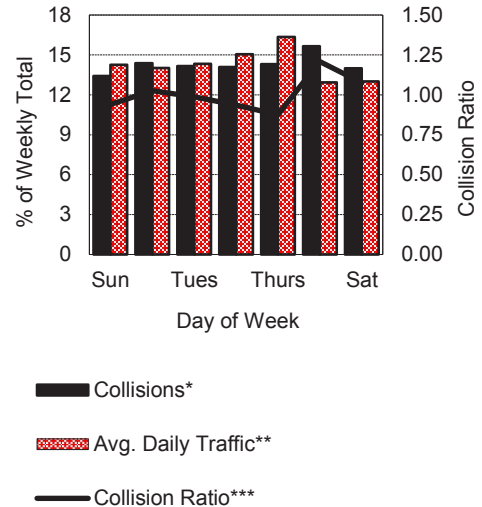


Figure 2.5

Provincial Highway Collisions and Travel by Day of Week



* Collisions on Provincial Highways ** Traffic On Provincial Highways *** Per cent Collisions/Traffic

Collisions on All Roads by Time of Day and Day of Week

Table 2.3

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	107	86	68	89	92	101	124	667	2.4
1 to 2 a.m.	75	38	38	35	57	45	74	362	1.3
2 to 3 a.m.	70	40	21	38	36	39	72	316	1.1
3 to 4 a.m.	63	31	36	29	34	24	62	279	1.0
4 to 5 a.m.	40	47	43	34	43	34	48	289	1.0
5 to 6 a.m.	59	93	82	89	80	75	73	551	2.0
6 to 7 a.m.	74	158	179	171	162	143	69	956	3.4
7 to 8 a.m.	65	284	313	317	292	243	100	1,614	5.7
8 to 9 a.m.	78	282	332	315	294	209	102	1,612	5.7
9 to 10 a.m.	81	167	196	151	182	119	93	989	3.5
10 to 11 a.m.	113	168	178	152	155	154	142	1,062	3.8
11 a.m. to 12 p.m.	129	159	188	161	170	172	171	1,150	4.1
12 to 1 p.m.	146	188	205	211	213	225	185	1,373	4.9
1 to 2 p.m.	147	161	200	181	205	200	164	1,258	4.5
2 to 3 p.m.	179	172	183	196	192	212	172	1,306	4.6
3 to 4 p.m.	169	243	301	298	273	290	176	1,750	6.2
4 to 5 p.m.	167	297	298	302	319	326	190	1,899	6.7
5 to 6 p.m.	174	277	320	338	311	340	209	1,969	7.0
6 to 7 p.m.	256	285	273	286	304	322	268	1,994	7.1
7 to 8 p.m.	245	219	207	262	233	328	237	1,731	6.1
8 to 9 p.m.	243	186	210	227	216	240	270	1,592	5.6
9 to 10 p.m.	228	175	184	193	196	240	262	1,478	5.2
10 to 11 p.m.	166	137	164	176	185	206	217	1,251	4.4
11 p.m. to 12 a.m.	105	84	83	87	106	158	139	762	2.7
Not Stated	3	1	8	3	0	6	7	28	0.1
Total	3,182	3,978	4,310	4,341	4,350	4,451	3,626	28,238	
%	11.3	14.1	15.3	15.4	15.4	15.8	12.8		100

Major Contributing Factors

Contents:

			Page
Figure	3.0	Distracted Driving Collision Map	15
	3.1	Major Contributing Factors by Collision Severity	17
	3.2	Major Contributing Factors in Collisions by Road System	20
Table	3.1	Top 10 Contributory Factors in Fatal Collisions During 2023	14
	3.2	All Major Contributing Factors in Fatal Collisions	16
	3.3	Count of Human Condition Factors by Severity of Collision	17
	3.4	Count of Human Action Factors by Severity of Collision	17
	3.5	Count of Vehicle Condition Factors by Severity of Collision	18
	3.6	Count of Environmental Condition Factors by Severity of Collision	18
	3.7	Count of Human Condition Factors by Road System	19
	3.8	Count of Human Action Factors by Road System	19
	3.9	Count of Vehicle Condition Factors by Road System	19
	3.10	Count of Environmental Condition Factors by Road System	20

Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition and driving environment.

In traffic collisions reported by police agencies, the causal factors are assigned by the investigating officer. Incidents reported through SGI's Claims Services are assigned causal factors only if they are clearly identified in the drivers' statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported in 2023, a total of 50,544 factors contributed to 28,238 collisions. With the exception of Table 3.1, the numbers in the following tables and figures represent the number of occurrences of each factor.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (28.3%) than in all collisions (13.2%). Human condition and human action account for 51.8% of all factors in collisions, as compared to 74.2% of factors in fatal crashes.

Figure 3.2 summarizes the factors by road system. Human factors contribute to 76% of urban collisions, while environmental conditions, mainly animal actions, are more prevalent in rural and highway collisions (70% and 75%).

Top 10 Contributing Factors in Fatal Collisions During 2023

Table 3.1

Driver/Vehicle/Environmental Factors	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
Alcohol-Related ¹	7	10	10	6	33	13.0
Road Condition (Surface or Structure)	3	20	4	3	30	11.8
Taking Evasive Action	2	25	1	1	29	11.4
Fail to Yield/Traffic Control Disregarded	12	7	2	0	21	8.3
Following Too Closely	12	7	2	0	21	8.3
Speed-Related ³	4	9	7	1	21	8.3
Passing or Improper Lane Usage	0	20	1	0	21	8.3
Weather Conditions	0	16	1	0	17	6.7
Driving Wrong Way in One-way Traffic	0	12	0	0	12	4.7
Distracted Driving ²	4	4	0	0	8	3.1

* A collision can have a maximum of four contributing factors for each vehicle involved.

¹ Alcohol-related collisions involve drivers who have been coded as 'Had Been Drinking' or 'Impaired'.

² Speed-related collisions involve drivers who have been coded as 'Driving Too Fast for Road Conditions' or 'Exceeding the Speed Limit'.

Distracted Driving Casualty Collisions On Provincial Highways (2021-2023)



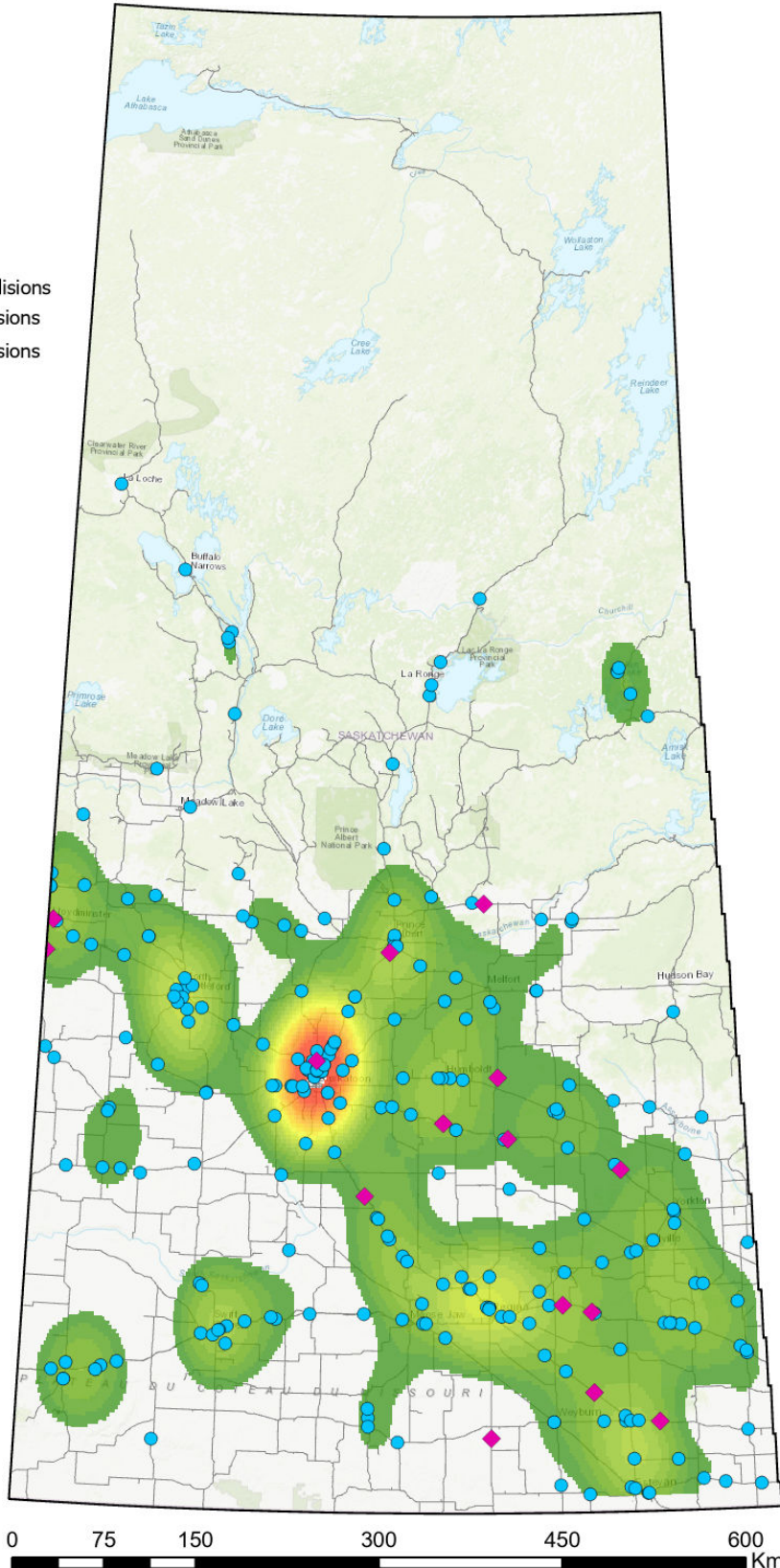
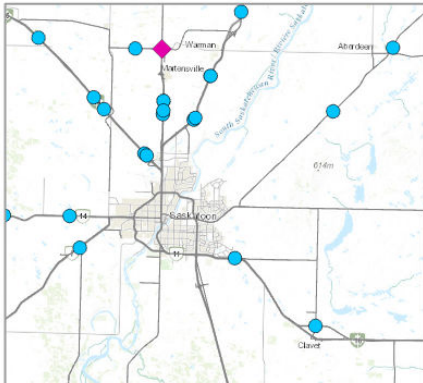
Legend

- ◆ Fatalities
 - *2021 - 10 Killed in 8 Fatal Collisions
 - *2022 - 4 Killed in 4 Fatal Collisions
 - *2023 - 4 Killed in 4 Fatal Collisions
- Injuries
 - *2021 - 162 Injured in 114 Casualty Collisions
 - *2022 - 117 Injured in 83 Casualty Collisions
 - *2023 - 157 Injured in 99 Casualty Collisions
- Provincial Highways
- Very Low Number of Collisions (Dark Green)
- Low Number of Collisions (Light Green)
- Medium Number of Collisions (Yellow)
- High Number of Collisions (Orange)
- Very High Number of Collisions (Red)

Regina Area



Saskatoon Area



Created By: GeoTAIS,
Traffic Safety Program Evaluation
Data: 2021-2023

All Major Contributing Factors in Fatal Collisions

Table 3.2

Driver/Vehicle/Environmental Factors	Urban	Provincial	Rural	Other	Total	% of Total
	Streets	Highways	Roads			
Alcohol-Related ¹	7	10	10	6	33	13.0
Road Condition (Surface or Structure)	3	20	4	3	30	11.8
Taking Evasive Action	2	25	1	1	29	11.4
Fail to Yield/Traffic Control Disregarded	12	7	2	0	21	8.3
Following Too Closely	12	7	2	0	21	8.3
Speed-Related ³	4	9	7	1	21	8.3
Passing or Improper Lane Usage	0	20	1	0	21	8.3
Weather Conditions	0	16	1	0	17	6.7
Driving Wrong Way in One-way Traffic	0	12	0	0	12	4.7
Distracted Driving ²	4	4	0	0	8	3.1
Pedestrian Action Contributed	2	3	0	3	8	3.1
Driver Inexperience/Confusion	1	6	1	0	8	3.1
View from Vehicle Obstructed	2	3	2	0	7	2.8
View Obstructed/Limited	0	4	0	1	5	2.0
Drugs (Prescription or Illegal)	0	0	3	0	3	1.2
Other Human Action	0	0	0	2	2	0.8
Other Human Condition	0	0	2	0	2	0.8
Other Vehicle Condition/Defect	0	2	0	0	2	0.8
Fell Asleep	0	2	0	0	2	0.8
Construction Zone	0	1	0	0	1	0.4
Extreme Fatigue	0	1	0	0	1	0.4

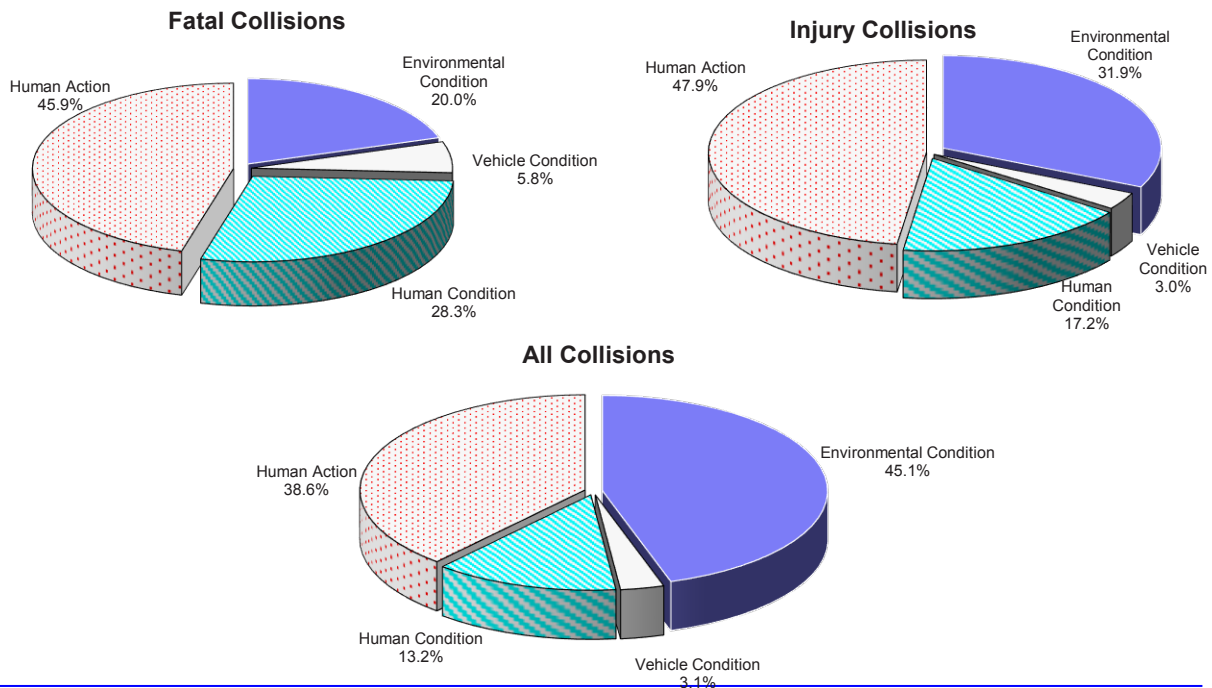
¹ Alcohol-related collisions involve drivers who have been coded as 'Had Been Drinking' or 'Impaired'.

² Distracted driving collisions involve drivers who have been coded as 'Inattentive' or 'Distracted'.

³ Speed-related collisions involve drivers who have been coded as 'Driving Too Fast for Road Conditions' or 'Exceeding the Speed Limit'.

Major Contributing Factors by Collision Severity

Figure 3.1



Count of Human Condition Factors by Severity of Collision

Table 3.3

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	2,913	432	2	3,347	6.6
Driver Distraction	470	223	6	699	1.4
Driver Inexperience/Confusion	1,072	306	8	1,386	2.7
Driving While Impaired	269	151	24	444	0.9
Other Human Conditions	121	53	2	176	0.3
Had Been Drinking	89	55	9	153	0.3
Fell Asleep	81	52	2	135	0.3
Extreme Fatigue	90	42	1	133	0.3
Lost Consciousness/Other Illness	48	44	0	92	0.2
Physical/Medical Disability	18	12	1	31	0.1
Drugs (Prescription or Illegal)	29	34	3	66	0.1
Defective Eyesight/Hearing	7	3	0	10	0.0
Total	5,207	1,407	58	6,672	13.2

Count of Human Action Factors by Severity of Collision

Table 3.4

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,500	1,115	7	3,622	7.2
Following Too Closely	2,701	793	2	3,496	6.9
Taking Evasive Action	2,214	487	14	2,715	5.4
Driving Too Fast for Conditions	1,353	330	10	1,693	3.3
Other Human Action	469	137	2	608	1.2
Passing or Improper Lane Usage	2,768	250	21	3,039	6.0
Turning Improperly	1,108	114	1	1,223	2.4
Traffic Control Device Disregarded	625	426	8	1,059	2.1
Backing Unsafely	1,303	42	1	1,346	2.7
Careless Driving/Stunting	179	41	0	220	0.4
Exceeding Speed Limit	174	90	11	275	0.5
Pedestrian Action Contributed	0	29	5	34	0.1
Driving Wrong Way in One-way Traffic	92	55	12	159	0.3
Fail to Signal	10	1	0	11	0.0
Total	15,496	3,910	94	19,500	38.6

Count of Vehicle Condition Factors by Severity of Collision

Table 3.5

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Other Vehicle Condition/Defect	181	37	2	220	0.4
View from Vehicle Obstructed	683	103	7	793	1.6
Defective Brakes	50	21	0	71	0.1
Defective Tires/Tire Blowout	69	24	1	94	0.2
Jackknife/Trailer Swing	63	12	1	76	0.2
Vehicle Overloaded/Improperly Loaded	172	14	0	186	0.4
Load Shifted/Spilled	35	9	0	44	0.1
Defective Suspension/Wheel Failure	26	8	0	34	0.1
Defective Steering	22	8	0	30	0.1
Defective Engine/Power Train/Wiring	14	2	0	16	0.0
Defective Lights	4	5	1	10	0.0
Lights Not On	1	3	0	4	0.0
Defective Exhaust System	2	0	0	2	0.0
Total	1,322	246	12	1,580	3.1

Count of Environmental Condition Factors by Severity of Collision

Table 3.6

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	8,628	342	3	8,973	17.8
Road Condition (Surface or Structure)	3,823	665	12	4,500	8.9
Uninvolved Vehicle	1,989	220	1	2,210	4.4
Weather Conditions	1,396	466	17	1,879	3.7
View Obstructed/Limited	2,256	562	5	2,823	5.6
Other Environmental Condition	375	60	0	435	0.9
Obstruction/Debris on Road	271	30	0	301	0.6
Snow Drift	711	49	0	760	1.5
Sun Glare	204	86	0	290	0.6
Animal Action (Domestic)	167	14	0	181	0.4
Excessive Loose Gravel	87	32	2	121	0.2
Uninvolved Pedestrian	99	24	0	123	0.2
Construction Zone	56	24	1	81	0.2
Soft or Defective Shoulder	61	28	0	89	0.2
Traffic Control Device Not Working	20	6	0	26	0.1
Lane Marking Inadequate	0	0	0	0	0.0
Total	20,143	2,608	41	22,792	45.1

Count of Human Condition Factors by Road System

Table 3.7

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	3,145	147	42	13	3,347	6.6
Driver Distraction	436	181	63	19	699	1.4
Driver Inexperience/Confusion	1,033	204	117	32	1,386	2.7
Driving While Impaired	286	92	40	26	444	0.9
Other Human Conditions	156	11	8	1	176	0.3
Had Been Drinking	69	40	25	19	153	0.3
Fell Asleep	41	82	10	2	135	0.3
Extreme Fatigue	57	64	9	3	133	0.3
Lost Consciousness/Other Illness	60	22	10	0	92	0.2
Physical/Medical Disability	23	6	1	1	31	0.1
Drugs (Prescription or Illegal)	24	25	15	2	66	0.1
Defective Eyesight/Hearing	10	0	0	0	10	0.0
Total	5,340	874	340	118	6,672	13.2

Count of Human Action Factors by Road System

Table 3.8

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	3,359	164	91	8	3,622	7.2
Following Too Closely	3,295	148	40	13	3,496	6.9
Taking Evasive Action	1,315	804	512	84	2,715	5.4
Driving Too Fast for Conditions	1,184	301	149	59	1,693	3.3
Other Human Action	500	53	30	25	608	1.2
Passing or Improper Lane Usage	2,664	285	68	22	3,039	6.0
Turning Improperly	1,105	75	30	13	1,223	2.4
Traffic Control Device Disregarded	960	61	32	6	1,059	2.1
Backing Unsafely	1,252	34	24	36	1,346	2.7
Careless Driving/Stunting	158	28	15	19	220	0.4
Exceeding Speed Limit	187	55	25	8	275	0.5
Pedestrian Action Contributed	27	1	0	6	34	0.1
Driving Wrong Way in One-way Traffic	99	46	9	5	159	0.3
Fail to Signal	10	1	0	0	11	0.0
Total	16,115	2,056	1,025	304	19,500	39

Count of Vehicle Condition Factors by Road System

Table 3.9

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Other Vehicle Condition/Defect	79	88	42	11	220	0.4
View from Vehicle Obstructed	542	37	20	7	606	1.2
Defective Brakes	33	21	12	5	71	0.1
Defective Tires/Tire Blowout	32	44	12	6	94	0.2
Vehicle Overloaded/Improperly Loaded	38	45	11	2	96	0.2
Jackknife/Trailer Swing	22	46	7	1	76	0.2
Load Shifted/Spilled	13	24	7	0	44	0.1
Defective Suspension/Wheel Failure	6	23	4	1	34	0.1
Defective Steering	10	13	7	0	30	0.1
Defective Engine/Power Train/Wiring	5	8	3	0	16	0.0
Defective Lights	1	7	1	1	10	0.0
Lights Not On	1	0	3	0	4	0.0
Defective Exhaust System	0	2	0	0	2	0.0
Total	782	358	129	34	1,303	2.6

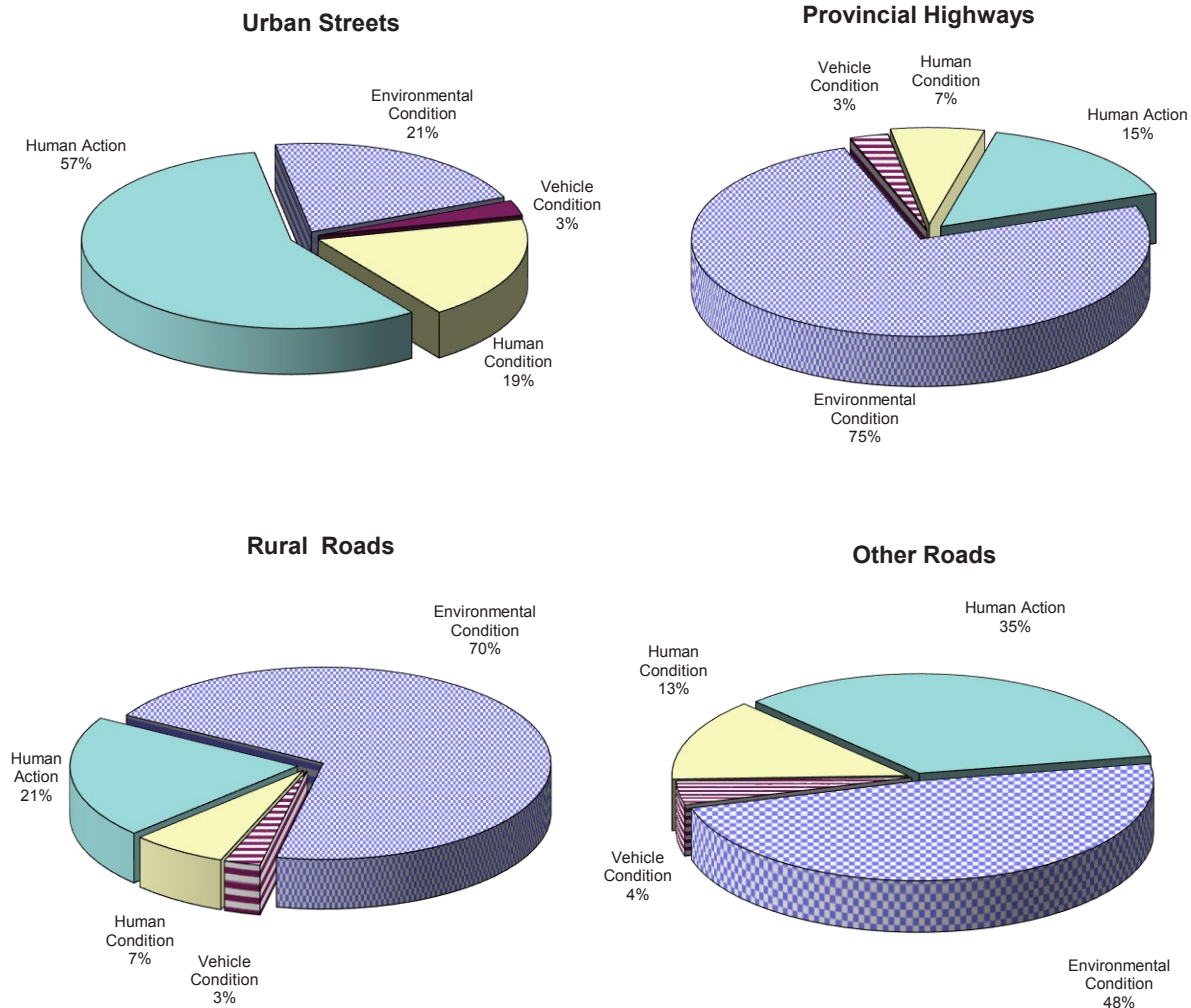
Count of Environmental Condition Factors by Road System

Table 3.10

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	% of Total	
					Total	Factors
Animal Action (Wild)	373	6,720	1,798	82	8,973	17.8
Road Condition (Surface or Structure)	2,855	967	514	164	4,500	8.9
Uninvolved Vehicle	642	299	77	17	1,035	2.0
Weather Conditions	502	1,041	281	24	1,848	3.7
View Obstructed/Limited	489	314	276	36	1,115	2.2
Other Environmental Condition	35	166	204	30	435	0.9
Obstruction/Debris on Road	44	197	46	14	301	0.6
Snow Drift	639	35	72	14	760	1.5
Sun Glare	220	43	20	7	290	0.6
Animal Action (Domestic)	53	55	56	17	181	0.4
Excessive Loose Gravel	7	26	80	8	121	0.2
Uninvolved Pedestrian	112	5	1	5	123	0.2
Construction Zone	45	23	12	1	81	0.2
Soft or Defective Shoulder	1	43	38	7	89	0.2
Traffic Control Device Not Working	19	0	6	1	26	0.1
Lane Marking Inadequate	0	0	0	0	0	0.0
Total	6,036	9,934	3,481	427	19,878	39.3

Major Contributing Factors in Collisions by Road System

Figure 3.2



Environmental Factors

Contents:

		Page	
Figure	4.1	Collisions by Road Surface Condition	23
	4.2	Collisions by Light Condition	23
	4.3	Collisions by Weather Condition	23
Table	4.1	Collisions by Road Surface Condition and Severity	23
	4.2	Collisions by Light Condition and Severity	23
	4.3	Collisions by Weather Condition and Severity	23
	4.4	Intersection-Related Collisions by Severity	24
	4.5	Non-Intersection-Related Collisions by Severity	24
	4.6	Collisions by Configuration and Severity	25
	4.7	Collisions by Configuration and Road System	25
	4.8	Vehicles in Collisions by Roadway Alignment and Severity	26
	4.9	Collision Events by Severity of Collision	26
	4.10	Collision Events by Road System	27
	4.11	Vehicles in Collisions by Road Characteristics and Severity	27

Environmental Factors

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

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

Tables 4.1 to 4.3 and Table 4.8 indicate that most collisions occur under near ideal conditions, such as a dry surface (56%), clear weather (43%), daylight (53%), and on a straight/level stretch of road (69.4%). These numbers may be overstated as in many cases an adverse condition is reported only if it was a factor in the collision. This is evident by the 49% of collisions where a weather condition is not stated.

Tables 4.6 and 4.7 provide a breakdown of the types of collisions by single and multiple vehicle configurations. Single vehicle collisions account for 87% of the collisions on rural roads, 88% on provincial highways and 16% on urban streets.

Tables 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or movable object, overturning or jackknifing.

Figure 4.1
Collisions by Road Surface Condition

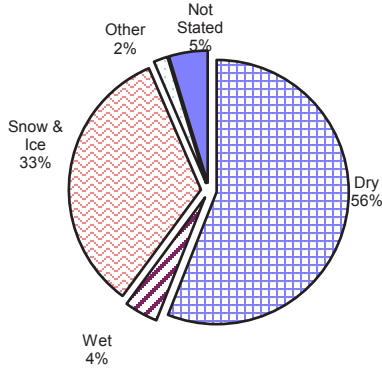


Figure 4.2
Collisions by Light Condition

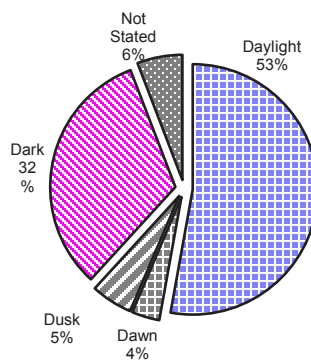
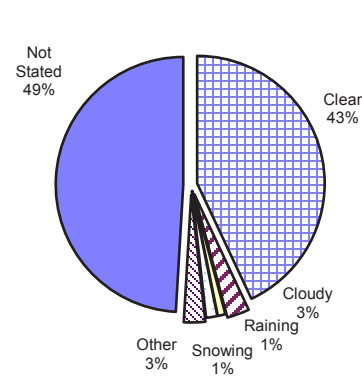


Figure 4.3
Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Table 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	13,454	2,301	59	15,814	56.0
Packed Snow/Ice	7,898	1,152	9	9,059	32.1
Not Stated	1,152	185	3	1,340	4.7
Wet	961	197	3	1,161	4.1
Loose Gravel or Sand	199	78	6	283	1.0
Loose Snow	306	74	2	382	1.4
Slush	107	34	1	142	0.5
Muddy	43	13	1	57	0.2
Fresh Oil	0	0	0	0	0.0
Total	24,120	4,034	84	28,238	100

Collisions by Light Condition and Severity

Table 4.2

Natural/Artificial Light* Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	12,190	2,692	39	14,921	52.8
Dark/No Lighting*	5,811	366	23	6,200	22.0
Dark/Lighting On*	2,378	558	6	2,942	10.4
Not Stated	1,510	132	6	1,648	5.8
Dusk	1,356	152	5	1,513	5.4
Dawn	875	134	5	1,014	3.6
Total	24,120	4,034	84	28,238	100

* Artificial lighting refers to street lighting.

Collisions by Weather Condition and Severity

Table 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	9,768	2,312	63	12,143	43.0
Not Stated	12,662	1,189	5	13,856	49.1
Cloudy	560	231	8	799	2.8
Snowing	308	93	1	402	1.4
Raining	208	65	1	274	1.0
Drifting Snow/Dust	194	52	2	248	0.9
Fog/Smoke/Smog	237	40	2	279	1.0
Sleet/Hail/Freezing Rain	100	22	2	124	0.4
Strong Winds	82	30	1	113	0.4
Total	24,119	4,034	85	28,238	100

Intersection-Related Collisions by Severity

Table 4.4

Type of Intersection	Property Damage	Personal Injury	Fatal	Total
Street/Street	6,402	2,018	10	8,430
Street/Private Approach, Driveway	1,198	183	0	1,381
Highway/Highway	532	114	3	649
Street/Highway	120	53	0	173
Grid-Municipal Road/Grid-Municipal Road	264	78	4	346
Highway/Grid-Municipal Road	169	74	4	247
Street/Lane or Alley	145	24	0	169
Lane or Alley/Lane or Alley	108	7	0	115
Grid-Municipal Road/Other Road	61	23	0	84
Highway/Private Approach, Driveway	27	13	0	40
Street/Grid-Municipal Road	39	19	0	58
Grid-Municipal Road/Private Approach, Driveway	62	11	0	73
Other Road/Private Approach, Driveway	28	11	1	40
Lane or Alley/Private Approach, Driveway	39	6	0	45
Lane or Alley/Highway	2	2	0	4
Highway/Other Road	10	0	0	10
Lane or Alley/Other Road	1	0	0	1
Grid-Municipal Road/Lane or Alley	5	0	0	5
Total Intersection Related	9,212	2,636	22	11,870

Non-Intersection-Related Collisions by Severity

Table 4.5

Collision Site	Property Damage	Personal Injury	Fatal	Total
Non-Intersection (Urban)	4,581	394	4	4,979
Non-Intersection (Highway)	7,267	625	36	7,928
Non-Intersection (Rural)	2,254	184	11	2,449
Non-Intersection (Other)	268	66	7	341
Other/Not Stated (Urban)	130	30	1	161
Bridge or Overpass (Urban)	106	19	0	125
Other/Not Stated (Highway)	66	16	0	82
Ramp (Urban)	12	6	0	18
Other/Not Stated (Other)	22	4	0	26
Bridge or Overpass (Highway)	35	4	2	41
Railroad Level Crossing (Urban)	44	16	1	61
Other/Not Stated (Rural)	17	5	0	22
Tunnel or Underpass (Urban)	38	10	0	48
Railroad Level Crossing (Highway)	18	4	0	22
Railroad Level Crossing (Rural)	15	3	0	18
Bridge or Overpass (Rural)	7	2	0	9
Passing Lane/Climbing Lane (Urban)	2	0	0	2
Off Roadway (Urban)	1	4	0	5
Off Roadway (Highway)	7	2	0	9
Off Roadway (Rural)	6	1	0	7
Ramp (Highway)	6	1	0	7
Passing Lane/Climbing Lane (Highway)	1	0	0	1
Off Roadway (Other)	1	0	0	1
Tunnel or Underpass (Highway)	4	0	0	4
Bridge or Overpass (Other)	0	1	0	1
Passing Lane/Climbing Lane (Rural)	0	0	0	0
Ramp (Other)	0	0	0	0
Passing Lane/Climbing Lane (Other)	0	0	0	0
Railroad Level Crossing (Other)	0	1	0	1
Tunnel or Underpass (Other)	0	0	0	0
Ramp (Rural)	0	0	0	0
Tunnel or Underpass (Rural)	0	0	0	0
Total Non-Intersection Related	14,908	1,398	62	16,368
Totals	24,120	4,034	84	28,238

Collisions by Configuration and Severity

Table 4.6

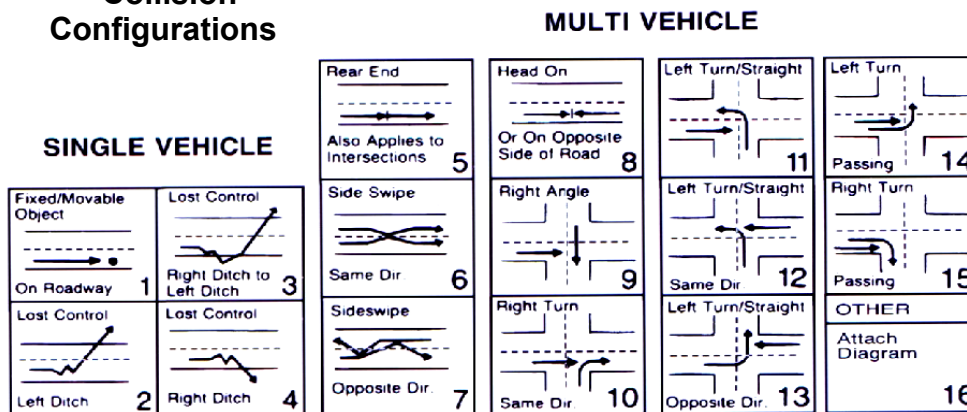
Collision Configuration*	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	9,575	569	19	10,163	36.0
4 Lost Control Right Ditch	1,727	417	13	2,157	7.6
2 Lost Control Left Ditch	816	245	13	1,074	3.8
3 Lost Control Right to Left	45	10	2	57	0.2
Single Vehicle Total	12,163	1,241	47	13,451	47.6
5 Rear End	3,158	930	2	4,090	14.5
9 Right Angle	1,406	683	7	2,096	7.4
6 Side Swipe Same Direction	1,484	119	1	1,604	5.7
13 Left Turn/Straight - Opposite Direction	859	440	1	1,300	4.6
11 Left Turn/Straight	324	139	1	464	1.6
7 Side Swipe Opposite Direction	265	52	3	320	1.1
12 Left Turn/Straight - Same Direction	236	54	0	290	1.0
10 Right Turn Same Direction	232	34	0	266	0.9
8 Head On	87	58	13	158	0.6
15 Right Turn Passing	97	11	1	109	0.4
14 Left Turn Passing	76	24	1	101	0.4
Multiple Vehicle Total	8,224	2,544	30	10,798	38.2
16 Other - Single or Multiple Vehicle	3,733	249	7	3,989	14.1
Total	24,120	4,034	84	28,238	100

Collisions by Configuration and Road System

Table 4.7

Collision Configuration*	Urban Streets	Provincial Highways	Rural Roads	Other Roads	Total	% of Total
1 Object on Roadway	1,425	6,777	1,831	130	10,163	36.0
4 Lost Control Right Ditch	810	748	477	122	2,157	7.6
2 Lost Control Left Ditch	317	438	262	57	1,074	3.8
3 Lost Control Right to Left	43	9	4	1	57	0.2
Single Vehicle Total	2,595	7,972	2,574	310	13,451	47.6
5 Rear End	3,810	210	52	18	4,090	14.5
9 Right Angle	1,880	116	84	16	2,096	7.4
6 Side Swipe Same Direction	1,486	101	11	6	1,604	5.7
13 Left Turn/Straight - Opposite Direction	1,271	21	5	3	1,300	4.6
11 Left Turn/Straight	428	24	7	5	464	1.6
7 Side Swipe Opposite Direction	216	73	18	13	320	1.1
8 Head On	99	41	8	10	158	0.6
10 Right Turn Same Direction	245	15	5	1	266	0.9
12 Left Turn/Straight - Same Direction	264	20	5	1	290	1.0
14 Left Turn Passing	59	29	11	2	101	0.4
15 Right Turn Passing	104	2	2	1	109	0.4
Multiple Vehicle Total	9,862	652	208	76	10,798	38.2
16 Other - Single or Multiple Vehicle	3,282	409	179	119	3,989	14.1
Total	15,739	9,033	2,961	505	28,238	100

*Collision Configurations



Vehicles in Collisions by Roadway Alignment and Severity

Table 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight/Level or Near Level	24,159	5,901	106	30,166	69.4
Not Stated	7,056	323	1	7,380	17.0
Curved/Level or Near Level	2,764	534	9	3,307	7.6
Straight/Steep Incline or Decline	284	98	2	384	0.9
Straight/Top of Hill (Crest)	101	45	6	152	0.3
Straight/Bottom of Hill (Sag)	103	32	3	138	0.3
Curved/Steep Incline or Decline	98	38	1	137	0.3
Curved/Top of Hill (Crest)	33	27	1	61	0.1
Dead End/Level or Near Level	1,051	110	3	1,164	2.7
Curved/Bottom of Hill (Sag)	39	16	0	55	0.1
Dead End/Steep Incline or Decline	512	18	0	530	1.2
Dead End/Top of Hill (Crest)	1	2	0	3	0.0
Dead End/Bottom of Hill (Sag)	2	0	0	2	0.0
Total	36,203	7,144	132	43,479	100

Collision Events by Severity of Collision

Table 4.9

Hit Fixed Object	Property Damage	Personal Injury	Fatal	Total	%
Ditch Bottom/Back Slope	944	243	15	1,202	3.1
Tree/Bush	323	78	1	402	1.0
Curbing	705	64	1	770	2.0
Lamp Support (Traffic Signal, Street Light)	138	36	0	174	0.4
Sign Post	297	28	1	326	0.8
Fence	175	25	2	202	0.5
Other Fixed Object	312	40	1	353	0.9
Snow Bank/Drift	446	49	0	495	1.3
Raised Median/Barrier	239	26	0	265	0.7
Power/Telephone Pole	274	41	1	316	0.8
Guard Rail	119	23	1	143	0.4
Approach	29	22	0	51	0.1
Building/Wall	97	22	0	119	0.3
Debris on Road	246	24	0	270	0.7
Bridge Structure	36	6	0	42	0.1
Rock Face/Rocks on Road	73	4	1	78	0.2
Traffic Barricade	46	6	0	52	0.1
Fire Hydrant, Parking Meter, Utility Box	57	5	0	62	0.2
Culvert	17	13	2	32	0.1
Gravel Pile	25	12	1	38	0.1
Delineator Post	13	1	0	14	0.0
Crash Cushions/Impact Attenuator	4	1	0	5	0.0
Subtotal Fixed Objects	4,615	769	27	5,411	13.8
Hit Movable Object					
Another Road Vehicle	11,472	2,719	37	14,228	36.2
Animal	8,494	284	3	8,781	22.3
Other Movable Object	192	13	1	206	0.5
Pedestrian	10	251	16	277	0.7
Railroad Train	6	7	1	14	0.0
Subtotal Movable Objects	20,174	3,274	58	23,506	59.8
Non-Collision Event					
Ran Off Road	2,967	938	55	3,960	10.1
Skidding/Sliding/Spinning	3,709	992	14	4,715	12.0
Overturned	676	544	33	1,253	3.2
Other Non-Collision Events	149	22	0	171	0.4
Submersion	48	11	2	61	0.2
Jackknife/Trailer Swing	87	16	3	106	0.3
Fire/Explosion	44	14	7	65	0.2
Load Spill	63	12	0	75	0.2
Subtotal Non-Collision Events	7,743	2,549	114	10,406	26.5
Grand Total	32,532	6,592	199	39,323	100

Collision Events by Road System

Table 4.10

Hit Fixed Object	Urban	Provincial	Rural	Other	Total	% of Total Factors
	Streets	Highways	Roads			
Ditch Bottom/Back Slope	187	622	320	73	1,202	3.1
Curbing	761	7	1	1	770	2.0
Tree/Bush	194	57	105	46	402	1.0
Other Fixed Object	215	52	66	20	353	0.9
Sign Post	235	73	15	3	326	0.8
Lamp Support (Traffic Signal, Street Light)	152	19	3	0	174	0.4
Fence	115	34	48	5	202	0.5
Raised Median/Barrier	253	11	1	0	265	0.7
Snow Bank/Drift	316	69	93	17	495	1.3
Power/Telephone Pole	254	43	16	3	316	0.8
Debris on Road	70	163	30	7	270	0.7
Guard Rail	72	59	6	6	143	0.4
Approach	4	28	18	1	51	0.1
Building/Wall	113	2	2	2	119	0.3
Traffic Barricade	40	5	5	2	52	0.1
Rock Face/Rocks on Road	15	25	30	8	78	0.2
Fire Hydrant, Parking Meter, Utility Box	59	0	3	0	62	0.2
Bridge Structure	31	9	2	0	42	0.1
Gravel Pile	7	13	13	5	38	0.1
Culvert	3	16	12	1	32	0.1
Crash Cushions/Impact Attenuator	3	2	0	0	5	0.0
Delineator Post	9	5	0	0	14	0.0
Subtotal - Fixed Objects	3,108	1,314	789	200	5,411	13.8
Hit Movable Object						
Another Road Vehicle	12,953	842	277	156	14,228	36.2
Animal	317	6,661	1,721	82	8,781	22.3
Other Movable Object	92	73	29	12	206	0.5
Pedestrian	241	12	2	22	277	0.7
Railroad Train	9	2	3	0	14	0.0
Subtotal - Movable Objects	13,612	7,590	2,032	272	23,506	59.8
Non-Collision Event						
Ran Off Road	1,185	1,619	929	227	3,960	10.1
Skidding/Sliding/Spinning	3,217	889	481	128	4,715	12.0
Overturned	167	631	380	75	1,253	3.2
Other Non-Collision Events	74	76	18	3	171	0.4
Submersion	4	19	28	10	61	0.2
Jackknife/Trailer Swing	10	79	16	1	106	0.3
Load Spill	10	50	14	1	75	0.2
Fire/Explosion	14	34	12	5	65	0.2
Subtotal - Non-Collision Events	4,681	3,397	1,878	450	10,406	26.5
Grand Total	21,401	12,301	4,699	922	39,323	100

Vehicles in Collisions by Road Characteristics and Severity

Table 4.11

Road Characteristics	Property	Personal	Fatal	Total	%
	Damage	Injury			
Undivided Two-way	17,131	2,691	101	19,923	45.8
Not Stated	1,349	134	1	1,484	3.4
Divided Raised Median	8,312	2,377	2	10,691	24.6
Divided Depressed/Painted Median	7,327	1,585	26	8,938	20.6
Undivided One-way	854	242	1	1,097	2.5
Other	1,230	115	1	1,346	3.1
Total	36,203	7,144	132	43,479	100

TAIS records up to three events in order of sequence for each vehicle involved in a collision.

Tables 4.9 and 4.10 summarize the 44,460 events that were recorded in 46,258 collisions. It should also be noted that these figures represent the total number of occurrences of that event.

Driver Factors

Contents:

			Page
Figure	5.1	Drivers in Collisions and Relative Risk by Driver Age	31
	5.2	Convictions and Collisions by Age Group	40
Table	5.1	Licensed Drivers and Drivers in Collisions by Driver Age	30
	5.2	Licensed Drivers by Age, Gender and Year	32
	5.3	Drivers in Collisions by Age, Gender and Year	33
	5.4	Drivers in Collisions by Age, Collision Severity and Year	33
	5.5	Number of Charges Resulting from Collisions by Severity of Collision	34
	5.6	Number of Occurrences of Human Action by Age	34
	5.7	Number of Charges Resulting from Collisions by Age	35
	5.8	Number of Occurrences of Human Condition by Age	35
	5.9	Number of Drivers Involved in Collisions by Licence Class and Age	36
	5.10	Number of Drivers Involved in Collisions by Year and Age	36
	5.11	Traffic Convictions	37
	5.12	Criminal Code Convictions	39
	5.13	Convictions, Licensed Drivers and Drivers in Collisions by Age	40

Driver Factors

Driver factors captured for collisions include the driver's age and gender, traffic charges laid, human action contributing to the collision and the driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used to identify the characteristics of those drivers who are more likely to cause collisions, and to address the behaviors that increase their risk of collision.

Driver Improvement Program

SGI's Driver Improvement Program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants action. The purpose of the program is to encourage drivers who are incurring convictions, or are responsible for collisions, to develop and maintain safe driving habits. SGI uses a demerit system for tracking driver performance.

SGI sends warning letters advising drivers of their deteriorating driving records. Drivers who, despite a warning, incur additional convictions or are responsible for collisions are required to attend a defensive driving course. Being responsible for further collisions or convictions may result in the driver being required to take driver improvement training. Being responsible for subsequent collisions or convictions may result in licence restrictions or suspensions.

Graduated Driver Licensing program

SGI's Graduated Driver Licensing (GDL) program began in 2005. It's designed to improve road safety by exposing new drivers to incremental levels of risk as they gain more experience in the driving environment.

There are three stages in the program: a nine-month Learner stage, a six-month Novice 1 stage and a 12-month Novice 2 stage. Program restrictions are relaxed as drivers advance through these stages. Drivers in the Novice 2 stage must not be responsible for any collisions or get traffic convictions and suspensions in order to graduate to a full licence.

Motorcycle Graduated Driver Licensing program

The Motorcycle Graduated Driver Licensing (MGDL) program is intended to assist new riders in developing their skill and to mitigate their risk of collisions. The program was further enhanced in 2014.

Similar to the GDL program, the MGDL program is a staged program which allows new motorcycle riders to move on to incrementally riskier driving situations as they gain experience. The program consists of a 12- to 24-month Learner stage, a 12-month Novice 1 stage and a 12-month Novice 2 stage.

Saskatchewan has a zero alcohol or drug tolerance level for drivers in the GDL and MGDL programs.

Licensed Drivers and Drivers in Collisions by Driver Age

Table 5.1

Age	Licensed Drivers			Drivers In 2023 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	4,249	4,129	8,378	55	46	0	101	69	30	2	101	12.06	0.26
16	6,062	5,798	11,860	412	388	6	806	650	154	2	806	67.96	1.45
17	6,152	5,758	11,910	518	394	2	914	752	159	3	914	76.74	1.64
18	6,128	5,909	12,037	551	336	2	889	730	156	3	889	73.86	1.58
19	6,308	5,724	12,032	541	341	4	886	693	190	3	886	73.64	1.57
20	6,207	5,805	12,012	530	310	2	842	694	146	2	842	70.10	1.50
21	6,445	5,857	12,302	496	331	2	829	669	158	2	829	67.39	1.44
22	6,930	6,201	13,131	510	319	3	832	666	161	5	832	63.36	1.35
23	7,150	6,279	13,429	544	288	5	837	694	141	2	837	62.33	1.33
24	7,194	6,259	13,453	461	334	5	800	659	137	4	800	59.47	1.27
25	6,968	6,085	13,053	532	282	0	814	678	131	5	814	62.36	1.33
26	6,826	6,116	12,942	444	302	5	751	603	147	1	751	58.03	1.24
27	7,052	6,219	13,271	457	280	1	738	592	143	3	738	55.61	1.19
28	6,750	6,376	13,126	422	277	2	701	563	138	0	701	53.41	1.14
29	7,010	6,562	13,572	457	292	3	752	637	114	1	752	55.41	1.18
30	7,189	6,659	13,848	432	258	5	695	562	132	1	695	50.19	1.07
31	7,288	6,841	14,129	474	265	2	741	624	112	5	741	52.45	1.12
32	7,386	7,179	14,565	442	302	3	747	612	133	2	747	51.29	1.10
33	7,689	7,423	15,112	450	308	1	759	603	155	1	759	50.22	1.07
34	8,014	7,625	15,639	497	312	2	811	659	148	4	811	51.86	1.11
35	7,874	7,526	15,400	434	279	5	718	601	116	1	718	46.62	1.00
36	8,000	7,679	15,679	437	324	3	764	640	121	3	764	48.73	1.04
37	7,996	7,760	15,756	467	320	4	791	632	151	8	791	50.20	1.07
38	8,189	7,819	16,008	472	322	3	797	655	138	4	797	49.79	1.06
39	8,092	7,699	15,791	491	293	2	786	659	127	0	786	49.78	1.06
40	7,934	7,794	15,728	480	307	4	791	646	142	3	791	50.29	1.07
41	7,719	7,735	15,454	470	285	4	759	615	143	1	759	49.11	1.05
42	7,722	7,328	15,050	474	277	1	752	617	131	4	752	49.97	1.07
43	7,570	6,945	14,515	394	265	2	661	541	118	2	661	45.54	0.97
44	7,432	6,945	14,377	475	247	2	724	605	119	0	724	50.36	1.08
45	7,208	6,654	13,862	408	266	2	676	562	112	2	676	48.77	1.04
46	7,113	6,595	13,708	405	267	3	675	566	109	0	675	49.24	1.05
47	6,733	6,410	13,143	398	206	3	607	485	119	3	607	46.18	0.99
48	6,607	6,156	12,763	387	220	2	609	510	99	0	609	47.72	1.02
49	6,470	6,044	12,514	360	203	3	566	471	94	1	566	45.23	0.97
50	6,128	5,972	12,100	339	177	1	517	424	92	1	517	42.73	0.91
51	6,239	5,705	11,944	337	199	2	538	408	130	0	538	45.04	0.96
52	6,059	5,934	11,993	321	170	2	493	415	76	2	493	41.11	0.88
53	6,007	5,703	11,710	281	166	2	449	375	72	2	449	38.34	0.82
54	5,917	5,692	11,609	270	177	0	447	350	95	2	447	38.50	0.82
55	5,952	5,643	11,595	288	171	6	465	377	85	3	465	40.10	0.86
56	5,723	5,488	11,211	277	175	2	454	388	64	2	454	40.50	0.86
57	6,065	5,797	11,862	309	169	0	478	395	81	2	478	40.30	0.86
58	6,415	6,147	12,562	312	186	0	498	398	100	0	498	39.64	0.85
59	6,718	6,682	13,400	304	145	1	450	362	82	6	450	33.58	0.72
60	7,036	6,993	14,029	282	150	1	433	368	64	1	433	30.86	0.66
61	7,102	6,985	14,087	298	150	3	451	366	85	0	451	32.02	0.68
62	7,010	6,921	13,931	275	144	2	421	347	74	0	421	30.22	0.65

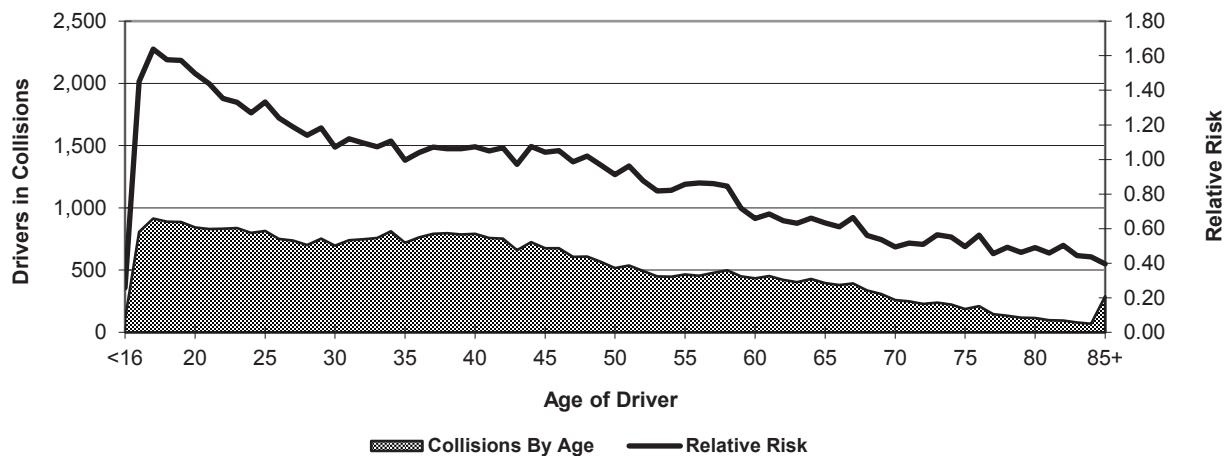
Age	Licensed Drivers			Drivers In 2023 Collisions								Rates	
	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	6,919	6,738	13,657	273	130	1	404	328	75	1	404	29.58	0.63
64	6,944	6,877	13,821	273	154	1	428	350	77	1	428	30.97	0.66
65	6,712	6,635	13,347	248	146	2	396	320	75	1	396	29.67	0.63
66	6,816	6,523	13,339	259	121	1	381	304	76	1	381	28.56	0.61
67	6,304	6,286	12,590	258	134	0	392	320	72	0	392	31.14	0.66
68	6,482	6,281	12,763	223	110	2	335	284	51	0	335	26.25	0.56
69	6,138	6,086	12,224	185	121	1	307	250	57	0	307	25.11	0.54
70	5,676	5,562	11,238	170	90	0	260	202	58	0	260	23.14	0.49
71	5,241	5,048	10,289	162	84	3	249	207	41	1	249	24.20	0.52
72	4,861	4,677	9,538	150	75	2	227	181	46	0	227	23.80	0.51
73	4,554	4,486	9,040	152	87	0	239	203	36	0	239	26.44	0.56
74	4,305	4,282	8,587	135	87	0	222	170	51	1	222	25.85	0.55
75	3,995	4,017	8,012	116	70	0	186	158	27	1	186	23.22	0.50
76	3,933	4,028	7,961	120	90	0	210	169	41	0	210	26.38	0.56
77	3,308	3,535	6,843	85	61	0	146	114	31	1	146	21.34	0.46
78	2,919	2,898	5,817	89	44	1	134	110	24	0	134	23.04	0.49
79	2,658	2,741	5,399	68	49	0	117	91	26	0	117	21.67	0.46
80	2,462	2,542	5,004	68	44	3	115	97	17	1	115	22.98	0.49
81	2,214	2,352	4,566	64	34	0	98	81	16	1	98	21.46	0.46
82	1,931	2,058	3,989	52	42	0	94	80	12	2	94	23.56	0.50
83	1,851	1,954	3,805	47	32	0	79	62	14	3	79	20.76	0.44
84	1,631	1,701	3,332	47	21	0	68	60	8	0	68	20.41	0.44
85+	7,768	7,811	15,579	177	112	0	289	234	50	5	289	18.55	0.40
NS	0	0	0	251	76	2,202	2,529	2,318	208	3	2,529		
Total	435,649	416,673	852,322	23,342	14,239	2,339	39,920	32,880	6,913	127	39,920	46.84	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000 (e.g., the 16-year age group - (806/11,860) x 1,000 = 67.96).

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers (e.g., for the 16-year age group - 67.96/46.84 = 1.45).

Drivers in Collisions and Relative Risk by Driver Age

Figure 5.1



Licensed Drivers by Age, Gender and Year

Table 5.2

Age	2021			2022			2023		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	3,928	3,758	7,686	4,040	4,022	8,062	4,249	4,129	8,378
16	5,380	5,367	10,747	5,701	5,383	11,084	6,062	5,798	11,860
17	5,936	5,574	11,510	5,891	5,806	11,697	6,152	5,758	11,910
18	6,051	5,841	11,892	6,230	5,765	11,995	6,128	5,909	12,037
19	6,079	5,755	11,834	6,268	5,956	12,224	6,308	5,724	12,032
20	6,161	5,755	11,916	6,048	5,625	11,673	6,207	5,805	12,012
21	6,309	5,972	12,281	6,428	5,885	12,313	6,445	5,857	12,302
22	6,631	6,109	12,740	6,631	6,106	12,737	6,930	6,201	13,131
23	6,620	6,192	12,812	6,768	6,165	12,933	7,150	6,279	13,429
24	6,616	6,238	12,854	6,786	6,214	13,000	7,194	6,259	13,453
25 - 34	71,632	68,743	140,375	71,353	67,980	139,333	72,172	67,085	139,257
35 - 44	74,871	72,099	146,970	76,628	73,738	150,366	78,528	75,230	153,758
45 - 54	61,903	58,923	120,826	63,183	60,072	123,255	64,481	60,865	125,346
55 - 64	68,977	67,219	136,196	67,430	65,916	133,346	65,884	64,271	130,155
65 - 74	53,729	52,379	106,108	55,653	54,259	109,912	57,089	55,866	112,955
75 >	32,346	33,035	65,381	34,171	35,257	69,428	34,670	35,637	70,307
Total	423,169	408,959	832,128	429,209	414,149	843,358	435,649	416,673	852,322

Drivers In Collisions by Age, Gender and Year

Table 5.3

Age	2021				2022				2023			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	41	40	1	82	32	31	0	63	55	46	0	101
16	383	297	1	681	459	362	3	824	412	388	6	806
17	459	337	0	796	503	383	1	887	518	394	2	914
18	466	337	2	805	547	414	2	963	551	336	2	889
19	453	296	2	751	531	342	4	877	541	341	4	886
20	490	320	3	813	536	353	4	893	530	310	2	842
21	505	296	0	801	533	377	4	914	496	331	2	829
22	436	324	2	762	575	349	3	927	510	319	3	832
23	452	261	5	718	516	328	2	846	544	288	5	837
24	418	313	4	735	513	345	2	860	461	334	5	800
25 - 34	3,982	2,651	19	6,652	4,982	3,211	33	8,226	4,607	2,878	24	7,509
35 - 44	3,754	2,377	20	6,151	4,862	3,060	21	7,943	4,594	2,919	30	7,543
45 - 54	3,027	1,597	15	4,639	3,780	2,250	18	6,048	3,506	2,051	20	5,577
55 - 64	2,614	1,347	16	3,977	3,351	1,661	19	5,031	2,891	1,574	17	4,482
65 - 74	1,487	685	8	2,180	2,004	1,056	16	3,076	1,942	1,055	11	3,008
75 >	670	349	3	1,022	931	485	4	1,420	933	599	4	1,536
NS *	170	46	2,079	2,295	338	97	2,292	2,727	251	76	2,202	2,529
Total	19,807	11,873	2,180	33,860	24,993	15,104	2,428	42,525	23,342	14,239	2,339	39,920

Drivers In Collisions by Age, Collision Severity and Year

Table 5.4

Age	2021				2022				2023			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	50	31	1	82	45	18	0	63	69	30	2	101
16	561	118	2	681	655	169	0	824	650	154	2	806
17	667	128	1	796	720	163	4	887	752	159	3	914
18	656	146	3	805	771	189	3	963	730	156	3	889
19	609	139	3	751	720	156	1	877	693	190	3	886
20	645	165	3	813	726	166	1	893	694	146	2	842
21	636	163	2	801	743	167	4	914	669	158	2	829
22	623	137	2	762	749	174	4	927	666	161	5	832
23	574	141	3	718	685	157	4	846	694	141	2	837
24	598	134	3	735	713	145	2	860	659	137	4	800
25 - 34	5,435	1,190	27	6,652	6,744	1,454	28	8,226	6,133	1,353	23	7,509
35 - 44	5,035	1,097	19	6,151	6,540	1,388	15	7,943	6,211	1,306	26	7,543
45 - 54	3,842	782	15	4,639	4,970	1,061	17	6,048	4,566	998	13	5,577
55 - 64	3,210	751	16	3,977	4,061	944	26	5,031	3,679	787	16	4,482
65 - 74	1,789	382	9	2,180	2,506	554	16	3,076	2,441	563	4	3,008
75 >	807	205	10	1,022	1,163	248	9	1,420	1,256	266	14	1,536
NS *	2,121	169	5	2,295	2,490	233	4	2,727	2,318	208	3	2,529
Total	27,858	5,878	124	33,860	35,001	7,386	138	42,525	32,880	6,913	127	39,920

* Driver age not stated.

Number of Charges Resulting from Collisions by Severity of Collision

Table 5.5

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Charges
Fail to Yield Right of Way	320	292	0	612	22.9
Driving Without Due Care	192	136	1	329	12.3
Other Offence	135	88	1	224	8.4
Impaired Driving/Refuse Testing	157	99	6	262	9.8
Following Too Close	138	85	0	223	8.3
Disobey Stop Sign	86	77	1	164	6.1
Disobey Traffic Signal	83	87	0	170	6.4
Speed Too Fast for Conditions	45	17	1	63	2.4
Fail to Report	77	12	0	89	3.3
No Driver's Licence	40	23	0	63	2.4
Unregistered Vehicle	55	16	0	71	2.7
Improper Turn	43	15	0	58	2.2
Fail to Remain at Scene	31	21	1	53	2.0
Improper Lane Change	69	8	0	77	2.9
Driving While Disqualified	45	28	0	73	2.7
Dangerous Driving	13	23	4	40	1.5
Unsafe Backing	30	5	0	35	1.3
Fail to Yield to Pedestrian	1	29	0	30	1.1
Not Using Seatbelt	2	1	0	3	0.1
Passing When Unsafe	6	4	0	10	0.4
24-Hour Suspension	2	1	0	3	0.1
Driving Left of Centre	5	3	0	8	0.3
Stunting	3	2	0	5	0.2
Fail to Signal	2	1	0	3	0.1
Wrong Way on a One-Way Street	2	0	0	2	0.1
Lights, Tires, Windshield, Bumper*	0	1	0	1	0.0
Passing on Right	1	2	0	3	0.1
Improper Parking	1	0	0	1	0.0
Criminal Negligence	0	1	0	1	0.0
Inadequate Brakes	0	0	0	0	0.0
Speeding Past Highway Worker	1	0	0	1	0.0
Total	1,585	1,077	15	2,677	100

* Defective or unauthorized

Number of Occurrences of Human Action by Age

Table 5.6

Human Action	<16	16	17	18	19	20	21- 24	25- 34	35- 44	45- 54	55- 64	65+	Not Stated	Total	%
Fail to Yield	12	120	117	103	87	86	338	615	593	408	340	596	146	3,561	18.6
Following Too Closely	4	96	132	125	126	103	389	766	614	372	286	280	203	3,496	18.2
Driving Too Fast for Conditions	8	81	69	70	66	60	200	369	293	177	124	99	77	1,693	8.8
Taking Evasive Action	7	65	85	79	77	71	272	599	560	366	277	205	47	2,710	14.1
Other Human Action	8	15	16	12	14	8	30	82	78	55	34	59	157	568	3.0
Passing or Improper Lane Usage	8	75	59	61	64	47	227	460	416	322	307	429	543	3,018	15.7
Traffic Control Device Disregarded	1	20	25	30	25	29	97	186	180	130	96	165	60	1,044	5.4
Turning Improperly	8	45	38	37	24	20	108	204	212	138	142	171	75	1,222	6.4
Backing Unsafely	2	28	26	20	17	14	67	198	271	192	166	232	113	1,346	7.0
Careless Driving/Stunting	3	7	3	6	4	6	14	45	16	9	8	4	94	219	1.1
Exceeding Speed Limit	3	11	14	13	10	16	28	52	37	24	5	9	52	274	1.4
Fail to Signal	0	0	0	1	0	0	1	1	1	2	2	3	0	11	0.1
Driving Wrong Way on a One-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	64	563	584	557	514	460	1,771	3,577	3,271	2,195	1,787	2,252	1,567	19,162	

Number of Charges Resulting from Collisions by Age

Table 5.7

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	2	21	27	23	13	23	68	126	97	69	52	84	7	612	22.9
Driving Without Due Care	0	15	9	7	14	18	38	77	59	33	20	34	5	329	12.3
Other Offence	5	10	7	7	7	8	20	58	43	15	16	21	7	224	8.4
Impaired Driving/Refuse Testing	1	2	3	4	12	12	29	89	52	30	23	5	0	262	9.8
Following Too Close	0	6	7	6	8	11	29	54	36	19	17	16	14	223	8.3
Disobey Stop Sign	1	6	5	5	8	7	16	25	18	27	16	30	0	164	6.1
Disobey Traffic Signal	0	3	5	6	7	6	16	31	32	20	14	25	5	170	6.4
Speed Too Fast for Conditions	0	6	2	4	3	2	10	10	13	6	6	1	0	63	2.4
Fail to Report	1	3	0	5	3	4	11	22	9	13	7	8	3	89	3.3
No Driver's Licence	4	4	1	4	2	3	3	22	12	7	0	1	0	63	2.4
Unregistered Vehicle	0	0	2	4	4	4	8	18	14	6	5	4	2	71	2.7
Improper Turn	0	3	1	1	0	0	8	8	10	9	6	10	2	58	2.2
Fail to Remain at Scene	1	2	1	1	2	4	7	16	4	9	2	3	1	53	2.0
Improper Lane Change	0	1	4	2	2	0	8	11	6	9	2	7	25	77	2.9
Driving While Disqualified	0	1	1	2	0	1	4	24	19	12	4	5	0	73	2.7
Dangerous Driving	1	0	1	3	1	2	5	12	10	2	2	1	0	40	1.5
Unsafe Backing	1	2	0	1	0	0	1	8	9	2	3	4	4	35	1.3
Fail to Yield to Pedestrian	0	2	1	1	0	1	4	3	4	5	4	4	1	30	1.1
Not Using Seatbelt	0	0	0	0	0	0	0	2	0	0	1	0	0	3	0.1
Passing When Unsafe	0	1	0	0	0	0	1	1	4	0	1	2	0	10	0.4
24-Hour Suspension	0	0	0	0	0	0	1	1	1	0	0	0	0	3	0.1
Driving Left of Centre	0	1	0	0	0	0	0	2	2	1	1	1	0	8	0.3
Stunting	0	0	1	0	0	0	2	0	1	1	0	0	0	5	0.2
Fail to Signal	0	0	0	0	0	1	0	0	1	0	0	1	0	3	0.1
Wrong Way on a One-Way Street	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0.1
Lights, Tires, Windshield, Bumper*	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0.0
Passing on Right	0	0	0	0	0	0	0	1	1	0	0	0	1	3	0.1
Improper Parking	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0.0
Criminal Negligence	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0.0
Inadequate Brakes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Speeding Past Highway Worker	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.0
Total	17	90	78	86	86	107	290	621	458	296	203	268	77	2,677	100

* Defective or unauthorized

Number of Occurrences of Human Condition by Age

Table 5.8

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Driver Inattention	5	62	71	87	81	74	249	566	613	420	340	477	272	3,317	50.3
Driver Distraction	4	41	23	18	18	15	75	138	120	77	66	84	14	693	10.5
Driver Inexperience/Confusion	41	120	108	77	59	50	169	246	169	117	51	143	28	1,378	20.9
Other Human Conditions	2	4	2	2	6	3	10	27	20	25	16	29	25	171	2.6
Driving While Impaired	2	6	5	9	16	19	51	134	75	44	31	9	22	423	6.4
Had Been Drinking	1	5	1	4	8	3	14	40	29	11	6	9	16	147	2.2
Fell Asleep	1	3	2	7	5	4	16	30	28	18	8	12	1	135	2.0
Extreme Fatigue	1	1	2	1	5	4	15	39	29	17	6	13	0	133	2.0
Lost Consciousness/Other Illness	0	1	0	2	1	0	6	12	10	14	16	27	2	91	1.4
Drugs (Prescription or Illegal)	1	0	1	2	0	0	7	22	17	7	2	2	3	64	1.0
Physical/Medical Disability	0	0	0	2	0	0	1	3	2	2	3	16	0	29	0.4
Defective Eyesight/Hearing	0	0	0	0	0	0	1	0	2	2	0	5	0	10	0.2
Total	58	243	215	211	199	172	614	1,257	1,114	754	545	826	383	6,591	
%	0.9	3.7	3.3	3.2	3.0	2.6	9.3	19.1	16.9	11.4	8.3	12.5	5.8		100

Number of Drivers Involved in Collisions by Licence Class and Age

Table 5.9

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 7	Not Stated	Total
Under 16	0	0	0	0	10	53	38	101
16	0	2	0	0	635	49	120	806
17	0	0	1	0	756	19	138	914
18	6	0	1	2	726	21	133	889
19	25	0	1	3	714	13	130	886
20	21	0	2	5	658	23	133	842
21-24	205	0	10	20	2,543	68	452	3,298
25-34	609	13	39	90	5,673	133	952	7,509
35-44	829	25	52	116	5,645	73	803	7,543
45-54	752	42	45	78	3,972	30	658	5,577
55-64	667	33	46	57	3,199	10	470	4,482
65 and Over	412	18	32	46	3,570	5	461	4,544
Not Stated	4	0	0	1	18	1	2,505	2,529
Drivers In Collisions	3,530	133	229	418	28,119	498	6,993	39,920
Total Licensed Drivers	62,895	1,829	4,672	5,652	726,888	50,386		852,322

Licence Class

Class 1 - operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg

Class 2 - operators of buses having a seating capacity in excess of 24 passengers

Class 3 - operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg

Class 4 - operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers

Class 5 - operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire

Class 7 - Class 5 operators, operating as a learner

Number of Drivers Involved in Collisions by Year and Age

Table 5.10

Age Group	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Under 16	105	93	97	75	67	91	74	82	63	101
16	959	992	1,012	935	861	814	615	681	824	806
17	1,050	1,049	1,022	980	861	923	690	796	887	914
18	1,031	1,129	977	1,005	898	929	719	805	963	889
19	1,067	1,093	1,060	991	946	965	758	751	877	886
20	1,080	1,026	1,031	931	910	829	728	813	893	842
21-24	4,179	4,014	3,997	3,762	3,548	3,532	2,922	3,016	3,547	3,298
25-34	8,483	8,509	8,725	8,877	8,595	8,343	6,771	6,652	8,226	7,509
35-44	6,285	6,375	6,838	7,031	7,146	7,184	6,003	6,151	7,943	7,543
45-54	5,725	5,566	5,654	5,476	5,611	5,623	4,429	4,639	6,048	5,577
55-64	4,209	4,293	4,689	4,747	4,745	5,008	3,973	3,977	5,031	4,482
65 and Over	3,184	3,351	3,751	3,781	3,760	4,175	3,105	3,202	4,496	4,544
Not Stated	4,027	3,846	3,483	3,416	3,575	2,847	2,354	2,295	2,727	2,529
Drivers In Collisions	41,384	41,336	42,336	42,007	41,523	41,263	33,141	33,860	42,525	39,920

Driver Factors - Section 5

Convictions – 2018 to 2023

Table 5.11

Offence	2018	2019	2020	2021	2022	2023	Avg/yr
Exceed Speed Limit	67,694	70,135	51,205	56,299	47,992	46,748	56,679
Exceed Speed Limit in School Zone (Photo Radar)	18,086	17,598	18,901	20,468	11,894	15,727	17,112
Exceed Speed Limit (Photo Radar)	19,302	14,389	19,208	22,733	13,012	10,436	16,513
Disobey Red Light (Camera)	9,571	6,498	1,618	13,003	13,480	14,242	9,735
Drive Unregistered Vehicle	10,956	10,741	6,367	7,816	7,191	8,580	8,609
Using Electronic Communication Equipment While Driving	6,979	7,778	4,335	6,519	6,105	7,375	6,084
Fail to Stop or Proceed Before Safe	4,431	6,001	4,173	4,161	4,012	4,233	4,502
Inappropriate or No Licence	4,135	3,771	2,294	3,565	3,338	3,448	3,425
Driver Fail to Wear Seatbelt	3,584	3,809	2,568	3,190	2,450	3,152	3,126
Exceed Speed Limit in School Zone	3,815	4,668	2,036	2,960	2,012	1,141	2,772
Exceed Speed Limit by More Than 35 km/h	2,974	2,701	1,754	1,917	1,635	1,931	2,152
Improperly Equip Veh Not Causing Out of Svc	790	1,757	1,628	2,722	2,088	2,910	1,983
Disobey Red Light	1,622	1,506	1,152	1,802	1,656	1,609	1,558
Fail to Produce Licence or Registration	1,469	1,771	935	1,304	1,117	1,565	1,360
Exceed 60 km/h When Passing Emergency Vehicle	1,032	1,707	1,306	1,745	1,176	1,051	1,336
Drive While Licence Suspended or Cancelled, or Refused Issue	2,136	1,781	909	871	1,129	1,117	1,324
Without Due Care or Reasonable Consideration	1,465	1,428	884	1,077	960	983	1,133
Exceed 60 km/h When Passing Highway Worker or Designated Vehicle (Photo Radar)	1,329	1,182	1,154	990	939	702	1,049
Proceed Contrary to Signage	1,281	1,356	612	988	777	855	978
U-Turn at Traffic Lights	1,011	921	532	931	947	1,095	906
Disobey Licence Endorsement or Restriction	465	558	446	621	592	659	557
Drive While Disqualified (TSA)	667	682	370	401	591	598	552
Light Equipment Causing Out of Service	507	584	493	617	463	614	546
Turn Left Across Traffic	707	710	356	445	498	500	536
Exceed Speed Limit by More Than 50 km/h	556	505	434	486	397	488	478
Unauthorized Use of Registration or Licence Plate	480	491	383	612	429	420	469
Mudguards Not Causing Out of Service	240	495	271	526	469	649	442
Exceed Speed Limit by More Than 35 km/h (Photo Radar)	522	402	412	466	285	282	395
Fail to Use Booster Seat	293	460	296	356	322	386	352
Headlamps Not Illuminated	445	328	270	360	299	402	351
Exceed a Safe, Reasonable Speed	410	400	249	279	304	292	322
Follow Too Closely	431	347	213	282	301	286	310
Operator or Owner of Unregistered Trailer	0	0	1	562	548	734	308
Weight/Dimension Permit Violation	449	230	270	409	196	248	300
Brakes Causing Out of Service	380	289	220	422	204	280	299
Disobey Traffic Control Device	331	399	233	285	245	252	291
Disobey Amber Light	391	261	180	289	283	337	290
Fail to Report Accident	387	345	201	239	285	263	287
Stunting	323	305	294	350	249	190	285
Improper Turn	300	351	218	264	248	295	279
Fail to Yield or Proceed Before Safe	357	298	177	211	221	205	245
Drive While Passenger Unrestrained	238	307	141	228	250	267	239
Fail to Yield to Emergency Vehicle	213	214	163	249	232	329	233
Improper or Inappropriate Lighting Devices	191	187	151	337	242	270	230
Light Equipment Not Causing Out of Service	170	248	229	276	212	242	230
Illegal U-Turn	353	371	100	208	211	109	225
Drive Left of Centre	207	268	172	261	220	222	225
Drive While Licence Plate Obstructed	227	253	129	259	207	254	222
Fail to Display Licence Plate, Validation Stickers, or Registration Permit	210	251	170	251	187	204	212
Obstructed View	327	249	158	184	167	175	210
Change Lanes When Unsafe	270	213	126	173	195	280	210
Insufficient Signalling	216	212	153	227	187	234	205
Exceed 60 km/h When Passing Highway Worker or Designated Vehicle	195	167	163	169	121	87	150
Fail to Stop for Railway Crossing Signal	121	184	142	201	141	96	148
Fail to Yield to Pedestrian	159	150	83	137	119	154	134
Defect Causing Out of Service	110	140	112	163	117	126	128
Fail to Provide Copy of the Required Inspection Report(s) on Demand of an Officer	39	186	98	122	68	153	111
Fail to Dim Headlamps	130	117	83	102	132	98	110
Fail to Use Child Restraint Seat	101	119	50	67	50	88	79
Fail to Yield When Entering Highway	87	79	65	68	74	64	73
Cross Solid Line	95	93	56	54	58	80	73
Excessive Noise	59	64	60	91	64	68	68
Unsafe Backing	111	73	43	62	57	52	66
Disobey School Bus Signal	93	92	65	57	41	44	65
Fail to Stop for Peace Officer	70	55	44	64	63	95	65
Log Not Up to Date or in Possession	85	72	52	65	51	35	60
Exceed 60 km/h When Passing Tow Truck	60	52	53	70	68	44	58
Fail to Yield to Driver on the Right	53	65	35	46	55	72	54

Convictions – 2018 to 2023

Table 5.11

Offence	2018	2019	2020	2021	2022	2023	Avg/yr
Tires Causing Out of Service	54	64	36	53	54	62	54
Pass When Unsafe	61	63	37	48	34	47	48
Exceed Speed Limit by More Than 50 km/h (Photo Radar)	56	35	43	51	34	40	43
Pass to the Right	55	69	28	37	22	42	42
Disobey Flashing Red Light	65	46	22	48	41	28	42
Littering on Highway	61	43	20	36	30	52	40
Drive Left of Median	36	56	16	42	43	45	40
Exceed Speed Limit by More Than Double the Speed	24	38	25	51	39	37	36
False Statement	36	41	28	23	39	40	35
Overcrowded Steering Compartment	12	22	30	64	21	19	28
Disobey Directions of Flag Person or Peace Officer	28	24	26	29	18	32	26
Improper Stopping on Highway or Street	28	27	11	17	32	35	25
Impede Traffic	21	27	20	19	17	33	23
Dangerous Goods Violation	38	21	16	17	9	34	23
Fail to Yield to Traffic	24	34	29	14	13	20	22
Contest of Speed	18	18	40	38	16	0	22
Towing Without Safety Device	18	15	13	27	27	29	22
Fail to Yield When Leaving Lane or Alley	34	28	17	24	14	10	21
Improper Lane Use	19	19	20	19	25	24	21
Drive While on 24-hour Suspension	27	23	14	20	21	18	21
Insecure Load	16	26	15	21	19	23	20
Deface or Alter Licence, Registration, or Licence Plate	15	20	14	23	27	21	20
Hold More Than One Licence	25	15	16	17	16	28	20
No Inspection as Required	27	18	13	25	8	19	18
Drive Over Median	29	23	15	14	17	10	18
Missing/Unsecured Bumpers	16	19	11	28	14	12	17
Allow Rider on Vehicle Exterior	6	12	25	26	10	16	16
Fail to Weigh Vehicle as Requested	17	12	17	19	12	10	15
Drive Vehicle with Major Defect Found in Inspection	5	25	5	12	10	23	13
Racing	7	9	18	23	20	0	13
Disobey Red Light Not at Intersection	13	19	15	6	13	5	12
Produce Another Driver's Licence	11	9	6	7	22	10	11
Seat Belts Not Causing Out of Service	7	8	6	15	9	12	10
Operate a Motorcycle Without Required Gear	6	14	3	7	6	15	9
Fail to Surrender Licence When Requested	12	5	10	5	13	1	8
Radar Warning Device in Commercial Vehicle	3	10	6	11	6	7	7
Improperly Equipped Motorcycle Rider	7	6	8	5	5	9	7
Not Proper Horn Or Misuse of Horn	3	0	3	11	6	9	5
Fail to Stop for Level Railway Crossing	4	1	4	3	6	7	4
Load Exceeds Max Dimension for Jurisdiction	1	3	3	4	4	8	4
Enter or Leave Controlled Access Highway Unlawfully	2	8	1	5	3	1	3
Drive Unsafely on Being Overtaken	6	4	3	0	3	3	3
Cross Highway Unlawfully	2	2	2	3	7	2	3
Proceed Contrary to Green Arrow	5	0	1	5	2	5	3
Fail to Mark Stationary Vehicle or Obstruction	2	2	2	4	5	1	3
Inadequate Vehicle Identification	2	2	0	3	3	5	3
Fail to Display a Licence Plate Identifying the Operator as a New Driver	2	2	1	3	1	5	2
Operating Without, Tamper or Fail to Produce Certificate	3	4	0	2	2	3	2
Operate Without, Tamper or Fail to Produce Certificate or Have Inadequate Vehicle Identification	3	4	1	1	3	1	2
Allow Attachment of Person or Device	2	3	2	1	2	2	2
Turn Left on Red Light When Prohibited by Sign	1	1	3	2	2	3	2
Tires Not Causing Out of Service	1	1	0	4	3	2	2
Over 80 mg Alcohol	4	4	0	0	0	0	1
Fail to Yield to Pedestrian on Amber Light	0	2	2	4	0	0	1
Not Authorized to Operate a Motorcycle Between the Period 1/2 hr Before Sunset to 1/2 hr After Sunrise	0	2	1	0	3	1	1
Fail to Yield on Green Arrow	2	2	1	1	0	1	1
Not Authorized to Transport Passengers on a Motorcycle	0	1	1	0	4	0	1
Exceed Maximum Driving Hours	1	0	0	1	4	0	1
Operate Vehicle Over Rgvw	0	1	1	3	0	0	1
Oversize Vehicle	2	0	0	2	1	0	1
Fail to Comply with Terms/Conditions of Permit	0	2	0	0	2	0	1
Motorcycle in Same Lane as Another Vehicle	0	0	1	1	0	2	1
Allow Another Person to Use Licence	0	0	0	0	3	1	1
Have Two or More Logs	1	0	0	0	0	2	1
Hinder P/O/Inspector Inspec, Repair Records	1	0	1	0	1	0	1
Hinder Inspector/Refusing Inf or False Info	1	0	0	2	0	0	1
Use Amber Beacon or Flashing Light	0	0	1	0	1	0	0
Fail to Keep HOS Logs at Prescribed Location	0	1	0	0	1	0	0
Driver/Auth Person F/T Prepare Trip Insp Legible	1	0	0	0	0	0	0

Convictions – 2018 to 2023

Table 5.11

Offence	2018	2019	2020	2021	2022	2023	Avg/yr
Fail to Extinguish Loading Lamp	0	1	0	0	0	0	0
Driving as a Learner/Driving While Unaccompanied	0	0	0	0	0	0	0
Motorcycles More Than Two Abreast	0	0	0	0	0	0	0
Tamper with Markings for Stationary Vehicle or Obstruction	0	0	0	0	0	0	0
Load Overhang Not Marked According to Regs	0	0	0	0	0	0	0
Total	177,482	175,435	133,183	168,740	135,776	142,154	155,030

Criminal Code Convictions – 2018 to 2023

Table 5.12

Offence	2018	2019	2020	2021	2022	2023	Avg/yr
Over 80 mg Alcohol	1,830	1,541	1,206	1,269	1,145	1,121	1,352
Impaired Driving	647	822	731	974	910	853	823
Drive While Disqualified (TSA)	743	743	380	416	597	619	583
Drive While Disqualified (CC)	591	583	437	513	484	511	520
Flight	164	233	271	350	327	353	283
Dangerous Driving	222	214	183	259	228	224	222
Fail to Comply With Demand	186	178	163	235	195	170	188
Leave Scene of Accident	65	64	50	69	69	66	64
Impaired Driving (Injury)	18	12	18	21	25	25	20
Dangerous Driving (Injury)	5	12	5	22	12	17	12
Leave Scene of Accident (Injury)	6	9	7	11	11	13	10
Drug Exceeds	0	0	4	14	23	12	9
Over 80 mg Alcohol (Injury)	15	8	1	2	2	0	5
Dangerous Driving (Death)	3	4	4	2	4	5	4
Impaired Driving (Death)	3	2	4	4	6	1	3
Leave Scene of Accident (Death)	3	1	0	1	3	5	2
Over 80 mg Alcohol (Death)	5	1	1	0	1	0	1
Fail to Comply With Demand (Injury)	0	0	2	0	3	3	1
Criminal Negligence (Injury)	0	1	0	1	0	0	0
Criminal Negligence (Death)	0	1	0	1	0	0	0
Fail to Comply With Demand (Death)	0	0	0	1	1	0	0
Flight (Death)	0	0	0	0	0	0	0
Manslaughter	0	0	0	0	0	0	0
Dangerous Driving While Street Racing	0	0	0	0	0	0	0
Criminal Negligence While Street Racing (Injury)	0	0	0	0	0	0	0
Total	4,506	4,429	3,467	4,165	4,046	3,998	4,102

Convictions, Licensed Drivers and Drivers in Collisions by Age

Table 5.13

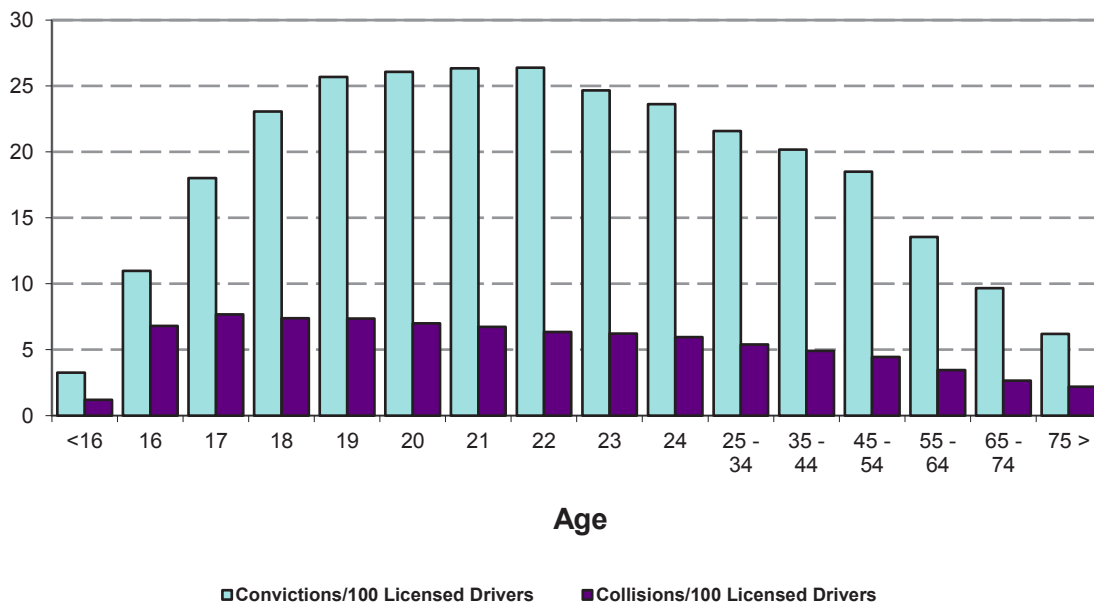
Age	Convictions*	Licensed Drivers	Drivers in Collisions	Convictions/100 Licensed Drivers	Collisions/100 Licensed Drivers	Conviction Risk	Collision Risk
<16	274	8,378	101	3.27	1.21	0.19	0.26
16	1,301	11,860	806	10.97	6.80	0.65	1.45
17	2,145	11,910	914	18.01	7.67	1.07	1.64
18	2,777	12,037	889	23.07	7.39	1.37	1.58
19	3,090	12,032	886	25.68	7.36	1.53	1.57
20	3,131	12,012	842	26.07	7.01	1.55	1.50
21	3,241	12,302	829	26.35	6.74	1.57	1.44
22	3,467	13,131	832	26.40	6.34	1.57	1.35
23	3,312	13,429	837	24.66	6.23	1.47	1.33
24	3,177	13,453	800	23.62	5.95	1.41	1.27
25 - 34	30,065	139,257	7,509	21.59	5.39	1.29	1.15
35 - 44	31,015	153,758	7,543	20.17	4.91	1.20	1.05
45 - 54	23,187	125,346	5,577	18.50	4.45	1.10	0.95
55 - 64	17,630	130,155	4,482	13.55	3.44	0.81	0.74
65 - 74	10,914	112,955	3,008	9.66	2.66	0.58	0.57
75 >	4,356	70,307	1,536	6.20	2.18	0.37	0.47
Not Stated	9		2,529				
Total	143,091	852,322	39,920	16.79	4.68	1.00	1.00

* Does not include Criminal Code convictions.

Not Stated - The convictions assigned to companies and commercial vehicle owners, etc.

Convictions and Collisions by Age Group

Figure 5.2



Vehicle Factors

Contents:

		Page
Table	6.1 Number of Vehicles in Collisions by Vehicle Type and Severity	43
	6.2 Number of Vehicles in Collisions by Vehicle Type and Road System	43
	6.3 Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer	44
	6.4 Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity	44
	6.5 Collisions Involving Dangerous Goods	45
	6.6 Truck Collisions by Year	45
	6.7 Trucks Involved in Collisions by Truck Type	45
	6.8 Motorcycle/Moped/Power Bicycle Collisions by Year	46
	6.9 Vehicle Registrations (Insured Years)	46

Vehicle Factors

There were 43,479 vehicles involved in 28,238 collisions during 2023. This is an average of 1.5 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Passenger cars accounted for 28% of vehicles in all collisions and 22% of the vehicles in fatal collisions.
- Pickup trucks accounted for 23% of vehicles in all collisions and 31% of vehicles in fatal collisions.
- Vans and SUVs accounted for 40% of vehicles in all collisions and 22% of the vehicles in fatal collisions.
- Semi units represented 3% of vehicles involved in all collisions and 13% of vehicles in fatal collisions.
- There were 166 crashes involving a motorcycle/moped/power cycle in 2023. These incidents resulted in 137 injuries and one death.

Tables 6.6 to 6.8 show historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Table 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Table 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (Passenger Car)	10,086	2,202	29	12,317	28.3
Pickup Trucks	8,773	1,350	41	10,164	23.4
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	14,341	2,926	29	17,296	39.8
Not Stated	1,134	66	1	1,201	2.8
Semi-Trailer Power Unit	944	177	17	1,138	2.6
Trucks > 4,500 kg	336	47	5	388	0.9
Motorcycle	38	114	1	153	0.4
Bicycle*	47	100	3	150	0.3
Transit Bus (Urban)	102	13	0	115	0.3
School Bus - Standard Large Type	68	10	1	79	0.2
Construction/Maintenance Equipment	54	3	0	57	0.1
Other Vehicle	49	17	0	66	0.2
Ambulance/Police/Fire	104	31	0	135	0.3
Off Highway Vehicle (3 or 4 Wheel ATVs)*	11	49	4	64	0.1
Snowmobile*	11	10	0	21	0.0
Motorhome	19	2	0	21	0.0
Unregistered Farm Equipment	19	6	1	26	0.1
Other Bus - Unspecified/Private	36	9	0	45	0.1
Inter-City Bus	22	1	0	23	0.1
Moped/Powered Bicycle	2	11	0	13	0.0
School Bus - Van Type	7	0	0	7	0.0
Total	36,203	7,144	132	43,479	100

Number of Vehicles in Collisions by Vehicle Type and Road System

Table 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other Roads	Total	%
Automobile (Passenger Car)	9,398	2,220	590	109	12,317	28.3
Pickup Trucks	5,478	3,070	1,404	212	10,164	23.4
Panel Van/Mini Van/Sport Utility Vehicles (SUV)	12,319	3,745	992	240	17,296	39.8
Not Stated	1,086	67	23	25	1,201	2.8
Semi-Trailer Power Unit	345	643	134	16	1,138	2.6
Trucks > 4,500 kg	247	107	30	4	388	0.9
Motorcycle	93	50	7	3	153	0.4
Bicycle*	146	3	0	1	150	0.3
Transit Bus (Urban)	110	2	2	1	115	0.3
School Bus - Standard Large Type	62	11	3	3	79	0.2
Construction/Maintenance Equipment	36	5	12	4	57	0.1
Other Vehicle	48	11	5	2	66	0.2
Ambulance/Police/Fire	110	16	4	5	135	0.3
Off Highway Vehicle (3 or 4 Wheel ATVs)*	16	7	11	30	64	0.1
Snowmobile*	3	6	6	6	21	0.0
Motorhome	11	10	0	0	21	0.0
Unregistered Farm Equipment	0	10	15	1	26	0.1
Other Bus - Unspecified/Private	31	9	3	2	45	0.1
Inter-City Bus	19	4	0	0	23	0.1
School Bus - Van Type	6	1	0	0	7	0.0
Moped/Powered Bicycle	13	0	0	0	13	0.0
Total	29,577	9,997	3,241	664	43,479	100

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if there was contact with a motor vehicle on the roadway.

The standard passenger car, pickup truck, van and SUV are involved in 91% of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

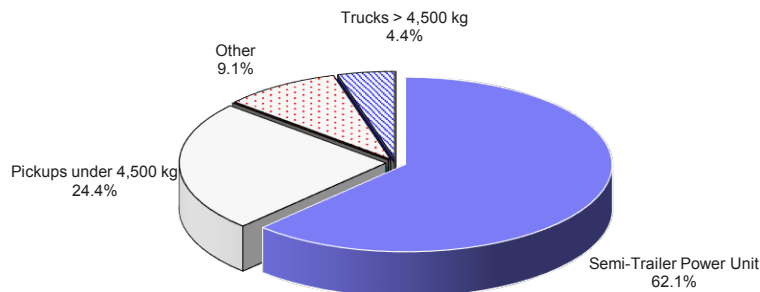
Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Table 6.3

Vehicle Type	No Trailer	Recreation	Utility	Farm	Maint/Const	Towed Vehicle	Single Semi	A* Train	C* Train	B* Train	Over Sized	Other	Not Stated	Trailer	
														Total	%
Semi-Trailer Power Unit	370	8	58	2	8	0	25	1	2	6	0	30	628	768	62.1
Pickup Trucks	9,864	42	41	8	3	6	0	0	0	0	0	6	194	300	24.3
Trucks > 4,500 kg	333	1	11	1	0	2	3	1	0	0	0	3	33	55	4.4
Other Vehicle	571	6	7	0	0	1	0	0	0	0	0	0	17	31	2.5
Not Stated	1,173	8	4	0	3	0	0	0	0	0	0	2	11	28	2.3
Automobile (Passenger Car)	12,289	3	6	0	0	1	0	0	0	0	0	0	18	28	2.3
Panel Van/Mini Van/SUV	17,289	0	3	0	0	0	0	0	0	0	0	0	4	7	0.6
Farm Equipment	13	0	0	7	0	4	0	0	0	0	0	0	2	13	1.1
Bus - All Types	266	0	0	1	0	0	0	0	0	0	0	0	2	3	0.2
Const./Maintenance Equip.	56	1	0	0	0	0	0	0	0	0	0	0	0	1	0.1
Motorhome	19	0	0	0	0	0	0	0	0	0	0	0	2	2	0.2
Total	42,243	69	130	19	14	14	28	2	2	6	0	41	911	1,236	100

* An "A" train is a single hitch drawbar. A "B" train is connected by a fifth wheel. A "C" train is a double hitch drawbar.

Per cent of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Table 6.4

Pre-Collision Action	Severity			Total	%
	Property Damage	Personal Injury	Fatal		
Going Straight Ahead	18,354	3,760	102	22,216	51.1
Parked Legally	3,245	123	1	3,369	7.7
Turning Left	2,353	791	5	3,149	7.2
Stopped in Traffic (Incl. Mechanical Breakdown)	1,875	640	3	2,518	5.8
Not Stated	926	76	3	1,005	2.3
Slowing or Stopping on the Roadway (Decelerating)	3,933	943	4	4,880	11.2
Turning Right	1,479	216	1	1,696	3.9
Reversing	1,375	48	1	1,424	3.3
Changing Lanes	1,047	156	2	1,205	2.8
Starting in Traffic (Accelerating)	522	189	2	713	1.6
Merging	187	52	0	239	0.5
Overtaking, Passing on Left or Right	145	52	5	202	0.5
Making U-Turn	122	33	1	156	0.4
Other	125	31	0	156	0.4
Starting from Parked Position, Leaving Roadside	222	11	0	233	0.5
Parked Illegally	31	8	1	40	0.1
Entering Parked Position, Stopping On Roadside	262	15	1	278	0.6
Total	36,203	7,144	132	43,479	100

Collisions Involving Dangerous Goods

Table 6.5

Dangerous Goods Class	Spilled		Total	%	% of Total
	Yes	No			
Class 1 Explosives	0	8	8	0.0	10.8
Class 2 Compressed Gases	0	44	44	0.0	59.5
Class 3 Flammable Liquids	11	4	15	73.3	20.3
Class 4 Flammable Solids	0	0	0	0.0	0.0
Class 5 Oxidizers & Organic Substances	0	5	5	0.0	6.8
Class 6 Poisonous & Infectious Substances	0	0	0	0.0	0.0
Class 7 Radioactive Materials	0	1	1	0.0	1.4
Class 8 Corrosive Substances	0	0	0	0.0	0.0
Class 9 Miscellaneous Substances	1	0	1	100	1.4
Total	12	62	74	16.2	100
% of Total	16.2	83.8	100.0		

Truck Collisions by Year

Table 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions				Total	Number Injured	Number Killed
		Property Damage	Personal Injury	Fatal	Total			
2012	1,703	1,244	324	34	1,602	442	38	
2013	2,076	1,615	305	23	1,943	443	30	
2014	1,679	1,274	278	19	1,571	373	21	
2015	1,598	1,267	236	29	1,532	318	34	
2016	1,762	1,449	210	22	1,681	299	26	
2017	1,414	1,153	189	23	1,365	243	28	
2018	1,402	1,096	228	13	1,337	321	29	
2019	1,154	938	164	17	1,119	214	18	
2020	1,259	1,043	147	13	1,203	190	14	
2021	1,315	1,051	186	16	1,253	249	17	
2022	1,806	1,396	254	18	1,668	347	20	
2023	1,526	1,201	217	19	1,437	295	22	

Trucks Involved In Collisions by Truck Type

Table 6.7

Year	Single Unit (Straight) Trucks			Articulated/Tractor-Trailer Trucks		
	Property Damage	Personal Injury	Fatal	Property Damage Only	Personal Injury	Fatal
2012	287	60	5	1,029	292	30
2013	423	62	3	1,292	275	21
2014	367	61	1	990	241	19
2015	302	39	0	1,016	211	30
2016	645	35	0	869	190	23
2017	304	29	5	887	170	19
2018	234	41	0	919	195	13
2019	171	29	5	790	147	12
2020	211	29	0	875	129	15
2021	187	46	1	912	147	22
2022	387	68	2	1,110	221	18
2023	336	47	5	944	177	17

Motorcycle/Moped/Power Bicycle Collisions by Year

Table 6.8

Year	Property Damage	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
2006	97	189	5	291	204	5
2007	106	192	8	306	208	9
2008	133	205	5	343	233	5
2009	119	191	2	312	204	2
2010	119	185	5	309	202	5
2011	100	195	4	299	214	4
2012	90	202	6	298	220	6
2013	59	173	6	238	190	6
2014	57	133	3	193	140	3
2015	69	122	4	195	136	4
2016	42	121	6	169	137	6
2017	52	82	3	137	85	3
2018	28	79	4	111	90	4
2019	53	84	5	142	95	5
2020	44	76	1	121	84	1
2021	40	93	2	135	97	2
2022	45	83	5	133	95	5
2023	40	125	1	166	137	1

Vehicle Registrations (Insured Years*)

Table 6.9

Type of Vehicle	2019	2020	2021	2022	2023
Passenger Cars - Excludes Special Use	240,918	231,441	225,947	218,194	211,723
Sport Utility Vehicles	253,172	264,832	279,586	291,922	306,592
Light Private Trucks - <5,001 kg Class PV	208,280	209,845	213,414	212,049	215,538
Vans (Light & Heavy, Commercial & Private)	54,888	52,857	51,849	50,190	48,861
Commercial & Farm Straight Trucks	124,880	122,879	124,386	123,836	125,360
Truck Tractors (Semi Power Units)	28,097	28,331	29,632	29,984	30,622
School Buses - Bus Use Only Class PS	2,897	2,763	2,928	2,940	2,944
Transit Buses - Class PC	350	340	339	333	330
Inter-City, Tour & Private Buses	535	442	428	508	526
Motorcycles	7,483	7,365	7,882	7,775	8,042
Pedal Cycles	9	9	10	12	9
Motorhomes	4,389	4,059	4,371	4,278	4,216
Ambulance	291	301	315	327	331
Hearse	124	118	117	118	113
Police - All Vehicles with Police Use	579	578	616	663	713
Taxis	736	616	663	713	741
Trailers (Commercial, Private & Farm)	220,604	222,694	236,892	237,562	240,788
Snowmobiles	4,446	4,739	6,301	6,473	6,648
Other - No Assigned Vehicle Type	4,009	3,771	3,882	3,984	4,029
Total Insured Years (including Trailers)	1,156,687	1,157,980	1,189,559	1,191,859	1,208,125
Total Motor Vehicles	931,637	930,547	946,366	947,825	960,689

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

Contents:

		Page
Figure	7.1 Fatalities Classification	49
	7.2 Injury Classification	49
	7.3 Severity of Injury by Safety Restraint Use	51
Table	7.1 Victims Injured by Road User Class and Age Group	50
	7.2 Victims Killed by Road User Class and Age Group	50
	7.3 Victims Injured or Killed by Road User Class and Gender	50
	7.4 Vehicle Occupants by Injury Class and Safety Restraints Used	51
	7.5 Vehicle Occupants by Injury Class and Age Group	52
	7.6 Definitions – Injury Classifications and Vehicle Occupants	52

Victims and Safety Restraints

TAIS captures information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figure 7.3 shows the relationship between the severity of injury to vehicle occupants and seatbelt use. The severity of injury is much lower for victims using safety restraints.

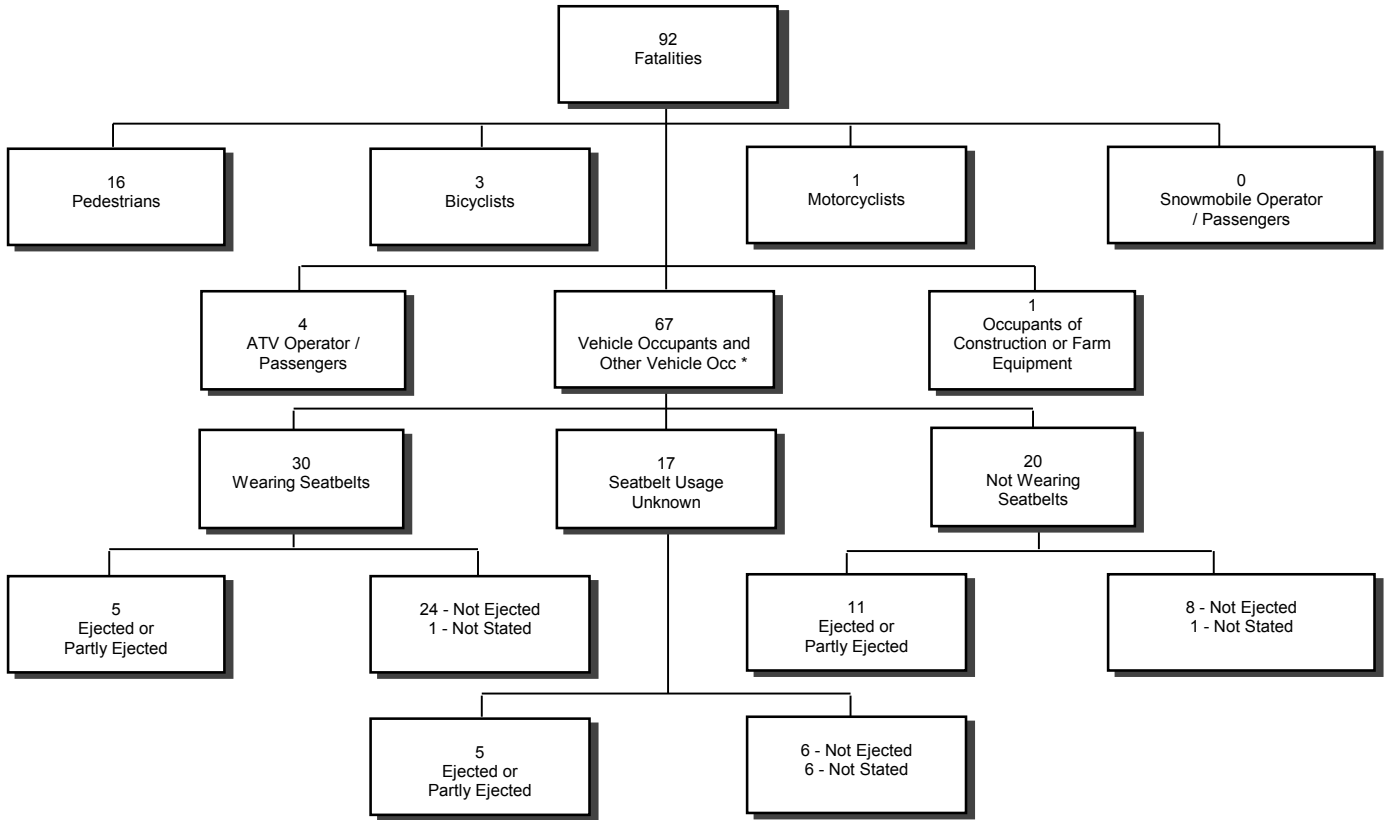
- 93% of those using safety restraints sustained minor or moderate injuries.
- Occupants not using safety restraints were severely or fatally injured 48% of the time, compared to 7% of the time for those using restraints.

In 2004, Transport Canada began conducting observational surveys of seatbelt use, alternating annually between rural and urban communities across Canada. Seatbelt use in urban areas was observed in 2010, 2016, and most recently in 2017. The Saskatchewan urban seatbelt use rate by front-seat occupants increased from 93.5% in 2007 to 95.7% in 2017. Comparatively, the national average increased from 92.5% to 96.9% over the same period. The complete results of the Canadian survey can be referenced in Table 12.2 on page 131.

Fatalities Classification

(January 1 to December 31, 2023)

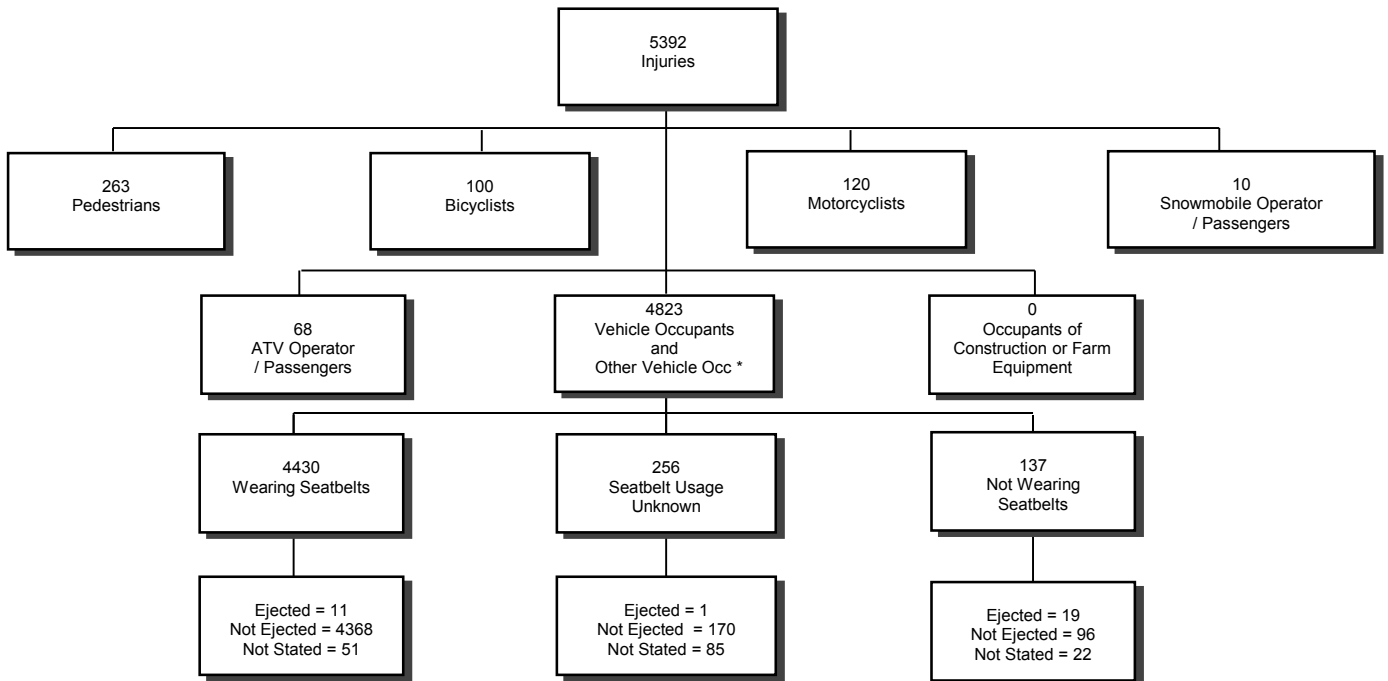
Figure 7.1



Injuries Classification

(January 1 to December 31, 2023)

Figure 7.2



* Other vehicle occupants are occupants of other non-passenger vehicles that may or may not have seatbelts. Some examples are golf carts and specially modified vehicles that do not fit into our general passenger vehicle body type classifications.

Victims Injured by Road User Class and Age Group

Table 7.1

Category	0 -	5 -	15 -	20 -	25 -	35 -	45 -	55 -	65 +	Not	Total	%
	4	14	19	24	34	44	54	64	65 +	Stated		
Motor Vehicle Driver	1	0	324	366	699	716	557	460	412	5	3,540	65.7
Motor Vehicle Passenger	58	172	158	129	132	153	121	113	135	87	1,258	23.3
Pedestrian	2	44	25	23	46	36	28	12	22	25	263	4.9
Motorcycle Driver/Passenger	0	2	6	11	18	27	27	18	10	1	120	2.2
Bicyclist*	0	18	16	7	16	15	12	8	3	5	100	1.9
ATV Operator/Passenger*	1	11	17	5	16	6	2	3	1	6	68	1.3
Snowmobile Driver/Passenger*	0	2	2	1	1	0	2	2	0	0	10	0.2
Other Occupants	0	5	6	1	3	5	1	1	2	1	25	0.5
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	0	0	0	0	0.0
Not Stated	0	0	0	0	1	1	4	1	1	0	8	0.1
Total	62	254	554	543	932	959	754	618	586	130	5,392	100

Victims Killed by Road User Class and Age Group

Table 7.2

Category	0 -	5 -	15 -	20 -	25 -	35 -	45 -	55 -	65 +	Not	Total	%
	4	14	19	24	34	44	54	64	65 +	Stated		
Motor Vehicle Driver	0	0	4	4	8	9	7	6	12	0	50	54.3
Motor Vehicle Passenger	1	3	1	2	5	2	1	0	2	0	17	18.5
Pedestrian	0	2	1	1	5	2	1	2	2	0	16	17.4
Motorcycle Driver/Passenger	0	0	0	0	0	1	0	0	0	0	1	1.1
ATV Operator/Passenger*	0	0	0	0	1	1	1	0	1	0	4	4.3
Snowmobile Driver/Passenger*	0	0	0	0	0	0	0	0	0	0	0	0.0
Other Occupants	0	0	0	0	0	0	0	0	1	0	1	1.1
Bicyclist*	0	0	0	0	1	2	0	0	0	0	3	3.3
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	0	0	0	0	0.0
Not Stated	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	1	5	6	7	20	17	10	8	18	0	92	100

Victims Injured or Killed by Road User Class and Gender

Table 7.3

Category	Victims Injured				Victims Killed			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	1,596	1,841	103	3,540	37	13	0	50
Motor Vehicle Passenger	444	767	47	1,258	10	7	0	17
Pedestrian	121	131	11	263	12	4	0	16
Motorcycle Driver/Passenger	102	14	4	120	1	0	0	1
Bicyclist*	73	19	8	100	2	1	0	3
ATV Operator/Passenger*	38	27	3	68	3	0	1	4
Snowmobile Driver/Passenger*	6	4	0	10	0	0	0	0
Other Occupants	16	9	0	25	1	0	0	1
Occ. of Farm or Const. Equip.	0	0	0	0	0	0	0	0
Not Stated	6	2	0	8	0	0	0	0
Total	2,402	2,814	176	5,392	66	25	1	92

*TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

Vehicle Occupants by Injury Class and Safety Restraints Used

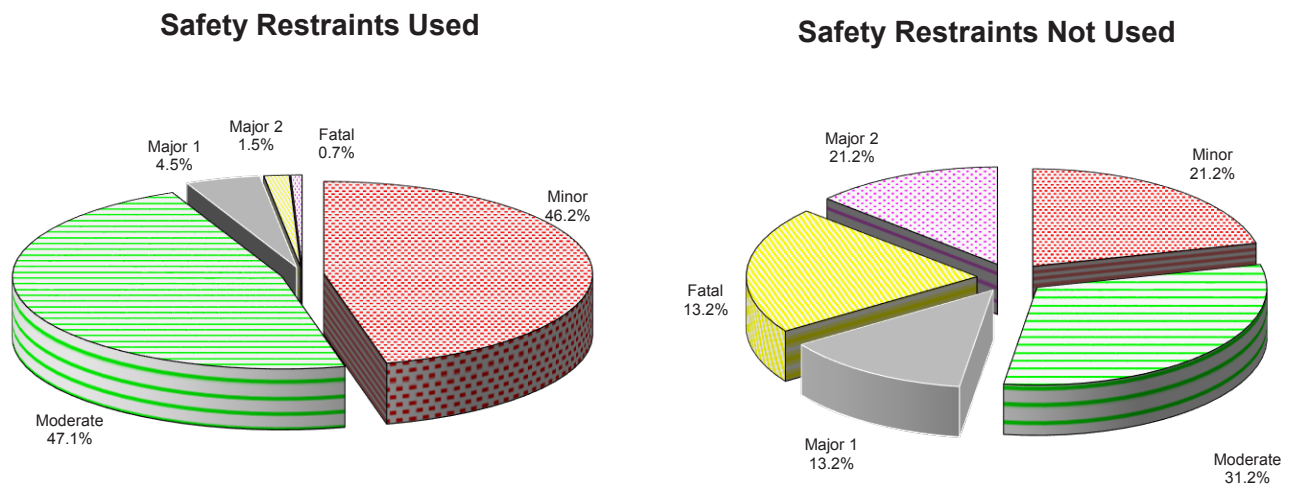
Table 7.4

Injury Class	Lap/Lap & Shoulder Belt	Lap & Shoulder w/ Air Bag	Child Restraint Rear Facing	Child Restraint Front Facing w/ Tether	Child Restraint Front Facing w/o Tether	Child Booster Seat	Not or Improperly Used	Not Stated*	Total	%
Minor	1,386	660	2	7	4	1	32	110	2,202	45.3
Moderate	1,083	997	2	8	0	7	47	84	2,228	45.8
Major 1	88	112	0	0	0	0	20	22	242	5.0
Major 2	16	49	0	2	0	0	32	27	126	2.6
Fatal	2	27	0	1	0	0	20	17	67	1.4
Total	2,575	1,845	4	18	4	8	302	260	4,865	100

*Occupant data is not captured for uninjured occupants.

Severity of Injury by Safety Restraint Use

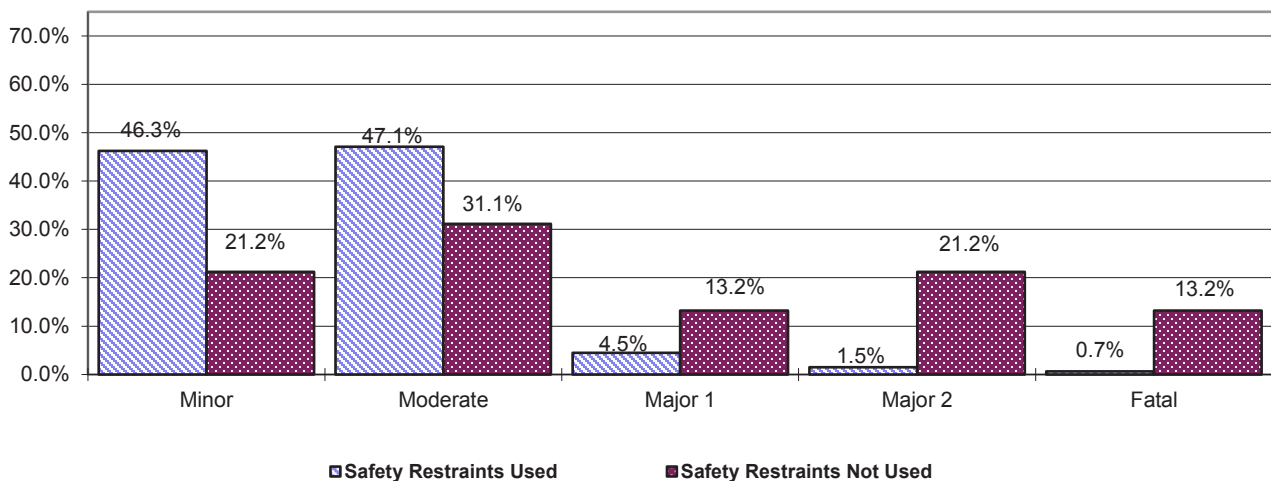
Figure 7.3



Note:

The totals used to calculate the percentage in Figure 7.3 do not include occupants where seatbelt use was coded as "not stated."

Severity of Injury by Safety Restraints Used



Vehicle Occupants by Injury Class and Age Group

Table 7.5

Restraints Used

Injury Class	Not Stated	Age Group								Total
		0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	
Minor	54	25	44	71	461	1,194	88	49	74	2,060
Moderate	21	19	29	41	387	1,373	83	73	71	2,097
Major 1	1	1	2	4	39	126	8	9	10	200
Major 2	0	2	0	0	16	40	2	3	4	67
Fatal	0	1	0	0	5	15	0	1	8	30
Total	76	48	75	116	908	2,748	181	135	167	4,454

Restraints Not Used

Injury Class	Not Stated	Age Group								Total
		0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	
Minor	1	1	0	0	11	16	2	0	1	32
Moderate	0	3	1	5	12	23	2	0	1	47
Major 1	0	1	0	0	10	8	0	0	1	20
Major 2	0	0	1	2	16	12	1	0	0	32
Fatal	0	0	0	1	3	12	0	0	4	20
Total	1	5	2	8	52	71	5	0	7	151

Restraint Use Not Stated

Injury Class	Not Stated	Age Group								Total
		0 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	
Minor	11	2	2	4	22	61	5	3	0	110
Moderate	3	3	1	4	33	30	6	1	3	84
Major 1	0	1	0	0	8	12	0	0	1	22
Major 2	1	1	0	0	8	16	1	0	0	27
Fatal	0	0	2	0	5	9	0	0	1	17
Total	15	7	5	8	76	128	12	4	5	260

Definitions

Injury Classification

Table 7.6

- 1 Minor minor complaint of injury by victim, but no apparent incapacitation
- 2 Moderate an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
- 3 Major 1 an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
- 4 Major 2 an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
- 5 Fatal death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

Contents:

		Page
Table	8.1 Fatal Collisions Summary	55
	8.2 Listing of Fatal Collisions	57

Fatal Collisions

Table 8.1 provides a breakdown of fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in Figure 8.2 shows some of the individual factors of each of the 84 fatal collisions that occurred during 2023.

There were 67 vehicle occupant deaths

Deaths of unbelted occupants

- 20 unbelted vehicle occupants were killed in 2023. This represents 29.9% of all vehicle occupant deaths.

Age and gender of those not using seatbelts:

Age of victim	Male	Female
Under 16	1	0
16-24	3	0
25-54	8	2
55 and older	5	1

Deaths of belted occupants

- 30 belted vehicle occupants were killed in 2023. This represents 44.8% of all vehicle occupant deaths.

Age and gender of those using seatbelts:

Age of victim	Male	Female
Under 16	0	1
16-24	3	1
25-54	7	5
55 and older	10	3

Deaths where seatbelt use was not known

- 17 occupants were killed in 2023 whose seatbelt use was unknown.

Age and gender of those where seatbelt use was not known:

Age of victim	Male	Female
Under 16	1	1
16-24	1	3
25-54	7	3
55 and older	1	0

Fatal Collisions Summary

Table 8.1

For the year ending Dec. 31, 2023, there were 92 traffic fatalities in Saskatchewan. They consisted of 50 drivers and 17 passengers, 16 pedestrians, one motorcyclist, four ATV operators, three bicyclists and one operator of farm equipment.

1. Pedestrian Summary:

- 16 pedestrian deaths
- 7 on urban roads
- 5 on provincial highways
- 0 on a designated grid road
- 4 on First Nations land
- in 5 of the cases, the pedestrians had been drinking, and in 5 cases, pedestrian action was listed as a contributing factor in the incident

2. All-Terrain Vehicle Summary:

- 4 ATV operator deaths
- 2 on designated grid roads
- 1 on First Nations land
- 1 on unknown land

3. Motorcyclist Summary:

- 1 motorcyclist death
- 1 on a designated grid road

4. Vehicle Occupant Summary:

- 67 vehicle occupant deaths; 30 were using safety restraints, 20 were not and seatbelt usage for 17 of them was not known

Seatbelt used: 30 deaths

- 7 were in single-vehicle crashes, 11 of which were rollovers
- type of vehicle the occupant was in:
 - 14 passenger cars
 - 7 pickup trucks (4500 kg and under)
 - 8 vans or SUVs
 - 1 truck over 4500 kg

Seatbelt Not or Improperly Worn: 20 deaths

- 13 victims were in single-vehicle crashes, 12 of which were rollovers
- type of vehicle the occupant was in:
 - 5 passenger car
 - 9 pickup trucks (4500 kg and under)
 - 5 vans or SUVs
 - 1 truck over 4500 kg

Seatbelt Use Not Known or Not Stated: 17 deaths

- 8 victims were in single-vehicle crashes, 7 of which were rollovers
- type of vehicle the occupant was in:
 - 3 passenger cars
 - 7 pickup trucks (4500 kg and under)

- 5 vans or SUVs
- 2 power units for semi-trailers

5. 2023 Traffic Deaths by Day of Week:

- ☐ Sunday 16
- ☐ Monday 5
- ☐ Tuesday 16
- ☐ Wednesday 16
- ☐ Thursday 8
- ☐ Friday 16
- ☐ Saturday 15

6. 2023 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	4	Noon to 0:59 p.m.	4
1 to 1:59 a.m.	5	1 to 1:59 p.m.	6
2 to 2:59 a.m.	0	2 to 2:59 p.m.	5
3 to 3:59 a.m.	2	3 to 3:59 p.m.	3
4 to 4:59 a.m.	2	4 to 4:59 p.m.	4
5 to 5:59 a.m.	1	5 to 5:59 p.m.	2
6 to 6:59 a.m.	3	6 to 6:59 p.m.	8
7 to 7:59 a.m.	4	7 to 7:59 p.m.	9
8 to 8:59 a.m.	1	8 to 8:59 p.m.	5
9 to 9:59 a.m.	6	9 to 9:59 p.m.	4
10 to 10:59 a.m.	1	10 to 10:59 p.m.	7
11 to 11:59 a.m.	4	11 to 11:59 p.m.	2

7. 2023 Traffic Deaths by Type of Roadway:

- ☐ Provincial Highways 52
- ☐ Rural Roads 15
- ☐ Urban Streets 16
- ☐ Other Roads 9

Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	Road User Class of the Deceased	# Injured	Alcohol/Drug Involvement	Distracted/Inattentive Driving	Speed Related	Proper Restraint Use by the Deceased
1	Rural/Urban Highway	2	Vehicle Occupant	5	No	No	No	Yes
2	Grid Road	1	Vehicle Occupant	0	No	No	No	Yes
3	Street	1	Vehicle Occupant	2	Yes	Yes	No	N/A

January summary: 4 people killed in 3 collisions; 1 collision involved alcohol/drugs; 1 collisions involved distracted/inattentive driving; 0 collisions involved speed; and 0 involved an occupant not wearing a seatbelt.

4	Rural/Urban Highway	1	Vehicle Occupant	1	No	No	No	Yes
5	Rural/Urban Highway	1	Vehicle Occupant	1	No	Yes	No	N/A
6	Rural/Urban Highway	1	Vehicle Occupant	3	No	No	No	Yes
7	Rural/Urban Highway	1	Vehicle Occupant	4	No	No	No	Yes

February summary: 4 people killed in 4 collisions; 0 collisions involved alcohol/drugs; 1 collision involved distracted/inattentive driving; 0 collisions involved speed; and 0 involved an occupant not wearing a seatbelt.

8	Street	1	Pedestrian	0	No	No	No	N/A
9	Rural/Urban Highway	1	Vehicle Occupant	2	No	No	Yes	Yes

March summary: 2 people killed in 2 collisions; 0 collisions involved alcohol/drugs; 0 collisions involved distracted/inattentive driving; 1 collision involved speed; and 0 involved an occupant not wearing a seatbelt.

10	Street	1	Pedestrian	0	Yes	No	No	N/A
11	Grid Road	1	Vehicle Occupant	0	Yes	No	Yes	No
12	First Nation Land	1	Pedestrian	0	No	No	No	N/A

April summary: 3 people killed in 3 collisions; 2 collisions involved alcohol/drugs; 0 collisions involved distracted/inattentive driving; 1 collision involved speed; and 1 involved an occupant not wearing a seatbelt.

13	Street	1	Bicyclist	0	No	No	No	N/A
14	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	Yes
15	Rural/Urban Highway	1	Vehicle Occupant	3	No	No	No	No
16	Rural/Urban Highway	1	Vehicle Occupant	1	Yes	No	No	Yes
17	Grid Road	1	Vehicle Occupant	3	Yes	No	Yes	No
18	Rural/Urban Highway	1	Pedestrian	0	Yes	No	No	N/A

May summary: 6 people killed in 6 collisions; 3 collisions involved alcohol/drugs; 0 collisions involved distracted/inattentive driving; 1 collision involved speed; and 2 involved an occupant not wearing a seatbelt.

Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	Road User Class of the Deceased	# Injured	Alcohol/Drug Involvement	Distracted/Inattentive Driving	Speed Related	Proper Restraint Use by the Deceased
19	Grid Road	1	Vehicle Occupant	0	Yes	No	No	No
20	Grid Road	1	ATV	0	Yes	No	No	No
21	Rural/Urban Highway	1	Vehicle Occupant	2	No	No	No	N/A
22	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	No
23	First Nation Land	1	Vehicle Occupant	0	No	No	No	No
24	Rural/Urban Highway	1	Vehicle Occupant	2	No	No	No	No
25	Grid Road	1	Vehicle Occupant	1	No	No	Yes	No
26	Rural/Urban Highway	1	Vehicle Occupant	1	No	No	No	Yes
27	Rural/Urban Highway	1	Vehicle Occupant	2	No	No	No	Yes
28	Rural/Urban Highway	1	Vehicle Occupant	2	Yes	No	Yes	N/A

June summary: 10 people killed in 10 collisions; 3 collisions involved alcohol/drugs; 0 collisions involved distracted/inattentive driving; 2 collisions involved speed; and 6 involved an occupant not wearing a seatbelt.

29	Grid Road	1	Motorcyclist	0	Yes	No	Yes	N/A
30	First Nation Land	1	Pedestrian	0	Yes	No	No	N/A
31	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	Yes
32	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	No	No	No
33	Rural/Urban Highway	1	Vehicle Occupant	1	No	No	Yes	Yes
34	First Nation Land	1	ATV	0	Yes	No	No	No
35	First Nation Land	2	Vehicle Occupant	1	Yes	No	Yes	N/A
36	Unknown	1	ATV	0	Yes	No	No	No

July summary: 9 people killed in 8 collisions; 6 collisions involved alcohol/drugs; 0 collisions involved distracted/inattentive driving; 3 collisions involved speed; and 3 involved an occupant not wearing a seatbelt.

37	Street	1	Vehicle Occupant	1	No	No	No	Yes
38	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	Yes	No
39	Grid Road	1	Vehicle Occupant	0	Yes	No	No	N/A
40	First Nation Land	1	Pedestrian	0	No	No	No	N/A

Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	Road User Class of the Deceased	# Injured	Alcohol/Drug Involvement	Distracted/Inattentive Driving	Speed Related	Proper Restraint Use by the Deceased
41	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	Yes
42	Grid Road	1	Vehicle Occupant	1	No	No	No	N/A

August summary: 6 people killed in 6 collisions; 1 collision involved alcohol/drugs; 0 collisions involved distracted/inattentive driving; 1 collision involved speed; and 1 involved an occupant not wearing a seatbelt.

43	Street	1	Pedestrian	0	Yes	Yes	No	N/A
44	Street	1	Bicyclist	0	No	No	No	N/A
45	Street	1	Pedestrian	3	Yes	No	Yes	N/A
46	Grid Road	1	Vehicle Occupant	0	Yes	No	No	No
47	Rural/Urban Highway	1	Pedestrian	0	No	No	No	N/A
48	Rural/Urban Highway	1	Vehicle Occupant	3	Yes	No	No	Yes
49	Grid Road	1	Vehicle Occupant	3	Yes	No	Yes	N/A
50	Grid Road	1	Vehicle Occupant	0	No	No	No	No
51	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	No	No	N/A
52	Grid Road	1	Vehicle Occupant	0	No	No	Yes	Yes
53	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	No
54	Grid Road	1	ATV	2	Yes	No	Yes	No
55	Rural/Urban Highway	1	Vehicle Occupant	2	No	No	No	Yes

September summary: 13 people killed in 13 collisions; 7 collisions involved alcohol/drugs; 1 collision involved distracted/inattentive driving; 4 collisions involved speed; and 4 involved an occupant not wearing a seatbelt.

56	Street	1	Bicyclist	0	No	No	No	No
57	Rural/Urban Highway	1	Vehicle Occupant	1	No	No	No	Yes
58	Grid Road	1	Vehicle Occupant	0	Yes	No	No	Yes
59	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	Yes
60	Rural/Urban Highway	4	Vehicle Occupant	0	No	No	No	N/A
61	Rural/Urban Highway	1	Vehicle Occupant	1	No	No	Yes	Yes
62	Rural/Urban Highway	2	Vehicle Occupant	1	No	No	No	N/A
63	Rural/Urban Highway	1	Vehicle Occupant	5	No	No	No	No

Listing of Fatal Collisions

Table 8.2

#	Road Location	# Killed	Road User Class of the Deceased	# Injured	Alcohol/Drug Involvement	Distracted/Inattentive Driving	Speed Related	Proper Restraint Use by the Deceased
64	First Nation Land	1	Pedestrian	0	Yes	No	No	N/A
65	Street	1	Vehicle Occupant	2	Yes	No	No	N/A
66	Street	1	Vehicle Occupant	0	Yes	No	Yes	N/A
67	Rural/Urban Highway	1	Vehicle Occupant	8	No	Yes	No	No
68	Rural/Urban Highway	1	Vehicle Occupant	5	No	Yes	No	No

October summary: 17 people killed in 13 collisions; 4 collisions involved alcohol/drugs; 2 collisions involved distracted/inattentive driving; 2 collisions involved speed; and 4 involved an occupant not wearing a seatbelt.

69	Rural/Urban Highway	1	Vehicle Occupant	1	No	Yes	No	Yes
70	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	No	Yes
71	Rural/Urban Highway	2	Vehicle Occupant	1	Yes	No	No	Yes
72	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	No	Yes	No
73	Rural/Urban Highway	1	Pedestrian	0	No	No	No	N/A
74	Rural/Urban Highway	1	Vehicle Occupant	0	Yes	No	Yes	Yes
75	Rural/Urban Highway	1	Pedestrian	0	Yes	No	No	N/A

November summary: 8 people killed in 7 collisions; 4 collisions involved alcohol/drugs; 1 collision involved distracted/inattentive driving; 2 collisions involved speed; and 1 involved an occupant not wearing a seatbelt.

76	Street	1	Pedestrian	0	No	Yes	No	N/A
77	Street	1	Pedestrian	0	No	No	No	N/A
78	Street	1	Vehicle Occupant	1	No	No	Yes	Yes
79	Rural/Urban Highway	1	Vehicle Occupant	1	No	No	No	Yes
80	Rural/Urban Highway	2	Vehicle Occupant	3	No	No	No	Yes
81	Street	1	Vehicle Occupant	5	Yes	No	Yes	Yes
82	Rural/Urban Highway	1	Vehicle Occupant	0	No	No	Yes	No
83	Rural/Urban Highway	1	Pedestrian	0	No	No	No	N/A
84	Street	1	Pedestrian	0	No	Yes	No	N/A

December summary: 10 people killed in 9 collisions; 1 collision involved alcohol/drugs; 2 collisions involved distracted/inattentive driving; 3 collisions involved speed; and 1 involved an occupant not wearing a seatbelt.

Pedestrians

Contents:

		Page
Table	9.1 Pedestrians Injured or Killed by Age Group	63
	9.2 Pedestrians Injured or Killed by Action and Age Group	63
	9.3 Pedestrians Injured or Killed by Road System	63
	9.4 Pedestrians Injured or Killed by Time of Day	64
	9.5 Pedestrians Injured or Killed by Month	64

Pedestrians

Quick Facts on 2023 Pedestrian Collisions

- Sixteen pedestrians were killed and 263 were injured in 2023.
- Pedestrian action was a contributing factor in five of the 16 deaths.
- Five of the pedestrians killed had been drinking.
- 17% of the pedestrians injured or killed were under the age of 15.
- 87% of the pedestrians were injured or killed in an urban area.
- 56% of the pedestrians were hit while trying to cross at an intersection, and 14% were hit while crossing or running onto the roadway mid-block.
- Most pedestrian collisions occurred in late afternoon. The highest hourly total occurred between 6 and 7 p.m.

Pedestrians Injured or Killed by Age Group

Table 9.1

	Age Group									Not Stated	Total	%
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +			
Injured	2	44	25	23	46	36	28	12	22	25	263	94.3
Killed	0	2	1	1	5	2	1	2	2	0	16	5.7
Total	2	46	26	24	51	38	29	14	24	25	279	
%	0.7	16.5	9.3	8.6	18.3	13.6	10.4	5.0	8.6	9.0		100

Pedestrians Injured or Killed by Action and Age Group

Table 9.2

Action *	Age Group									Not Stated	Total	%
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +			
At Int Xing with ROW	0	19	11	15	19	16	13	11	15	9	128	45.9
Running into Road	1	2	2	1	2	1	1	0	0	1	11	3.9
Xing Road Between Int	0	2	2	1	8	4	2	1	1	6	27	9.7
Not Stated	0	0	1	0	3	1	2	0	0	1	8	2.9
Walking on Roadway	0	3	0	1	4	2	4	1	0	0	15	5.4
At Int Xing No Traffic Control	0	0	1	1	1	0	0	0	0	2	5	1.8
Walking with Traffic	0	3	1	0	3	2	0	0	1	1	11	3.9
At Int Xing without ROW	0	3	2	0	4	1	4	0	1	2	17	6.1
From Behind Vehicle	0	2	1	0	0	1	1	0	0	1	6	2.2
On Sidewalk or Median	0	4	0	1	3	6	0	0	4	0	18	6.5
Lying on Roadway	0	0	1	0	2	2	0	0	0	1	6	2.2
Getting on/off Other Vehicle	0	0	2	1	2	0	1	0	2	0	8	2.9
Skateboarding	0	2	1	1	0	0	0	0	0	1	5	1.8
Working on Vehicle	0	0	1	0	0	1	1	0	0	0	3	1.1
Working on Roadway	0	0	0	0	0	0	0	0	0	0	0	0.0
Walking, Facing Traffic	0	0	0	2	0	1	0	0	0	0	3	1.1
Wheelchair on Road	0	0	0	0	0	0	0	1	0	0	1	0.4
Playing on Roadway	1	6	0	0	0	0	0	0	0	0	7	2.5
Hitchhiking	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	2	46	26	24	51	38	29	14	24	25	279	100

* Int - Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Table 9.3

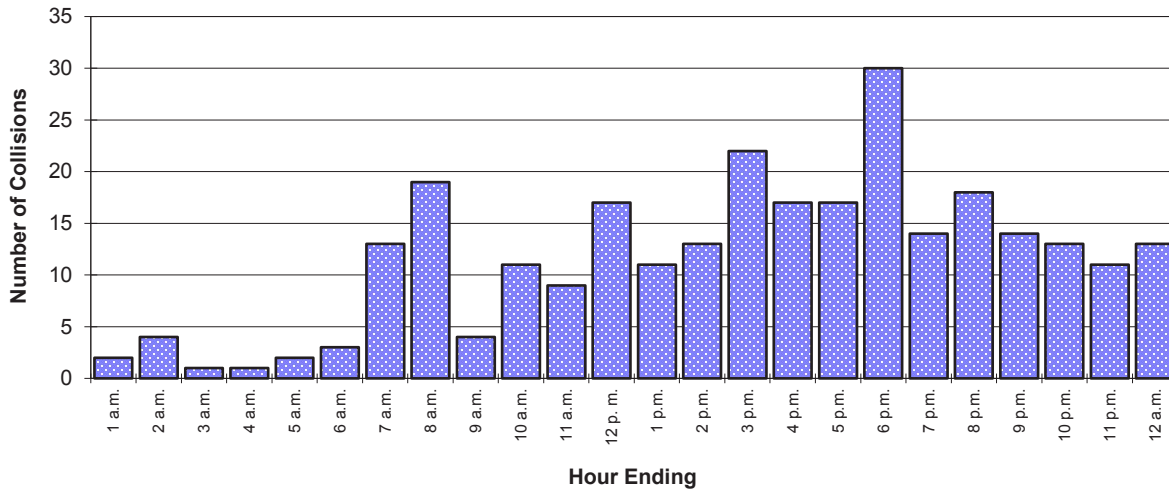
Road System	Injured	%	Killed	%	Total	%
Urban Streets	235	84.2	7	2.5	242	86.7
Provincial Highways	6	2.2	5	1.8	11	3.9
Rural Roads	2	0.7	0	0.0	2	0.7
Other Roads	20	7.2	4	1.4	24	8.6
Total	263	94.3	16	5.7	279	100

Pedestrians Injured or Killed by Time of Day

Table 9.4

Hour of Collision	Collisions	Hour of Collision	Collisions
12 to 1 a.m.	13	1 to 2 p.m.	11
1 to 2 a.m.	2	2 to 3 p.m.	13
2 to 3 a.m.	4	3 to 4 p.m.	22
3 to 4 a.m.	1	4 to 5 p.m.	17
4 to 5 a.m.	1	5 to 6 p.m.	17
5 to 6 a.m.	2	6 to 7 p.m.	30
6 to 7 a.m.	3	7 to 8 p.m.	14
7 to 8 a.m.	13	8 to 9 p.m.	18
8 to 9 a.m.	19	9 to 10 p.m.	14
9 to 10 a.m.	4	10 to 11 p.m.	13
10 to 11 a.m.	11	11 p.m. to 12 a.m.	11
11 a.m. to 12 p.m.	9	Not Stated	0
12 to 1 p.m.	17	Total	279

Pedestrians Injured or Killed by Hour of Collision

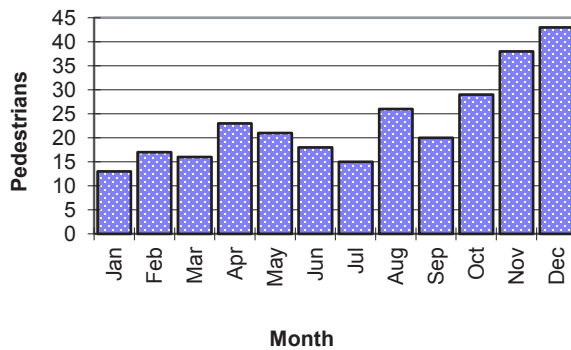


Pedestrians Injured or Killed by Month

Table 9.5

Month	Collisions
January	13
February	17
March	16
April	23
May	21
June	18
July	15
August	26
September	20
October	29
November	38
December	43
Total	279

Pedestrians Injured or Killed by Month



Alcohol and Drugs

Contents:

			Page
Figure	10.0	Impaired Casualty Collision Map	68
	10.1a	Total Collisions Involving Alcohol/Drugs by Year	69
	10.1b	Total Injury Collisions Involving Alcohol/Drugs by Year	70
	10.1c	Total Fatal Collisions Involving Alcohol/Drugs by Year	70
	10.2a	Per cent of Total Collisions Involving Alcohol/Drugs by Year	71
	10.2b	Per cent of Total Injury Collisions Involving Alcohol/Drugs by Year	72
	10.2c	Per cent of Total Fatal Collisions Involving Alcohol/Drugs by Year	72
	10.3	Alcohol/Drug-Involved Collisions by Month	73
	10.4	Injuries Due to Alcohol/Drug-Involved Collisions by Month	74
	10.5	Deaths Due to Alcohol/Drug-Involved Collisions by Month	75
	10.6	Collisions Involving Alcohol/Drugs by Day of Week	76
	10.7	Collisions Involving Alcohol/Drugs by Time of Day	76
	10.8	Drinking/Drugged Drivers by Driver Age	78
	10.9	Injury Class by Alcohol/Drug Involvement	78
Table	10.1	Collisions and Victims Involving Drinking/Drugged Driver	69
	10.2	Per cent of Collisions and Victims Involving Alcohol/Drugs by Year	71
	10.3	Alcohol/Drug-Involved Collisions by Month and Year	73
	10.4	Injuries Due to Alcohol/Drug-Involved Collisions by Month and Year	74
	10.5	Deaths Due to Alcohol/Drug-Involved Collisions by Month and Year	75
	10.6	Collisions Involving Pedestrians or Bicyclists That Had Been Drinking/Using Drugs	77
	10.7	Injury Classification of Vehicle Occupants by Alcohol/Drug Involvement	78
	10.8	Drinking/Drugged Drivers by Age, Gender and Severity of Collision	79
	10.9	Drinking/Drugged Drivers in Collisions by Age, Gender and Year	80
	10.10	Drinking/Drugged Drivers in Collisions by Age, Collision Severity and Year	80

Alcohol and Drugs

Impaired driving remains one of the top contributing factors in fatal collisions in Saskatchewan. SGI continues to work on solutions to help resolve this important traffic safety issue.

To reinforce the message that impaired driving is always the wrong decision, traffic safety laws were amended in 2017 and 2018 to strengthen consequences for impaired driving, building on the tough laws implemented in 2014. The most recent changes include vehicle impoundment for experienced drivers with a blood alcohol content between .04 - .08 on a first offence, Canada's toughest ignition interlock laws, and harsher penalties for repeat impaired drivers and impaired drivers who transport children.

There is zero tolerance for drug-impaired driving in Saskatchewan. This means that drivers should not get behind the wheel with any level of impairing drugs in their system that is detectable by a federally-approved screening device.

If a driver is responsible for a collision while driving impaired, they have no insurance coverage for damage to their vehicle or to the vehicles or property of others involved.

Immediate Administrative Penalties

Drivers stopped by police and charged criminally with an impaired driving offence, or for driving while over the provincial limit for drugs or alcohol, face immediate administrative penalties. Administrative penalties are separate from criminal charges.

In Saskatchewan, there is zero tolerance for alcohol and drugs for new drivers¹.

New drivers caught with any amount of alcohol or any level of impairing drugs in their system detectable by a federally-approved screening device or a standardized field sobriety test, are immediately suspended and have the vehicle they are driving impounded, regardless of who the registered owner is.

Experienced drivers that register a blood alcohol content (BAC) between .04 to .08, perform poorly on a standardized field sobriety test, or receive a positive result on a federally-approved drug-screening device face immediate licence suspensions and vehicle impoundments. There is zero tolerance for drugs for experienced drivers.

Whether new or experienced, drivers face other consequences like demerits under the Safe Driver Recognition program, and mandatory impaired driving education. If a driver is over the provincial limit for alcohol or drugs while transporting a passenger under age 16, they also face possible licence suspension and vehicle impoundment increases.

¹ Any driver 21 and younger, GDL drivers with a Class 7 or Class 5, drivers operating a motorcycle with an Endorsement 6, M1, or M2, and restricted or provisional licence holders.

Criminal Code Impaired Driving Offences – All Drivers

The following Criminal Code impaired driving offences come with the same consequences for all drivers (whether new or experienced):

- .08 BAC or over
- impaired
- failure or refusal to comply with a demand
- over the legal limit for drugs
- combination of alcohol and drugs

For criminal offences to become criminal convictions under the federal Criminal Code, police need to lay charges and those charges must be prosecuted through the court system. Once convicted of a criminal offence, the consequences may include:

- driving prohibitions
- court fines
- jail time
- criminal record

Drivers charged with one of these offences lose their licence indefinitely until their charges are resolved in court, and face other consequences like vehicle impoundment. If the driver is convicted of the charge, additional penalties apply such as automatic licence suspension, impaired driving education, ignition interlock (if applicable), reinstatement fees and financial penalties under the Safe Driver Recognition program (minimum of \$1,250 penalty).

For more information on penalties associated with impaired driving offences, please visit the following link: <https://www.sgi.sk.ca/penalties>.

Impaired Driving Statistic Reporting

The impaired driving statistics in Section 10 reflect drivers impaired by drugs, alcohol or a combination of drugs and alcohol.

SGI began including drug-impaired statistics in the 2017 TAIS report. Though drug impairment is currently underreported by law enforcement, it's expected that reporting will improve each year going forward.

Prior to 2017, TAIS reporting included statistics for both drivers and pedestrians impaired by alcohol only (we did not previously include drugs). The impaired driving tables no longer include collisions where the pedestrian was found to have been impaired unless the collision also involved an impaired driver.

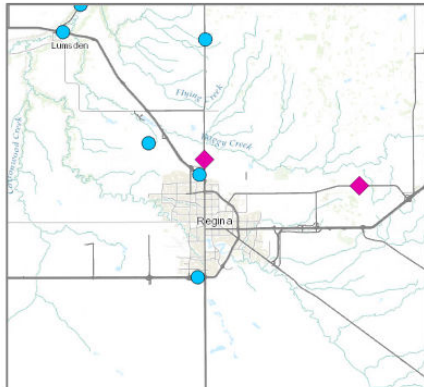
Impaired Driving Casualty Collisions On Provincial Highways (2021-2023)



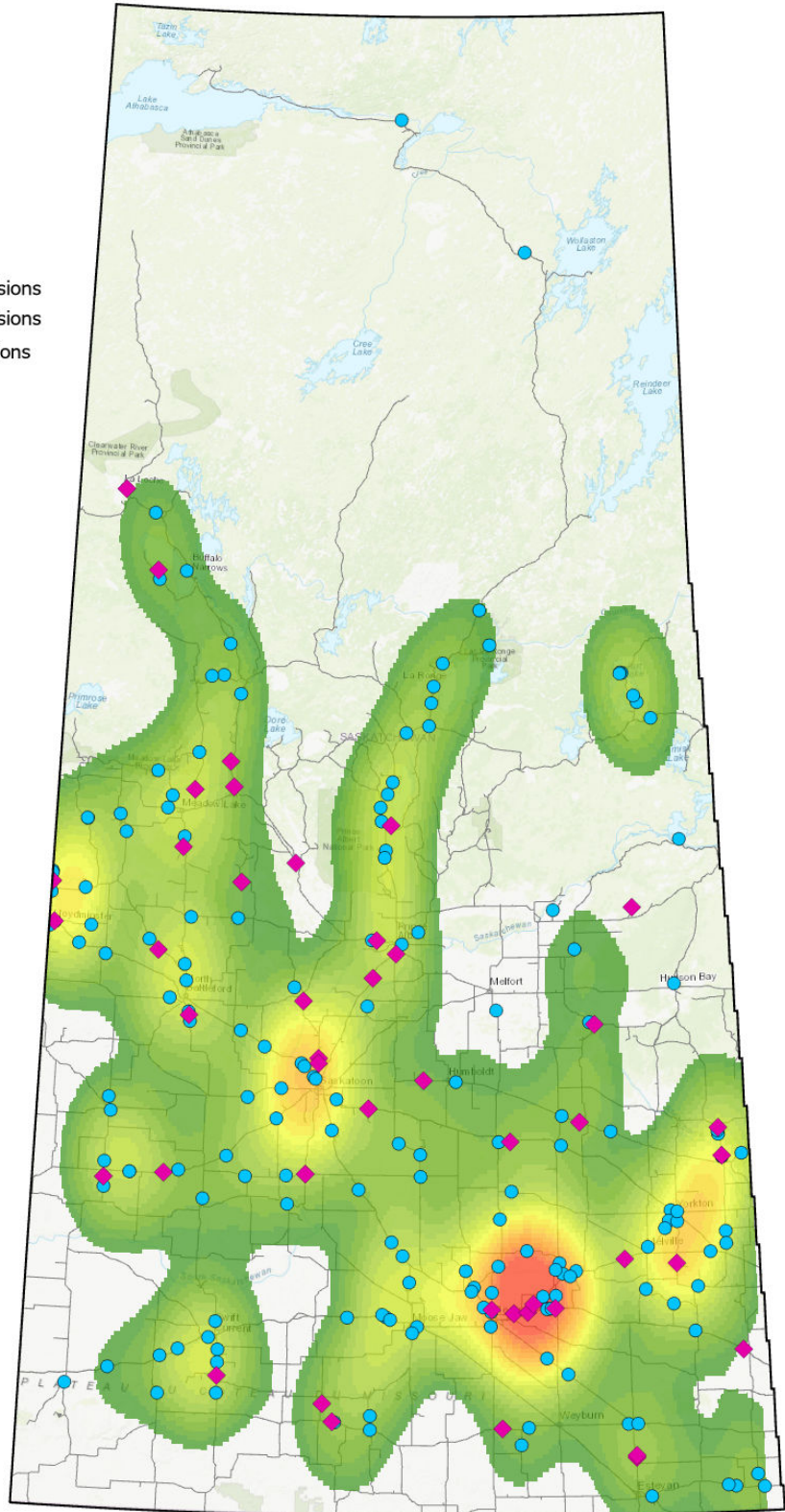
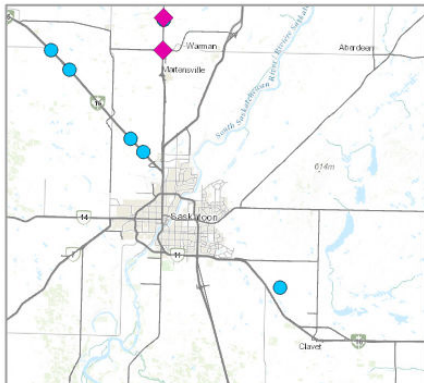
Legend

- ◆ **Fatalities**
 - *2021 - 18 Killed in 17 Fatal Collisions
 - *2022 - 27 Killed in 19 Fatal Collisions
 - *2023 - 9 Killed in 8 Fatal Collisions
- **Injuries**
 - *2021 - 119 Injured in 90 Casualty Collisions
 - *2022 - 106 Injured in 83 Casualty Collisions
 - *2023 - 95 Injured in 64 Casualty Collisions
- Provincial Highways
- Very Low Number of Collisions
- Low Number of Collisions
- Medium Number of Collisions
- High Number of Collisions
- Very High Number of Collisions

Regina Area



Saskatoon Area



Created By: GeoTAIS,
Traffic Safety Program Evaluation
Data: 2021-2023

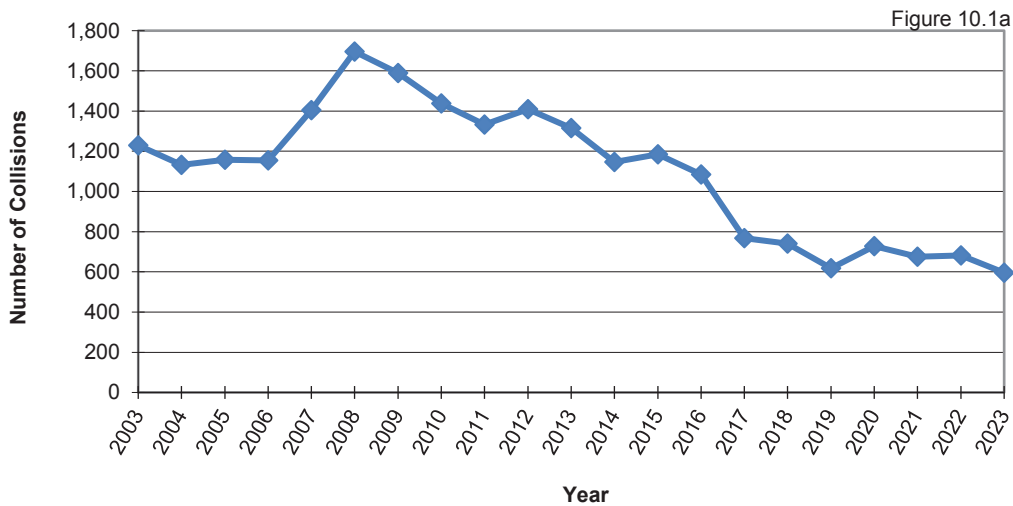
Collisions and Victims Involving a Drinking/Drugged Driver

Table 10.1

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
2003	709	467	54	1,230	799	59	858
2004	627	465	40	1,132	806	49	855
2005	719	402	37	1,158	665	41	706
2006	713	399	42	1,154	736	43	779
2007	885	477	42	1,404	875	47	922
2008	1,084	548	64	1,696	992	76	1,068
2009	1,024	511	55	1,590	889	65	954
2010	945	434	59	1,438	755	66	821
2011	897	384	52	1,333	647	61	708
2012	893	459	58	1,410	746	69	815
2013	894	388	33	1,315	606	40	646
2014	795	305	46	1,146	542	55	597
2015	788	350	47	1,185	577	50	627
2016	738	303	44	1,085	463	51	514
2017	519	218	31	768	367	39	406
2018	500	201	39	740	359	43	402
2019	394	203	21	618	347	21	368
2020	466	230	32	728	401	35	436
2021	402	241	32	675	385	35	420
2022	423	225	33	681	351	42	393
2023	362	207	27	596	338	29	367

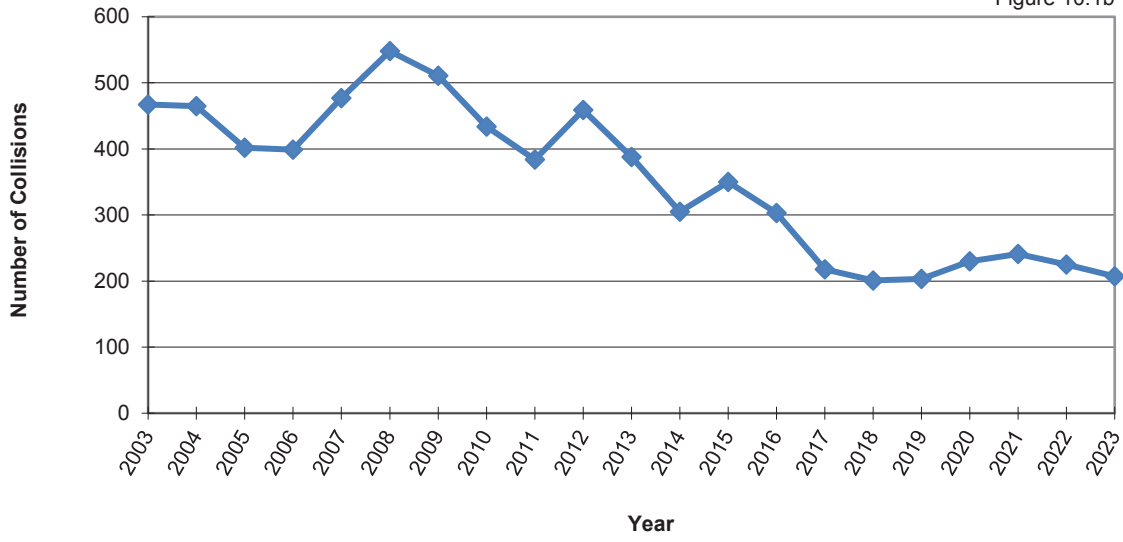
Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions. Drug involvement in traffic collisions is confirmed through the reporting police agency only.

Total Collisions Involving Alcohol/Drugs by Year



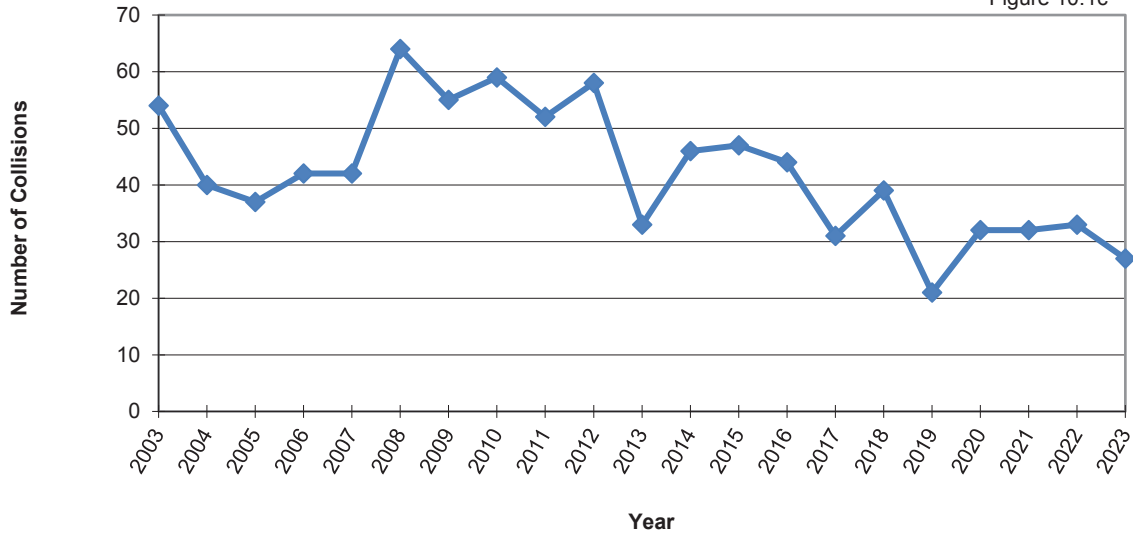
Total Injury Collisions Involving Alcohol/Drugs by Year

Figure 10.1b



Total Fatal Collisions Involving Alcohol/Drugs by Year

Figure 10.1c



Per cent of Collisions and Victims Involving Alcohol/Drugs by Year

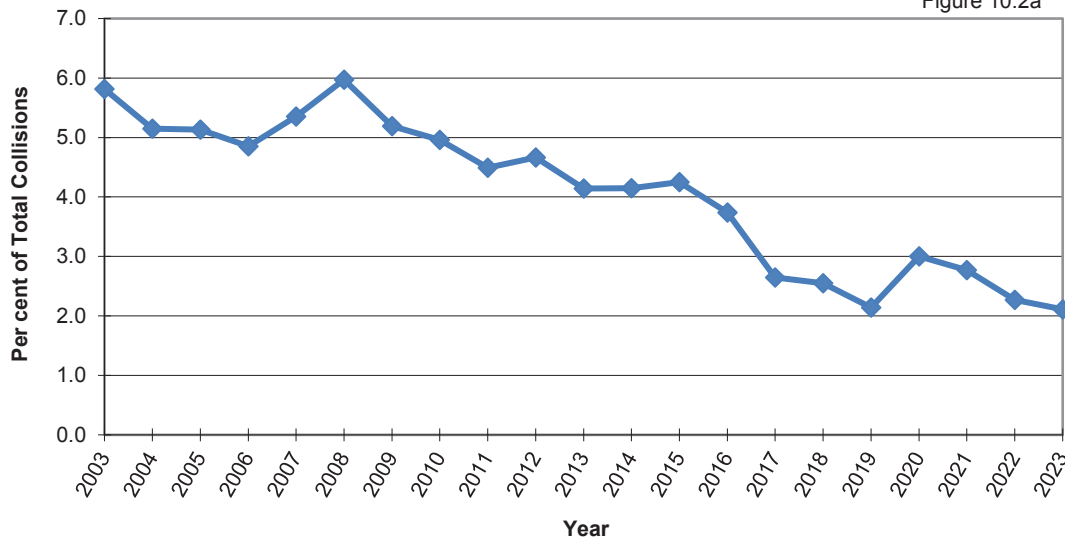
Table 10.2

Year	Per cent of Collisions				Per cent of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
2003	4.6	8.6	39.7	5.8	10.4	39.9	11.0
2004	3.8	8.6	38.1	5.1	10.7	38.9	11.1
2005	4.2	7.8	28.9	5.1	9.4	28.1	9.7
2006	3.8	7.9	34.1	4.9	10.4	32.3	10.8
2007	4.2	9.5	33.3	5.4	12.8	32.9	13.2
2008	4.7	10.7	48.5	6.0	14.0	48.7	14.8
2009	4.0	10.1	42.6	5.2	12.9	42.5	13.6
2010	3.9	9.1	40.7	5.0	11.5	39.5	12.2
2011	3.7	7.4	37.7	4.5	9.4	40.7	10.1
2012	3.6	8.2	38.2	4.7	10.2	37.7	10.8
2013	3.4	7.3	28.7	4.1	8.6	28.8	9.0
2014	3.4	6.9	41.1	4.1	9.3	42.3	10.0
2015	3.3	8.3	44.3	4.3	10.4	41.3	11.0
2016	3.0	7.0	40.4	3.7	8.0	40.8	8.7
2017	2.0	6.3	36.0	2.6	7.9	39.0	8.6
2018	1.9	6.6	40.6	2.5	8.5	33.3	9.2
2019	1.5	6.5	32.3	2.1	8.2	29.6	8.5
2020	2.2	8.5	41.6	3.0	11.1	40.7	11.7
2021	1.9	7.0	39.5	2.8	8.4	40.2	9.0
2022	1.7	5.2	37.1	2.3	6.1	40.4	6.7
2023	1.5	5.1	32.1	2.1	6.3	31.5	6.7

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions. Drug involvement in traffic collisions is confirmed through the reporting police agency only.

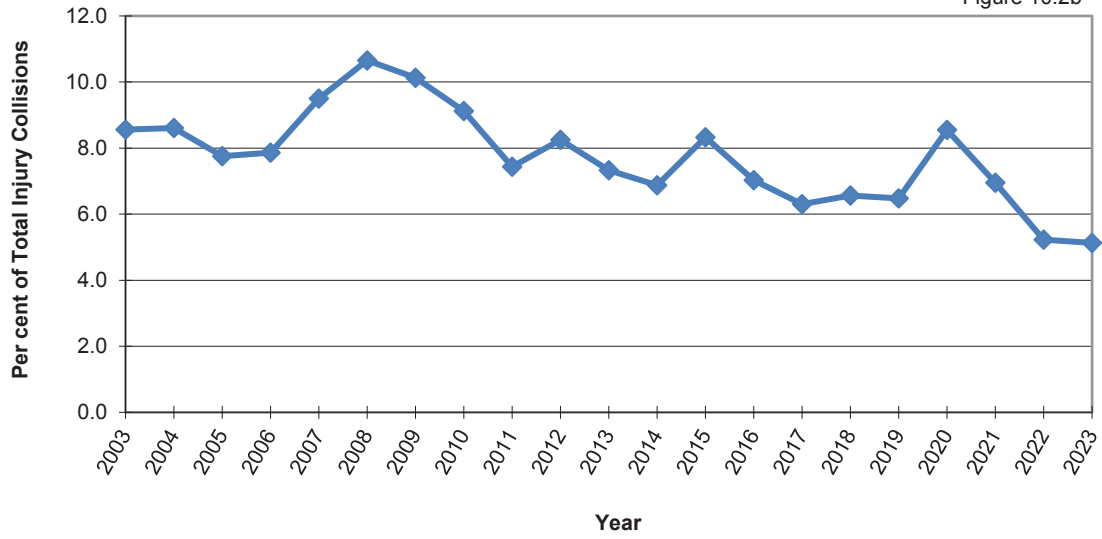
Per cent of Total Collisions Involving Alcohol/Drugs by Year

Figure 10.2a



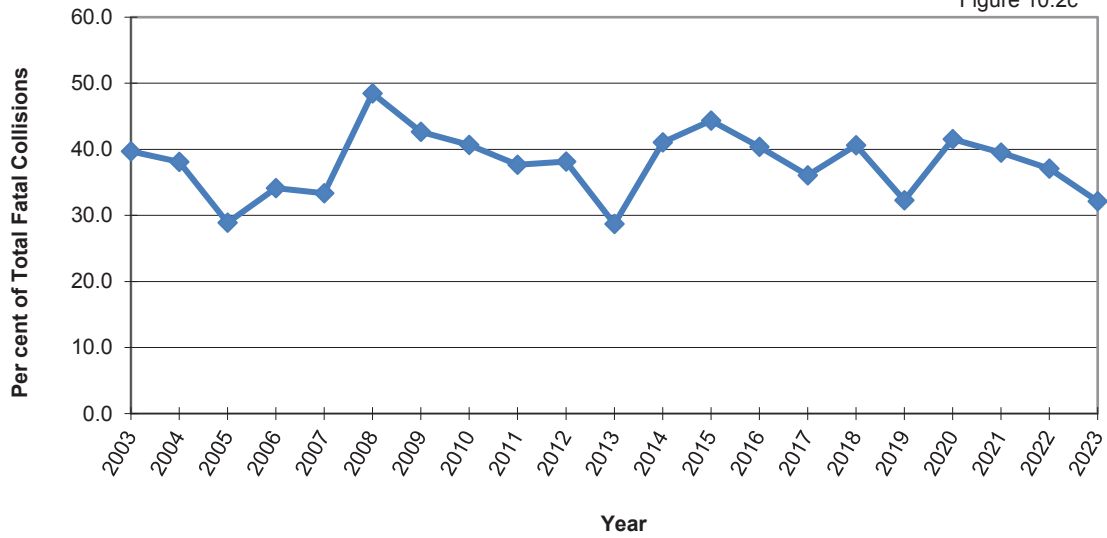
Per cent of Total Injury Collisions Involving Alcohol/Drugs by Year

Figure 10.2b



Per cent of Total Fatal Collisions Involving Alcohol/Drugs by Year

Figure 10.2c



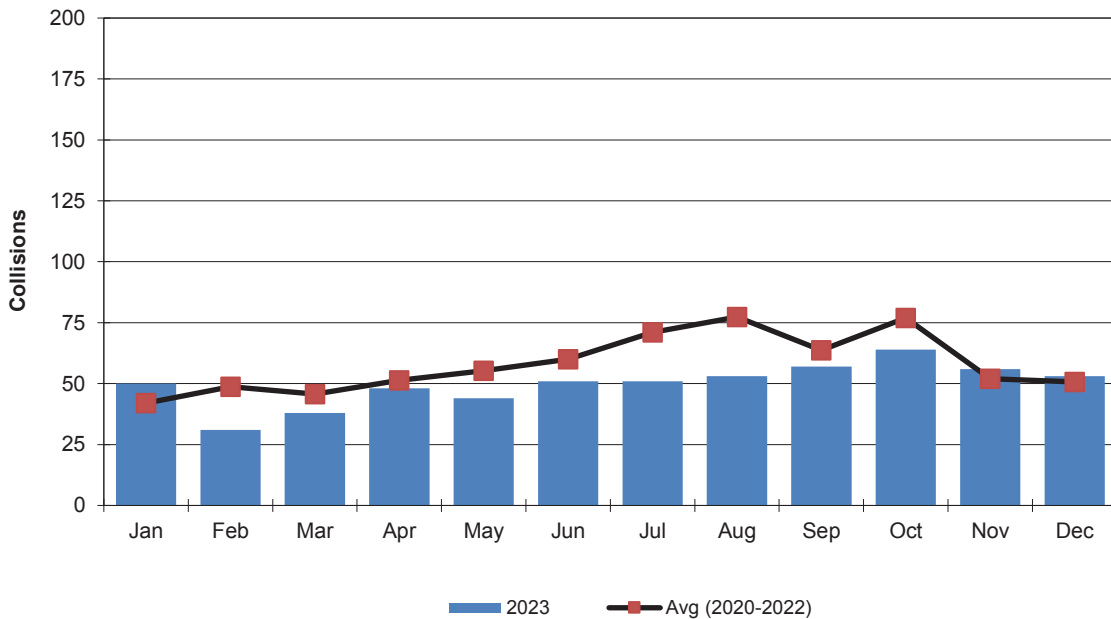
Alcohol/Drug-Involved Collisions by Month and Year

Table 10.3

Month	2018	2019	2020	2021	2022	Average	2023	%
						2020-2022		Change
January	56	51	41	36	49	42.0	50	19.0
February	73	37	42	47	57	48.7	31	-36.3
March	49	42	48	49	40	45.7	38	-16.8
April	53	58	45	54	55	51.3	48	-6.5
May	57	57	54	59	53	55.3	44	-20.5
June	63	57	60	57	63	60.0	51	-15.0
July	54	48	78	63	72	71.0	51	-28.2
August	71	50	79	83	70	77.3	53	-31.5
September	81	55	77	60	54	63.7	57	-10.5
October	62	59	100	69	62	77.0	64	-16.9
November	59	42	48	51	57	52.0	56	7.7
December	62	62	56	47	49	50.7	53	4.6
Totals	740	618	728	675	681	695	596	-14.2

Alcohol/Drug-Involved Collisions by Month

Figure 10.3



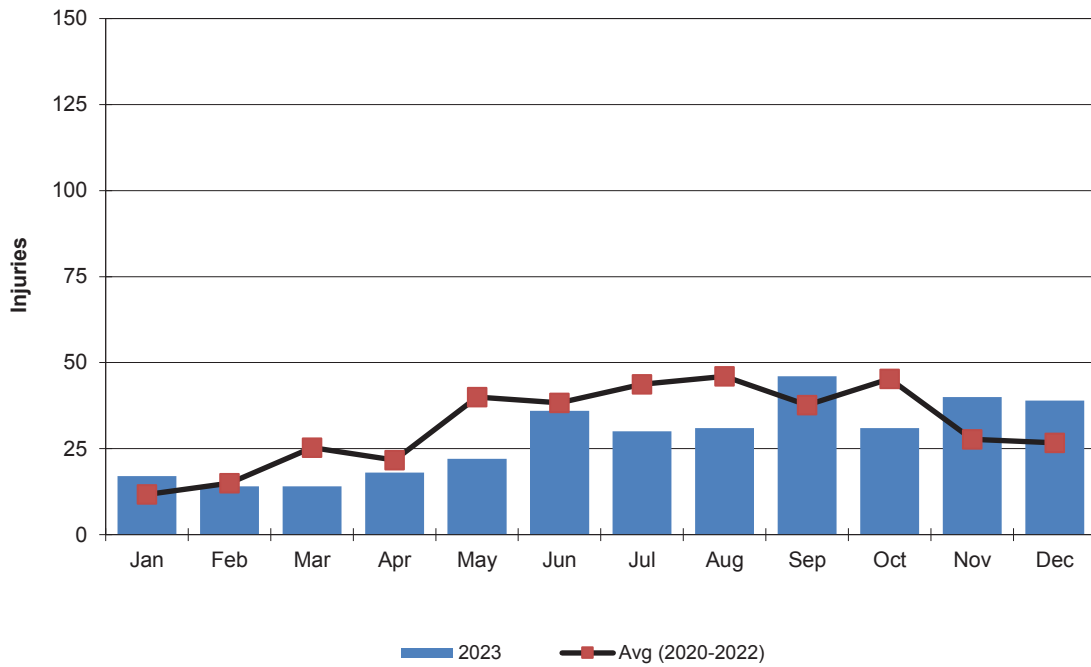
Injuries Due to Alcohol/Drug-Involved Collisions by Month and Year

Table 10.4

Month	2018	2019	2020	2021	2022	Average	2023	%
						2020-2022		Change
January	21	19	13	12	10	12	17	45.7
February	29	14	11	15	19	15	14	-6.7
March	35	20	28	32	16	25	14	-44.7
April	22	51	29	9	27	22	18	-16.9
May	33	31	36	49	35	40	22	-45.0
June	33	35	30	35	50	38	36	-6.1
July	18	36	37	49	45	44	30	-31.3
August	36	25	54	48	36	46	31	-32.6
September	45	27	38	40	35	38	46	22.1
October	29	32	62	47	27	45	31	-31.6
November	18	28	27	25	31	28	40	44.6
December	40	29	36	24	20	27	39	46.3
Totals	359	347	401	385	351	379	338	-10.8

Figure 10.4

Injuries Due to Alcohol/Drug-Involved Collisions by Month



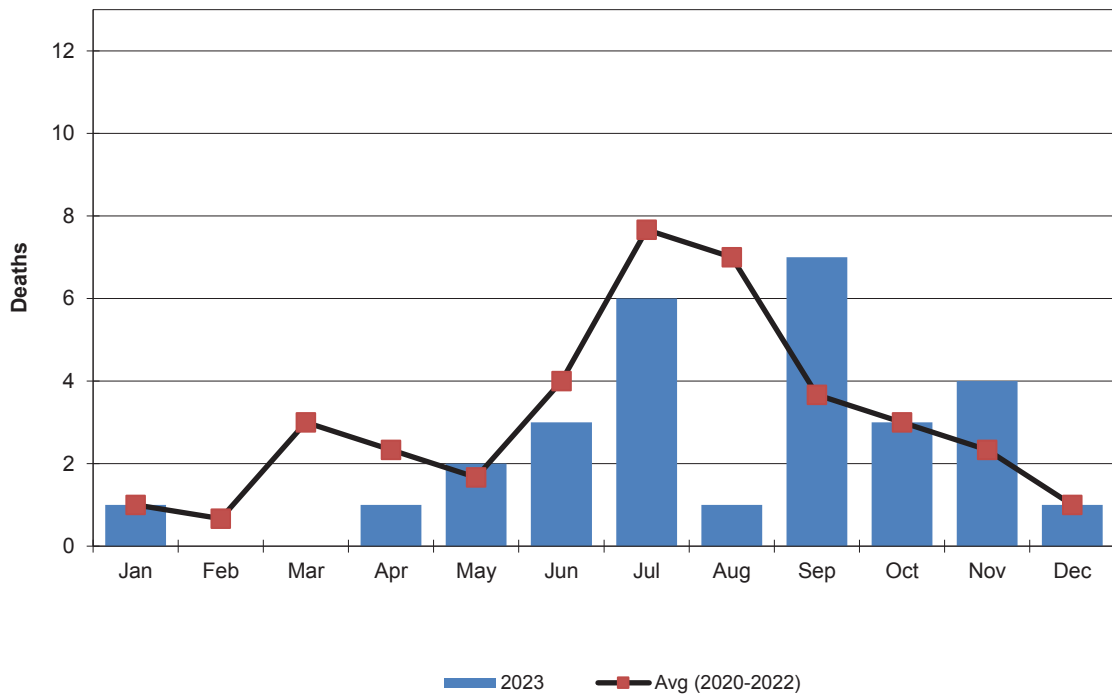
Deaths Due to Alcohol/Drug-Involved Collisions by Month and Year

Table 10.5

Month	2018	2019	2020	2021	2022	Average	2023	%
						2020-2022		Change
January	1	0	2	1	0	1	1	0.0
February	2	0	1	1	0	1	0	-100.0
March	3	1	4	2	3	3	0	-100.0
April	1	2	2	3	2	2	1	-57.1
May	6	4	2	2	1	2	2	20.0
June	7	0	5	1	6	4	3	-25.0
July	7	5	3	7	13	8	6	-21.7
August	0	1	5	9	7	7	1	-85.7
September	4	4	4	4	3	4	7	90.9
October	6	1	3	2	4	3	3	0.0
November	4	1	2	3	2	2	4	71.4
December	2	2	2	0	1	1	1	0.0
Totals	43	21	35	35	42	37	29	-22.3

Figure 10.5

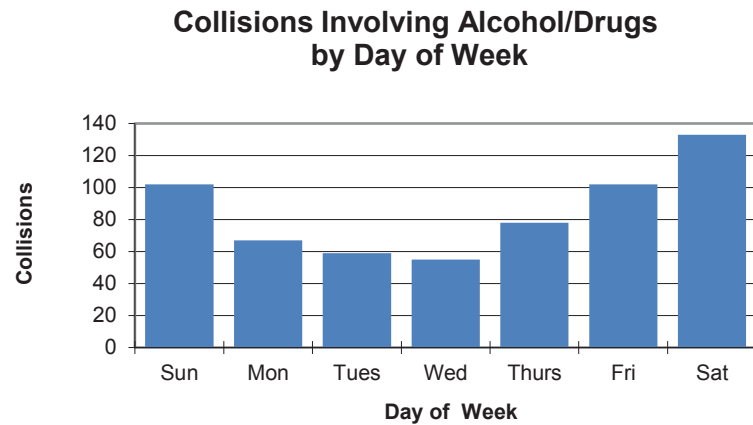
Deaths Due to Alcohol/Drug-Involved Collisions by Month



Collisions Involving Alcohol/Drugs by Day of Week

Figure 10.6

Day of the Week	Collisions
Sunday	102
Monday	67
Tuesday	59
Wednesday	55
Thursday	78
Friday	102
Saturday	133
TOTAL	596



Collisions Involving Alcohol/Drugs by Time of Day

Figure 10.7

Time of Day	Collisions
12 to 1 a.m.	46
1 to 2 a.m.	42
2 to 3 a.m.	39
3 to 4 a.m.	32
4 to 5 a.m.	23
5 to 6 a.m.	15
6 to 7 a.m.	10
7 to 8 a.m.	8
8 to 9 a.m.	18
9 to 10 a.m.	8
10 to 11 a.m.	10
11 a.m. to 12 p.m.	9
12 to 1 p.m.	19
1 to 2 p.m.	12
2 to 3 p.m.	16
3 to 4 p.m.	12
4 to 5 p.m.	26
5 to 6 p.m.	21
6 to 7 p.m.	33
7 to 8 p.m.	33
8 to 9 p.m.	36
9 to 10 p.m.	48
10 to 11 p.m.	40
11 p.m. to 12 a.m.	39
Not Stated	1
TOTAL	596

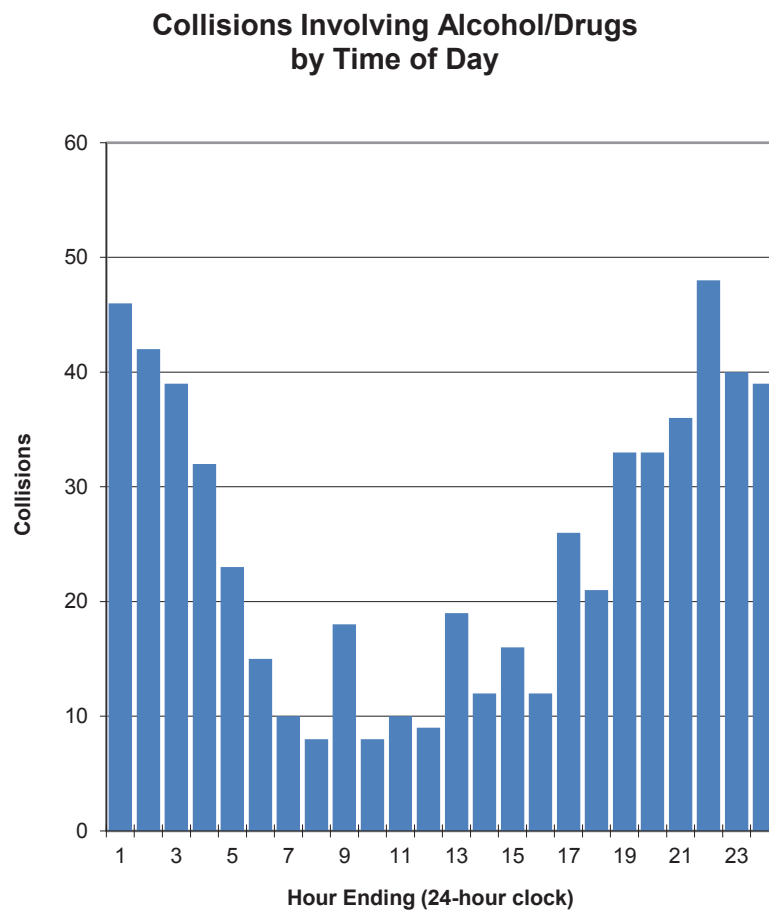


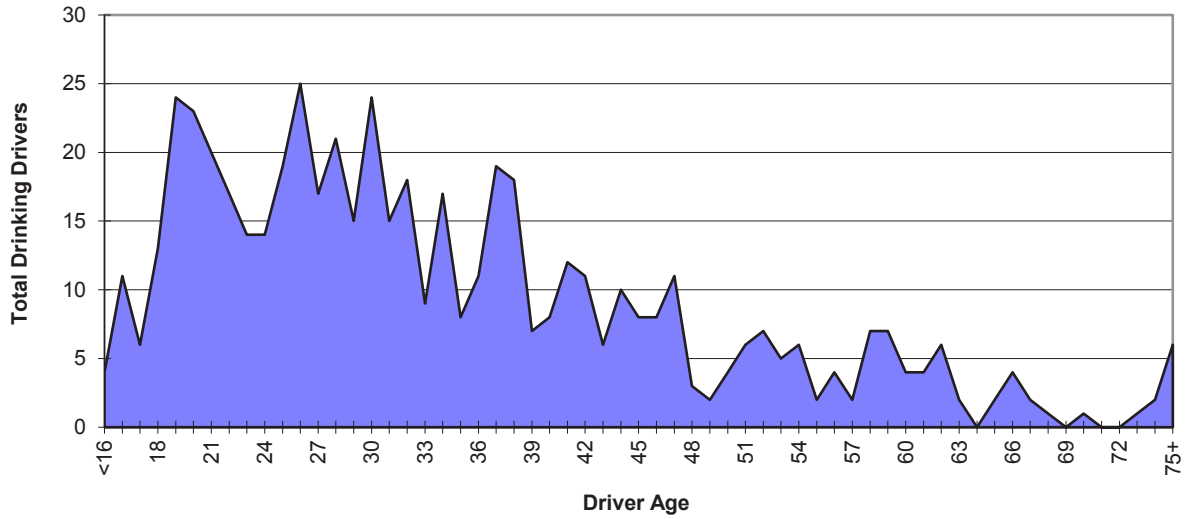
Table 10.6

Collisions Involving Pedestrians/Bicyclists That Had Been Drinking/Using Drugs

Year	Number of Collisions				Number of Victims		
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
2003	3	31	6	40	36	6	42
2004	5	24	7	36	25	7	32
2005	1	24	8	33	24	8	32
2006	3	36	4	43	36	4	40
2007	3	30	2	35	31	2	33
2008	7	33	5	45	35	5	40
2009	3	29	3	35	29	3	32
2010	3	35	5	43	37	5	42
2011	2	23	8	33	23	8	31
2012	1	19	4	24	20	4	24
2013	2	14	5	21	15	5	20
2014	1	21	7	29	21	7	28
2015	1	14	6	21	16	6	22
2016	3	14	8	25	15	8	23
2017	2	8	6	16	8	6	14
2018	1	5	7	13	6	7	13
2019	0	7	4	11	7	4	11
2020	1	5	7	13	7	7	14
2021	2	1	2	5	1	2	3
2022	2	8	8	18	9	8	17
2023	0	17	5	22	18	5	23

Drinking/Drugged Drivers by Driver Age

Figure 10.8



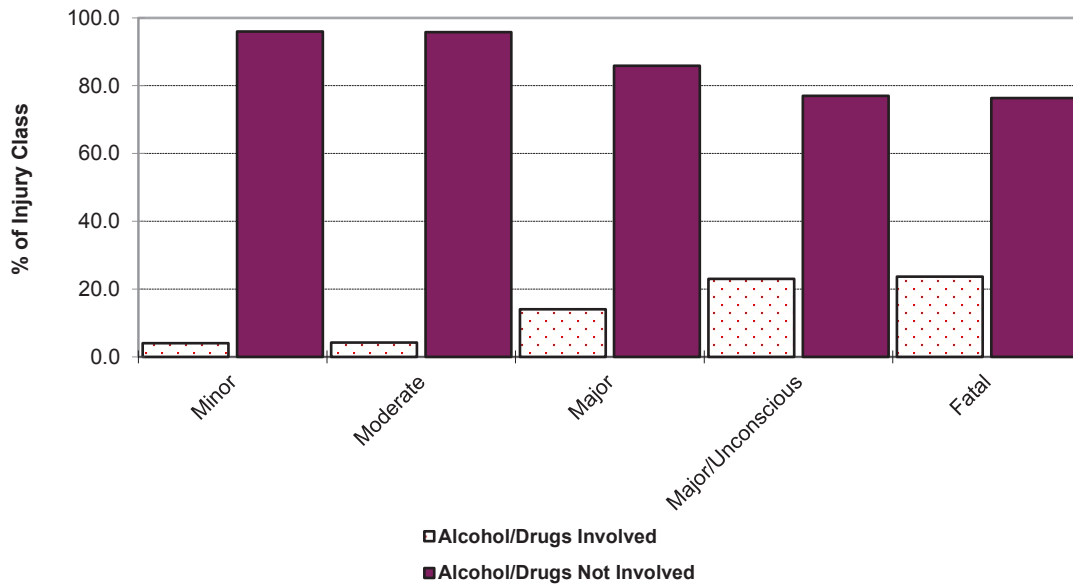
Injury Classification of Vehicle Occupants by Alcohol/Drug Involvement

Table 10.7

Injury Classification	Occupants of a Drinking/Drugged Driver		All Vehicle Occupants	Per cent with Alcohol/Drugs
	Yes	No		
Minor	92	2,181	2,273	4.0
Moderate	96	2,189	2,285	4.2
Major	41	250	291	14.1
Major/Unconscious	37	124	161	23.0
Fatal	22	71	93	23.7
Total	288	4,815	5,103	5.6

Injury Class by Alcohol/Drug Involvement

Figure 10.9



Drinking/Drugged Drivers by Age, Gender and Severity of Collision

Table 10.8

Driver Gender					Collision Severity				Driver Gender					Collision Severity			
Age	Male	Female	Not		PD* Only	Personal			Age	Male	Female	Not		PD* Only	Personal		
			Stated	Total		Injury	Fatal	Total				Stated	Total		Injury	Fatal	Total
<16	2	2	0	4	2	1	1	4	59	6	1	0	7	3	4	0	7
16	5	6	0	11	4	6	1	11	60	4	0	0	4	3	1	0	4
17	4	2	0	6	4	2	0	6	61	2	2	0	4	3	1	0	4
18	9	4	0	13	7	5	1	13	62	4	2	0	6	5	1	0	6
19	20	4	0	24	11	12	1	24	63	2	0	0	2	1	1	0	2
20	15	8	0	23	16	6	1	23	64	0	0	0	0	0	0	0	0
21	13	7	0	20	11	8	1	20	65	1	1	0	2	2	0	0	2
22	12	5	0	17	12	5	0	17	66	4	0	0	4	1	3	0	4
23	12	2	0	14	12	2	0	14	67	1	1	0	2	1	1	0	2
24	8	6	0	14	6	7	1	14	68	1	0	0	1	0	1	0	1
25	15	4	0	19	11	6	2	19	69	0	0	0	0	0	0	0	0
26	14	11	0	25	14	11	0	25	70	0	1	0	1	1	0	0	1
27	13	4	0	17	7	8	2	17	71	0	0	0	0	0	0	0	0
28	13	8	0	21	17	4	0	21	72	0	0	0	0	0	0	0	0
29	11	4	0	15	11	4	0	15	73	1	0	0	1	1	0	0	1
30	12	12	0	24	15	9	0	24	74	2	0	0	2	1	0	1	2
31	10	5	0	15	11	4	0	15	75	1	0	0	1	1	0	0	1
32	10	8	0	18	12	6	0	18	76	1	0	0	1	1	0	0	1
33	9	0	0	9	3	5	1	9	77	0	0	0	0	0	0	0	0
34	14	3	0	17	6	11	0	17	78	0	0	0	0	0	0	0	0
35	6	2	0	8	6	2	0	8	79	0	1	0	1	0	1	0	1
36	7	4	0	11	8	3	0	11	80	0	0	0	0	0	0	0	0
37	12	7	0	19	11	4	4	19	81	0	0	0	0	0	0	0	0
38	14	4	0	18	10	7	1	18	82	1	0	0	1	0	0	1	1
39	4	3	0	7	5	2	0	7	83	1	0	0	1	0	0	1	1
40	3	5	0	8	6	2	0	8	84	0	0	0	0	0	0	0	0
41	9	3	0	12	7	4	1	12	85+	1	0	0	1	0	1	0	1
42	9	2	0	11	5	5	1	11	NS**	4	2	37	43	33	10	0	43
43	3	3	0	6	5	1	0	6	Total	393	166	37	596	362	207	27	596
44	7	3	0	10	9	1	0	10									
45	4	4	0	8	2	5	1	8									
46	5	3	0	8	6	2	0	8									
47	10	1	0	11	6	4	1	11									
48	3	0	0	3	2	1	0	3									
49	2	0	0	2	1	1	0	2									
50	4	0	0	4	1	3	0	4									
51	6	0	0	6	0	6	0	6									
52	6	1	0	7	5	1	1	7									
53	5	0	0	5	4	1	0	5									
54	4	2	0	6	3	2	1	6									
55	2	0	0	2	1	0	1	2									
56	4	0	0	4	3	1	0	4									
57	2	0	0	2	2	0	0	2									
58	4	3	0	7	5	2	0	7									

*PD Only - Property Damage Only Collision

** NS - Driver's Age Not Stated

Drinking/Drugged Drivers in Collisions by Age, Gender and Year

Table 10.9

Age	2021				2022				2023			
	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
<16	1	0	0	1	0	2	0	2	2	2	0	4
16	2	5	0	7	2	2	0	4	5	6	0	11
17	9	5	0	14	6	11	0	17	4	2	0	6
18	13	10	1	24	10	11	0	21	9	4	0	13
19	24	10	0	34	16	6	0	22	20	4	0	24
20	23	10	0	33	12	8	0	20	15	8	0	23
21	19	11	0	30	13	7	0	20	13	7	0	20
22	11	4	0	15	20	11	0	31	12	5	0	17
23	22	11	0	33	17	8	0	25	12	2	0	14
24	18	8	0	26	16	4	0	20	8	6	0	14
25 - 34	122	56	0	178	129	73	0	202	121	59	0	180
35 - 44	73	42	2	117	90	23	0	113	74	36	0	110
45 - 54	44	15	0	59	55	23	0	78	49	11	0	60
55 - 64	32	13	0	45	34	8	0	42	30	8	0	38
65 - 74	10	3	0	13	11	4	0	15	10	3	0	13
75 >	5	1	0	6	1	0	0	1	5	1	0	6
NS *	6	0	34	40	5	2	41	48	4	2	37	43
Total	434	204	37	675	437	203	41	681	393	166	37	596

Drinking/Drugged Drivers in Collisions by Age, Collision Severity and Year

Table 10.10

Age	2021				2022				2023			
	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	1	0	0	1	2	0	0	2	2	1	1	4
16	4	3	0	7	2	2	0	4	4	6	1	11
17	9	5	0	14	7	8	2	17	4	2	0	6
18	19	4	1	24	11	9	1	21	7	5	1	13
19	16	16	2	34	14	8	0	22	11	12	1	24
20	15	16	2	33	13	7	0	20	16	6	1	23
21	15	14	1	30	12	6	2	20	11	8	1	20
22	8	7	0	15	17	11	3	31	12	5	0	17
23	19	13	1	33	17	8	0	25	12	2	0	14
24	13	12	1	26	14	5	1	20	6	7	1	14
25 - 34	101	65	12	178	125	68	9	202	107	68	5	180
35 - 44	77	35	5	117	71	38	4	113	72	31	7	110
45 - 54	37	20	2	59	49	26	3	78	30	26	4	60
55 - 64	26	16	3	45	24	15	3	42	26	11	1	38
65 - 74	9	4	0	13	7	5	3	15	7	5	1	13
75 >	3	1	2	6	0	1	0	1	2	2	2	6
NS *	30	10	0	40	38	8	2	48	33	10	0	43
Total	402	241	32	675	423	225	33	681	362	207	27	596

* NS - Driver's Age Not Stated

Traffic Collision Statistics

Contents:

		Page
Table	11.1 Traffic Collision Statistics by Highway Control Section	83
	11.2 Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More	108
	11.3 Pedestrian Collisions in Urban Communities with a Population of 5,000 or More	109
	11.4 Bicycle Collisions in Urban Communities with a Population of 5,000 or More	109
	11.5 Alcohol-Involved Collisions in Urban Communities with a Population of 5,000 or More	109
	11.6 Traffic Collision Statistics by Intersection – Three Cities	110
	11.7 Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000	111
	11.8 Traffic Collision Statistics by Rural Municipality	117

Traffic Collision Statistics

Table 11.1 is a detailed summary of all provincial highways in Saskatchewan. The length of each section of highway, along with the average daily traffic (ADT) on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Tables 11.2 and 11.3 summarize collisions by community, and Table 11.8 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2023 Quick Facts:

- The collision rate for all provincial highways is 0.97 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
 - of 5,000 more is 1.86
 - of 250 to 5,000 is 0.28
 - under 250 is 0.70
- Regina and Saskatoon combined account for 46% of the province's population and 41% of the collisions.
- Regina recorded 4,527 collisions, 1,122 injuries and five deaths in 2023.
- Saskatoon recorded 7,164 collisions, 1,663 injuries and eight deaths in 2023.
- The collision rate for all rural municipalities is 3.60 collisions per 100 people and 1.30 collisions per million vehicle kilometres.

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-00	Hwy 1 Section Not Known	0.0	0	0.00	16	1	0	17	0.00	2	0
1-01	Manitoba Border - Moosomin	20.1	4,757	34.96	8	1	0	9	0.26	1	0
1-02	Moosomin - Whitewood	46.9	5,216	89.28	31	3	1	35	0.39	4	1
1-03	Whitewood - Broadview	23.8	5,251	45.57	11	2	0	13	0.29	4	0
1-04	Broadview - Grenfell	24.8	5,249	47.46	17	2	0	19	0.40	2	0
1-05	Grenfell - Indian Head	57.3	5,732	119.89	60	9	1	70	0.58	32	1
1-06	Indian Head - Qu'Appelle	13.7	6,623	33.12	16	0	1	17	0.51	1	1
1-07	Qu'Appelle - Balgonie	30.2	7,777	85.82	38	6	0	44	0.51	8	0
1-08	Balgonie - Regina	20.2	14,145	104.47	62	15	0	77	0.74	18	0
1-09	Regina Bypass	18.9	4,973	34.26	2	0	0	2	0.06	0	0
1-10	Regina - Jct Hwy 39	51.7	10,739	202.57	87	16	0	103	0.51	22	0
1-11	Jct Hwy 39- Moose Jaw	5.0	13,950	25.23	19	3	0	22	0.87	3	0
1-12	Moose Jaw - N Jct Hwy 2	5.4	9,112	18.04	3	0	0	3	0.17	0	0
1-13	N Jct Hwy 2 - Mortlach	45.2	5,846	96.49	42	7	0	49	0.51	8	0
1-14	Mortlach - Chaplin	36.1	4,868	64.17	18	2	0	20	0.31	3	0
1-15	Chaplin - W Jct Hwy 19	25.6	4,816	44.93	24	3	1	28	0.62	5	1
1-16	W Jct Hwy 19 - Rush Lake	32.6	5,351	63.70	16	2	0	18	0.28	2	0
1-17	Rush Lake - Swift Current	30.5	5,957	66.27	28	3	0	31	0.47	4	0
1-18	Swift Current - Jct Hwy 32	9.4	8,566	29.25	12	3	0	15	0.51	6	0
1-19	Jct Hwy 32 - Gull Lake	46.2	5,981	100.89	47	2	0	49	0.49	5	0
1-20	Gull Lake - Sidewood	34.2	5,271	65.85	22	2	0	24	0.36	3	0
1-21	Sidewood - Maple Creek	38.9	5,131	72.80	18	3	0	21	0.29	5	0
1-22	Maple Creek - Alberta Border	39.6	5,189	75.06	18	4	0	22	0.29	4	0
	Subtotal - Hwy 1	656.3		1,520.07	615	89	4	708	0.47	142	4
2-00	Hwy 2 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
2-01	U.S. Border - Rockglen	49.2	87	1.57	6	0	0	6	3.82	0	0
2-02	Rockglen - Assiniboia	54.2	403	7.98	22	1	0	23	2.88	2	0
2-03	Assiniboia - Jct Hwy 43	27.7	1,333	13.46	25	0	0	25	1.86	0	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.3	1,132	18.31	47	5	0	52	2.84	6	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,639	16.11	20	0	0	20	1.24	0	0
2-06	Moose Jaw S - Moose Jaw N	5.7	2,974	6.19	4	1	0	5	0.81	2	0
2-07	Moose Jaw N - Tuxford	17.9	3,437	22.41	12	1	0	13	0.58	1	0
2-08	Tuxford - Chamberlain	33.2	1,818	22.03	17	2	0	19	0.86	2	0
2-09	Findlater - Liberty	33.6	517	6.33	2	0	0	2	0.32	0	0
2-10	Liberty - Imperial	29.2	547	5.84	15	0	0	15	2.57	0	0
2-11	Imperial - Watrous	35.9	1,017	13.34	15	2	0	17	1.27	2	0
2-12	Watrous - Young	23.0	1,183	9.94	20	3	0	23	2.31	4	0
2-13	Young - Jct Hwy 16	21.9	1,151	9.22	11	1	0	12	1.30	1	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	502	3.65	3	1	0	4	1.10	1	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	992	7.82	15	2	0	17	2.17	5	0
2-16	Jct Hwy 27 - Wakaw	35.2	806	10.36	25	0	0	25	2.41	0	0
2-17	Wakaw - St. Louis	32.8	1,007	12.06	12	1	0	13	1.08	3	0
2-18	St. Louis - Prince Albert	24.5	1,592	14.22	21	3	1	25	1.76	5	1
2-19	Prince Albert S - Jct Hwy 55	3.6	7,658	10.12	10	2	0	12	1.19	2	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	5,158	70.07	69	11	0	80	1.14	15	0
2-21	Christopher Lake - Jct Hwy 264	36.9	1,791	24.15	22	1	0	23	0.95	1	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	962	16.06	7	2	0	9	0.56	2	0
2-23	Weyakwin Lake - Jct Hwy 165	85.6	776	24.23	11	5	0	16	0.66	7	0
2-24	Jct Hwy 165 - La Ronge	32.3	1,622	19.11	12	4	0	16	0.84	6	0
Subtotal - Hwy 2		778.1		364.56	435	48	1	484	1.33	67	1
3-00	Hwy 3 Section Not Known	0.0	0	0.00	16	1	0	17	0.00	1	0
3-01	Manitoba Border - Erwood	35.4	131	1.69	3	0	0	3	1.77	0	0
3-02	Erwood - Hudson Bay	14.0	347	1.78	3	0	0	3	1.69	0	0
3-03	Hudson Bay - Prairie River	40.9	564	8.41	15	1	0	16	1.90	1	0
3-04	Prairie River - S Jct Hwy 23	53.3	626	12.18	12	0	0	12	0.99	0	0
3-05	S Jct Hwy 23 - Tisdale	21.4	1,907	14.93	7	2	0	9	0.60	2	0
3-06	Tisdale - Melfort	36.7	2,549	34.10	21	3	0	24	0.70	5	0
3-07	Melfort - Kinistino	28.2	1,751	18.01	13	1	0	14	0.78	1	0
3-08	Kinistino - Birch Hills	27.3	1,576	15.71	12	2	0	14	0.89	2	0
3-09	Birch Hills - Prince Albert	33.1	3,208	38.73	42	6	0	48	1.24	8	0
3-11	Prince Albert - Shellbrook	41.7	4,247	64.56	57	6	0	63	0.98	8	0
3-12	Shellbrook - Cameo	10.3	1,752	6.58	9	0	0	9	1.37	0	0
3-13	Cameo - Shell Lake	46.6	862	14.65	17	2	0	19	1.30	3	0
3-14	Shell Lake - Spiritwood	24.6	1,165	10.47	18	1	0	19	1.81	1	0
3-15	Spiritwood - Glaslyn	55.5	855	17.32	16	1	0	17	0.98	1	0
3-16	Glaslyn - Turtleford	45.2	834	13.76	12	2	1	15	1.09	3	1
3-17	Jct Hwy 26 - N Sask. River	30.0	1,617	17.72	16	2	1	19	1.07	9	1
3-18	N Sask. River - Alberta Border	26.4	1,565	15.09	11	2	0	13	0.86	2	0
Subtotal - Hwy 3		570.5		305.69	300	32	2	334	1.09	47	2
4-00	Hwy 4 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
4-01	U.S. Border - Val Marie	31.3	128	1.46	8	0	0	8	5.49	0	0
4-02	Val Marie - Cadillac	54.7	215	4.30	8	1	1	10	2.33	2	1
4-03	Cadillac - Jct Hwy 43	26.3	753	7.22	6	0	0	6	0.83	0	0
4-04	Jct Hwy 43 - Swift Current	38.8	2,191	31.00	31	2	2	35	1.13	4	3
4-05	Swift Current - Sask. Landing	48.1	1,736	30.46	29	5	0	34	1.12	5	0
4-06	Sask. Landing - Sanctuary	41.7	1,389	21.13	13	1	0	14	0.66	1	0
4-07	Sanctuary - Elrose	23.5	1,272	10.91	8	0	0	8	0.73	0	0
4-08	Elrose - Rosetown	37.8	1,761	24.32	5	2	0	7	0.29	3	0
4-09	Rosetown - Jct Hwy 31	11.7	1,056	4.52	4	0	0	4	0.88	0	0
4-10	Jct Hwy 31 - Biggar	46.8	744	12.70	21	1	0	22	1.73	2	0
4-11	Biggar - Struan Grid	34.2	462	5.76	10	1	0	11	1.91	1	0
4-12	Struan Grid - Red Pheasant	21.0	395	3.02	9	3	0	12	3.97	3	0
4-13	Red Pheasant - Battleford	36.0	2,184	28.71	24	4	0	28	0.98	5	0
4-14	Battleford - Jct Hwy 26	20.7	6,406	48.32	22	4	0	26	0.54	5	0
4-15	Jct Hwy 26 - Cochin	17.3	3,196	20.16	15	1	0	16	0.79	1	0
4-16	Cochin - Glaslyn	28.6	1,729	18.07	25	3	0	28	1.55	5	0
4-17	Glaslyn - Meadow Lake	88.2	1,206	38.80	45	5	0	50	1.29	6	0
4-18	Meadow Lake - Jct Hwy 104	30.6	796	8.88	6	2	0	8	0.90	2	0
Subtotal - Hwy 4		637.0		319.73	301	35	3	339	1.06	45	4
5-00	Hwy 5 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
5-01	Togo - Kamsack	34.2	344	4.29	7	0	0	7	1.63	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
5-02	Kamsack - Canora	36.7	879	11.78	19	0	0	19	1.61	0	0
5-03	Canora - Invermay	55.5	584	11.84	9	0	0	9	0.76	0	0
5-04	Invermay - Wadena	46.9	743	12.73	22	3	1	26	2.04	5	1
5-05	Wadena - Watson	54.1	1,163	22.96	27	1	0	28	1.22	1	0
5-06	Watson - Humboldt	39.4	2,824	40.64	43	3	0	46	1.13	3	0
5-07	Humboldt - N Jct Hwy 2	41.6	2,387	36.27	58	6	0	64	1.76	8	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	1,704	25.38	27	2	0	29	1.14	2	0
5-09	Patience Lake - Saskatoon	9.8	2,995	10.68	17	0	0	17	1.59	0	0
5-10	College Drive in Saskatoon	3.9	11,540	16.43	0	0	0	0	0.00	0	0
Subtotal - Hwy 5		362.9		193.01	237	15	1	253	1.31	19	1
6-00	Hwy 6 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
6-01	U.S. Border - Jct Hwy 18	16.4	278	1.66	4	0	0	4	2.41	0	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.3	444	8.97	25	1	0	26	2.90	6	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	863	13.64	16	1	0	17	1.25	5	0
6-04	S Jct Hwy 39 - Regina South	38.1	3,493	48.54	22	3	0	25	0.52	4	0
6-05	Regina South - Regina North	2.5	8,744	7.82	2	1	0	3	0.38	3	0
6-06	Regina North - Piapot FN	26.4	3,603	34.66	12	6	0	18	0.52	6	0
6-07	Piapot FN - Southey	24.2	2,660	23.46	16	0	0	16	0.68	0	0
6-08	Southey - Raymore	54.1	1,467	28.97	24	5	1	30	1.04	12	1
6-09	Raymore - Dafoe	37.9	991	13.72	12	5	0	17	1.24	6	0
6-10	Dafoe - Watson	43.0	1,006	15.79	20	3	0	23	1.46	7	0
6-11	Watson - Naicam	32.8	1,270	15.22	17	2	0	19	1.25	3	0
6-12	Naicam - Silver Park	26.6	1,196	11.59	12	2	0	14	1.21	3	0
6-13	Silver Park - Melfort	24.6	1,472	13.23	11	3	0	14	1.06	5	0
6-14	Melfort - Gronlid	31.7	895	10.37	20	0	0	20	1.93	0	0
6-15	Gronlid - Choceland	43.2	249	3.93	7	0	0	7	1.78	0	0
Subtotal - Hwy 6		500.1		251.58	234	32	1	267	1.06	60	1
7-00	Hwy 7 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
7-01	Saskatoon - Jct Hwy 60	2.1	8,880	6.80	11	1	0	12	1.76	1	0
7-02	Jct Hwy 60 - Delisle	31.3	5,981	68.25	50	6	0	56	0.82	9	0
7-03	Delisle - Harris	37.7	3,046	41.90	31	3	1	35	0.84	7	1
7-04	Harris - Rosetown	36.1	3,093	40.73	24	2	0	26	0.64	2	0
7-05	Rosetown - Brock	52.4	2,413	46.13	24	8	0	32	0.69	16	0
7-06	Brock - Kindersley	31.1	3,069	34.79	9	5	0	14	0.40	9	0
7-07	Kindersley - Jct Hwy 307	21.2	2,992	23.14	5	1	0	6	0.26	1	0
7-08	Jct Hwy 307 - Alsask	40.0	1,985	29.01	8	5	0	13	0.45	7	0
Subtotal - Hwy 7		251.8		290.75	167	31	1	199	0.68	52	1
8-00	Hwy 8 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
8-01	U.S. Border - Carievale	19.9	200	1.45	6	0	0	6	4.13	0	0
8-02	Carievale - Redvers	45.6	455	7.58	18	0	0	18	2.37	0	0
8-03	Redvers - Fairlight	34.0	489	6.07	10	0	0	10	1.65	0	0
8-04	Fairlight - Moosomin	31.6	774	8.94	18	0	0	18	2.01	0	0
8-05	Moosomin - Qu'Appelle River	40.4	1,416	20.87	37	4	0	41	1.96	4	0
8-06	Qu'Appelle River - Langenburg	41.7	955	14.53	13	0	0	13	0.90	0	0
8-07	Langenburg - Wroxton	47.5	158	2.74	7	0	0	7	2.56	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
8-08	Wroxton - Kamsack	40.6	891	13.18	12	1	0	13	0.99	1	0
8-09	Kamsack - Pelly	31.8	1,443	16.77	14	3	0	17	1.01	4	0
8-10	Pelly - Norquay	41.5	149	2.25	3	0	0	3	1.33	0	0
Subtotal - Hwy 8		374.5		94.38	147	8	0	155	1.64	9	0
9-00	Hwy 9 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
9-01	U.S. Border - Jct Hwy 18	26.8	394	3.84	3	0	0	3	0.78	0	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,427	24.42	26	0	0	26	1.06	0	0
9-03	Carlyle - Jct Hwy 48	43.5	1,284	20.39	25	7	0	32	1.57	11	0
9-04	Jct Hwy 48 - Whitewood	37.0	725	9.79	17	2	0	19	1.94	2	0
9-05	Whitewood - Qu'Appelle River	19.0	1,081	7.48	10	1	0	11	1.47	1	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	1,216	16.18	24	1	0	25	1.55	1	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	1,296	10.07	8	2	0	10	0.99	2	0
9-08	Jct Hwy 15 - Yorkton	32.2	1,584	18.64	25	2	0	27	1.45	3	0
9-09	Yorkton - Canora	45.3	3,131	51.72	30	3	0	33	0.64	4	0
9-10	Canora - Jct Hwy 49	27.6	1,538	15.51	16	1	0	17	1.10	1	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,447	10.54	20	3	0	23	2.18	3	0
9-12	Preeceville - Usherville	31.0	510	5.76	6	0	0	6	1.04	0	0
9-13	Usherville - Bertwell	42.5	208	3.23	2	0	0	2	0.62	0	0
9-14	Bertwell - Hudson Bay	38.6	381	5.37	11	1	0	12	2.24	1	0
9-15	Hudson Bay - Manitoba Border	122.8	209	9.37	4	1	0	5	0.53	1	0
Subtotal - Hwy 9		590.8		212.32	237	24	0	261	1.23	30	0
10-00	Hwy 10 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
10-01	Manitoba Border - Wroxton	25.0	799	7.29	12	0	0	12	1.65	0	0
10-02	Wroxton - Yorkton	37.6	1,829	25.09	25	2	0	27	1.08	2	0
10-03	Yorkton - Melville	41.9	3,472	53.04	60	3	0	63	1.19	8	0
10-04	Melville - Jct Hwy 22	46.1	2,568	43.25	29	4	0	33	0.76	4	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	25.3	3,441	31.83	26	3	0	29	0.91	3	0
10-06	Fort Qu'Appelle - Balgonie	46.5	4,708	79.91	58	5	1	64	0.80	9	2
Subtotal - Hwy 10		222.4		240.41	217	17	1	235	0.98	26	2
11-00	Hwy 11 Section Not Known	0.0	0	0.00	16	0	0	16	0.00	0	0
11-01	Regina - Lumsden	38.3	8,144	113.93	73	12	0	85	0.75	15	0
11-02	Lumsden - Bethune	25.9	7,308	69.15	21	2	0	23	0.33	3	0
11-03	Bethune - E Jct Hwy 2	19.2	5,959	41.71	24	3	0	27	0.65	3	0
11-04	E Jct Hwy 2 - Aylesbury	24.6	5,451	48.99	34	3	0	37	0.76	4	0
11-05	Aylesbury - Davidson	45.3	6,123	101.19	34	5	1	40	0.40	9	1
11-06	Davidson - Kenaston	32.1	6,688	78.30	18	2	0	20	0.26	2	0
11-07	Kenaston - Dundurn	38.9	7,079	100.53	29	5	0	34	0.34	8	0
11-08	Dundurn - Saskatoon	30.3	9,738	107.76	70	7	0	77	0.71	8	0
11-09	Saskatoon Circle Drive				0	0	0	0		0	0
11-10	Saskatoon - Warman	15.5	17,947	101.70	44	15	0	59	0.58	27	0
11-11	Warman - Rosthern	43.2	8,953	141.26	72	13	1	86	0.61	31	2
11-12	Rosthern - Duck Lake	18.3	5,997	40.04	18	4	0	22	0.55	4	0
11-13	Duck Lake - Prince Albert	48.7	5,412	96.20	78	9	1	88	0.91	13	1
Subtotal - Hwy 11		380.4		1040.76	531	80	3	614	0.59	127	4

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
12-00	Hwy 12 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
12-01	Jct Hwy 11 - Hepburn	36.4	7,281	96.68	59	6	1	66	0.68	14	1
12-02	Hepburn - Blaine Lake	38.2	2,182	30.40	45	9	0	54	1.78	10	0
12-03	Blaine Lake - Big Grass Lake	39.1	837	11.95	13	1	0	14	1.17	2	0
12-04	Big Grass Lake - Shell Lake	21.0	692	5.31	21	1	0	22	4.14	1	0
Subtotal - Hwy 12		134.7		144.34	146	17	1	164	1.14	27	1
13-00	Hwy 13 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
13-01	Manitoba Border - Redvers	19.7	822	5.92	5	0	0	5	0.84	0	0
13-02	Redvers - Carlyle	42.3	1,430	22.09	13	0	0	13	0.59	0	0
13-03	Carlyle - Stoughton	54.4	2,048	40.69	36	5	1	42	1.03	10	1
13-04	Stoughton - Griffin	31.0	1,165	13.17	16	1	0	17	1.29	1	0
13-05	Griffin - Weyburn	27.0	1,593	15.70	14	1	1	16	1.02	5	1
13-06	Weyburn - Jct Hwy 28	31.0	1,064	12.04	16	2	0	18	1.50	3	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	724	6.04	7	1	0	8	1.33	2	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	761	11.05	18	0	0	18	1.63	0	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.5	496	5.52	7	2	0	9	1.63	2	0
13-10	Jct Hwy 36 - Assiniboia	37.2	726	9.85	32	1	0	33	3.35	1	0
13-11	Assiniboia - Lafleche	42.5	921	14.30	16	0	0	16	1.12	0	0
13-12	Lafleche - Kincaid	32.3	521	6.13	12	0	0	12	1.96	0	0
13-13	Kincaid - Cadillac	54.6	636	12.67	17	1	0	18	1.42	2	0
13-14	Cadillac - Jct Hwy 37	49.2	282	5.06	9	1	0	10	1.97	1	0
13-15	Shaunavon - Eastend	34.4	653	8.20	13	1	0	14	1.71	1	0
13-16	Eastend - E Jct Hwy 21	52.5	200	3.84	4	0	0	4	1.04	0	0
13-17	E Jct Hwy 21 - Govanlock	44.1	132	2.12	3	0	0	3	1.41	0	0
13-18	Govanlock - Alberta Border	14.5	30	0.16	0	0	0	0	0.00	0	0
Subtotal - Hwy 13		659.8		194.53	241	16	2	259	1.33	28	2
14-00	Hwy 14 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
14-11	Saskatoon Circle Drive				0	0	0	0		0	0
14-12	Saskatoon - Asquith	28.7	3,587	37.64	43	8	0	51	1.36	12	0
14-13	Asquith - Perdue	22.6	2,181	18.02	19	2	2	23	1.28	4	2
14-14	Perdue - Biggar	31.7	1,998	23.11	22	0	0	22	0.95	0	0
14-15	Biggar - Landis	35.6	949	12.31	8	1	0	9	0.73	1	0
14-16	Landis - Wilkie	31.5	923	10.61	6	1	0	7	0.66	2	0
14-17	Wilkie - Unity	30.3	1,553	17.16	4	0	0	4	0.23	0	0
14-18	Unity - Salvador Grid	29.2	1,153	12.29	9	0	0	9	0.73	0	0
14-19	Salvador Grid - Alberta Border	33.8	1,090	13.46	5	1	0	6	0.45	2	0
Subtotal - Hwy 14		243.4		144.59	123	13	2	138	0.95	21	2
15-00	Hwy 15 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
15-02	Bredenbury - Jct Hwy 9	32.9	307	3.69	12	1	0	13	3.52	2	0
15-03	Jct Hwy 9 - Melville	22.4	847	6.94	8	0	0	8	1.15	0	0
15-04	Melville - Jct Hwy 52	58.6	613	13.12	24	1	0	25	1.91	1	0
15-05	Jct Hwy 52 - Leross	26.5	547	5.28	18	0	0	18	3.41	0	0
15-06	Leross - Raymore	51.8	642	12.13	21	2	0	23	1.90	4	0
15-07	Raymore - S Jct Hwy 20	32.7	375	4.47	4	0	0	4	0.89	0	0
15-08	Nokomis - Jct Hwy 2	31.0	457	5.17	10	0	0	10	1.94	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
15-09	Jct Hwy 2 - Kenaston	56.6	220	4.54	5	0	0	5	1.10	0	0
15-10	Kenaston - Jct Hwy 19	22.7	793	6.57	5	0	0	5	0.76	0	0
15-11	Jct Hwy 19 - Outlook	36.2	1,395	18.45	14	3	1	18	0.98	4	1
15-12	Outlook - Milden	27.8	1,085	11.01	13	1	0	14	1.27	1	0
15-13	Milden - Rosetown	36.3	832	11.01	6	1	0	7	0.64	1	0
Subtotal - Hwy 15		435.5		102.38	143	9	1	153	1.49	13	1
16-00	Hwy 16 Section Not Known	0.0	0	0.00	15	0	0	15	0.00	0	0
16-11	Manitoba Border - Churchbridge	30.5	1,882	20.97	14	0	1	15	0.72	2	1
16-12	Churchbridge - Yorkton	52.8	2,337	45.00	41	1	0	42	0.93	1	0
16-13	Yorkton - Springside	22.8	2,801	23.35	17	3	0	20	0.86	4	0
16-14	Springside - Insinger	31.1	1,797	20.43	12	2	0	14	0.69	4	0
16-15	Insinger - Tuffnell	22.5	1,610	13.21	7	4	0	11	0.83	5	0
16-16	Tuffnell - Elfros	38.0	1,752	24.29	15	1	0	16	0.66	1	0
16-17	Elfros - Dafoe	49.0	1,962	35.06	47	5	0	52	1.48	8	0
16-18	Dafoe - Guernsey	42.0	1,988	30.47	30	2	0	32	1.05	2	0
16-19	Guernsey - Jct Hwy 2	44.7	2,284	37.29	39	3	1	43	1.15	5	1
16-20	Jct Hwy 2 - Saskatoon	63.0	5,562	127.80	81	10	0	91	0.71	14	0
16-21		0.0	0	0.00	1	0	0	1	0.00	0	0
16-22		0.0	0	0.00	0	0	0	0	0.00	0	0
16-23	Jct Hwy 11 - North Sask. River	41.2	9,255	139.27	66	17	0	83	0.60	22	0
16-24	North Sask. River - Radisson	19.2	7,579	53.20	34	11	1	46	0.86	22	1
16-25	Radisson - Denholm	48.4	6,969	123.22	38	5	1	44	0.36	7	1
16-26	Denholm - North Battleford	23.4	7,992	68.27	23	2	0	25	0.37	2	0
16-27	North Battleford - Bresaylor	41.5	5,092	77.16	25	4	1	30	0.39	5	1
16-28	Bresaylor - Maidstone	40.0	4,861	70.89	32	3	0	35	0.49	4	0
16-29	Maidstone - Marshall	36.3	6,281	83.32	23	7	0	30	0.36	8	0
16-30	Marshall - Lloydminster	15.8	8,148	46.99	25	3	0	28	0.60	3	0
Subtotal - Hwy 16		662.3		1040.19	585	83	5	673	0.65	119	5
17-00	Hwy 17 Section Not Known	0.0	0	0.00	2	1	0	3	0.00	1	0
17-03	Macklin - Alberta Border	57.1	698	14.54	13	0	0	13	0.89	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	23.5	1,388	11.89	1	0	0	1	0.08	0	0
17-05	Alberta Border - Lloydminster	22.6	2,311	19.10	16	1	0	17	0.89	1	0
17-06	Lloydminster - Jct Hwy 3	23.1	4,769	40.18	30	4	0	34	0.85	6	0
17-07	Jct Hwy 3 - N Sask. River	10.7	1,918	7.48	2	0	1	3	0.40	5	1
17-08	N Sask. River - Onion Lake	13.0	1,902	9.00	8	4	0	12	1.33	6	0
Subtotal - Hwy 17		150.0		102.20	72	10	1	83	0.81	19	1
18-00	Hwy 18 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
18-01	Manitoba Border - Carievale	19.6	775	5.54	12	0	0	12	2.16	0	0
18-02	Carievale - Jct Hwy 9	48.0	1,517	26.59	39	6	0	45	1.69	7	0
18-03	Jct Hwy 9 - Bienfait	44.6	1,935	31.49	19	1	0	20	0.64	1	0
18-04	Estevan - Torquay	36.8	741	9.96	15	0	1	16	1.61	0	1
18-05	Torquay - Oungre	22.8	390	3.24	4	0	0	4	1.23	0	0
18-06	Oungre - Lake Alma	29.2	293	3.13	3	0	0	3	0.96	0	0
18-07	Lake Alma - N Jct Hwy 6	27.9	167	1.70	6	0	0	6	3.54	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.4	60	1.05	4	0	0	4	3.79	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
18-09	Big Beaver - E Jct Hwy 36	19.5	223	1.59	2	0	0	2	1.26	0	0
18-10	W Jct Hwy 36 - Rockglen	23.5	243	2.08	6	0	0	6	2.88	0	0
18-11	Rockglen - Wood Mountain	32.0	66	0.78	4	0	0	4	5.15	0	0
18-12	Wood Mountain - Jct Hwy 19	52.2	139	2.66	8	0	0	8	3.01	0	0
18-13	Jct Hwy 19 - Ponteix Grid	37.1	122	1.65	6	0	0	6	3.63	0	0
18-14	Ponteix Grid - Val Marie	35.6	93	1.21	4	0	0	4	3.31	0	0
18-15	S Jct Hwy 4 - Climax	42.3	149	2.30	3	0	0	3	1.30	0	0
18-16	Climax - Divide	65.7	141	3.39	4	1	0	5	1.48	2	0
18-17	Divide - Robsart	31.0	32	0.37	1	0	0	1	2.73	0	0
	Subtotal - Hwy 18	616.1		98.73	142	8	1	151	1.53	10	1
19-00	Hwy 19 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
19-01	Jct Hwy 18 - Kincaid	26.2	256	2.45	5	0	0	5	2.04	0	0
19-02	Kincaid - S Jct Hwy 43	24.8	98	0.89	0	0	0	0	0.00	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.1	223	4.89	9	0	0	9	1.84	0	0
19-04	Chaplin - Central Butte	43.4	268	4.24	8	0	0	8	1.89	0	0
19-05	E Jct Hwy 42 - Elbow	40.6	339	5.03	6	0	0	6	1.19	0	0
19-06	Elbow - Jct Hwy 15	42.1	601	9.25	6	0	0	6	0.65	0	0
	Subtotal - Hwy 19	237.1		26.73	35	0	0	35	1.31	0	0
20-00	Hwy 20 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
20-01	Lumsden - Jct Hwy 22	36.5	1,965	26.21	52	3	0	55	2.10	3	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	685	13.82	21	2	0	23	1.66	2	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.5	476	8.25	15	1	0	16	1.94	1	0
20-04	W Jct Hwy 16 - Humboldt	36.5	1,004	13.38	22	0	0	22	1.64	0	0
20-05	Humboldt - Pilger	33.3	699	8.50	4	1	0	5	0.59	2	0
20-06	Pilger - Crystal Springs	44.9	146	2.39	3	0	0	3	1.25	0	0
20-07	Crystal Springs - Jct Hwy 3	22.6	222	1.84	2	0	0	2	1.09	0	0
	Subtotal - Hwy 20	276.6		74.39	122	7	0	129	1.73	8	0
21-00	Hwy 21 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
21-01	U.S. Border - Govenlock	29.3	20	0.21	0	0	0	0	0.00	0	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	242	3.04	7	0	0	7	2.30	0	0
21-04	Cypress Hills - Maple Creek	28.2	695	7.14	14	0	0	14	1.96	0	0
21-05	Maple Creek - Jct Hwy 1	8.8	1,602	5.13	10	1	0	11	2.14	2	0
21-06	Jct Hwy 1 - Fox Valley	52.8	519	10.00	8	2	0	10	1.00	3	0
21-07	Fox Valley - Leader	50.0	420	7.66	4	0	0	4	0.52	0	0
21-08	Leader - Eatonia	41.1	556	8.34	5	0	0	5	0.60	0	0
21-09	Glidden - Kindersley	26.2	1,219	11.65	8	1	0	9	0.77	1	0
21-10	Kindersley - Jct Hwy 31	36.0	2,163	28.43	6	1	0	7	0.25	1	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,462	7.27	2	2	1	5	0.69	5	1
21-12	Kerrobert - Unity	60.4	614	13.53	11	0	0	11	0.81	0	0
21-13	Unity - E Jct Hwy 40	35.8	716	9.35	4	4	0	8	0.86	4	0
21-14	W Jct Hwy 40 - Maidstone	31.0	574	6.49	8	1	0	9	1.39	2	0
21-15	Maidstone - E Jct Hwy 3	52.4	1,067	20.42	15	1	0	16	0.78	1	0
21-16	Paradise Hill - Peck Lake	36.6	182	2.44	15	1	0	16	6.56	1	0
21-17	Peck Lake - Ministikwan Lake	21.0	146	1.12	5	0	0	5	4.48	0	0
21-18	Ministikwan Lake - Pierceland	43.5	308	4.89	6	4	0	10	2.04	4	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
21-19	Pierceland - Northern Pine	22.9	151	1.26	2	0	0	2	1.59	0	0
	Subtotal - Hwy 21	624.0		148.37	135	18	1	154	1.04	24	1
22-00	Hwy 22 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
22-01	Man. Border - S Jct Hwy 8	13.2	100	0.48	0	0	0	0	0.00	0	0
22-02	S Jct Hwy 8 - Stockholm	42.5	1,893	29.40	38	3	0	41	1.39	4	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	279	2.50	7	1	0	8	3.20	2	0
22-04	Killaly - Jct Hwy 10	51.8	349	6.59	14	2	0	16	2.43	3	0
22-05	Lipton - Southey	50.9	657	12.20	7	0	0	7	0.57	0	0
22-06	Southey - Jct Hwy 20	26.7	468	4.55	7	0	0	7	1.54	0	0
	Subtotal - Hwy 22	209.6		55.73	77	6	0	83	1.49	9	0
23-00	Hwy 23 Section Not Known	0.0	0	0.00	4	1	0	5	0.00	1	0
23-01	Jct Hwy 9 - Somme	31.3	134	1.53	4	0	0	4	2.61	0	0
23-02	Somme - Chelan	30.2	480	5.30	20	0	0	20	3.78	0	0
23-03	Chelan - Crooked River	37.8	596	8.23	14	2	0	16	1.95	3	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	800	18.45	16	3	0	19	1.03	5	0
	Subtotal - Hwy 23	162.5		33.50	58	6	0	64	1.91	9	0
24-00	Hwy 24 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
24-01	Spiritwood - Leoville	32.2	779	9.16	19	2	0	21	2.29	2	0
24-02	Leoville - Chitek Lake	25.3	566	5.23	9	1	1	11	2.10	4	1
	Subtotal - Hwy 24	57.5		14.39	28	3	1	32	2.22	6	1
25-00	Hwy 25 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
25-01	Birch Hills - St. Louis	27.1	164	1.63	6	1	0	7	4.31	1	0
	Subtotal - Hwy 25	27.1		1.63	6	1	0	7	4.31	1	0
26-00	Hwy 26 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
26-01	Jct Hwy 4 - Meota	15.4	1,552	8.74	3	0	0	3	0.34	0	0
26-02	Meota - Turtleford	54.2	1,081	21.40	25	3	0	28	1.31	3	0
26-03	Turtleford - N Jct Hwy 3	29.2	687	7.33	14	0	0	14	1.91	0	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	876	15.24	34	0	0	34	2.23	0	0
26-05	Loon Lake - Goodsoil	52.1	438	8.33	15	1	1	17	2.04	1	1
	Subtotal - Hwy 26	198.6		61.03	92	4	1	97	1.59	4	1
27-00	Hwy 27 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
27-01	Jct Hwy 2 - Aberdeen	34.0	1,152	14.28	10	2	0	12	0.84	4	0
	Subtotal - Hwy 27	34.0		14.28	10	2	0	12	0.84	4	0
28-00	Hwy 28 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
28-01	Lake Alma - Radville	39.7	157	2.27	8	0	0	8	3.52	0	0
28-02	Radville - Jct Hwy 13	20.0	522	3.82	6	0	0	6	1.57	0	0
	Subtotal - Hwy 28	59.8		6.09	15	0	0	15	2.46	0	0
29-00	Hwy 29 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
29-01	Wilkie - Cloan Grid	23.8	818	7.12	4	0	0	4	0.56	0	0
29-02	Cloan Grid - Battleford	25.9	1,019	9.64	18	1	0	19	1.97	1	0
	Subtotal - Hwy 29	49.8		16.75	23	1	0	24	1.43	1	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
30-00	Hwy 30 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
30-01	S Sask. River - Eston	21.4	96	0.75	0	0	0	0	0.00	0	0
30-02	Eston - Jct Hwy 7	37.1	177	2.40	2	0	0	2	0.83	0	0
Subtotal - Hwy 30		58.4		3.14	2	0	0	2	0.64	0	0
31-00	Hwy 31 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
31-01	Jct Hwy 4 - Plenty	58.2	231	4.91	5	0	0	5	1.02	0	0
31-02	Plenty - S Jct Hwy 21	35.7	552	7.19	6	1	0	7	0.97	1	0
31-03	Kerrobert - Salvador	37.7	668	9.21	8	1	0	9	0.98	1	0
31-04	Salvador - Macklin	37.9	776	10.73	7	1	0	8	0.75	1	0
Subtotal - Hwy 31		169.6		32.04	27	3	0	30	0.94	3	0
32-00	Hwy 32 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
32-01	Jct Hwy 1 - Success	22.6	1,259	10.37	9	0	0	9	0.87	0	0
32-02	Success - Cabri	33.5	773	9.45	10	0	0	10	1.06	0	0
32-03	Cabri - Lancer	39.0	508	7.24	6	1	0	7	0.97	1	0
32-04	Lancer - Leader	47.7	421	7.33	2	0	0	2	0.27	0	0
Subtotal - Hwy 32		142.8		34.40	27	1	0	28	0.81	1	0
33-00	Hwy 33 Section Not Known	0.0	0	0.00	3	1	0	4	0.00	1	0
33-01	Stoughton - Fillmore	38.2	1,154	16.08	17	3	1	21	1.31	5	1
33-02	Fillmore - Francis	39.1	1,088	15.51	14	1	0	15	0.97	1	0
33-03	Francis - Kronau	38.3	1,896	26.48	18	1	0	19	0.72	1	0
33-04	Kronau - Regina	19.2	3,170	22.24	10	3	1	14	0.63	3	1
Subtotal - Hwy 33		134.7		80.31	62	9	2	73	0.91	11	2
34-00	Hwy 34 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
34-01	U.S. Border - Bengough	46.4	118	2.00	6	0	0	6	3.00	0	0
34-02	Bengough - Jct Hwy 13	16.3	346	2.06	2	0	0	2	0.97	0	0
Subtotal - Hwy 34		62.7		4.06	8	0	0	8	1.97	0	0
35-00	Hwy 35 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
35-01	U.S. Border - Oungre	16.2	235	1.39	4	0	0	4	2.88	0	0
35-02	Oungre - Colgate	28.7	479	5.02	4	0	0	4	0.80	0	0
35-03	Colgate - Weyburn	27.5	961	9.64	7	1	0	8	0.83	1	0
35-04	Weyburn - Francis	46.1	939	15.82	15	4	1	20	1.26	4	1
35-05	Jct Hwy 33 - Jct Hwy 48	23.1	290	2.45	4	1	0	5	2.04	1	0
35-06	Jct Hwy 48 - Qu'Appelle	24.7	350	3.15	10	0	0	10	3.17	0	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	354	2.56	3	0	0	3	1.17	0	0
35-08	Fort Qu'Appelle - Lipton	15.2	1,503	8.31	8	0	0	8	0.96	0	0
35-09	Lipton - Leross	43.1	626	9.84	7	0	0	7	0.71	0	0
35-10	Leross - Elfros	50.4	434	7.97	19	0	0	19	2.38	0	0
35-11	Elfros - Wadena	23.9	999	8.72	6	0	0	6	0.69	0	0
35-12	Wadena - Jct Hwy 49	22.6	1,017	8.38	4	1	0	5	0.60	1	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.3	703	11.90	19	0	0	19	1.60	0	0
35-14	Jct Hwy 349 - Tisdale	44.7	968	15.79	16	1	0	17	1.08	1	0
35-15	Tisdale - Jct Hwy 335	29.5	1,409	15.17	16	1	0	17	1.12	1	0
35-16	Jct Hwy 335 - Jct Hwy 55	29.0	1,553	16.42	13	3	0	16	0.97	3	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
35-17	Jct Hwy 55 - Torch River	36.2	154	2.03	1	1	0	2	0.98	1	0
	Subtotal - Hwy 35	527.0		144.56	164	13	1	178	1.23	13	1
36-00	Hwy 36 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
36-01	U.S. Border - W Jct Hwy 18	30.5	268	2.98	7	0	0	7	2.35	0	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	39.4	376	5.41	15	1	0	16	2.96	1	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	172	4.05	17	0	0	17	4.20	0	0
	Subtotal - Hwy 36	134.5		12.44	39	1	0	40	3.22	1	0
37-00	Hwy 37 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
37-01	U.S. Border - Climax	23.1	72	0.61	0	0	0	0	0.00	0	0
37-02	Climax - Shaunavon	51.5	497	9.34	19	0	0	19	2.03	0	0
37-03	Shaunavon - Gull Lake	52.7	1,292	24.84	27	5	0	32	1.29	5	0
37-04	Gull Lake - W Jct Hwy 332	33.0	266	3.20	3	0	0	3	0.94	0	0
37-05	E Jct Hwy 332 - Cabri	24.5	156	1.39	0	0	0	0	0.00	0	0
	Subtotal - Hwy 37	184.7		39.38	55	5	0	60	1.52	5	0
38-00	Hwy 38 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
38-01	Kelvington - Perigord	22.3	478	3.89	7	0	0	7	1.80	0	0
38-02	Perigord - Chelan	34.4	305	3.83	12	0	0	12	3.13	0	0
38-05	Kuroki - Kelvington	31.4	246	2.82	9	0	0	9	3.20	0	0
	Subtotal - Hwy 38	88.0		10.53	28	0	0	28	2.66	0	0
39-00	Hwy 39 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
39-01	U.S. Border - Bienfait	27.4	1,136	11.37	22	1	0	23	2.02	1	0
39-02	Bienfait - Estevan	9.1	4,759	15.72	11	1	0	12	0.76	1	0
39-03	Estevan - Midale	40.9	2,838	42.36	31	4	1	36	0.85	6	1
39-04	Midale - Weyburn	44.2	2,984	48.13	27	3	0	30	0.62	4	0
39-05	Weyburn - Yellow Grass	26.7	3,524	34.38	26	1	0	27	0.79	2	0
39-06	Yellow Grass - Corinne	44.6	2,913	47.42	34	4	0	38	0.80	6	0
39-07	Corinne - Pitman	32.5	1,199	14.20	5	1	0	6	0.42	1	0
39-08	Pitman - Jct Hwy 1	36.0	1,462	19.19	9	2	0	11	0.57	4	0
	Subtotal - Hwy 39	261.3		232.78	168	17	1	186	0.80	25	1
40-00	Hwy 40 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
40-01	Jct Hwy 3 - Blaine Lake	55.9	1,348	27.51	31	0	0	31	1.13	0	0
40-02	Blaine Lake - Hafford	36.1	574	7.55	15	0	0	15	1.99	0	0
40-03	Hafford - North Battleford	64.0	883	20.62	10	2	0	12	0.58	2	0
40-04	Battleford - E Jct Hwy 21	57.5	1,588	33.33	46	4	1	51	1.53	6	1
40-05	E Jct Hwy 21 - Neilburg	35.5	877	11.37	14	0	0	14	1.23	0	0
40-06	Neilburg - Alberta Border	25.4	966	8.95	6	0	0	6	0.67	0	0
	Subtotal - Hwy 40	274.3		109.34	124	6	1	131	1.20	8	1
41-00	Hwy 41 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
41-01	Melfort - Jct Hwy 20	55.9	1,538	31.35	20	2	0	22	0.70	2	0
41-02	Jct Hwy 20 - Wakaw	29.8	1,463	15.92	11	2	0	13	0.82	2	0
41-03	Wakaw - Aberdeen	51.1	2,078	38.76	27	4	0	31	0.80	5	0
41-04	Aberdeen - Jct Hwy 41	23.9	4,341	37.92	19	6	1	26	0.69	10	4
	Subtotal - Hwy 41	160.7		123.94	83	14	1	98	0.79	19	4

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
42-00	Hwy 42 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
42-01	Tuxford - Keeler	24.9	749	6.82	4	0	0	4	0.59	0	0
42-02	Keeler - E Jct Hwy 19	42.3	511	7.90	12	0	0	12	1.52	0	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	325	4.59	8	0	0	8	1.74	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.6	212	2.91	2	0	0	2	0.69	0	0
42-05	Jct Hwy 342 - Milden	59.9	166	3.63	6	0	0	6	1.65	0	0
	Subtotal - Hwy 42	203.4		25.84	32	0	0	32	1.24	0	0
43-00	Hwy 43 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
43-01	Jct Hwy 2 - Gravelbourg	37.9	588	8.13	5	1	0	6	0.74	1	0
43-02	Gravelbourg - S Jct Hwy 19	29.8	352	3.83	4	0	0	4	1.05	0	0
43-03	S Jct Hwy 19 - Jct Hwy 4	58.9	276	5.93	19	0	0	19	3.21	0	0
	Subtotal - Hwy 43	126.6		17.88	28	1	0	29	1.62	1	0
44-00	Hwy 44 Section Not Known	0.0	0	0.00	0	1	0	1	0.00	1	0
44-02	Davidson - Loreburn	44.0	264	4.24	2	0	0	2	0.47	0	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.2	217	2.55	6	0	0	6	2.35	0	0
44-04	Jct Hwy 45 - Dinsmore	28.3	89	0.92	4	1	0	5	5.45	1	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	138	2.04	2	0	0	2	0.98	0	0
44-06	S Jct Hwy 4 - Eston	54.1	412	8.13	5	0	0	5	0.61	0	0
44-07	Eston - Glidden	33.2	444	5.38	3	1	0	4	0.74	1	0
44-08	Glidden - Mantario	44.9	414	6.79	5	0	0	5	0.74	0	0
44-09	Mantario - Alsask	33.7	198	2.43	2	2	0	4	1.65	2	0
	Subtotal - Hwy 44	310.8		32.49	29	5	0	34	1.05	5	0
45-00	Hwy 45 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
45-01	Lucky Lake - Birsay	18.4	354	2.38	1	0	0	1	0.42	0	0
45-02	Birsay - Jct Hwy 44	18.9	432	2.98	4	0	0	4	1.34	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	408	4.05	7	0	0	7	1.73	0	0
45-04	W Jct Hwy 15 - Delisle	49.4	519	9.37	10	1	0	11	1.17	1	0
	Subtotal - Hwy 45	114.0		18.78	22	1	0	23	1.22	1	0
46-00	Hwy 46 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
46-01	Balgonie - Regina	19.1	4,930	34.45	14	1	1	16	0.46	4	1
	Subtotal - Hwy 46	19.1		34.45	14	1	1	16	0.46	4	1
47-00	Hwy 47 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
47-01	U.S. Border - Estevan	13.6	475	2.35	8	0	0	8	3.40	0	0
47-02	Estevan - Stoughton	57.5	1,796	37.71	29	5	1	35	0.93	9	1
47-03	Stoughton - Jct Hwy 48	56.3	311	6.39	7	1	0	8	1.25	1	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.8	102	1.00	3	0	0	3	3.01	0	0
47-05	Grenfell - S Jct Hwy 22	39.9	631	9.19	9	2	0	11	1.20	3	0
47-06	S Jct Hwy 22 - Melville	22.8	1,035	8.61	13	1	0	14	1.63	1	0
47-07	Melville - Willowbrook	30.0	275	3.01	14	0	0	14	4.64	0	0
47-08	Willowbrook - Springside	19.1	218	1.52	6	0	1	7	4.60	2	1
47-09	Springside - Buchanan	42.5	175	2.71	7	1	0	8	2.95	1	0
47-10	Buchanan - Preeceville	33.8	208	2.56	6	0	0	6	2.34	0	0
	Subtotal - Hwy 47	342.1		75.06	108	10	2	120	1.60	17	2

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
48-00	Hwy 48 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
48-01	Manitoba Border - Fairlight	19.0	547	3.79	11	1	0	12	3.17	1	0
48-02	Fairlight - S Jct Hwy 9	44.7	527	8.61	18	0	0	18	2.09	0	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.8	742	15.66	26	3	0	29	1.85	4	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	829	19.15	14	2	0	16	0.84	2	0
48-05	Jct Hwy 35 - White City	40.6	1,904	28.21	21	0	1	22	0.78	1	2
	Subtotal - Hwy 48	225.4		75.41	91	6	1	98	1.30	8	2
49-00	Hwy 49 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
49-01	Manitoba Border - Pelly	25.4	348	3.23	3	0	0	3	0.93	0	0
49-02	Pelly - Stenen	33.7	812	10.00	11	0	0	11	1.10	0	0
49-03	Stenen - Okla	33.2	581	7.04	13	1	0	14	1.99	1	0
49-04	Okla - Kelvington	33.9	459	5.68	13	1	0	14	2.47	1	0
49-05	Kelvington - Jct Hwy 35	19.6	688	4.91	6	1	0	7	1.43	1	0
	Subtotal - Hwy 49	145.8		30.86	47	3	0	50	1.62	3	0
51-00	Hwy 51 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
51-01	Biggar - Tramping Lake	62.6	326	7.45	9	1	0	10	1.34	2	0
51-02	Tramping Lake - Kerrobert	26.0	381	3.61	2	0	0	2	0.55	0	0
51-03	Kerrobert - Major	34.3	304	3.81	8	1	0	9	2.36	1	0
51-04	Major - Alberta Border	29.9	173	1.89	2	0	0	2	1.06	0	0
	Subtotal - Hwy 51	152.8		16.77	22	2	0	24	1.43	3	0
52-00	Hwy 52 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
52-01	Yorkton - Willowbrook	21.6	1,179	9.27	25	0	0	25	2.70	0	0
52-02	Willowbrook - Jct Hwy 15	49.1	357	6.39	14	1	0	15	2.35	1	0
	Subtotal - Hwy 52	70.6		15.67	39	1	0	40	2.55	1	0
54-00	Hwy 54 Section Not Known	0.0	0	0.00	26	2	0	28	0.00	2	0
54-01	Jct Hwy 11 - Regina Beach	17.4	2,620	16.65	13	3	0	16	0.96	3	0
	Subtotal - Hwy 46	17.4		16.65	39	5	0	44	2.64	5	0
55-00	Hwy 55 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.7	130	1.84	6	0	0	6	3.26	0	0
55-03	S of Pakwaw L. - W of Crack. R. Br.	29.3	376	4.02	8	0	0	8	1.99	0	0
55-04	W of Crack R Br - Jct Hwy 123	36.6	603	8.06	16	2	0	18	2.23	6	0
55-05	Jct Hwy 123 - Nipawin	28.9	1,601	16.91	19	1	0	20	1.18	1	0
55-06	Nipawin - White Fox	13.7	1,991	9.96	9	0	0	9	0.90	0	0
55-07	White Fox - Smeaton	48.7	1,074	19.08	33	1	0	34	1.78	1	0
55-08	Smeaton - Meath Park	36.5	1,171	15.62	8	0	0	8	0.51	0	0
55-09	Meath Park - Prince Albert	41.8	2,655	40.49	31	2	0	33	0.82	3	0
55-10	Shellbrook - Debden	49.5	1,675	30.24	43	1	0	44	1.46	1	0
55-11	Debden - Big River	38.2	1,155	16.09	17	2	0	19	1.18	2	0
55-12	Big River - Jct Hwy 124	48.3	543	9.58	10	3	0	13	1.36	6	0
55-13	Jct 124 - Green Lake	28.0	530	5.41	10	0	0	10	1.85	0	0
55-14	Green Lake - Meadow Lake	47.2	1,586	27.31	18	2	0	20	0.73	2	0
55-15	Meadow Lake - S Jct Hwy 26	67.2	1,073	26.32	18	1	0	19	0.72	1	0
55-16	Peerless - Alberta Border	52.1	1,112	21.16	54	0	0	54	2.55	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Subtotal - Hwy 55		604.7		252.08	300	15	0	315	1.25	23	0
56-00	Hwy 56 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
56-01	Indian Head - Katepwa Lake	21.1	1,106	8.53	8	1	0	9	1.06	1	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.0	819	5.99	14	3	0	17	2.84	4	0
56-03	Fort Qu'Appelle - Echo Lake	11.2	1,030	4.21	4	1	0	5	1.19	1	0
Subtotal - Hwy 56		52.4		18.73	28	5	0	33	1.76	6	0
57-00	Hwy 57 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
57-01	Manitoba Border - Jct Hwy 5	19.3	573	4.03	9	0	0	9	2.23	0	0
Subtotal - Hwy 47		19.3		4.03	9	0	0	9	2.23	0	0
58-00	Hwy 58 Section Not Known	0.0	0	0.00	2	1	0	3	0.00	1	0
58-01	Jct Hwy 18 - Lafleche	35.6	144	1.86	1	0	0	1	0.54	0	0
58-02	Lafleche - Gravelbourg	19.5	775	5.52	10	0	1	11	1.99	2	1
58-03	Gravelbourg - Jct Hwy 363	32.4	206	2.43	8	0	0	8	3.29	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.0	50	0.66	3	1	0	4	6.09	1	0
Subtotal - Hwy 58		123.5		10.47	24	2	1	27	2.58	4	1
60-00	Hwy 60 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
60-01	Pike Lake - Saskatoon	23.9	1,077	9.41	17	0	0	17	1.81	0	0
Subtotal - Hwy 60		23.9		9.41	17	0	0	17	1.81	0	0
80-00	Hwy 80 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
80-01	Esterhazy - Churchbridge	31.4	1,119	12.84	32	1	0	33	2.57	1	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	316	4.08	6	2	0	8	1.96	2	0
Subtotal - Hwy 80		66.7		16.92	38	3	0	41	2.42	3	0
99-00	Hwy 99 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
99-10	Jct Hwy 6 - Craven	20.8	144	1.10	2	0	0	2	1.83	0	0
Subtotal - Hwy 99		20.8		1.10	2	0	0	2	1.83	0	0
102-00	Hwy 102 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
102-25	La Ronge - Sucker River	30.3	1,115	12.32	14	0	0	14	1.14	0	0
102-26	Sucker River - Otter Rapids	54.2	369	7.30	2	1	0	3	0.41	2	0
102-27	Otter Rapids - Island Lake Cr	51.9	160	3.03	1	3	0	4	1.32	4	0
102-28	Island Lake Cr - Waddy River Br	36.2	160	2.12	1	0	0	1	0.47	0	0
102-29	Waddy River Br - Southend	43.5	129	2.06	7	0	0	7	3.41	0	0
Subtotal - Hwy 102		216.1		26.82	25	4	0	29	1.08	6	0
106-00	Hwy 106 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
106-01	Smeaton - Jct Hwy 120	67.7	384	9.49	4	0	0	4	0.42	0	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	428	10.48	2	0	0	2	0.19	0	0
106-03	Jct Hwy 165 - Deschambault L.	81.4	348	10.35	0	1	0	1	0.10	1	0
106-04	Deschambault L. - Jct Hwy 135	41.0	409	6.12	3	0	0	3	0.49	0	0
106-05	Jct Hwy 135 - Flin Flon	68.4	417	10.42	5	0	0	5	0.48	0	0
Subtotal - Hwy 106		325.7		46.87	15	1	0	16	0.34	1	0
120-00	Hwy 120 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
120-01	Meath Park - Candle Lake	32.2	1,083	12.74	11	1	0	12	0.94	1	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
120-02	Candle Lake - Lower Fishing Lake	57.9	129	2.73	1	4	0	5	1.83	4	0
Subtotal - Hwy 120		90.2		15.47	12	5	0	17	1.10	5	0
123-00	Hwy 123 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
123-01	Jct Hwy 163 - Kennedy Creek	41.7	300	4.56	6	1	0	7	1.53	1	0
123-02	Kennedy Cr. - Cumberland House	91.7	220	7.36	3	1	0	4	0.54	1	0
Subtotal - Hwy 123		133.4		11.92	9	2	0	11	0.92	2	0
135-00	Hwy 135 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
135-01	Jct Hwy 106 - Pelican Narrows	50.1	335	6.12	7	1	0	8	1.31	4	0
135-02	Pelican Narrows - Sandy Bay	70.5	176	4.53	7	1	0	8	1.77	1	0
Subtotal - Hwy 135		120.6		10.65	15	2	0	17	1.60	5	0
155-00	Hwy 155 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
155-01	Green Lake - Jct Hwy 165	94.4	547	18.85	29	6	0	35	1.86	7	0
155-02	Jct Hwy 165 - Buffalo Narrows	101.1	513	18.93	15	3	0	18	0.95	8	0
155-03	Buffalo Narrows - La Loche	104.0	430	16.34	21	3	0	24	1.47	5	0
Subtotal - Hwy 155		299.4		54.11	67	12	0	79	1.46	20	0
165-00	Hwy 165 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
165-01	Jct Hwy 106 - Jct Hwy 2	94.8	32	1.11	1	0	0	1	0.90	0	0
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	173	3.51	3	0	0	3	0.86	0	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	87	1.77	2	0	0	2	1.13	0	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	192	4.61	4	0	0	4	0.87	0	0
Subtotal - Hwy 165		272.4		11.00	10	0	0	10	0.91	0	0
167-00	Hwy 167 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
167-01	Sturgeon Weir R. - Denare Beach	29.7	78	0.85	0	1	0	1	1.18	1	0
167-02	Denare Beach - Creighton	19.3	1,724	12.11	2	2	0	4	0.33	3	0
Subtotal - Hwy 167		49.0		12.96	2	3	0	5	0.39	4	0
201-00	Hwy 201 Section Not known	0.0	0	0.00	0	0	0	0	0.00	0	0
201-01	Broadview - Jct Hwy 247	19.2	421	2.96	9	1	0	10	3.38	2	0
Subtotal - Hwy 201		19.2		2.96	9	1	0	10	3.38	2	0
202-00	Hwy 202 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
202-01	Tuxford - Buffalo Pound Lake	15.2	381	2.12	2	0	0	2	0.94	0	0
Subtotal - Hwy 202		15.2		2.12	2	0	0	2	0.94	0	0
204-00	Hwy 204 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
204-01	Battlefords Provincial Park	5.1	270	0.51	0	0	0	0	0.00	0	0
Subtotal - Hwy 204		5.1		0.51	0	0	0	0	0.00	0	0
209-00	Hwy 209 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.0	1,000	1.47	0	0	0	0	0.00	0	0
Subtotal - Hwy 209		4.0		1.47	0	0	0	0	0.00	0	0
210-00	Hwy 210 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	8.8	576	1.86	8	0	0	8	4.31	0	0
210-02	Echo Valley - Jct Hwy 10	12.1	838	3.71	2	0	0	2	0.54	0	0
Subtotal - Hwy 210		21.0		5.56	10	0	0	10	1.80	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
211-00	Hwy 211 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
211-01	Dundurn - Blackstrap Lake	7.0	565	1.44	1	0	0	1	0.69	0	0
Subtotal - Hwy 211		7.0		1.44	1	0	0	1	0.69	0	0
212-00	Hwy 212 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
212-01	Duck Lake - Saskatchewan River	26.0	654	6.20	1	1	0	2	0.32	1	0
Subtotal - Hwy 212		26.0		6.20	1	1	0	2	0.32	1	0
219-00	Hwy 219 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
219-01	Danielson Provincial Park	1.6	260	0.15	0	0	0	0	0.00	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	430	3.81	2	0	0	2	0.52	0	0
219-03	Jct Hwy 15 - White Cap FN.	37.9	1,119	15.50	20	0	0	20	1.29	0	0
219-04	White Cap FN. - Saskatoon	30.8	2,906	32.65	78	8	0	86	2.63	11	0
Subtotal - Hwy 219		94.7		52.12	104	8	0	112	2.15	11	0
220-00	Hwy 220 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
220-01	Bulyea - Rowan's Ravine	22.4	286	2.33	3	0	0	3	1.29	0	0
Subtotal - Hwy 220		22.4		2.33	3	0	0	3	1.29	0	0
221-00	Hwy 221 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	3.8	340	0.47	0	0	0	0	0.00	0	0
Subtotal - Hwy 221		3.8		0.47	0	0	0	0	0.00	0	0
224-00	Hwy 224 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
224-01	Jct Hwy 4 - Goodsoil	46.1	83	1.39	4	0	0	4	2.87	0	0
Subtotal - Hwy 224		46.1		1.39	4	0	0	4	2.87	0	0
225-00	Hwy 225 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.9	269	3.63	6	2	0	8	2.21	4	0
Subtotal - Hwy 225		36.9		3.63	6	2	0	8	2.21	4	0
229-00	Hwy 229 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	306	1.85	3	0	0	3	1.62	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.4	143	0.34	0	0	0	0	0.00	0	0
Subtotal - Hwy 229		23.0		2.19	4	0	0	4	1.83	0	0
240-00	Hwy 240 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
240-01	Jct Hwy 55 - P.A. National Park	40.1	139	2.04	5	0	0	5	2.45	0	0
Subtotal - Hwy 240		40.1		2.04	5	0	0	5	2.45	0	0
247-00	Hwy 247 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.8	262	4.75	31	0	0	31	6.52	0	0
Subtotal - Hwy 247		49.8		4.75	32	0	0	32	6.73	0	0
255-00	Hwy 255 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
255-01	Jct Hwy 55 - Tobin Lake	22.8	393	3.26	8	0	0	8	2.45	0	0
Subtotal - Hwy 255		22.8		3.26	8	0	0	8	2.45	0	0
261-00	Hwy 261 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
261-01	E Sk. Landing P. P. - Jct Hwy 4	7.7	119	0.33	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W SK. Landing P. P.	3.1	35	0.04	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Subtotal - Hwy 261		10.8		0.37	0	0	0	0	0.00	0	0
263-00	Hwy 263 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
263-01	Jct Hwy 2 - P.A. National Park	17.9	1,069	6.98	10	1	0	11	1.58	2	0
Subtotal - Hwy 263		17.9		6.98	10	1	0	11	1.58	2	0
264-00	Hwy 264 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
264-01	Jct Hwy 2 - Prince Albert	7.9	840	2.43	1	0	0	1	0.41	0	0
Subtotal - Hwy 264		7.9		2.43	1	0	0	1	0.41	0	0
265-00	Hwy 265 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
265-01	Jct Hwy 120 - Candle Lake	28.9	518	5.46	2	0	0	2	0.37	0	0
Subtotal - Hwy 265		28.9		5.46	2	0	0	2	0.37	0	0
271-00	Hwy 271 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
271-01	Maple Creek - Cypress Hills	43.0	174	2.73	9	0	0	9	3.29	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.6	55	0.19	1	0	0	1	5.21	0	0
Subtotal - Hwy 271		52.6		2.93	10	0	0	10	3.42	0	0
301-00	Hwy 301 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
301-01	Jct Hwy 1 - Jct Hwy 202	21.2	526	4.08	3	2	0	5	1.22	4	0
Subtotal - Hwy 301		21.2		4.08	3	2	0	5	1.22	4	0
302-00	Hwy 302 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
302-01	S Sask River - Prince Albert	37.1	500	6.77	21	2	0	23	3.40	2	0
302-02	Prince Albert - 30 Km West	27.2	540	5.36	12	1	0	13	2.43	1	0
Subtotal - Hwy 302		64.3		12.13	34	3	0	37	3.05	3	0
303-00	Hwy 303 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
303-01	Turtleford - Jct Hwy 21	23.0	1,138	9.54	12	1	0	13	1.36	1	0
303-02	Jct Hwy 21 - Jct Hwy 16	44.6	1,497	24.38	26	5	0	31	1.27	7	0
Subtotal - Hwy 303		67.6		33.92	38	6	0	44	1.30	8	0
304-00	Hwy 304 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	943	16.75	15	1	0	16	0.96	1	0
Subtotal - Hwy 304		48.7		16.75	15	1	0	16	0.96	1	0
305-00	Hwy 305 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
305-01	Warman - Jct Hwy 12	10.8	3,443	13.59	14	0	0	14	1.03	0	0
305-02	Jct Hwy 12 - Langham	20.4	1,338	9.94	14	0	0	14	1.41	0	0
Subtotal - Hwy 305		31.2		23.54	29	0	0	29	1.23	0	0
306-00	Hwy 306 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
306-01	Jct Hwy 35 - Riceton	39.1	51	0.73	1	0	0	1	1.36	0	0
306-02	Riceton - Jct Hwy 6	27.9	187	1.90	1	0	0	1	0.53	0	0
Subtotal - Hwy 306		66.9		2.64	2	0	0	2	0.76	0	0
307-00	Hwy 307 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
307-01	Jct Hwy 7 - Smiley	17.8	240	1.56	1	0	0	1	0.64	0	0
307-02	Smiley - Jct Hwy 21	29.3	438	4.69	5	0	0	5	1.07	0	0
Subtotal - Hwy 307		47.1		6.25	6	0	0	6	0.96	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
308-00	Hwy 308 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
308-01	Manitoba Border - Jct Hwy 8	14.8	346	1.87	3	1	0	4	2.14	1	0
	Subtotal - Hwy 308	14.8		1.87	5	1	0	6	3.21	1	0
309-00	Hwy 309 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
309-01	Ebenezer - Rhein	18.4	379	2.54	6	0	0	6	2.36	0	0
	Subtotal - Hwy 309	18.4		2.54	6	0	0	6	2.36	0	0
310-00	Hwy 310 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
310-01	Balcarres - Ituna	43.2	444	7.01	15	2	0	17	2.43	2	0
310-03	Jct Hwy 52 - Foam Lake	51.0	138	2.57	3	0	0	3	1.17	0	0
310-04	Foam Lake - Kuroki	30.5	418	4.65	9	0	0	9	1.94	0	0
	Subtotal - Hwy 310	124.6		14.22	27	2	0	29	2.04	2	0
312-00	Hwy 312 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
312-01	Wakaw - Rosthern	41.3	704	10.61	19	1	0	20	1.89	1	0
312-02	Rosthern - Jct Hwy 12	36.9	964	12.98	21	2	0	23	1.77	2	0
	Subtotal - Hwy 312	78.2		23.59	42	3	0	45	1.91	3	0
316-00	Hwy 316 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
316-01	Clavet - Hwy 5	16.0	1,103	6.44	12	2	0	14	2.17	3	0
	Subtotal - Hwy 316	16.0		6.44	12	2	0	14	2.17	3	0
317-00	Hwy 317 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
317-01	Jct Hwy 7 - S Jct Hwy 51	43.7	122	1.95	1	0	0	1	0.51	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.4	141	2.28	1	0	0	1	0.44	0	0
	Subtotal - Hwy 317	88.1		4.23	2	0	0	2	0.47	0	0
318-00	Hwy 318 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
318-01	Carnduff - Alida	21.5	233	1.82	3	0	0	3	1.64	0	0
	Subtotal - Hwy 318	21.5		1.82	3	0	0	3	1.64	0	0
320-00	Hwy 320 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
320-01	Jct Hwy 20 - Domremy	26.3	106	1.01	3	1	0	4	3.94	1	0
	Subtotal - Hwy 320	26.3		1.01	3	1	0	4	3.94	1	0
321-00	Hwy 321 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
321-01	Liebenthal - Alberta Border	33.2	415	5.02	6	0	0	6	1.19	0	0
	Subtotal - Hwy 321	33.2		5.02	6	0	0	6	1.19	0	0
322-00	Hwy 322 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.3	691	7.39	13	2	0	15	2.03	3	0
	Subtotal - Hwy 322	29.3		7.39	13	2	0	15	2.03	3	0
324-00	Hwy 324 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
324-01	Jct Hwy 378 - Mayfair	18.6	82	0.56	0	0	0	0	0.00	0	0
	Subtotal - Hwy 324	18.6		0.56	0	0	0	0	0.00	0	0
332-00	Hwy 332 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
332-01	Jct Hwy 32 - Hazlet	43.8	250	4.00	5	0	0	5	1.25	0	0
Subtotal - Hwy 332		43.8		4.00	5	0	0	5	1.25	0	0
334-00	Hwy 334 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
334-01	Jct Hwy 13 - Avonlea	62.0	83	1.89	7	0	0	7	3.71	0	0
334-02	Avonlea - Corinne	33.7	344	4.24	12	0	0	12	2.83	0	0
Subtotal - Hwy 334		95.7		6.12	19	0	0	19	3.10	0	0
335-00	Hwy 335 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	512	3.97	3	0	0	3	0.76	0	0
335-02	Jct Hwy 35 - Gronlid	29.4	408	4.37	3	0	0	3	0.69	0	0
Subtotal - Hwy 335		50.6		8.34	7	0	0	7	0.84	0	0
339-00	Hwy 339 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
339-01	Avonlea - Jct Hwy 39	49.4	292	5.27	14	1	0	15	2.85	1	0
Subtotal - Hwy 339		49.4		5.27	14	1	0	15	2.85	1	0
340-00	Hwy 240 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
340-01	Radisson - Hafford	30.5	250	2.78	8	0	0	8	2.88	0	0
Subtotal - Hwy 340		30.5		2.78	8	0	0	8	2.88	0	0
342-00	Hwy 342 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
342-01	Jct Hwy 42 - Beechy	11.6	249	1.05	2	0	0	2	1.90	0	0
342-02	Beechy - Clearwater Lake	43.8	205	3.28	4	0	0	4	1.22	0	0
342-03	Clearwater Lake - Jct Hwy 4	6.7	378	0.93	1	0	0	1	1.08	0	0
342-04	Jct Hwy 4 - Lacadena	31.4	62	0.71	0	0	0	0	0.00	0	0
342-05	Lacadena - Jct Hwy 44	30.1	63	0.69	0	0	0	0	0.00	0	0
Subtotal - Hwy 342		123.6		6.67	7	0	0	7	1.05	0	0
343-00	Hwy 343 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
343-01	Jct Hwy 4 - Simmie	32.8	230	2.75	4	1	0	5	1.82	1	0
Subtotal - Hwy 343		32.8		2.75	4	1	0	5	1.82	1	0
349-00	Hwy 349 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
349-10	Jct Hwy 38 - Archerwill	23.1	230	1.94	2	0	0	2	1.03	0	0
349-11	Jct Hwy 35 - Naicam	32.5	260	3.09	7	0	0	7	2.27	0	0
Subtotal - Hwy 349		55.7		5.03	9	0	0	9	1.79	0	0
350-00	Hwy 350 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
350-01	U.S. Border - Jct Hwy 18	16.4	112	0.67	1	0	0	1	1.50	0	0
Subtotal - Hwy 350		16.4		0.67	1	0	0	1	1.50	0	0
354-00	Hwy 354 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
354-01	Bethune - Dilke	20.9	308	2.35	1	0	0	1	0.43	0	0
Subtotal - Hwy 354		20.9		2.35	1	0	0	1	0.43	0	0
355-00	Hwy 355 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
355-01	Meath Park - Spruce Home	28.0	150	1.53	3	0	0	3	1.96	0	0
355-02	Spruce Home - 11 km West	17.5	565	3.61	12	0	0	12	3.33	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Subtotal - Hwy 355		45.5		5.14	16	0	0	16	3.12	0	0
357-00	Hwy 357 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
357-01	Togo - Jct Hwy 8	20.5	89	0.67	2	0	0	2	2.99	0	0
Subtotal - Hwy 357		20.5		0.67	2	0	0	2	2.99	0	0
358-00	Hwy 358 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
358-01	Wood Mountain - Limerick	42.5	169	2.63	4	0	0	4	1.52	0	0
Subtotal - Hwy 358		42.5		2.63	4	0	0	4	1.52	0	0
361-00	Hwy 361 Section Not Known	0.0	0	0.00	0	0	0	0		0	0
361-11	Manitoba Border - Jct Hwy 8	18.8	80	0.54	2	0	0	2	3.67	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	46.9	142	2.43	5	2	0	7	2.88	4	0
361-13	Jct Hwy 9 - Jct Hwy 47	52.1	730	13.89	10	1	0	11	0.79	1	0
Subtotal - Hwy 361		117.8		16.86	17	3	0	20	1.19	5	0
363-00	Hwy 363 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
363-01	Moose Jaw - Courval	68.9	260	6.54	11	0	0	11	1.68	0	0
363-02	Courval - Hodgeville	57.1	92	1.92	6	0	0	6	3.12	0	0
363-03	Hodgeville - Jct Hwy 4	69.9	189	4.83	8	0	0	8	1.66	0	0
Subtotal - Hwy 363		195.9		13.29	25	0	0	25	1.88	0	0
364-00	Hwy 364 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
364-01	Balgonie - Edgeley	37.4	621	8.47	4	2	0	6	0.71	2	0
Subtotal - Hwy 364		37.4		8.47	4	2	0	6	0.71	2	0
365-00	Hwy 365 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
365-01	Watrous - Plunkett	30.3	346	3.82	8	1	0	9	2.35	2	0
Subtotal - Hwy 365		30.3		3.82	9	1	0	10	2.62	2	0
367-00	Hwy 367 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
367-01	Eyeblow - Jct Hwy 19	23.8	210	1.83	4	0	0	4	2.19	0	0
Subtotal - Hwy 364		23.8		1.83	4	0	0	4	2.19	0	0
368-00	Hwy 368 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
368-01	Muenster - St. Brieux	56.0	550	11.25	14	4	0	18	1.60	4	0
368-02	St. Brieux - Beatty	33.4	920	11.20	15	0	0	15	1.34	0	0
Subtotal - Hwy 368		89.4		22.45	32	4	0	36	1.60	4	0
369-00	Hwy 369 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
369-01	Jct Hwy 10 - Togo	20.9	34	0.26	0	0	0	0	0.00	0	0
Subtotal - Hwy 369		20.9		0.26	0	0	0	0	0.00	0	0
371-00	Hwy 371 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
371-01	Fox Valley - Alberta Border	41.5	153	2.31	4	1	0	5	2.16	1	0
Subtotal - Hwy 371		41.5		2.31	4	1	0	5	2.16	1	0
373-00	Hwy 373 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
373-01	Jct Hwy 42 - Birsay	14.0	115	0.59	0	0	0	0	0.00	0	0
Subtotal - Hwy 373		14.0		0.59	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
374-00	Hwy 374 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.1	80	1.46	0	0	0	0	0.00	0	0
	Subtotal - Hwy 374	50.1		1.46	0	0	0	0	0.00	0	0
376-00	Hwy 376 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
376-01	Jct Hwy 14 - Arelee	29.4	142	1.52	4	0	0	4	2.63	0	0
376-02	Arelee - Sonningdale	25.8	35	0.33	2	0	0	2	5.99	0	0
376-03	Sonningdale - Maymont	21.5	129	1.01	5	0	0	5	4.95	0	0
376-04	Maymont - Jct Hwy 40	17.9	154	1.01	2	0	0	2	1.99	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	26.0	104	0.99	5	0	0	5	5.05	0	0
	Subtotal - Hwy 376	120.6		4.86	19	0	0	19	3.91	0	0
377-00	Hwy 377 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
377-01	Radville - Ceylon	23.0	239	2.01	5	3	0	8	3.99	3	0
	Subtotal - Hwy 377	23.0		2.01	5	3	0	8	3.99	3	0
378-00	Hwy 378 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
378-01	Jct Hwy 4 - Rabbit Lake	67.0	183	4.48	3	0	0	3	0.67	0	0
378-02	Rabbit Lake - Spiritwood	41.5	277	4.19	16	2	0	18	4.30	2	0
	Subtotal - Hwy 378	108.5		8.67	19	2	0	21	2.42	2	0
379-00	Hwy 379 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
379-01	McMahon - Wymark	18.4	298	2.00	2	0	0	2	1.00	0	0
	Subtotal - Hwy 379	18.4		2.00	2	0	0	2	1.00	0	0
381-00	Hwy 381 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
381-01	MacNutt - Jct Hwy 8	24.6	72	0.65	0	0	0	0	0.00	0	0
	Subtotal - Hwy 381	24.6		0.65	0	0	0	0	0.00	0	0
397-00	Hwy 397 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
397-01	Allan - Elstow	12.5	1,018	4.63	6	0	0	6	1.30	0	0
	Subtotal - Hwy 397	12.5		4.63	6	0	0	6	1.30	0	0
903-00	Hwy 903 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
903-01	Jct Hwy 55 - N.A.D. Boundry	48.7	347	6.17	15	4	0	19	3.08	6	0
903-02	N.A.D. Boundry - Jct Hwy 965	57.1	211	4.40	6	0	0	6	1.36	0	0
903-03	Jct Hwy 965 - End	73.6	20	0.54	2	0	0	2	3.72	0	0
	Subtotal - Hwy 903	179.4		11.10	23	4	0	27	2.43	6	0
904-00	Hwy 904 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
904-01	Jct Hwy 224 - Jct Hwy 903	30.2	126	1.38	3	0	0	3	2.17	0	0
	Subtotal - Hwy 904	30.2		1.38	3	0	0	3	2.17	0	0
905-00	Hwy 905 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.7	65	1.60	4	0	0	4	2.49	0	0
905-02	Atwater L. Acc - Courtney L. Acc	79.2	55	1.59	4	2	0	6	3.77	7	0
905-03	Courtney L. Acc. - to W. Lodge	88.5	90	2.91	4	0	0	4	1.38	0	0
905-04	W. Lodge Access - Henda Lake	32.7	50	0.60	1	0	0	1	1.68	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
905-05	Points North - Hawk Rock River	77.4	50	1.41	1	0	0	1	0.71	0	0
905-06	Hawk Rock River - Black Lake	106.9	50	1.95	4	0	0	4	2.05	0	0
905-07	Black Lake - Stony Rapids	20.8	129	0.98	4	2	0	6	6.12	4	0
905-08	Stony Rapids - Shasko Bay	51.5	20	0.38	0	1	0	1	2.66	1	0
Subtotal - Hwy 905		524.6		11.42	24	5	0	29	2.54	12	0
907-00	Hwy 907 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
907-01	Jct Hwy 165 - Fort Black	5.5	35	0.07	0	0	0	0	0.00	0	0
Subtotal - Hwy 907		0.0		0.07	0	0	0	0	0.00	0	0
908-00	Hwy 908 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
908-01	Jct Hwy 155 - End	20.3	437	3.24	2	0	0	2	0.62	0	0
Subtotal - Hwy 908		20.3		3.24	2	0	0	2	0.62	0	0
909-00	Hwy 909 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
909-01	Jct Hwy 155 - Turnor Lake	29.3	160	1.71	2	0	0	2	1.17	0	0
Subtotal - Hwy 909		29.3		1.71	2	0	0	2	1.17	0	0
910-00	Hwy 910 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
910-01	Jct Hwy 165 - End	34.0	59	0.74	0	1	0	1	1.36	1	0
Subtotal - Hwy 910		34.0		0.74	0	1	0	1	1.36	1	0
911-00	Hwy 911 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	130	1.38	1	0	0	1	0.72	0	0
Subtotal - Hwy 911		29.1		1.38	1	0	0	1	0.72	0	0
912-00	Hwy 912 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.3	7	0.18	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	11	0.14	0	0	0	0	0.00	0	0
Subtotal - Hwy 912		102.0		0.32	0	0	0	0	0.00	0	0
913-00	Hwy 913 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
913-01	Jct Hwy 120 - Jct Hwy 912	40.9	74	1.10	1	0	0	1	0.91	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	44	0.39	1	0	0	1	2.58	0	0
Subtotal - Hwy 913		65.1		1.49	2	0	0	2	1.34	0	0
914-00	Hwy 914 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
914-01	Jct Hwy 165 - Pinehouse Lake	49.9	138	2.52	4	1	0	5	1.99	1	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.2	140	1.29	1	0	0	1	0.78	0	0
914-03	Churchill River - Key Lake	194.3	65	4.63	1	1	0	2	0.43	1	0
Subtotal - Hwy 914		269.4		8.43	6	2	0	8	0.95	2	0
915-00	Hwy 915 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
915-01	Jct Hwy 102 - Stanley Mission	35.8	240	3.13	5	1	0	6	1.91	1	0
Subtotal - Hwy 915		35.8		3.13	6	1	0	7	2.23	1	0
916-00	Hwy 916 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
916-01	Jct Hwy 2 - Jct Hwy 921	39.8	15	0.22	0	0	0	0	0.00	0	0
916-02	Jct Hwy 921 - Jct Hwy 917	50.2	25	0.47	1	0	0	1	2.15	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
916-03	Jct Hwy 917 - Jct Hwy 924	19.9	65	0.47	0	0	0	0	0.00	0	0
	Subtotal - Hwy 916	110.0		1.16	1	0	0	1	0.86	0	0
917-00	Hwy 917 Section Not known	0.0	0	0.00	0	0	0	0	0.00	0	0
917-01	Jct Hwy 916 - End	31.0	10	0.11	0	0	0	0	0.00	0	0
	Subtotal - Hwy 917	31.0		0.11	0	0	0	0	0.00	0	0
918-00	Hwy 918 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (FN Bdry - End)	92.4	83	2.80	1	0	0	1	0.36	0	0
	Subtotal - Hwy 918	92.4		2.80	1	0	0	1	0.36	0	0
919-00	Hwy 919 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
919-01	Jct Hwy 21 - Cold River	20.8	37	0.28	1	0	0	1	3.54	0	0
919-02	Cold River - SK Alta Border	25.3	10	0.10	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	46.0		0.38	1	0	0	1	2.64	0	0
920-00	Hwy 920 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
920-03	Jct Hwy 106 - Jct Hwy 932	3.5	75	0.10	0	0	0	0	0.00	0	0
	Subtotal - Hwy 920	3.5		0.10	0	0	0	0	0.00	0	0
921-00	Hwy 921 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
921-01	Jct Why 933 - Jct Hwy 937	47.2	2	0.03	0	0	0	0	0.00	0	0
	Subtotal - Hwy 921	47.2		0.03	0	0	0	0	0.00	0	0
922-00	Hwy 922 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
922-01	Bodmin - N of Jct Hwy 940	31.0	124	1.40	4	0	0	4	2.85	0	0
922-02	North Jct Hwy 940 - Jct Hwy 916	61.2	80	1.79	0	0	0	0	0.00	0	0
	Subtotal - Hwy 922	92.2		3.19	4	0	0	4	1.25	0	0
924-00	Hwy 924 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
924-01	Jct Hwy 55 - Dore Lake	63.9	110	2.56	3	1	0	4	1.56	1	0
	Subtotal - Hwy 924	63.9		2.56	4	1	0	5	1.95	1	0
925-00	Hwy 925 Section Not Known	0.0	0	0.00	0	1	0	1	0.00	1	0
925-01	Jct Hwy 155 - Dillon	58.8	250	5.36	10	0	0	10	1.86	0	0
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	190	1.55	1	0	0	1	0.65	0	0
	Subtotal - Hwy 925	81.1		6.91	11	1	0	12	1.74	1	0
926-00	Hwy 926 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
926-01	Jct Hwy 120 - Jct Hwy 969	75.4	20	0.55	0	0	0	0	0.00	0	0
	Subtotal - Hwy 926	75.4		0.55	0	0	0	0	0.00	0	0
927-00	Hwy 927 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.6	25	0.22	0	0	0	0	0.00	0	0
	Subtotal - Hwy 927	23.6		0.22	0	0	0	0	0.00	0	0
928-00	Hwy 928 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
928-01	Jct Hwy 120 - 0.4 Km SE of Park Bd.	22.8	7	0.06	0	0	0	0	0.00	0	0
	Subtotal - Hwy 928	22.8		0.06	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
929-00	Hwy 929 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
929-01	Hwy 916 - Smoothstone Lake	22.8	30	0.25	0	0	0	0	0.00	0	0
	Subtotal - Hwy 929	22.8		0.25	0	0	0	0	0.00	0	0
930-00	Hwy 930 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
930-01	Hwy 926 - Hwy 963	0.0	0	0.00	0	0	0	0	0.00	0	0
	Subtotal - Hwy 930	0.0		0.00	0	0	0	0	0.00	0	0
934-00	Hwy 934 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.3	5	0.02	0	0	0	0	0.00	0	0
	Subtotal - Hwy 934	12.3		0.02	0	0	0	0	0.00	0	0
935-00	Hwy 935 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	8.2	40	0.12	0	0	0	0	0.00	0	0
	Subtotal - Hwy 935	8.2		0.12	0	0	0	0	0.00	0	0
936-00	Hwy 936 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
936-01	Hwy 2 - End	42.3	5	0.08	0	0	0	0	0.00	0	0
	Subtotal - Hwy 936	42.3		0.08	0	0	0	0	0.00	0	0
937-00	Hwy 937 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
937-01	Hwy 939 - End	41.9	7	0.11	0	0	0	0	0.00	0	0
	Subtotal - Hwy 937	41.9		0.11	0	0	0	0	0.00	0	0
939-00	Hwy 939 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
939-01	Jct Hwy 916 - 47.7 Km North	40.8	5	0.07	0	0	0	0	0.00	0	0
	Subtotal - Hwy 939	40.8		0.07	0	0	0	0	0.00	0	0
942-00	Hwy 942 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	56.5	30	0.63	2	0	0	2	3.19	0	0
	Subtotal - Hwy 942	56.5		0.63	2	0	0	2	0.00	0	0
943-00	Hwy 934 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
943-01	Hwy 942 - Jct Hwy 946	27.1	60	0.59	4	0	0	4	6.73	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	34.2	36	0.45	1	0	0	1	2.20	0	0
	Subtotal - Hwy 943	61.3		1.0	6	0	0	6	8.93	0	0
945-00	Hwy 945 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	65	0.69	0	1	0	1	1.46	1	0
	Subtotal - Hwy 945	29.0		0.7	0	1	0	1	1.46	1	0
946-00	Hwy 946 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
946-01	23.3 Km S of Jct Hwy 943	21.5	30	0.24	3	0	0	3	12.74	0	0
	Subtotal - Hwy 946	21.5		0.2	3	0	0	3	12.74	0	0
950-00	Hwy 950 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.1	48	0.62	1	0	0	1	1.62	0	0
	Subtotal - Hwy 950	35.1		0.6	1	0	0	1	1.62	0	0
951-00	Hwy 951 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
951-01	Jct Hwy 941 - Jct Hwy 903	26.1	245	2.33	4	1	0	5	2.14	1	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Subtotal - Hwy 951		26.1		2.3	4	1	0	5	2.14	1	0
953-00	Hwy 953 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.7	187	2.22	2	1	0	3	1.35	1	0
Subtotal - Hwy 953		32.7		2.2	2	1	0	3	1.35	1	0
954-00	Hwy 954 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
954-01	Jct Hwy 26 - End	13.2	155	0.74	3	0	0	3	4.04	0	0
Subtotal - Hwy 954		13.2		0.7	3	0	0	3	4.04	0	0
955-00	Hwy 955 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
955-04	La Loche - Clufl lake	244.9	177	15.86	5	2	1	8	0.50	7	1
Subtotal - Hwy 955		244.9		15.9	6	2	1	9	0.50	7	1
956-00	Hwy 956 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
956-01	Jct Hwy 155 - Alberta Border	53.5	129	2.53	2	0	0	2	0.79	0	0
Subtotal - Hwy 956		53.5		2.5	2	0	0	2	0.79	0	0
959-00	Hwy 959 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
959-01	Hwy 4 - Birch Lake	20.9	30	0.23	0	0	0	0	0.00	0	0
Subtotal - Hwy 959		20.9		0.2	0	0	0	0	0.00	0	0
962-00	Hwy 962 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
962-01	Eldorado - Uranium City	8.7	150	0.47	0	0	0	0	0.00	0	0
962-02	Uranium City - Bushell	10.6	100	0.39	0	0	0	0	0.00	0	0
Subtotal - Hwy 962		19.2		0.86	1	0	0	1	1.16	0	0
963-00	Hwy 963 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
963-01	Hwy 913 - End	17.3	25	0.16	0	0	0	0	0.00	0	0
963-02	End - Hwy 931	23.9	20	0.17	0	0	0	0	0.00	0	0
Subtotal - Hwy 963		41.2		0.33	0	0	0	0	0.00	0	0
965-00	Hwy 965 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	44.0	223	3.59	4	1	0	5	1.39	4	0
Subtotal - Hwy 965		44.0		3.59	4	1	0	5	1.39	4	0
967-00	Hwy 957 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
967-01	Manitoba Border - Sturgeon Lake	0.8	20	0.01	0	0	0	0	0.00	0	0
Subtotal - Hwy 967		0.8		0.01	0	0	0	0	0.00	0	0
969-00	Hwy 969 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
969-01	Jct Hwy 2 - Jct Hwy 930	14.9	350	1.91	1	0	0	1	0.52	0	0
969-02	Jct Hwy 930 - Jct Hwy 165	99.1	20	0.74	1	0	0	1	1.36	0	0
969-03	Jct Hwy 165 - End	0.0	0	0.00	0	0	0	0	0.00	0	0
Subtotal - Hwy 969		114.1		2.64	2	0	0	2	0.76	0	0
970-00	Hwy 970 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
970-01	Jct Hwy 926 - End	18.0	5	0.03	0	0	0	0	0.00	0	0
Subtotal - Hwy 970		18.0		0.03	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Highway Control Section

Table 11.1

Control Section	Location	Length in Km	ADT (veh/day)	Total Travel MvKm	Collisions				Coll/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
980-00	Hwy 980 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
980-02	Woody Lake - Hwy 3	83.7	12	0.38	0	0	0	0	0.00	0	0
	Subtotal - Hwy 980	83.7		0.38	0	0	0	0	0.00	0	0
981-00	Hwy 981 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
981-01	Jct Hwy 980 - End	26.5	5	0.05	0	0	0	0	0.00	0	0
	Subtotal - Hwy 981	26.5		0.05	0	0	0	0	0.00	0	0
982-00	Hwy 982 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.7	11	0.11	1	0	0	1	9.03	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	10	0.11	0	1	0	1	8.96	1	0
	Subtotal - Hwy 982	57.3		0.22	1	1	0	2	9.00	1	0
983-00	Hwy 983 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
983-02	Jct Hwy 982 - Jct Hwy 9	30.5	25	0.28	0	0	0	0	0.00	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	22.1	30	0.24	0	0	0	0	0.00	0	0
	Subtotal - Hwy 983	52.6		0.52	0	0	0	0	0.00	0	0
984-00	Hwy 984 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	13.8	46	0.23	1	0	0	1	4.32	0	0
	Subtotal - Hwy 984	13.8		0.23	1	0	0	1	0.00	0	0
994-00	Hwy 994 Section Not Known	0.0	0	0.00	0	0	0	0	0.00	0	0
994-01	Manitoba Border - Kinosao	1.5	20	0.01	0	0	0	0	0.00	0	0
	Subtotal - Hwy 984	1.5		0.01	0	0	0	0	0.00	0	0
Not Stated		N/A	N/A	N/A	3	0	0	3	N/A	0	0
	Subtotal - Not stated	N/A	N/A	N/A	4	0	0	3	N/A	0	0
GRAND TOTAL		22,680		9,327	8,139	849	45	9,033	280	1,249	52

**Traffic Collision Statistics by
Urban Communities with a Population of 5,000 or More**

Table 11.2

Community	Population	Collisions				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Saskatoon	303,592	5,848	1,313	3	7,164	2.36	1,663	3
Regina	259,610	3,634	888	5	4,527	1.74	1,122	5
Prince Albert	46,484	726	152	2	880	1.89	188	2
Moose Jaw	38,097	520	98	0	618	1.62	143	0
Yorkton	19,501	207	30	0	237	1.22	33	0
Swift Current	18,892	222	28	0	250	1.32	35	0
North Battleford	16,568	227	44	1	272	1.64	66	1
Lloydminster SK	15,588	154	51	0	205	1.32	84	0
Warman	13,686	75	7	0	82	0.60	8	0
Estevan	12,516	108	14	0	122	0.97	16	0
Weyburn	12,209	112	13	0	125	1.02	16	0
Martensville	11,706	49	3	0	52	0.44	7	0
Meadow Lake	8,401	53	6	0	59	0.70	6	0
Melfort	7,427	52	9	0	61	0.82	10	0
Humboldt	7,299	50	10	0	60	0.82	13	0
La Ronge	6,989	31	4	1	36	0.52	7	1
Nipawin	5,844	37	3	0	40	0.68	4	0
Battleford	5,562	41	8	0	49	0.88	11	0
Melville	5,489	39	5	0	44	0.80	7	0
Kindersley	5,313	40	9	1	50	0.94	17	1

Populations are based on Saskatchewan Health Services Plan statistics.

TAIS provides each city's municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for some of the cities is provided below.

Estevan	Mr. Greg Wock	306-634-1823
Humboldt	Mr. Rod Halyk	306-682-2221
Lloydminster	Mr. Adam Homes	780-875-2302
Melfort	Mr. Gerald Gilmore	306-752-5911
Melville	Mr. Allan Callfas	306-728-6865
Moose Jaw	Mr. Ryan Johnson	306-694-4473
North Battleford	Mr. Stewart Shafer	306-445-1735
Prince Albert	Ms. Keri Sexsmith	306-953-4900
Regina	Mr. Joseph Otitoju	306-777-7749
Saskatoon	Ms. Shirley Matt	306-975-2642
Swift Current	Mr. Trevor Feicht	306-778-2777
Weyburn	Mr. Blaine Frank	306-848-3230
Yorkton	Mrs. Dawn Oehler	306-786-1737

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas. Please contact SGI's Traffic Safety Program Evaluation department at 306-775-6668.

**Pedestrian Collisions
in Urban Communities with a Population of 5,000 or More**

Table 11.3

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	7	87	0	94	94	0
Regina	1	82	4	87	88	4
Prince Albert	1	15	1	17	15	1
Moose Jaw	0	6	0	6	6	0
Swift Current	0	2	0	2	3	0
Lloydminster SK	0	0	0	0	0	0
North Battleford	0	7	1	8	7	1
Humboldt	0	1	0	1	1	0
Meadow Lake	0	1	0	1	1	0
Weyburn	0	0	0	0	0	0
Estevan	0	1	0	1	1	0
Yorkton	1	5	0	6	1	0
La Ronge	0	2	1	3	5	1
Warman	0	1	0	1	1	0
Melfort	0	0	0	0	0	0
Martensville	0	1	0	1	1	0
Nipawin	0	0	0	0	0	0
Battleford	0	0	0	0	0	0
Melville	0	0	0	0	0	0
Kindersley	0	0	0	0	0	0

**Bicycle Collisions
in Urban Communities with a Population of 5,000 or More**

Table 11.4

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Regina	3	41	1	45	41	1
Saskatoon	30	45	2	77	45	2
Moose Jaw	1	2	0	3	2	0
Prince Albert	9	4	0	13	4	0
Yorkton	1	0	0	1	0	0
North Battleford	0	1	0	1	1	0
Swift Current	0	2	0	2	2	0
Lloydminster SK	0	0	0	0	0	0
Martensville	0	0	0	0	0	0
Warman	1	0	0	1	0	0
Estevan	0	0	0	0	0	0
Humboldt	0	0	0	0	0	0
Weyburn	0	0	0	0	0	0
Meadow Lake	0	0	0	0	0	0
La Ronge	0	0	0	0	0	0
Nipawin	0	0	0	0	0	0
Battleford	0	0	0	0	0	0
Melville	0	0	0	0	0	0
Kindersley	0	0	0	0	0	0
Melfort	0	0	0	0	0	0

**Alcohol-Involved Collisions
in Urban Communities with a Population of 5,000 or More**

Table 11.5

Community	Collisions				Persons	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Saskatoon	70	24	0	94	30	0
Regina	75	37	1	113	48	1
Moose Jaw	13	4	0	17	5	0
Prince Albert	23	7	1	31	8	1
North Battleford	6	4	0	10	9	0
Yorkton	7	2	0	9	2	0
Lloydminster SK	0	4	0	4	7	0
Weyburn	3	2	0	5	2	0
Swift Current	9	1	0	10	1	0
Warman	1	0	0	1	0	0
Nipawin	0	0	0	0	0	0
Humboldt	1	1	0	2	1	0
Meadow Lake	2	0	0	2	0	0
Estevan	1	0	0	1	0	0
Martensville	3	0	0	3	0	0
Kindersley	1	2	1	4	6	1
La Ronge	0	0	1	1	3	1
Melfort	0	0	0	0	0	0
Battleford	2	0	0	2	1	0
Melville	0	0	0	0	0	0

Traffic Collision Statistics by Intersection - Three Cities
Intersections 2023 collision rate

Table 11.6

Saskatoon	Collisions			Collisions/ 10 mil veh*
	2021	2022	2023	
Ave C & Circle Dr	49	71	56	51.37
College Dr & Preston Ave	24	32	43	25.36
22nd st & Diefenbaker Dr	27	37	41	18.26
Attridge Dr/Willowgrove Blvd & McCormond Dr	21	25	41	21.02
8th St & Mckercher Dr	15	37	40	27.14
Airport Dr & Circle Dr	17	13	39	44.37
22nd st & Confederation/Fairlight	34	47	38	21.41
#14 HWY/22nd St W & Betts Ave/Kensington Blvd	22	25	38	15.70
25th St & Idylwyld Dr	15	20	34	29.64
51st St /Lenore & Wanuskewin/Warman	25	31	32	16.16
22nd St & Idylwyld Dr	23	29	32	29.36
Circle Dr N & Preston Ave S	54	39	30	17.64
51st St & Millar Ave	32	35	29	14.72
# 11 HWY / Idylwyld Dr & Marquis Dr	21	30	28	24.41
33rd St & Idylwyld Dr	17	26	27	11.36

Regina

Dewdney Ave & Lewvan Dr	29	44	40	17.56
Aurora Blvd & Victoria Ave E	10	29	39	15.22
Arcola Ave E & Park St	11	25	33	23.24
Lewvan Dr/Pasqua St & Sherwood Dr	11	23	31	15.25
9th Ave N & McCarthy Blvd	21	20	30	12.51
Arcola Ave & University Park Dr	24	23	30	15.77
#1 HWY/Ring Rd & Arcola Ave	8	5	28	16.90
11th Ave & Lewvan Dr	16	14	27	13.33
Park St & Victoria Ave E	21	24	26	15.62
Arcola Ave & Prince of Wales	17	19	24	18.32
4th Ave & Lewvan Dr	13	15	23	14.13
13th Ave & Lewvan Dr	9	17	22	11.22
Prince of Wales Dr & Victoria Ave	29	26	22	14.15
Fleet St/University Park Dr & Victoria Ave	17	30	20	12.02
Albert St & Parliament Ave	11	14	19	11.42

Prince Albert

2nd Ave W & 15th St	23	14	34	29.06
2nd Ave W & Marquis Rd	17	11	32	52.15
6th Ave E & 15th St	16	27	28	19.13
2nd Ave W & 28th St	6	20	17	16.72
6th Ave E & 28th St	11	14	13	11.33
15th St & Central Ave	8	5	11	11.99
28th St & Central Ave	6	13	10	9.15
6th Ave E & Marquis Rd	11	8	9	10.19
15th Ave E & 28th St	2	5	8	7.94
1st Ave E & 15th St	3	5	7	6.56
4th Ave E & Marquis Rd	1	4	7	5.75
6th Ave W & 15th St	10	8	7	12.91
1st Ave W & 22nd St	6	7	6	14.53
2nd Ave W & 22nd St	8	8	6	5.62
22nd St & Central Ave	7	6	6	10.45

* Collisions per 10 million vehicles travelling through the location.

Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000

Table 11.7

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Aberdeen	1,199	4	1	1	6	0.50	1	1
Abernethy	281	0	0	0	0	0.00	0	0
Air Ronge	2,622	10	2	0	12	0.46	2	0
Alameda	517	1	0	0	1	0.19	0	0
Allan	865	3	0	0	3	0.35	0	0
Annaheim	335	0	0	0	0	0.00	0	0
Arborfield	422	0	0	0	0	0.00	0	0
Archerwill	406	0	0	0	0	0.00	0	0
Arcola	737	1	0	0	1	0.14	0	0
Asquith	1,098	1	0	0	1	0.09	0	0
Assiniboia	2,928	17	3	0	20	0.68	5	0
Avonlea	531	0	0	0	0	0.00	0	0
Balcarres	1,839	3	1	0	4	0.22	2	0
Balgonie	2,426	7	2	0	9	0.37	2	0
Beauval	1,118	4	1	0	5	0.45	1	0
Beechy	502	1	0	0	1	0.20	0	0
Bengough	589	0	0	0	0	0.00	0	0
Bethune	579	2	0	0	2	0.35	0	0
Bienfait	940	1	0	0	1	0.11	0	0
Big River	1,541	4	1	0	5	0.32	1	0
Biggar	2,994	15	0	0	15	0.50	0	0
Birch Hills	1,494	2	0	0	2	0.13	0	0
Bjorkdale	315	0	0	0	0	0.00	0	0
Black Lake	1,355	0	0	0	0	0.00	0	0
Blaine Lake	772	3	0	0	3	0.39	0	0
Borden	572	2	0	0	2	0.35	0	0
Bredenbury	495	0	0	0	0	0.00	0	0
Broadview	1,733	3	0	0	3	0.17	0	0
Bruno	785	0	0	0	0	0.00	0	0
Buchanan	299	0	0	0	0	0.00	0	0
Buena Vista	612	1	0	0	1	0.16	0	0
Buffalo Narrows	1,371	5	1	0	6	0.44	1	0
Bulyea	303	0	0	0	0	0.00	0	0
Burstall	366	0	0	0	0	0.00	0	0
Cabri	626	1	1	0	2	0.32	1	0
Candle Lake	767	3	1	0	4	0.52	1	0
Cando	1,372	0	0	0	0	0.00	0	0
Canoe Narrows	1,258	0	0	0	0	0.00	0	0
Canora	2,648	7	1	0	8	0.30	1	0
Canwood	1,250	0	0	0	0	0.00	0	0
Carievale	355	1	0	0	1	0.28	0	0
Carlyle	2,821	11	1	0	12	0.43	1	0
Carnduff	1,356	2	0	0	2	0.15	0	0
Caronport	1,193	1	1	0	2	0.17	1	0
Carrot River	1,573	4	0	0	4	0.25	0	0
Central Butte	638	0	0	0	0	0.00	0	0
Chaplin	319	1	0	0	1	0.31	0	0
Chitek Lake	351	1	0	0	1	0.28	0	0
Choiceland	561	0	0	0	0	0.00	0	0
Christopher Lake	2,315	3	0	0	3	0.13	0	0
Churchbridge	1,057	1	1	0	2	0.19	2	0
Clavet	1,012	4	0	0	4	0.40	0	0
Climax	257	0	0	0	0	0.00	0	0
Cochin	2,286	4	0	0	4	0.17	0	0
Codette	325	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000

Table 11.7

Community	Population	Collisions				Coll/100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Coleville	348	1	0	0	1	0.29	0	0
Colonsay	615	1	0	0	1	0.16	0	0
Coronach	854	5	0	0	5	0.59	0	0
Craik	607	2	0	0	2	0.33	0	0
Craven	1,286	2	0	0	2	0.16	0	0
Creighton	1,694	9	1	0	10	0.59	2	0
Cudworth	936	1	0	0	1	0.11	0	0
Cumberland House	1,626	0	0	0	0	0.00	0	0
Cupar	896	2	0	0	2	0.22	0	0
Cut Knife	1,655	2	1	0	3	0.18	1	0
Dalmeny	2,199	3	0	0	3	0.14	0	0
Davidson	1,428	9	2	0	11	0.77	4	0
Debden	2,371	1	0	0	1	0.04	0	0
Deer Valley	254	0	0	0	0	0.00	0	0
Delisle	1,630	3	0	0	3	0.18	0	0
Denare Beach	902	3	0	0	3	0.33	0	0
Deschambault Lake	1,268	0	0	0	0	0.00	0	0
Dillon	1,069	3	0	0	3	0.28	0	0
Dinsmore	510	2	0	0	2	0.39	0	0
Dodsland	392	1	1	0	2	0.51	1	0
Domremy	257	0	0	0	0	0.00	0	0
Dorintosh	572	2	0	0	2	0.35	0	0
Drake	295	1	0	0	1	0.34	0	0
Duck Lake	2,394	2	2	0	4	0.17	4	0
Dundurn	1,248	5	0	0	5	0.40	0	0
Dysart	294	1	0	0	1	0.34	0	0
Earl Grey	343	0	0	0	0	0.00	0	0
Eastend	798	0	0	0	0	0.00	0	0
Eatonia	715	3	0	0	3	0.42	0	0
Edam	727	1	0	0	1	0.14	0	0
Edenwold	616	0	0	0	0	0.00	0	0
Elbow	420	2	0	0	2	0.48	0	0
Elrose	660	3	0	0	3	0.45	0	0
Emerald Park	1,599	0	0	0	0	0.00	0	0
Engelfeld	376	0	0	0	0	0.00	0	0
Esterhazy	3,096	13	1	0	14	0.45	2	0
Eston	1,280	4	0	0	4	0.31	0	0
Fillmore	381	0	0	0	0	0.00	0	0
Flin Flon	270	0	0	0	0	0.00	0	0
Foam Lake	1,627	2	2	0	4	0.25	3	0
Fond Du Lac	981	1	0	0	1	0.10	0	0
Fort Qu'Appelle	4,741	15	4	0	19	0.40	6	0
Fox Valley	543	2	0	0	2	0.37	0	0
Francis	295	0	0	0	0	0.00	0	0
Frontier	628	1	0	0	1	0.16	0	0
Gainsborough	342	1	0	0	1	0.29	0	0
Gallivan	728	0	0	0	0	0.00	0	0
Glaslyn	646	2	0	0	2	0.31	0	0
Glenavon	277	1	0	0	1	0.36	0	0
Goodsoil	653	2	0	0	2	0.31	0	0
Govan	291	0	0	0	0	0.00	0	0
Grand Coulee	419	0	0	0	0	0.00	0	0
Grandora	681	0	0	0	0	0.00	0	0
Grasswood	404	0	0	0	0	0.00	0	0
Gravelbourg	1,439	7	1	0	8	0.56	1	0
Grayson	367	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000

Table 11.7

Community	Population	Collisions				Coll/100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Green Lake	546	1	0	0	1	0.18	0	0
Grenfell	1,565	6	0	0	6	0.38	0	0
Gull Lake	1,281	7	0	0	7	0.55	0	0
Hafford	657	2	0	0	2	0.30	0	0
Hague	1,819	5	0	0	5	0.27	0	0
Hanley	788	0	0	0	0	0.00	0	0
Harris	298	0	0	0	0	0.00	0	0
Hepburn	1,099	6	0	0	6	0.55	0	0
Herbert	1,011	3	0	0	3	0.30	0	0
Hodgeville	397	1	0	0	1	0.25	0	0
Holbein	251	0	0	0	0	0.00	0	0
Hudson Bay	2,216	11	0	0	11	0.50	0	0
Ile A La Crosse	1,617	0	0	0	0	0.00	0	0
Imperial	431	1	0	0	1	0.23	0	0
Indian Head	2,559	11	3	0	14	0.55	3	0
Invermay	380	0	0	0	0	0.00	0	0
Island Lake	685	0	0	0	0	0.00	0	0
Ituna	973	2	0	0	2	0.21	0	0
Kamsack	3,783	16	1	0	17	0.45	1	0
Kelliher	395	3	0	0	3	0.76	0	0
Kelvington	1,145	5	0	0	5	0.44	0	0
Kenaston	610	0	0	0	0	0.00	0	0
Kennedy	335	0	0	0	0	0.00	0	0
Kenosee Lake	416	1	0	0	1	0.24	0	0
Kerrobert	1,289	5	0	0	5	0.39	0	0
Kinistino	1,857	1	1	0	2	0.11	2	0
Kipling	1,343	3	0	0	3	0.22	0	0
Kisbey	323	0	0	0	0	0.00	0	0
Kronau	432	0	0	0	0	0.00	0	0
Kyle	713	0	0	0	0	0.00	0	0
La Loche	3,405	17	2	0	19	0.56	2	0
Lafleche	625	1	1	0	2	0.32	3	0
Laird	367	0	0	0	0	0.00	0	0
Lake Lenore	468	1	0	0	1	0.21	0	0
Lampman	914	2	0	0	2	0.22	0	0
Langenburg	1,530	3	2	0	5	0.33	3	0
Langham	2,015	5	0	0	5	0.25	0	0
Lanigan	1,636	10	1	0	11	0.67	1	0
Lashburn	1,328	3	0	0	3	0.23	0	0
Leader	1,209	5	0	0	5	0.41	0	0
Leask	1,505	1	0	0	1	0.07	0	0
Lebret	416	2	0	0	2	0.48	0	0
Lemberg	375	0	1	0	1	0.27	1	0
Leoville	1,567	1	0	0	1	0.06	0	0
Leroy	626	1	0	0	1	0.16	0	0
Lestock	789	0	0	0	0	0.00	0	0
Lipton	443	1	0	0	1	0.23	0	0
Livelong	550	0	0	0	0	0.00	0	0
Loon Lake	2,116	2	0	0	2	0.09	0	0
Lucky Lake	461	1	0	0	1	0.22	0	0
Lumsden	2,616	15	0	0	15	0.57	0	0
Luseland	739	4	0	0	4	0.54	0	0
Maddowall	285	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000

Table 11.7

Community	Population	Collisions				Coll/100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Macklin	1,723	5	0	0	5	0.29	0	0
Macoun	387	0	0	0	0	0.00	0	0
Maidstone	1,576	3	0	0	3	0.19	0	0
Manitou Beach	323	1	0	0	1	0.31	0	0
Mankota	336	2	0	0	2	0.60	0	0
Manor	447	2	0	0	2	0.45	0	0
Maple Creek	3,470	22	1	0	23	0.66	1	0
Marcelin	396	1	0	0	1	0.25	0	0
Marsden	409	0	0	0	0	0.00	0	0
Marshall	753	1	0	0	1	0.13	0	0
Maryfield	435	0	0	0	0	0.00	0	0
Maymont	257	0	0	0	0	0.00	0	0
Mclean	557	0	0	0	0	0.00	0	0
Meath Park	418	0	0	0	0	0.00	0	0
Medstead	328	0	0	0	0	0.00	0	0
Meota	591	2	2	0	4	0.68	2	0
Mervin	254	1	0	0	1	0.39	0	0
Midale	845	1	0	0	1	0.12	0	0
Middle Lake	432	0	0	0	0	0.00	0	0
Milden	334	0	0	0	0	0.00	0	0
Milestone	866	2	0	0	2	0.23	0	0
Mont Nebo	574	0	0	0	0	0.00	0	0
Montmartre	851	0	0	0	0	0.00	0	0
Moosomin	3,302	17	1	0	18	0.55	1	0
Morse	358	0	0	0	0	0.00	0	0
Mortlach	389	7	0	0	7	1.80	0	0
Mossbank	542	4	0	0	4	0.74	0	0
Muenster	622	1	0	0	1	0.16	0	0
Naicam	829	1	2	0	3	0.36	2	0
Neilburg	658	0	0	0	0	0.00	0	0
Neuanlage	612	0	0	0	0	0.00	0	0
Neudorf	315	0	0	0	0	0.00	0	0
Nokomis	469	1	1	0	2	0.43	1	0
Norquay	913	2	0	0	2	0.22	0	0
Odessa	347	0	0	0	0	0.00	0	0
Ogema	583	1	0	0	1	0.17	0	0
Onion Lake	4,393	0	0	0	0	0.00	0	0
Osler	1,962	4	0	0	4	0.20	0	0
Outlook	3,128	17	3	0	20	0.64	3	0
Oxbow	1,676	5	1	0	6	0.36	2	0
Paddockwood	264	0	0	0	0	0.00	0	0
Pakwaw Lake	788	0	0	0	0	0.00	0	0
Pangman	327	2	0	0	2	0.61	0	0
Paradise Hill	799	4	0	0	4	0.50	0	0
Pasqua	283	0	0	0	0	0.00	0	0
Patuanak	701	0	2	0	2	0.29	2	0
Paynton	1,046	1	1	0	2	0.19	2	0
Pelican Narrows	3,099	3	2	0	5	0.16	5	0
Pelly	433	4	0	0	4	0.92	0	0
Pense	734	2	1	0	3	0.41	1	0
Perdue	544	1	0	0	1	0.18	0	0
Pierceland	2,235	3	0	0	3	0.13	0	0
Pilot Butte	3,808	12	1	0	13	0.34	1	0
Pinehouse Lake	1,329	3	1	0	4	0.30	1	0
Plenty	284	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000

Table 11.7

Community	Population	Collisions				Coll/100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Ponteix	813	4	0	0	4	0.49	0	0
Porcupine Plain	1,288	1	0	0	1	0.08	0	0
Preeceville	1,516	5	1	0	6	0.40	2	0
Prud'Homme	276	0	0	0	0	0.00	0	0
Punnichy	1,501	0	0	0	0	0.00	0	0
Qu'Appelle	828	1	0	0	1	0.12	0	0
Quill Lake	735	1	0	0	1	0.14	0	0
Quinton	529	0	0	0	0	0.00	0	0
Radisson	645	5	1	0	6	0.93	1	0
Radville	1,042	6	0	0	6	0.58	0	0
Raymore	1,131	3	0	0	3	0.27	0	0
Red Earth	1,438	0	0	0	0	0.00	0	0
Redvers	1,420	7	0	0	7	0.49	0	0
Regina Beach	1,357	10	0	0	10	0.74	0	0
Rhein	287	0	0	0	0	0.00	0	0
Rocanville	1,268	3	1	0	4	0.32	1	0
Rockglen	541	1	0	0	1	0.18	0	0
Rose Valley	530	4	0	0	4	0.75	0	0
Rosetown	3,157	15	1	0	16	0.51	2	0
Rosthern	2,914	15	3	0	18	0.62	3	0
Rouleau	596	1	0	0	1	0.17	0	0
Saltcoats	762	1	0	0	1	0.13	0	0
Sandy Bay	1,613	4	0	0	4	0.25	0	0
Sedley	456	1	0	0	1	0.22	0	0
Shaunavon	2,433	9	1	0	10	0.41	1	0
Shell Lake	983	1	0	0	1	0.10	0	0
Shellbrook	2,156	12	2	0	14	0.65	3	0
Shields	316	0	0	0	0	0.00	0	0
Silton	681	0	0	0	0	0.00	0	0
Sintaluta	699	0	0	0	0	0.00	0	0
Smeaton	254	1	0	0	1	0.39	0	0
Southend	1,217	3	0	0	3	0.25	0	0
Southey	1,164	4	1	0	5	0.43	2	0
Spalding	310	1	0	0	1	0.32	0	0
Spiritwood	2,078	7	1	0	8	0.38	1	0
Springside	715	0	0	0	0	0.00	0	0
Spruce Home	376	0	0	0	0	0.00	0	0
St. Brieux	961	1	0	0	1	0.10	0	0
St. Isidore De Bellevue	470	0	0	0	0	0.00	0	0
St. Louis	638	0	0	0	0	0.00	0	0
St. Walburg	1,135	0	0	0	0	0.00	0	0
Stanley Mission	2,083	3	1	0	4	0.19	1	0
Star City	568	1	0	0	1	0.18	0	0
Stockholm	517	1	0	0	1	0.19	0	0
Stony Rapids	264	1	0	0	1	0.38	0	0
Stoughton	1,009	1	0	0	1	0.10	0	0
Strasbourg	1,029	1	1	0	2	0.19	1	0
Sturgis	865	3	0	0	3	0.35	0	0
Sunset Estates	506	0	0	0	0	0.00	0	0
Theodore	507	0	0	0	0	0.00	0	0
Tisdale	4,588	18	5	0	23	0.50	7	0
Tompkins	266	0	0	0	0	0.00	0	0

Traffic Collision Statistics by Urban Communities with a Population Between 250 and 5,000

Table 11.7

Community	Population	Collisions				Coll/100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Torquay	353	0	0	0	0	0.00	0	0
Turnor Lake	719	1	1	0	2	0.28	1	0
Turtleford	1,892	4	0	0	4	0.21	0	0
Unity	3,189	16	0	0	16	0.50	0	0
Vanguard	325	0	1	0	1	0.31	1	0
Vanscoy	971	1	0	0	1	0.10	0	0
Vibank	591	5	0	0	5	0.85	0	0
Victoire	689	0	0	0	0	0.00	0	0
Viscount	331	0	0	0	0	0.00	0	0
Vonda	548	3	0	0	3	0.55	0	0
Wadena	1,866	5	0	0	5	0.27	0	0
Wakaw	1,558	3	0	0	3	0.19	0	0
Waldeck	381	0	1	0	1	0.26	1	0
Waldheim	1,562	4	0	0	4	0.26	0	0
Wapella	483	2	1	0	3	0.62	6	0
Waterhen Lake	640	0	0	0	0	0.00	0	0
Watrous	2,211	12	0	0	12	0.54	0	0
Watson	907	1	0	0	1	0.11	0	0
Wawota	762	1	0	0	1	0.13	0	0
White Fox	545	2	0	0	2	0.37	0	0
Whitewood	1,557	4	0	0	4	0.26	0	0
Wilcox	431	1	0	0	1	0.23	0	0
Wilkie	1,403	3	1	0	4	0.29	1	0
Willow Bunch	379	1	0	0	1	0.26	0	0
Windthorst	281	1	0	0	1	0.36	0	0
Wollaston Lake	1,584	1	0	0	1	0.06	0	0
Wolseley	994	3	1	0	4	0.40	1	0
Wymark	546	0	0	0	0	0.00	0	0
Wynyard	2,186	8	2	0	10	0.46	2	0
Yellow Grass	579	1	0	0	1	0.17	0	0
Young	366	1	0	0	1	0.27	0	0
Zehner	382	0	0	0	0	0.00	0	0
Zenon Park	259	1	0	0	1	0.39	0	0
Totals	311,658	779	87	1	867	0.28	120	1

Summary of Urban Collisions

Communities under 250	35,105	233	12	2	247	0.70	16	2
Communities 250 to 5,000	311,658	779	87	1	867	0.28	120	1
Communities over 5,000	825,803	12,556	2,807	16	15,379	1.86	3,618	17
Total - All Communities	1,172,566	13,568	2,906	19	16,493	1.41	3,754	20

Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Coll/ MvKm	Coll/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
001 Argyle	128	4.44	7	0	0	7	1.58	5.47	0	0
002 Mount Pleasant	237	7.19	7	0	1	8	1.11	3.38	0	1
003 Enniskillen	229	7.24	22	1	0	23	3.18	10.04	1	0
004 Coalfields	222	8.43	14	1	0	15	1.78	6.76	1	0
005 Estevan	748	12.09	14	2	0	16	1.32	2.14	2	0
006 Cambria	170	6.35	3	0	0	3	0.47	1.76	0	0
007 Souris Valley	165	6.91	4	0	0	4	0.58	2.42	0	0
008 Lake Alma	165	3.69	4	0	0	4	1.09	2.42	0	0
009 Surprise Valley	45	2.93	2	0	0	2	0.68	4.44	0	0
010 Happy Valley	38	1.18	0	0	0	0	0.00	0.00	0	0
011 Hart Butte	106	5.87	8	0	1	9	1.53	8.49	0	1
012 Poplar Valley	145	2.76	0	0	0	0	0.00	0.00	0	0
017 Val Marie	400	5.40	2	0	0	2	0.37	0.50	0	0
018 Lone Tree	63	2.26	0	0	0	0	0.00	0.00	0	0
019 Frontier	119	3.85	6	0	0	6	1.56	5.04	0	0
031 Storthoaks	115	3.92	5	0	0	5	1.28	4.35	0	0
032 Reciprocity	160	9.43	7	1	0	8	0.85	5.00	2	0
033 Moose Creek	173	7.15	9	2	0	11	1.54	6.36	2	0
034 Browning	252	13.01	10	6	0	16	1.23	6.35	6	0
035 Benson	198	8.31	4	1	0	5	0.60	2.53	2	0
036 Cymri	238	15.96	12	2	0	14	0.88	5.88	2	0
037 Lomond	203	9.98	4	0	1	5	0.50	2.46	0	1
038 Laurier	196	6.01	10	0	0	10	1.66	5.10	0	0
039 The Gap	71	3.93	4	0	0	4	1.02	5.63	0	0
040 Bengough	100	5.69	10	0	0	10	1.76	10.00	0	0
042 Willow Bunch	116	5.32	4	0	0	4	0.75	3.45	0	0
043 Old Post	206	5.07	2	0	0	2	0.39	0.97	0	0
044 Waverley	123	4.17	6	1	0	7	1.68	5.69	1	0
045 Mankota	154	4.73	9	0	0	9	1.90	5.84	0	0
046 Glen McPherson	59	1.97	0	0	0	0	0.00	0.00	0	0
049 White Valley	208	10.90	14	2	0	16	1.47	7.69	4	0
051 Reno	148	6.05	6	0	0	6	0.99	4.05	0	0
061 Antler	147	7.72	7	0	0	7	0.91	4.76	0	0
063 Moose Mountain	244	7.60	15	1	0	16	2.11	6.56	1	0
064 Brock	210	10.13	11	0	0	11	1.09	5.24	0	0
065 Tecumseh	210	7.03	6	1	0	7	1.00	3.33	1	0
066 Griffin	207	8.58	4	0	0	4	0.47	1.93	0	0
067 Weyburn	553	10.15	12	2	0	14	1.38	2.53	3	0
068 Brokenshell	134	3.83	2	0	0	2	0.52	1.49	0	0
069 Norton	111	4.18	1	0	0	1	0.24	0.90	0	0
070 Key West	118	5.02	6	0	0	6	1.20	5.08	0	0
071 Excel	131	5.27	5	0	0	5	0.95	3.82	0	0
072 Lake of The Rivers	145	6.04	4	0	0	4	0.66	2.76	0	0
073 Stonehenge	222	6.04	2	0	1	3	0.50	1.35	0	1
074 Wood River	152	5.02	7	0	0	7	1.39	4.61	0	0
075 Pinto Creek	101	4.11	2	0	0	2	0.49	1.98	0	0
076 Auvergne	206	5.22	0	0	0	0	0.00	0.00	0	0
077 Wise Creek	123	2.78	2	0	0	2	0.72	1.63	0	0

Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions				Coll/ MvKm	Coll/ 100 pop	Victims	
				Property Damage	Personal Injury	Fatal	Total			Injured	Killed
078	Grassy Creek	124	4.25	10	0	0	10	2.35	8.06	0	0
079	Arlington	170	5.94	10	0	0	10	1.68	5.88	0	0
091	Maryfield	242	5.64	12	1	0	13	2.31	5.37	1	0
092	Walpole	236	6.19	5	0	0	5	0.81	2.12	0	0
093	Wawken	212	5.38	15	2	0	17	3.16	8.02	2	0
094	Hazelwood	130	8.27	3	0	0	3	0.36	2.31	0	0
095	Golden West	207	8.26	9	1	0	10	1.21	4.83	1	0
096	Fillmore	101	7.61	7	0	0	7	0.92	6.93	0	0
097	Wellington	139	4.84	2	0	0	2	0.41	1.44	0	0
098	Scott	114	5.00	3	0	0	3	0.60	2.63	0	0
099	Caledonia	158	4.06	5	0	0	5	1.23	3.16	0	0
100	Elmsthorpe	86	4.73	4	0	0	4	0.85	4.65	0	0
101	Terrell	108	3.91	2	0	0	2	0.51	1.85	0	0
102	Lake Johnston	64	3.53	6	0	0	6	1.70	9.38	0	0
103	Sutton	79	5.34	4	0	0	4	0.75	5.06	0	0
104	Gravelbourg	150	4.41	9	0	0	9	2.04	6.00	0	0
105	Glen Bain	154	3.79	1	0	0	1	0.26	0.65	0	0
106	Whiska Creek	142	4.75	3	0	0	3	0.63	2.11	0	0
107	Lac Pelletier	209	4.55	4	0	0	4	0.88	1.91	0	0
108	Bone Creek	219	6.09	2	0	0	2	0.33	0.91	0	0
109	Carmichael	442	5.68	1	0	0	1	0.18	0.23	0	0
110	Piapot	129	7.32	11	2	0	13	1.78	10.08	3	0
111	Maple Creek	430	12.00	19	1	0	20	1.67	4.65	1	0
121	Moosomin	222	6.59	20	3	1	24	3.64	10.81	4	1
122	Martin	121	7.39	8	2	0	10	1.35	8.26	2	0
123	Silverwood	209	5.71	5	0	0	5	0.88	2.39	0	0
124	Kingsley	220	8.69	18	0	0	18	2.07	8.18	0	0
125	Chester	199	6.78	11	1	0	12	1.77	6.03	2	0
126	Montmartre	202	9.77	11	0	0	11	1.13	5.45	0	0
127	Francis	299	9.81	11	0	0	11	1.12	3.68	0	0
128	Lajord	228	8.40	8	1	0	9	1.07	3.95	1	0
129	Bratt's Lake	170	6.21	5	1	0	6	0.97	3.53	2	0
130	Redburn	135	5.96	5	1	0	6	1.01	4.44	2	0
131	Baildon	312	6.21	7	0	0	7	1.13	2.24	0	0
132	Hillsborough	50	1.11	0	0	0	0	0.00	0.00	0	0
133	Rodgers	38	2.63	2	0	0	2	0.76	5.26	0	0
134	Shamrock	91	3.52	1	0	0	1	0.28	1.10	0	0
135	Lawtonia	166	4.80	2	0	0	2	0.42	1.20	0	0
136	Coulee	320	5.56	7	0	0	7	1.26	2.19	0	0
137	Swift Current	890	10.58	18	2	0	20	1.89	2.25	7	0
138	Webb	377	7.51	6	0	0	6	0.80	1.59	0	0
139	Gull Lake	93	6.21	6	0	0	6	0.97	6.45	0	0
141	Big Stick	80	3.49	2	0	0	2	0.57	2.50	0	0
142	Enterprise	65	5.48	2	0	0	2	0.36	3.08	0	0
151	Rocanville	268	7.92	20	0	0	20	2.53	7.46	0	0
152	Spy Hill	152	7.55	20	1	0	21	2.78	13.82	2	0
153	Willowdale	162	5.57	9	2	0	11	1.97	6.79	2	0
154	Elcapo	228	10.71	20	1	0	21	1.96	9.21	1	0

Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Coll/ MvKm	Coll/ 100 pop	Victims		
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed	
155	Wolseley	231	8.18	7	1	0	8	0.98	3.46	2	0
156	Indian Head	187	9.19	9	2	0	11	1.20	5.88	4	0
157	South Qu'Appelle	725	8.46	9	1	0	10	1.18	1.38	2	0
158	Edenwold	775	20.05	44	7	0	51	2.54	6.58	9	0
159	Sherwood	426	28.58	26	6	0	32	1.12	7.51	7	0
160	Pense	233	13.16	14	6	0	20	1.52	8.58	7	0
161	Moose Jaw	519	8.76	6	2	0	8	0.91	1.54	3	0
162	Caron	218	4.26	2	0	0	2	0.47	0.92	0	0
163	Wheatlands	76	4.10	6	0	0	6	1.46	7.89	0	0
164	Chaplin	75	2.44	3	1	0	4	1.64	5.33	1	0
165	Morse	172	8.08	4	0	0	4	0.49	2.33	0	0
166	Excelsior	614	9.97	6	0	0	6	0.60	0.98	0	0
167	Saskatchewan Landing	217	5.82	1	1	0	2	0.34	0.92	1	0
168	Riverside	305	9.58	5	1	0	6	0.63	1.97	1	0
169	Pittville	97	4.81	2	0	0	2	0.42	2.06	0	0
171	Fox Valley	139	4.40	1	0	0	1	0.23	0.72	0	0
181	Langenburg	450	7.53	10	3	0	13	1.73	2.89	3	0
183	Fertile Belt	384	11.03	32	1	0	33	2.99	8.59	1	0
184	Grayson	151	7.07	11	1	0	12	1.70	7.95	1	0
185	McLeod	339	7.86	5	1	0	6	0.76	1.77	4	0
186	Abernethy	142	7.39	10	0	0	10	1.35	7.04	0	0
187	North Qu'Appelle	164	9.65	11	4	0	15	1.55	9.15	4	0
189	Lumsden	847	19.50	17	3	0	20	1.03	2.36	3	0
190	Dufferin	243	10.60	16	0	0	16	1.51	6.58	0	0
191	Marquis	131	4.45	4	1	0	5	1.12	3.82	1	0
193	Eyebrow	141	4.94	3	0	0	3	0.61	2.13	0	0
194	Enfield	122	5.89	3	0	0	3	0.51	2.46	0	0
211	Churchbridge	267	7.26	7	0	1	8	1.10	3.00	3	1
213	Saltcoats	313	7.58	17	0	0	17	2.24	5.43	0	0
214	Cana	678	5.82	12	2	0	14	2.40	2.06	2	0
215	Stanley	223	7.03	9	4	0	13	1.85	5.83	6	0
216	Tullymet	219	3.79	1	1	0	2	0.53	0.91	1	0
217	Lipton	182	5.97	3	1	0	4	0.67	2.20	1	0
218	Cupar	262	8.16	12	0	0	12	1.47	4.58	0	0
219	Longlaketon	494	9.75	21	0	0	21	2.15	4.25	0	0
220	McKillop	272	8.44	10	1	0	11	1.30	4.04	1	0
221	Sarnia	166	7.13	6	1	0	7	0.98	4.22	1	0
222	Craik	112	6.32	3	0	0	3	0.47	2.68	0	0
223	Huron	111	3.78	0	0	0	0	0.00	0.00	0	0
224	Maple Bush	95	4.81	3	0	0	3	0.62	3.16	0	0
225	Canaan	79	3.64	0	0	0	0	0.00	0.00	0	0
226	Victory	174	4.52	5	0	0	5	1.11	2.87	0	0
228	Lacadena	306	8.64	3	0	0	3	0.35	0.98	0	0
229	Miry Creek	176	6.92	6	0	0	6	0.87	3.41	0	0
230	Clinworth	103	4.64	3	0	0	3	0.65	2.91	0	0
231	Happyland	123	7.19	1	1	0	2	0.28	1.63	1	0
232	Deer Forks	88	3.19	1	1	0	2	0.63	2.27	1	0
241	Calder	136	4.24	3	1	0	4	0.94	2.94	1	0

Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Coll/ MvKm	Coll/ 100 pop	Victims		
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed	
243	Wallace	482	6.80	6	1	0	7	1.03	1.45	1	0
244	Orkney	687	8.31	15	2	0	17	2.05	2.47	2	0
245	Garry	161	5.61	3	0	0	3	0.53	1.86	0	0
246	Ituna Bon Accord	136	5.74	11	0	0	11	1.92	8.09	0	0
247	Kellross	208	6.35	4	0	0	4	0.63	1.92	0	0
248	Touchwood	114	7.02	9	2	0	11	1.57	9.65	2	0
250	Last Mountain Valley	133	6.61	9	0	0	9	1.36	6.77	0	0
251	Big Arm	63	5.42	8	0	0	8	1.48	12.70	0	0
252	Arm River	112	7.02	3	0	0	3	0.43	2.68	0	0
253	Willner	187	5.06	1	0	0	1	0.20	0.53	0	0
254	Loreburn	174	5.80	4	0	0	4	0.69	2.30	0	0
255	Coteau	212	5.38	2	0	0	2	0.37	0.94	0	0
256	King George	82	3.24	3	0	0	3	0.93	3.66	0	0
257	Monet	221	9.27	4	1	0	5	0.54	2.26	1	0
259	Snipe Lake	197	10.88	6	0	0	6	0.55	3.05	0	0
260	Newcombe	187	5.26	1	0	0	1	0.19	0.53	0	0
261	Chesterfield	234	9.11	5	0	0	5	0.55	2.14	0	0
271	Cote	161	3.61	6	0	0	6	1.66	3.73	0	0
273	Sliding Hills	301	6.62	7	0	0	7	1.06	2.33	0	0
274	Good Lake	330	6.96	8	0	0	8	1.15	2.42	0	0
275	Insinger	140	5.22	9	0	0	9	1.72	6.43	0	0
276	Foam Lake	284	9.55	7	2	0	9	0.94	3.17	2	0
277	Emerald	197	5.94	9	0	0	9	1.52	4.57	0	0
278	Kutawa	278	11.19	1	0	0	1	0.09	0.36	0	0
279	Mount Hope	260	14.55	11	2	1	14	0.96	5.38	3	1
280	Wreford	148	4.45	2	0	0	2	0.45	1.35	0	0
281	Wood Creek	163	4.69	4	0	0	4	0.85	2.45	0	0
282	McCraney	123	5.13	4	1	0	5	0.97	4.07	1	0
283	Rosedale	245	7.34	10	2	0	12	1.64	4.90	9	0
284	Rudy	238	6.96	5	0	0	5	0.72	2.10	0	0
285	Fertile Valley	220	5.72	11	0	0	11	1.92	5.00	0	0
286	Milden	99	4.23	7	0	0	7	1.66	7.07	0	0
287	St. Andrews	186	6.65	5	0	0	5	0.75	2.69	0	0
288	Pleasant Valley	141	4.53	3	0	0	3	0.66	2.13	0	0
290	Kindersley	507	17.93	14	2	1	17	0.95	3.35	2	1
292	Milton	76	3.69	4	0	0	4	1.08	5.26	0	0
301	St. Philips	80	3.31	5	0	0	5	1.51	6.25	0	0
303	Keys	171	5.27	3	2	0	5	0.95	2.92	3	0
304	Buchanan	175	4.51	2	0	0	2	0.44	1.14	0	0
305	Inveay	100	5.35	5	0	0	5	0.93	5.00	0	0
307	Elfros	274	5.78	4	2	0	6	1.04	2.19	2	0
308	Big Quill	368	7.34	4	1	0	5	0.68	1.36	1	0
309	Prairie Rose	129	5.93	5	2	0	7	1.18	5.43	3	0
310	Usborne	191	13.32	17	4	0	21	1.58	10.99	4	0
312	Morris	114	8.29	13	2	0	15	1.81	13.16	2	0
313	Lost River	126	5.29	3	0	0	3	0.57	2.38	0	0
314	Dundurn	1,323	8.41	15	0	1	16	1.90	1.21	0	1
315	Montrose	346	6.30	4	0	0	4	0.63	1.16	0	0

Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Coll/ MvKm	Coll/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
316 Harris	93	4.98	3	0	0	3	0.60	3.23	0	0
317 Marriott	143	4.92	6	0	0	6	1.22	4.20	0	0
318 Mountain View	141	4.93	0	1	0	1	0.20	0.71	1	0
319 Winslow	144	9.21	10	1	0	11	1.19	7.64	1	0
320 Oakdale	118	9.48	5	0	1	6	0.63	5.08	3	1
321 Prairiedale	79	5.36	5	1	0	6	1.12	7.59	1	0
322 Antelope Park	44	2.88	0	0	0	0	0.00	0.00	0	0
331 Livingston	155	5.28	0	1	0	1	0.19	0.65	1	0
333 Clayton	289	7.37	13	2	0	15	2.04	5.19	3	0
334 Preeceville	571	9.89	16	1	0	17	1.72	2.98	1	0
335 Hazel Dell	386	6.94	10	0	0	10	1.44	2.59	0	0
336 Sasman	569	10.24	12	2	1	15	1.47	2.64	3	1
337 Lakeview	164	6.55	11	1	0	12	1.83	7.32	1	0
338 Lakeside	171	4.62	6	1	0	7	1.52	4.09	1	0
339 LeRoy	223	12.50	19	1	0	20	1.60	8.97	1	0
340 Wolverine	286	6.33	7	2	0	9	1.42	3.15	4	0
341 Viscount	251	6.61	8	0	0	8	1.21	3.19	0	0
342 Colonsay	111	4.09	8	0	0	8	1.96	7.21	0	0
343 Blucher	750	10.39	21	1	0	22	2.12	2.93	1	0
344 Corman Park	4,152	82.60	154	21	1	176	2.13	4.24	33	1
345 Vanscoy	1,290	13.88	27	7	0	34	2.45	2.64	7	0
346 Perdue	364	5.40	5	1	0	6	1.11	1.65	1	0
347 Biggar	282	7.31	10	0	0	10	1.37	3.55	0	0
349 Grandview	93	4.93	3	0	0	3	0.61	3.23	0	0
350 Mariposa	76	4.07	3	0	0	3	0.74	3.95	0	0
351 Progress	134	8.15	6	1	0	7	0.86	5.22	1	0
352 Heart's Hill	134	8.70	6	0	0	6	0.69	4.48	0	0
366 Kelvington	174	6.81	3	1	0	4	0.59	2.30	1	0
367 Ponass Lake	182	7.74	6	1	0	7	0.90	3.85	1	0
368 Spalding	210	10.12	8	1	0	9	0.89	4.29	1	0
369 St. Peter	312	9.81	9	3	0	12	1.22	3.85	6	0
370 Humboldt	348	9.55	15	4	0	19	1.99	5.46	5	0
371 Bayne	296	7.57	9	1	0	10	1.32	3.38	1	0
372 Grant	235	6.53	11	0	0	11	1.69	4.68	0	0
373 Aberdeen	826	7.81	13	2	0	15	1.92	1.82	2	0
376 Eagle Creek	244	5.58	6	1	0	7	1.26	2.87	1	0
377 Glenside	175	4.34	3	0	0	3	0.69	1.71	0	0
378 Rosemount	92	2.81	1	0	0	1	0.36	1.09	0	0
379 Reford	199	5.52	3	2	0	5	0.91	2.51	3	0
380 Tramping Lake	138	3.59	1	1	0	2	0.56	1.45	1	0
381 Grass Lake	248	5.77	3	1	0	4	0.69	1.61	2	0
382 Eye Hill	226	9.59	9	2	0	11	1.15	4.87	2	0
394 Hudson Bay	497	6.08	13	2	0	15	2.47	3.02	2	0
395 Porcupine	349	12.49	10	2	0	12	0.96	3.44	2	0
397 Barrier Valley	205	5.51	5	1	0	6	1.09	2.93	3	0
398 Pleasantdale	212	7.55	6	0	0	6	0.79	2.83	0	0
399 Lake Lenore	333	7.25	3	0	0	3	0.41	0.90	0	0
400 Three Lakes	186	9.08	9	4	0	13	1.43	6.99	6	0

Traffic Collision Statistics by Rural Municipality

Table 11.8

	Rural Municipality	Population	Travel MvKm	Collisions				Coll/ MvKm	Coll/ 100 pop	Victims	
				Property Damage	Personal Injury	Fatal	Total			Injured	Killed
401	Hoodoo	394	9.72	6	1	0	7	0.72	1.78	1	0
402	Fish Creek	164	4.71	16	1	0	17	3.61	10.37	1	0
403	Rosthern	743	11.48	30	5	0	35	3.05	4.71	10	0
404	Laird	763	8.42	10	3	0	13	1.54	1.70	4	0
405	Great Bend	201	6.81	16	2	0	18	2.64	8.96	3	0
406	Mayfield	257	4.00	5	0	0	5	1.25	1.95	0	0
409	Buffalo	280	8.44	7	0	0	7	0.83	2.50	0	0
410	Round Valley	153	5.29	3	1	0	4	0.76	2.61	1	0
411	Senlac	130	5.05	3	1	0	4	0.79	3.08	1	0
426	Bjorkdale	258	8.51	5	2	0	7	0.82	2.71	2	0
427	Tisdale	402	8.13	7	2	0	9	1.11	2.24	3	0
428	Star City	413	9.86	13	1	0	14	1.42	3.39	1	0
429	Flett's Springs	317	9.08	6	2	0	8	0.88	2.52	3	0
430	Invergordon	290	6.42	10	0	0	10	1.56	3.45	0	0
431	St. Louis	465	7.87	8	0	0	8	1.02	1.72	0	0
434	Blaine Lake	118	5.46	7	2	0	9	1.65	7.63	4	0
435	Redberry	146	7.19	12	2	0	14	1.95	9.59	3	0
436	Douglas	164	6.91	4	2	0	6	0.87	3.66	2	0
437	North Battleford	405	6.35	17	0	0	17	2.68	4.20	0	0
438	Battle River	530	7.15	26	3	0	29	4.06	5.47	3	0
439	Cut Knife	147	7.19	12	1	0	13	1.81	8.84	1	0
440	Hillsdale	246	9.42	9	1	0	10	1.06	4.07	1	0
442	Manitou Lake	294	9.68	10	0	1	11	1.14	3.74	0	1
456	Arborfield	164	5.60	5	0	0	5	0.89	3.05	0	0
457	Connaught	429	6.57	6	0	0	6	0.91	1.40	0	0
458	Willow Creek	463	6.85	3	2	0	5	0.73	1.08	2	0
459	Kinistino	490	13.34	17	2	0	19	1.42	3.88	3	0
460	Birch Hills	213	7.23	6	0	0	6	0.83	2.82	0	0
461	Prince Albert	1,016	12.08	16	2	0	18	1.49	1.77	3	0
463	Duck Lake	471	5.60	13	0	0	13	2.32	2.76	0	0
464	Leask	291	12.00	22	1	0	23	1.92	7.90	5	0
466	Meeting Lake	95	4.74	6	0	0	6	1.27	6.32	0	0
467	Round Hill	197	5.66	8	0	0	8	1.41	4.06	0	0
468	Meota	195	6.77	10	1	0	11	1.63	5.64	1	0
469	Turtle River	135	8.52	9	1	0	10	1.17	7.41	1	0
470	Paynton	104	5.17	5	0	0	5	0.97	4.81	0	0
471	Eldon	407	18.16	6	0	0	6	0.33	1.47	0	0
472	Wilton	1,150	27.40	18	2	1	21	0.77	1.83	2	1
486	Moose Range	442	10.41	20	1	1	22	2.11	4.98	4	1
487	Nipawin	346	10.47	9	3	0	12	1.15	3.47	4	0
488	Torch River	633	16.17	19	2	0	21	1.30	3.32	3	0
490	Garden River	290	6.31	5	0	0	5	0.79	1.72	0	0
491	Buckland	998	10.37	32	3	0	35	3.38	3.51	4	0
493	Shellbrook	863	14.37	17	6	0	23	1.60	2.67	10	0
494	Canwood	570	21.67	37	9	0	46	2.12	8.07	16	0
496	Spiritwood	505	17.00	29	2	0	31	1.82	6.14	7	0
497	Medstead	183	6.01	13	0	0	13	2.16	7.10	0	0
498	Parkdale	306	8.88	17	1	0	18	2.03	5.88	1	0

Traffic Collision Statistics by Rural Municipality

Table 11.8

Rural Municipality	Population	Travel MvKm	Collisions				Coll/ MvKm	Coll/ 100 pop	Victims	
			Property Damage	Personal Injury	Fatal	Total			Injured	Killed
499 Mervin	374	20.07	24	4	0	28	1.40	7.49	10	0
501 Frenchman Butte	707	17.42	43	3	0	46	2.64	6.51	3	0
502 Britannia	1,449	27.25	30	5	0	35	1.28	2.42	6	0
520 Paddockwood	320	8.63	11	3	0	14	1.62	4.38	3	0
521 Lakeland	24	1.59	4	0	0	4	2.51	16.67	0	0
555 Big River	257	6.36	12	0	0	12	1.89	4.67	0	0
561 Loon Lake	263	9.19	11	2	0	13	1.42	4.94	2	0
588 Meadow Lake	1,089	18.87	30	2	0	32	1.70	2.94	2	0
622 Beaver River	482	7.95	19	1	0	20	2.52	4.15	1	0
Totals	81,943	2,275	2,654	292	15	2961	1.30	3.61	411	15

Other Provinces

Contents:

		Page
Figure	12.1 2022 Provincial Casualty Rates per Billion Vehicle Kilometres	128
Table	12.1 Total Collisions and Casualties in Canada	128
	12.2 2000 – 2017 Seatbelt Use in Canada by Province/Territory	128
	12.3 List of Provincial Contacts	129

Other Provinces

As Canada continues to see significant progress and downward trends in fatalities and injuries, its jurisdictions will increase their efforts at making greater gains in improving Canada's level of road safety. In keeping with this progress, a fourth national safety strategy has been developed, the Road Safety Strategy 2025. This strategy operates under the guiding principles described as: *Towards Zero: Ambitious Road Safety Targets and the Safe System Approach*.

The primary purpose of this strategy is to continue the collective national effort by providing a framework governments and other road safety stakeholders can use to develop their own plans and interventions to reduce serious injuries and fatalities.

The Vision

The vision for the Road Safety Strategy 2025 is "*Towards Zero: Having the safest roads in the world.*" This vision is based on a similar plan initiated by Sweden in 1997 called Vision Zero, which resulted in that country having one of the lowest traffic-related fatality rates worldwide and has been adopted by other countries across the globe.

Strategic Objectives

Road Safety Strategy 2025 focuses on safer road users, road infrastructure and vehicles. The strategy has the following objectives:

- raising public awareness and commitment to road safety
- improving communication, co-operation and collaboration among stakeholders
- enhancing legislation and enforcement
- improving road safety information in support of research and evaluation
- improving the safety of vehicles and road safety infrastructure
- leveraging technology and innovation

Key Principles

The strategy was developed with the following key principles:

Adopt a Safe System Approach

The Safe System Approach (SSA) is how many leading road safety jurisdictions are eliminating deaths and serious injuries. This is based on the principles of ethics, responsibility, safety and mechanisms for change. It's expected that Canadian jurisdictions will implement the SSA in a manner that is appropriate to their environment.

Downward Trend Towards Zero

Road Safety Strategy 2025 seeks to achieve downward trends in the rate-based number of fatalities and serious injuries, rather than in actual numbers of fatalities and serious injuries. These trends will be measured annually at the national level, using multi-year rolling averages to smooth out short-term fluctuations, since year-over-year reductions may not be practical or attainable.

In Canada, the rate-based indicators will be:

1. Fatalities and serious injuries per billion kilometres travelled
2. Fatalities and serious injuries per one hundred thousand population

Individual jurisdictions or organizations are expected to establish their own targets with support from government, law enforcement and other road safety stakeholders.

Best Practices

Core to the strategy is an inventory of best practice interventions used by leading road safety countries and found to be effective in reducing fatalities and serious injuries. An online inventory at www.roadsafetystrategy.ca is available to support national consistency and allow jurisdictions to reference best practices for their own safety plans.

Timeframe

The vision will continue beyond the Road Safety Strategy 2025's timelines and highlight the desire for the best road safety outcomes for all Canadian jurisdictions; provincial, territorial or municipal.

Additional information regarding Canada's Road Safety Strategy 2025 can be obtained from the CCMTA at www.ccmta.ca.

Saskatchewan's New Traffic Safety Strategy

In 2019, Saskatchewan developed a new Traffic Safety Strategy to continue and enhance work already being done by the province to reduce traffic fatalities, injuries and property damage only (PDO) crashes. The following actions are recommended in this strategy:

- Adopt the following goals by 2025:

	Per 100,000 population		
	2016-18 Baseline	2025 Goals	National Averages 2015-2017
Fatalities	10.2	5.0	5.0
Injuries	415.3	350	438.5
Property damage only	2,183.3	1,960	n/a

- Focus traffic-safety related work on:
 - alcohol and drug impairment (40% and 19% of fatalities, respectively)
 - distraction (25% of fatalities, 20% of injuries, 27% of PDOs)
 - occupant restraints (23% of fatalities)
 - commercial vehicles (23% of fatalities)
 - speed (16% of fatalities)
 - wildlife (31% of PDOs)

With consideration for:

- intersections (31% of fatalities, 60% of injuries, 43% of PDOs)
 - road conditions (15% of injuries)
- Add the following approaches to those that have been successful:
 - target children, young and new drivers
 - explore innovation and technology to address road safety issues
 - implement new processes to provide greater visibility and maximize effectiveness of all traffic safety-related activity
 - Establish an oversight group and a working group to govern all SGI traffic-safety related activity utilizing the three-box approach, visual boards and prioritization, and strengthen collaboration with other traffic safety stakeholders.
 - Undertake further analysis of collisions at intersections to understand types of collisions, types of intersections and specific intersections where high numbers of collisions are occurring.
 - Establish an advisory group to examine research and data, and offer insights and recommendations for promoting road safety among children, young and new drivers.
 - Establish a project team to analyze potential innovation and technology projects, and recommend projects for action.
 - Establish a project team to identify partnerships that show the greatest potential for furthering the traffic safety agenda and recommend approaches to engage them or increase their engagement in a timely way.

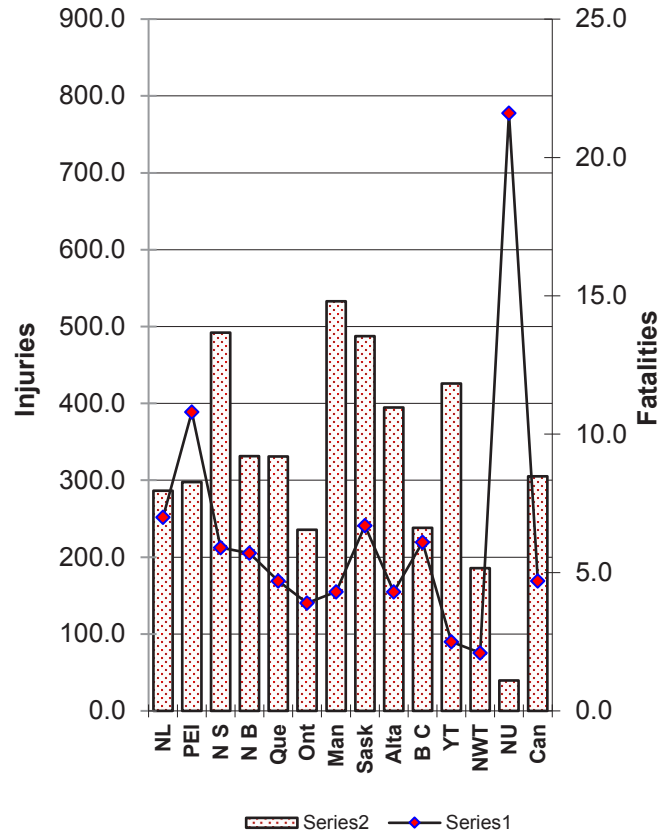
Table 12.1

Figure 12.1

Total Collisions and Casualties in Canada

Year	Casualty Collisions	Victims Killed	Victims Injured
1995	164,832	3,313	238,458
1996	156,684	3,129	227,283
1997	150,209	3,076	217,401
1998	148,198	2,919	213,319
1999	151,315	2,980	218,457
2000	155,838	2,904	222,848
2001	151,438	2,758	216,542
2002	156,415	2,921	222,665
2003	152,980	2,777	216,123
2004	147,588	2,735	206,104
2005	148,110	2,898	204,701
2006	145,103	2,871	199,976
2007	141,070	2,753	192,745
2008	129,764	2,431	176,394
2009	125,456	2,216	170,770
2010	125,636	2,238	172,081
2011	124,199	2,023	167,741
2012	124,682	2,075	166,727
2013	122,143	1,951	164,525
2014	116,292	1,841	156,557
2015	119,550	1,887	160,806
2016	118,321	1,900	158,854
2017	114,412	1,861	152,773
2018	111,334	1,930	149,065
2019	104,640	1,760	139,084
2020	79,990	1,711	104,286
2021	83,590	1,821	108,552
2022	91,533	1,931	118,153

2022 Provincial Casualty Rates per Billion Vehicle Kilometres



**2000 - 2017 Seatbelt Use in Canada by Province/Territory
(% of All Occupants Wearing Seatbelts In Light-Duty Vehicles*)**

Table 12.2

Province	2000	2001	2002	2003	2004/ 2005	2005/ 2006	2006/ 2007	2009/ 2010	2016	2017
Newfoundland	92.7	92.1	86.3	82.5	87.0	87.2	86.5	93.1	90.0	88.2
Prince Edward Island	85.7	86.7	76.7	78.1	81.4	88.2	97.9	89.7	83.1	96
Nova Scotia	86.5	88.0	90.5	89.4	88.7	91.0	92.2	90.1	89.1	97.1
New Brunswick	91.5	91.4	90.6	88.8	85.9	87.2	91.5	94.8	98.4	98.1
Quebec	91.4	89.0	91.2	93.3	90.9	91.1	93.0	96.0	99.0	99.0
Ontario	91.7	92.5	85.1	86.5	92.1	92.1	92.8	96.0	96.8	97.3
Manitoba	84.2	82.3	80.8	85.3	92.1	91.3	89.1	93.8	98.4	98
Saskatchewan	90.0	91.7	85.7	85.9	93.7	92.9	93.5	96.8	96.1	95.7
Alberta	87.2	84.9	77.3	84.9	82.9	83.4	88.9	92.0	97.9	96.2
British Columbia	88.7	90.8	79.7	83.2	91.6	91.7	94.8	96.9	98.5	97.7
Yukon	79.3	78.1	53.9	85.1	81.5	86.9	82.9	78.1	92.7	88.5
Northwest Territories	60.7	62.7	77.1	77.3	75.1	80.2	88.0	84.9	98.9	83.5
Nunavut	NA	13.4	22.9	21.8	NA	NA	NA	NA	NA	NA
Canada	90.1	89.9	85.0	87.4	90.5	90.8	92.5	95.3	97.5	96.9

*Light-duty vehicles include passenger cars, passenger vans and light trucks.

Source of Information: Transport Canada Survey of Seatbelt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rural areas in 2002. Beginning in 2003, the survey results are an estimate of both urban and rural areas over a two-year period.

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of contacts in each jurisdiction is listed below.

Table 12.3

<p>Paula Manning Maintenance Div., Dept. of Transportation and Works Govt. of Newfoundland and Labrador 6th Fl., Confederation Bldg West St. John's, Newfoundland A1B 4J6 Phone: 709-729-5358 Fax: 709-729-6934 Email: ManningP@gov.nl.ca</p>	<p>Crystal Rafuse Driver Compliance/Deputy Registrar Transportation & Infrastructure Renewal 4th Fl., Johnson Bldg, 1672 Granville St. Halifax, Nova Scotia B3J 3K5 Phone: 902-424-7869 Fax: 902-424-0772 Email: crafuse@gov.ns.ca</p>
<p>Veronica Manderville Maintenance and Traffic Branch Dept. of Transportation and Infrastructure P.O. Box 6000 Fredericton, New Brunswick E3B 5H1 Phone: 506-444-3224 Fax: 506-457-7278 Email: veronica.pelkey@gnb.ca</p>	<p>Kevin Gillian Highway Safety Divisions Dept. of Transp. & Public Works 120 Heather Moase Dr. Summerside, Prince Edward Island C1N 5L2 Phone: 902-888-8304 Fax: 902-432-2529 Email: kjgillian@gov.pe.ca</p>
<p>Émilie Turmel Societe de l'assurance automobile du Quebec 333 boul. Jean-Lesage, N.4.30 Quebec City, Quebec G1K 8J6 Phone: 418-528-3821 Fax: 418-646-1003 Email: emilie.turmel@saaq.gouv.qc.ca</p>	<p>Cristina Ilas Ministry of Transportation Bldg A, Rm 212, 1201 Wilson Ave. Downsview, Ontario M3M 1J8 Phone: 416-235-3407 Fax: 416-235-3633 Email: Cristina.Ilas@ontario.ca</p>
<p>Fair Practices and Customer Relations P.O. Box 1580 Winnipeg, Manitoba R3C 4A4 Phone: 204-985-8770 ext. 7143</p>	<p>George Eguakan Traffic Safety Program Evaluation SGI, Auto Fund Div. 5104 Donnelly Cres, P.O. Box 1580 Regina, Saskatchewan S4X 4C9 Phone: 306-775-6274 Fax: 306-352-3154 Email: geguakan@sgi.sk.ca</p>
<p>Marlene Anderson Office of Traffic Safety, Alberta Transportation Main Floor, Twin Atria Building 4999 - 98th Ave. Edmonton, Alberta T6B 2X3 Phone: 780-427-6774 Fax: 780-422-3682 Email: marlene.anderson@gov.ab.ca</p>	<p>Judy Raski Business Insights Advisor Insurance Corporation of British Columbia 221 West Esplanade Vancouver, British Columbia V7M 3J3 Phone: 604-982-7429 Fax: 904-982-4221 Email: judy.raski@icbc.com</p>
<p>DW (Wayne) Norris Manager, Driver and Vehicle Licensing Programs P.O. Box 1320 Yellowknife, Northwest Territories X1A 2L9 Phone: 867-920-8915 Fax: 867-873-0120 Email: wayne_norris@gov.nt.ca</p>	<p>Sherilyn Gattie Yukon Community and Transportation Services P.O. Box 2703 Whitehorse, Yukon Y1A 2C6 Phone: 867-667-8217 Fax: 867-393-6220 Email: sgattie@gov.yk.ca</p>
<p>Transport Canada - Road Safety, ASFCC 330 Sparks St., Tower 'C' Ottawa, Ontario K1A ON5 Phone: 613-998-1941 Fax: 613-990-2912</p>	<p>Rosie Nuliyok Community Government and Transportation Government of Nunavut P.O Box 207, (NCC Building) Gjoa Haven, Nunavut XOB 1JO Phone: 867-360-4614 Fax: 867-360-4619 Email: mnuliyok@gov.nu.ca</p>

Appendix

Contents:

	Page	
A 1.1	Collision History on Provincial Highways	131
A 1.2	Collision History on Urban Streets	132
A 1.3	Collision History on Rural Roads	133
A 1.4	Collision History on Other Roads	134
A 1.5	Collision History on Rural and Other Roads Combined	135
A 1.6	Collision History on All Provincial Roads	136
A 1.7	Collision History Rates – All Provincial Roads	137
A 2	Saskatchewan Motor Vehicle Accident Report Form	138
A 3.1	Saskatchewan MVA Report Form Template – Front	139
A 3.2	Saskatchewan MVA Report Form Template – Back	140
A 4	Speed Related Casualty Collisions Map	144

Appendix A 1.1

Collision History on Provincial Highways *

Year	Collisions				Victims			Collision Rates			
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1988	4,563	1,132	93	5,788	1,961	116	2,077	6,295	0.92	1.48	0.18
1989	4,821	1,080	80	5,981	1,962	106	2,068	6,242	0.96	1.28	0.17
1990	5,117	1,086	73	6,276	1,929	84	2,013	6,296	1.00	1.16	0.17
1991	5,571	957	83	6,611	1,689	98	1,787	6,264	1.06	1.32	0.15
1992	5,647	1,051	66	6,764	1,948	78	2,026	6,447	1.05	1.02	0.16
1993	4,337	1,045	72	5,454	1,842	85	1,927	6,692	0.82	1.08	0.16
1994	4,462	1,102	75	5,639	1,905	90	1,995	6,777	0.83	1.11	0.16
1995	4,775	1,166	71	6,012	2,037	87	2,124	7,080	0.85	1.00	0.16
1996	3,699	1,109	63	4,871	1,861	87	1,948	7,141	0.68	0.88	0.16
1997	3,369	1,210	69	4,648	2,057	97	2,154	7,232	0.64	0.95	0.17
1998	2,988	980	71	4,039	1,735	88	1,823	7,481	0.54	0.95	0.13
1999	3,096	1,123	88	4,307	1,946	109	2,055	7,481	0.58	1.18	0.15
2000	3,064	1,061	74	4,199	1,802	85	1,887	7,544	0.56	0.98	0.14
2001	4,064	1,053	67	5,184	1,695	84	1,779	7,341	0.71	0.91	0.14
2002	3,033	1,062	68	4,163	1,713	79	1,792	7,265	0.57	0.94	0.15
2003	3,138	1,051	75	4,264	1,732	83	1,815	7,559	0.56	0.99	0.14
2004	3,889	1,208	64	5,161	1,954	82	2,036	7,547	0.68	0.85	0.16
2005	3,933	1,120	78	5,131	1,746	94	1,840	7,902	0.65	0.99	0.14
2006	4,468	1,203	76	5,747	1,863	83	1,946	7,559	0.76	1.01	0.16
2007	4,579	1,091	71	5,741	1,661	84	1,745	8,338	0.69	0.85	0.13
2008	5,015	1,223	77	6,315	1,902	98	2,000	8,648	0.73	0.89	0.14
2009	5,676	1,167	80	6,923	1,817	97	1,914	8,523	0.81	0.94	0.14
2010	5,825	1,114	86	7,025	1,776	102	1,878	8,932	0.79	0.96	0.12
2011	6,281	1,254	98	7,633	1,881	107	1,988	8,980	0.85	1.09	0.14
2012	5,588	1,179	102	6,869	1,751	128	1,879	9,310	0.74	1.10	0.13
2013	6,375	1,296	69	7,740	1,937	85	2,022	9,419	0.82	0.73	0.14
2014	5,137	915	74	6,126	1,338	85	1,423	9,186	0.67	0.81	0.10
2015	5,672	937	60	6,669	1,383	74	1,457	9,187	0.73	0.65	0.10
2016	6,805	953	60	7,818	1,408	73	1,481	9,662	0.81	0.62	0.10
2017	7,146	854	51	8,051	1,229	63	1,292	9,721	0.83	0.52	0.09
2018	7,519	849	58	8,426	1,287	89	1,376	9,722	0.87	0.60	0.09
2019	7,772	724	45	8,541	1,052	51	1,103	9,723	0.88	0.46	0.07
2020	7,492	728	39	8,259	1,038	44	1,082	9,724	0.85	0.40	0.07
2021	7,380	777	45	8,202	1,068	49	1,117	9,725	0.84	0.46	0.08
2022	8,573	1,002	49	9,624	1,439	61	1,500	9,726	0.99	0.50	0.10
2023	8,139	849	45	9,033	1,249	52	1,301	9,727	0.93	0.46	0.09

* Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix A 1.2

Collision History on Urban Streets*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	19,665	3,855	25	23,545	5,151	32	5,183
1989	19,374	3,497	25	22,896	4,671	27	4,698
1990	18,350	3,354	13	21,717	4,387	16	4,403
1991	19,005	3,376	25	22,406	4,562	26	4,588
1992	18,219	3,462	25	21,706	4,767	25	4,792
1993	12,210	3,645	28	15,883	4,909	28	4,937
1994	13,318	3,733	24	17,075	5,022	24	5,046
1995	14,002	3,129	24	17,155	4,255	25	4,280
1996	15,830	2,917	19	18,766	3,887	21	3,908
1997	14,521	3,016	20	17,557	4,128	20	4,148
1998	15,792	3,271	17	19,080	4,348	17	4,365
1999	15,629	3,550	24	19,203	4,834	26	4,860
2000	17,010	3,567	21	20,598	4,789	21	4,810
2001	15,554	3,068	18	18,640	4,056	18	4,074
2002	13,479	3,281	17	16,777	4,346	18	4,364
2003	10,206	3,607	18	13,831	4,722	20	4,742
2004	10,209	3,495	16	13,720	4,555	17	4,572
2005	10,754	3,396	23	14,173	4,408	24	4,432
2006	11,721	3,217	14	14,952	4,199	16	4,215
2007	14,027	3,303	20	17,350	4,295	21	4,316
2008	15,428	3,238	20	18,686	4,165	23	4,188
2009	16,737	3,156	15	19,908	4,019	17	4,036
2010	15,478	3,035	22	18,535	3,908	22	3,930
2011	15,394	3,314	17	18,725	4,149	17	4,166
2012	16,074	3,772	14	19,860	4,685	14	4,699
2013	17,158	3,437	22	20,617	4,308	24	4,332
2014	15,579	3,038	13	18,630	3,792	15	3,807
2015	15,275	2,789	12	18,076	3,530	12	3,542
2016	14,713	2,899	19	17,631	3,711	19	3,730
2017	15,096	2,183	14	17,293	2,793	14	2,807
2018	15,000	1,872	7	16,879	2,451	7	2,458
2019	14,543	2,085	12	16,640	2,704	12	2,716
2020	10,432	1,633	12	12,077	2,082	13	2,095
2021	10,194	2,392	16	12,602	3,079	17	3,096
2022	13,734	2,936	20	16,690	3,799	22	3,821
2023	12,936	2,787	16	15,739	3,588	16	3,604

* Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix A 1.3

Collision History on Rural Roads*

Year	Collisions				Victims			Collision Rates			
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1988	3,300	875	33	4,208	1,433	43	1,476	1,998	2.11	1.65	0.44
1989	3,324	823	49	4,196	1,282	50	1,332	1,903	2.20	2.57	0.43
1990	3,340	758	39	4,137	1,161	42	1,203	1,886	2.19	2.07	0.40
1991	3,301	741	35	4,077	1,141	39	1,180	1,886	2.16	1.86	0.39
1992	3,611	673	28	4,312	1,039	32	1,071	1,932	2.23	1.45	0.35
1993	2,455	663	26	3,144	1,061	30	1,091	1,974	1.59	1.32	0.34
1994	2,576	649	28	3,253	1,055	30	1,085	1,982	1.64	1.41	0.33
1995	2,665	630	29	3,324	1,006	32	1,038	1,997	1.66	1.45	0.32
1996	2,201	585	18	2,804	899	21	920	1,920	1.46	0.94	0.30
1997	2,161	761	33	2,955	1,199	38	1,237	2,018	1.46	1.64	0.38
1998	1,812	583	35	2,430	912	38	950	2,035	1.19	1.72	0.29
1999	1,822	624	30	2,476	960	42	1,002	2,035	1.22	1.47	0.31
2000	1,821	624	31	2,476	954	34	988	2,176	1.14	1.42	0.29
2001	2,440	634	42	3,116	970	45	1,015	2,179	1.43	1.93	0.29
2002	1,668	604	31	2,303	978	33	1,011	2,159	1.07	1.44	0.28
2003	1,610	646	35	2,291	989	37	1,026	2,178	1.05	1.61	0.30
2004	1,672	543	22	2,237	818	24	842	2,194	1.02	1.00	0.25
2005	1,649	474	23	2,146	662	24	686	2,195	0.98	1.05	0.22
2006	1,783	496	25	2,304	748	26	774	2,178	1.06	1.15	0.23
2007	1,975	497	25	2,497	684	28	712	2,184	1.14	1.14	0.23
2008	2,013	500	21	2,534	715	21	736	2,160	1.17	0.97	0.23
2009	2,367	553	30	2,950	792	35	827	2,145	1.38	1.40	0.26
2010	2,104	450	25	2,579	619	31	650	2,170	1.19	1.15	0.21
2011	1,890	467	18	2,375	659	21	680	2,170	1.09	0.83	0.22
2012	1,904	444	26	2,374	641	29	670	2,211	1.07	1.18	0.20
2013	2,129	420	17	2,566	550	23	573	2,220	1.16	0.77	0.19
2014	1,729	336	15	2,080	467	18	485	2,255	0.92	0.67	0.15
2015	1,946	343	21	2,310	455	21	476	2,255	1.02	0.93	0.15
2016	2,396	352	23	2,771	480	26	506	2,291	1.21	1.00	0.15
2017	2,693	313	13	3,019	444	13	457	2,279	1.32	0.57	0.14
2018	2,824	269	22	3,115	374	24	398	2,280	1.37	0.96	0.12
2019	2,810	245	6	3,061	354	6	360	2,281	1.34	0.26	0.11
2020	2,864	230	19	3,113	355	22	377	2,282	1.36	0.83	0.10
2021	2,659	202	12	2,873	294	12	306	2,283	1.26	0.53	0.09
2022	2,873	267	12	3,152	353	13	366	2,284	1.38	0.53	0.12
2023	2,654	292	15	2,961	411	15	426	2,285	1.30	0.66	0.13

* Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix A 1.4

Collision History on Other Roads*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	359	113	9	481	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	425	146	8	579	263	8	271
1992	421	146	8	575	291	8	299
1993	280	127	8	415	221	10	231
1994	319	135	7	461	214	7	221
1995	316	90	11	417	174	13	187
1996	293	108	6	407	186	6	192
1997	348	141	8	497	235	9	244
1998	369	128	4	501	230	4	234
1999	390	179	8	577	295	12	307
2000	457	192	10	659	313	10	323
2001	581	157	12	750	241	19	260
2002	601	172	7	780	278	7	285
2003	603	149	8	760	240	8	248
2004	705	157	3	865	217	3	220
2005	914	194	4	1,112	291	4	295
2006	606	157	8	771	264	8	272
2007	498	131	10	639	208	10	218
2008	666	182	14	862	297	14	311
2009	660	170	4	834	258	4	262
2010	694	159	12	865	239	12	251
2011	808	131	5	944	194	5	199
2012	947	171	10	1,128	256	12	268
2013	685	140	7	832	241	7	248
2014	645	147	10	802	225	12	237
2015	674	134	13	821	206	14	220
2016	684	104	7	795	169	7	176
2017	559	109	8	676	152	10	162
2018	542	74	9	625	133	9	142
2019	568	81	2	651	134	2	136
2020	699	100	7	806	152	7	159
2021	607	95	8	710	141	9	150
2022	413	97	8	518	154	8	162
2023	391	106	8	505	144	9	153

* Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix A 1.5

Collision History on Rural and Other Roads Combined*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	3,659	988	42	4,689	1,628	52	1,680
1989	3,686	943	57	4,686	1,506	59	1,565
1990	3,699	870	51	4,620	1,354	54	1,408
1991	3,726	887	43	4,656	1,404	47	1,451
1992	4,032	819	36	4,887	1,330	40	1,370
1993	2,735	790	34	3,559	1,282	40	1,322
1994	2,895	784	35	3,714	1,269	37	1,306
1995	2,981	720	40	3,741	1,180	45	1,225
1996	2,494	693	24	3,211	1,085	27	1,112
1997	2,509	902	41	3,452	1,434	47	1,481
1998	2,181	711	39	2,931	1,142	42	1,184
1999	2,212	803	38	3,053	1,255	54	1,309
2000	2,278	816	41	3,135	1,267	44	1,311
2001	3,021	791	54	3,866	1,211	64	1,275
2002	2,269	776	38	3,083	1,256	40	1,296
2003	2,213	795	43	3,051	1,229	45	1,274
2004	2,377	700	25	3,102	1,035	27	1,062
2005	2,563	668	27	3,258	953	28	981
2006	2,389	653	33	3,075	1,012	34	1,046
2007	2,473	628	35	3,136	892	38	930
2008	2,679	682	35	3,396	1,012	35	1,047
2009	3,027	723	34	3,784	1,050	39	1,089
2010	2,798	609	37	3,444	858	43	901
2011	2,698	598	23	3,319	853	26	879
2012	2,851	615	36	3,502	897	41	938
2013	2,814	560	24	3,398	791	30	821
2014	2,374	483	25	2,882	692	30	722
2015	2,620	477	34	3,131	661	35	696
2016	3,080	456	30	3,566	649	33	682
2017	3,252	422	21	3,695	596	23	619
2018	3,366	343	31	3,740	507	33	540
2019	3,378	326	8	3,712	488	8	496
2020	3,563	330	26	3,919	507	29	536
2021	3,266	297	20	3,583	435	21	456
2022	3,286	364	20	3,670	507	21	528
2023	3,045	398	23	3,466	555	24	579

* Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix A 1.6

Collision History on All Provincial Roads*

Year	Collisions				Victims		
	Property Damage	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1988	27,887	5,975	160	34,022	8,740	200	8,940
1989	27,881	5,520	162	33,563	8,139	192	8,331
1990	27,166	5,310	137	32,613	7,670	154	7,824
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,332	127	33,357	8,045	143	8,188
1993	19,282	5,480	134	24,896	8,033	153	8,186
1994	20,675	5,619	134	26,428	8,196	151	8,347
1995	21,758	5,015	135	26,908	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,399	5,128	130	25,657	7,619	164	7,783
1998	20,961	4,962	127	26,050	7,225	147	7,372
1999	20,937	5,476	150	26,563	8,035	189	8,224
2000	22,352	5,444	136	27,932	7,858	150	8,008
2001	22,639	4,912	139	27,690	6,962	166	7,128
2002	18,781	5,119	123	24,023	7,315	137	7,452
2003	15,557	5,453	136	21,146	7,683	148	7,831
2004	16,475	5,403	105	21,983	7,544	126	7,670
2005	17,250	5,184	128	22,562	7,107	146	7,253
2006	18,578	5,073	123	23,774	7,074	133	7,207
2007	21,079	5,022	126	26,227	6,848	143	6,991
2008	23,122	5,143	132	28,397	7,079	156	7,235
2009	25,440	5,046	129	30,615	6,886	153	7,039
2010	24,101	4,758	145	29,004	6,542	167	6,709
2011	24,373	5,166	138	29,677	6,883	150	7,033
2012	24,513	5,566	152	30,231	7,333	183	7,516
2013	26,347	5,293	115	31,755	7,036	139	7,175
2014	23,090	4,436	112	27,638	5,822	130	5,952
2015	23,567	4,203	106	27,876	5,574	121	5,695
2016	24,598	4,308	109	29,015	5,768	125	5,893
2017	25,494	3,459	86	29,039	4,618	100	4,718
2018	25,885	3,064	96	29,045	4,245	129	4,374
2019	25,693	3,135	65	28,893	4,244	71	4,315
2020	21,487	2,691	77	24,255	3,627	86	3,713
2021	20,840	3,466	81	24,387	4,582	87	4,669
2022	25,593	4,302	89	29,984	5,745	104	5,849
2023	24,120	4,034	84	28,238	5,392	92	5,484

* Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

Appendix A 1.7

Collision History Rates – All Provincial Roads*



Year	Registered Vehicles**	Licensed Drivers	Sask. Pop.	Collision Rates			Casualty Collisions	Casualty Collision Rates		
				C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.		C/100 Reg'ed Vehicles	C/100 Lic'd Drivers	C/100 Pop.
1988	726,605	647,445	1,028,050	4.68	5.25	3.31	6,135	0.84	0.95	0.60
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.56
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,447	0.78	0.85	0.54
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.54
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,459	0.77	0.85	0.54
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.56
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,753	0.82	0.89	0.57
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.51
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.47
1997	715,819	658,972	1,018,067	3.58	3.89	2.52	5,258	0.73	0.80	0.52
1998	715,381	662,810	1,017,506	3.64	3.93	2.56	5,089	0.71	0.77	0.50
1999	712,541	667,379	1,014,707	3.73	3.98	2.62	5,626	0.79	0.84	0.55
2000	716,723	666,266	1,007,767	3.90	4.19	2.77	5,580	0.78	0.84	0.55
2001	713,000	665,760	1,000,134	3.88	4.16	2.77	5,051	0.71	0.76	0.51
2002	721,999	666,374	995,886	3.33	3.60	2.41	5,242	0.73	0.79	0.53
2003	731,891	668,572	994,732	2.89	3.16	2.13	5,589	0.76	0.84	0.56
2004	740,554	669,852	994,898	2.97	3.28	2.21	5,508	0.74	0.82	0.55
2005	750,640	674,870	990,044	3.01	3.34	2.28	5,312	0.71	0.79	0.54
2006	761,011	676,733	987,520	3.12	3.51	2.41	5,196	0.68	0.77	0.53
2007	785,341	688,841	996,869	3.34	3.81	2.63	5,148	0.66	0.75	0.52
2008	820,504	712,434	1,013,620	3.46	3.99	2.80	5,275	0.64	0.74	0.52
2009	841,022	711,325	1,029,124	3.64	4.30	2.97	5,175	0.62	0.73	0.50
2010	848,341	721,809	1,049,701	3.39	3.99	2.74	4,903	0.58	0.68	0.47
2011	857,552	735,634	1,033,381	3.46	4.03	2.87	5,304	0.62	0.72	0.51
2012	885,632	762,153	1,089,807	3.41	3.97	2.77	5,718	0.65	0.75	0.52
2013	895,100	778,413	1,122,537	3.55	4.08	2.83	5,408	0.60	0.69	0.48
2014	912,879	790,013	1,147,733	3.03	3.50	2.41	4,548	0.50	0.58	0.40
2015	924,435	797,602	1,148,444	3.02	3.49	2.43	4,309	0.47	0.54	0.38
2016	929,001	806,720	1,158,339	3.12	3.60	2.50	4,417	0.48	0.55	0.38
2017	930,326	813,878	1,161,240	3.12	3.57	2.50	3,545	0.38	0.44	0.31
2018	929,924	817,204	1,168,423	3.12	3.55	2.49	3,160	0.34	0.39	0.27
2019	931,637	818,820	1,174,462	3.10	3.53	2.46	3,200	0.34	0.39	0.27
2020	930,547	824,271	1,180,501	2.61	2.94	2.05	2,768	0.30	0.34	0.23
2021	946,366	832,322	1,186,308	2.58	2.93	2.06	3,547	0.37	0.43	0.30
2022	947,825	843,350	1,188,338	3.16	3.56	2.52	4,391	0.46	0.52	0.37
2023	960,689	852,322	1,225,493	2.94	3.31	2.30	4,118	0.43	0.48	0.34

* Effective January 1, 2010, the damage threshold for recording property damage only collisions from SGI's claims system into TAIS was increased from \$1,000 to \$5,000. This change resulted in a significant decrease of property damage only collisions entered into TAIS. For consistency, this threshold change was also applied to previous years of data shown in this publication to allow for comparison.

The current TAIS system only contains data back to 1988.

** Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (type 50-61).

Appendix A 2


MOTOR VEHICLE ACCIDENT REPORT FORM


PAGE _____ OF _____ **1570106**

GENERAL	ACCIDENT CASE NO. 1570106	REPORT TYPE 1. ORIGINAL 2. CONTINUATION 3. AMENDMENT	ORIGINAL ACCIDENT CASE NO.	REPORT STATUS 1. COMPLETE 2. INCOMPLETE 3. INCOMPLETE - HIT AND RUN 4. INCOMPLETE - OTHER	ACCIDENT SEVERITY 1. PROPERTY DAMAGE 2. PERSONAL INJURY 3. FATAL	POLICE FILE NUMBER		
	DATE OF ACCIDENT YEAR MONTH DAY	TIME (24 HOURS) HRS. MIN.	NUMBER OF VEHICLES	NUMBER INJURED	NUMBER KILLED	SCENE VISITED 1. YES 2. NO	LEGAL SPEED ADVISORY SPEED	TIME REPORTED MONTH DAY HOURS MIN.
	POLICE JURISDICTION		OWNER OF OTHER PROPERTY		TOTAL ESTIMATED DAMAGES 1. LESS THAN \$1,000 (NOT REPORTABLE WITHOUT SALARIES OR DEATHS) 2. \$1,000 TO \$5,000 3. \$5,001 TO \$10,000 4. \$10,001 TO \$20,000 5. \$20,001 TO \$50,000 6. \$50,001 TO \$100,000 7. \$100,001 TO \$200,000 8. OVER \$200,000			
	ROAD AUTHORITY		URBAN LOCATION				URBAN GRID	
	URBAN MUNICIPALITY 01. STREET 02. LANE / BACK ALLEY		STREET 1		BLOCK ADDRESS			
	PROVINCIAL HIGHWAYS 03. RURAL / URBAN HIGHWAY 04. PROVINCIAL ROAD (PRO SERIES) 05. COMMUNITY ACCESS, SERVICE ROAD / OTHER		HIGHWAY LOCATION		AT KILOMETRE			
	RURAL MUNICIPALITIES 06. DESIGNATED GRID ROAD 07. RURAL MUNICIPAL ROAD		RURAL LOCATION		TOWNSHIP RANGE MER			
	OTHER ROAD AUTHORITIES 08. PRIVATE LAND / PARKING LOT 09. FIRST NATIONS, (GRID OR MUNICIPAL ROAD) 10. NORTHERN FOREST ROADS 11. FEDERAL / PROVINCIAL LANDS 12. NOT KNOWN		LOCATION DESCRIPTION				LATITUDE	GPS READING
	DRIVER LICENCE NO.		CLASS		DRIVER LICENCE NO.		CLASS	
	DRIVER NAME GIVEN		DRIVER NAME LAST		DRIVER NAME GIVEN		DRIVER NAME LAST	
	ADDRESS		ADDRESS		ADDRESS		ADDRESS	
	CITY		CITY		CITY		CITY	
	PROVINCE		PROVINCE		PROVINCE		PROVINCE	
	PHONE NO.		PHONE NO.		PHONE NO.		PHONE NO.	
	DATE OF BIRTH		DATE OF BIRTH		DATE OF BIRTH		DATE OF BIRTH	
	SEX		SEX		SEX		SEX	
	REVENUE REPORT SUBMITTED		REVENUE REPORT SUBMITTED		REVENUE REPORT SUBMITTED		REVENUE REPORT SUBMITTED	
	LICENCE CLASS		LICENCE CLASS		LICENCE CLASS		LICENCE CLASS	
	LICENCE PLATE NO.		LICENCE PLATE NO.		LICENCE PLATE NO.		LICENCE PLATE NO.	
	YEAR		YEAR		YEAR		YEAR	
	COLOUR CODE		COLOUR CODE		COLOUR CODE		COLOUR CODE	
	OWNER NAME		OWNER NAME		OWNER NAME		OWNER NAME	
	VEHICLE MAKE		VEHICLE MAKE		VEHICLE MAKE		VEHICLE MAKE	
	STREET		STREET		STREET		STREET	
	CITY		CITY		CITY		CITY	
	PROVINCE		PROVINCE		PROVINCE		PROVINCE	
	PHONE		PHONE		PHONE		PHONE	
	INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)		INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)		INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)		INSURANCE COMPANY NAME (OUT OF PROVINCE ONLY)	
	TOTAL NO. OF AXLES		TOTAL NO. OF AXLES		TOTAL NO. OF AXLES		TOTAL NO. OF AXLES	
	ADDRESS		ADDRESS		ADDRESS		ADDRESS	
	DIRECTION OF TRAVEL		DIRECTION OF TRAVEL		DIRECTION OF TRAVEL		DIRECTION OF TRAVEL	
	TRAILER NO. 1		TRAILER NO. 1		TRAILER NO. 1		TRAILER NO. 1	
	OWNER NAME		OWNER NAME		OWNER NAME		OWNER NAME	
	LICENCE PLATE NO.		LICENCE PLATE NO.		LICENCE PLATE NO.		LICENCE PLATE NO.	
	OWNER ADDRESS		OWNER ADDRESS		OWNER ADDRESS		OWNER ADDRESS	
	PROVINCE		PROVINCE		PROVINCE		PROVINCE	
	TRAILER NO. 2		TRAILER NO. 2		TRAILER NO. 2		TRAILER NO. 2	
	OWNER NAME		OWNER NAME		OWNER NAME		OWNER NAME	
	LICENCE PLATE NO.		LICENCE PLATE NO.		LICENCE PLATE NO.		LICENCE PLATE NO.	
	OWNER ADDRESS		OWNER ADDRESS		OWNER ADDRESS		OWNER ADDRESS	
	PROVINCE		PROVINCE		PROVINCE		PROVINCE	
	INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)		INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)		INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)		INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)	
	DESCRIPTION OF ACCIDENT		ACCIDENT CONFIGURATION					
	SINGLE VEHICLE		MULTI VEHICLE					
	ROADWAY		ROADWAY					
	DIRECTION OF TRAVEL		DIRECTION OF TRAVEL					
	TRAILER NO. 1		TRAILER NO. 1					
	OWNER NAME		OWNER NAME					
	LICENCE PLATE NO.		LICENCE PLATE NO.					
	OWNER ADDRESS		OWNER ADDRESS					
	PROVINCE		PROVINCE					
	TRAILER NO. 2		TRAILER NO. 2					
	OWNER NAME		OWNER NAME					
	LICENCE PLATE NO.		LICENCE PLATE NO.					
	OWNER ADDRESS		OWNER ADDRESS					
	PROVINCE		PROVINCE					
	INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)		INSURANCE COMPANY NAME / LOCATION (OUT OF PROVINCE ONLY)					
	REPORT COMPLETED BY: OFFICER'S NAME AND RANK (PLEASE PRINT)		ENFORCEMENT AGENCY			CHECKED BY AND DATE SUBMITTED		

SGIII COPY

DATA BUSINESS FORMS 88009961

Appendix A 3.1

LIGHTING Natural 1. Daylight 2. Dark 3. Dusk 4. Dawn		Artificial 1. No Lighting 2. Lighting Available and Not On 3. Lighting On		Pre Collision Vehicle Action 01. Going Straight Ahead 02. Turning Left 03. Turning Right 04. Making U-Turn 05. Changing Lanes 06. Merging 07. Reversing 08. Overtaking, Passing on Left or Right 09. Slowing or Stopping on the Roadway, (decelerating) 10. Stopped in Traffic (inc. mechanical breakdown) 11. Starting in Traffic, (accelerating) 12. Starting from Parked Position, Leaving Roadside 13. Entering Parked Position, Stopping On Roadside 14. Parked Legally 15. Parked Illegally 99. Other	
Weather Conditions 1. Clear 2. Cloudy 3. Raining 4. Snowing 5. Sleet / Hail / Freezing Rain 6. Fog / Smoke / Smog 7. Drifting Snow / Dust 8. Strong Winds		Road Surface Condition 1. Dry 2. Wet 3. Loose Snow 4. Packed Snow / Ice 5. Loose Gravel or Sand 6. Muddy 7. Slush 8. Fresh Oil		Designated Lane of Travel SEE REVERSE SIDE OF TEMPLATE	
Road Conditions 1. Normal / Good 2. Potholes, Ruts, Bumps 3. Under Construction / Repair 4. Uneven Pavement Surface / Sharp Drop Off 5. Obscured or Faded Pavement Markings		MAJOR CONTRIBUTING FACTORS Human Action 01. Inattentive 02. Distracted 03. Had Been Drinking 04. Impaired 05. Extreme Fatigue 06. Fall Asleep 07. Driver Inexperience / Confusion 08. Lost Consciousness / Other Illness 09. Physical / Medical Disability 10. Drugs (Prescription or Illegal) 11. Defective Eyesight / Hearing 12. Other Human Conditions 21. Fail to yield to the Right of Way 22. Traffic Control Device Disregarded 23. Following too Closely 24. Driving too Fast for Road Conditions 25. Exceeding Speed Limit 26. Turning Improper 27. Passing or Lane Usage Improper 28. Backing Unsafely 29. Fall to Signal 30. Driving Wrong Way in One Way Traffic 31. Taking Evasive Action 32. Careless Driving / Stunting 33. Pedestrian Action Contributed 34. Other Human Action		Vehicle Condition 40. Defective Brakes 41. Defective Lights 42. Defective Exhaust System 43. Load Shifted / Spilled 44. Vehicle Overloaded / Improperly Loaded 45. Defective Steering 46. Defective Suspension / Wheel Failure 47. Defective Tires / Tire Blowout 48. Defective Engine / Power Train / Wiring 49. Jackknife / Trailer Swing 50. View From Vehicle Obstructed 51. Other Vehicle Condition / Defect 52. Lights Not On Environment Conditions 60. Animal Action (Wild) 61. Animal Action (Domestic) 62. Road Condition (Surface or Structure) 63. Excessive Loose Gravel 64. Snow Drift 66. Obstruction / Debris On Roadway 67. View obstructed / Limited Outside The Vehicle 68. Sun Glare 69. Construction Zone 71. Soft or Defective Shoulders 72. Lane Marking Inadequate 73. Traffic Control Device Not Working 74. Weather Conditions 75. Uninvolved Vehicle 76. Uninvolved Pedestrian 77. Other Environmental Condition	
Accident Site 01. Non-Intersection 02. Intersection With Provincial Highway 03. Intersection With Grid / Municipal Road 04. Intersection With Street 05. Intersection With Private Approach, Driveway 06. Intersection With Lane or Alley 07. Railroad Level Crossing 08. Bridge or Overpass 09. Tunnel or Underpass 10. Parking Lot or Parking Garage 11. Passing Lane or Climbing Lane 12. Ramp 13. Off Roadway (Within Right of Way) 14. Other		ROADWAY ALIGNMENT Horizontal Alignment 1. Straight 2. Curved 3. Dead End Vertical Alignment 1. Level or Near Level 2. Steep Incline or Decline 3. Top of Hill (Crest) 4. Bottom of Hill (Sag)		Human Conditions 01. Inattentive 02. Distracted 03. Had Been Drinking 04. Impaired 05. Extreme Fatigue 06. Fall Asleep 07. Driver Inexperience / Confusion 08. Lost Consciousness / Other Illness 09. Physical / Medical Disability 10. Drugs (Prescription or Illegal) 11. Defective Eyesight / Hearing 12. Other Human Conditions Vehicle Condition 40. Defective Brakes 41. Defective Lights 42. Defective Exhaust System 43. Load Shifted / Spilled 44. Vehicle Overloaded / Improperly Loaded 45. Defective Steering 46. Defective Suspension / Wheel Failure 47. Defective Tires / Tire Blowout 48. Defective Engine / Power Train / Wiring 49. Jackknife / Trailer Swing 50. View From Vehicle Obstructed 51. Other Vehicle Condition / Defect 52. Lights Not On No Apparent Contributing Factor 99. Did not cause / Contribute to the Accident	
Road Character 1. Undivided - One Way 2. Undivided - Two Way 3. Divided - Raised Median 4. Divided - With Depressed or Painted Median 5. Other		Vehicle Identification 01. Automobile (passenger car) 02. Pick-up Truck 4500 kg and Under 03. Panel van 4500 kg and under (Includes Mini Van) 04. Trucks over 4500 kg 05. Power Units for Semi-Trailers (Road Tractor) 06. Transit Bus (Urban) 07. Inter City Bus 08. School Bus - Standard Large Type 09. School Bus - Van Type 10. Other Bus - Unspecified / Private 11. Motorcycle 12. Moped / Power Bicycle 13. Bicycle 14. Ambulance / Police / Fire 15. Snowmobile 16. Construction / Maintenance Equipment 17. Unregistered Farm Equipment 18. Off Highway Vehicle (3 or 4 Wheel ATV's) 19. Motorhome 99. Other Vehicle		SEQUENCE OF EVENTS Moveable Objects 01. Another Road Vehicle 02. Animal 03. Pedestrian 04. Railroad Train 05. Other Moveable Object Fixed Objects 20. Approach 21. Traffic Barricade 22. Building / Wall 23. Bridge Structure 24. Crash Cushions / Impact Attenuator 25. Culvert 26. Curbing 27. Delineator Post 28. Ditch Bottom / Back Slope 29. Debris on Roadway 30. Fence 31. Fire Hydrant, Parking Meter, Utility Box 32. Gravel Pile 33. Guard Rail 34. Lamp Support (Traffic Signals, Street Light) 35. Raised Median / Barrier 36. Power / Telephone Pole 37. Rock Face, Rocks on Road 38. Sign Post 39. Snow Bank / Drift 40. Tree / Bush 41. Other Fixed Object Non-Collision Events 50. Ran off Road 51. Overturned 52. Fire / Explosion 53. Submersion 54. Skidding / Sliding / Spinning 55. Load Spill 56. Jack-knife / Trailer Swing 57. Other Non-Collision Event	
Accident Site 01. Non-Intersection 02. Intersection With Provincial Highway 03. Intersection With Grid / Municipal Road 04. Intersection With Street 05. Intersection With Private Approach, Driveway 06. Intersection With Lane or Alley 07. Railroad Level Crossing 08. Bridge or Overpass 09. Tunnel or Underpass 10. Parking Lot or Parking Garage 11. Passing Lane or Climbing Lane 12. Ramp 13. Off Roadway (Within Right of Way) 14. Other		Vehicle Identification 01. Automobile (passenger car) 02. Pick-up Truck 4500 kg and Under 03. Panel van 4500 kg and under (Includes Mini Van) 04. Trucks over 4500 kg 05. Power Units for Semi-Trailers (Road Tractor) 06. Transit Bus (Urban) 07. Inter City Bus 08. School Bus - Standard Large Type 09. School Bus - Van Type 10. Other Bus - Unspecified / Private 11. Motorcycle 12. Moped / Power Bicycle 13. Bicycle 14. Ambulance / Police / Fire 15. Snowmobile 16. Construction / Maintenance Equipment 17. Unregistered Farm Equipment 18. Off Highway Vehicle (3 or 4 Wheel ATV's) 19. Motorhome 99. Other Vehicle		Charges Laid - SEE BACK OF TEMPLATE Vehicle Damage 1. No Visible Damage 2. Light / Superficial Damage 3. Moderate - Unsafe for Further Use 4. Severe - Not Drivable 5. Demolished - Write Off	
Type of Trailer 01. Camper / Holiday Trailer 02. Boat / Other Rec. Trailer 03. Utility / Home Made Trailer 04. Farm Equipment 05. Maintenance / Construction Equipment 06. Towed Motor Vehicle 07. Single Trailer / Tanker (semi) Double Trailer (Semi) Units with Second Trailer Attached By: 08. A Single Hitch Drawbar ("A" Train) 09. A Double Hitch Drawbar ("C" Train) 10. A Fifth Wheel ("B" Train) 11. Overdimensional Vehicle With Escort 12. Other Types of Trailer (Including Triple Trailers)		DANGEROUS GOODS CLASS 0 None Involved 1 Class 1 Explosives 2 Class 2 Compressed Gases 3 Class 3 Flammable Liquids 4 Class 4 Flammable Solids 5 Class 5 Oxidizers & Organic Substances 6 Class 6 Poisonous and Infectious Substances 7 Class 7 Radioactive Material 8 Class 8 Corrosive Substance 9 Class 9 Miscellaneous Substances		Charges Laid - SEE BACK OF TEMPLATE Vehicle Damage 1. No Visible Damage 2. Light / Superficial Damage 3. Moderate - Unsafe for Further Use 4. Severe - Not Drivable 5. Demolished - Write Off	
DANGEROUS GOODS SPILL 1 Yes 2 No		Position In / On Vehicle 1 Driver, Includes Cyclists and Motor Cyclists 2 & 3 Front Seat Passengers and Cyclists Seated Behind Driver 4, 5 & 6 Rear Seat Passengers 7 Occupants in the Load Area of a Truck or Van, Third Seat Passenger in Station Wagons or Vans and all Bus Passengers 8 Persons Riding or Hanging on the Outside of the Vehicle 9 Pedestrians		Sequence of Events 01. Another Road Vehicle 02. Animal 03. Pedestrian 04. Railroad Train 05. Other Moveable Object 20. Approach 21. Traffic Barricade 22. Building / Wall 23. Bridge Structure 24. Crash Cushions / Impact Attenuator 25. Culvert 26. Curbing 27. Delineator Post 28. Ditch Bottom / Back Slope 29. Debris on Roadway 30. Fence 31. Fire Hydrant, Parking Meter, Utility Box 32. Gravel Pile 33. Guard Rail 34. Lamp Support (Traffic Signals, Street Light) 35. Raised Median / Barrier 36. Power / Telephone Pole 37. Rock Face, Rocks on Road 38. Sign Post 39. Snow Bank / Drift 40. Tree / Bush 41. Other Fixed Object 50. Ran off Road 51. Overturned 52. Fire / Explosion 53. Submersion 54. Skidding / Sliding / Spinning 55. Load Spill 56. Jack-knife / Trailer Swing 57. Other Non-Collision Event	
Safety Equipment 1. Lap or Lap and Shoulder Belt 2. Lap and Shoulder Belt With Air Bags 3. Child Restraint, Rear Facing 4. Child Restraint, Front Facing With Tether Straps 5. Child Restraint, Front Facing Without Tether Straps 6. Child Booster Seat 7. Helmets Worn 8. Safety Equipment Not Used or Improperly Used		Injury Region 0. No Injury 1. Head 2. Neck 3. Face 4. Chest 5. Extremities 6. Back 7. Abdomen / Pelvis 8. Entire Body		Injury Code 0. Not Injured 1. Minor 2. Moderate 3. Non-incapacitating 4. Major-incapacitating 5. Fatal - (death within 30 days)	
Injury Treatment 0. Not Injured 1. Minor-None Required 2. Treated at Scene 3. Transported to Hospital / Clinic		Vehicle Occupant Ejection 1. Not Ejected 2. Ejected 3. Partially Ejected 4. Not a Vehicle Occupant (pedestrians and cyclists)		Special Studies 66 67 Name of Victims Injured or Killed (last name, given names)	
Age 20 21 22 23 24 25 26 27 28 29 30		Sex M F		Which Vehicle Occupied 01. Driver 02. Front Seat Passenger 03. Rear Seat Passenger 04. Load Area 05. Outside Vehicle 06. Pedestrian	

Appendix A 3.2

DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

MULTI LANE

SINGLE LANE

TWO WAY TRAFFIC

MULTI LANE

SINGLE LANE

INTERSECTIONS

Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Province / State Codes

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An "X" can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one "x" at the beginning of the section will be sufficient.

Glossary

Police-Reported Motor Vehicle Collision	Police agencies are required to investigate and complete a motor vehicle collision report for all collisions that involve bodily injury or death, a hit and run, an out-of-province or unregistered vehicle, an impaired driver (by alcohol or drugs) and collisions where a motor vehicle must be towed from the scene.
Motor Vehicle Collisions Captured By Claims	An incident that has not been reported by police that involves one or more motor vehicles in transport, and results in personal injury or a minimum of \$5,000 in property damage, not including damage to cargo.
Incident	Any set of motor vehicle events, not under human control, that includes at least one occurrence of injury or damage. It originates when human control of the vehicle 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. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.
Motor Vehicle	Any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.
In Transport	A vehicle that is in motion or being operated on a roadway. This includes harm to property that reduces the monetary value of that property and harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.
Public 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 motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.
Snowmobiles and Off-Road Vehicles	Collisions involving snowmobiles and off-road vehicles that occur within the right of way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.
Road Authority	The jurisdiction responsible for the general maintenance and traffic safety of the road.
Urban Streets	Any street, lane or back alley within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway. Street: Any public road of an urban street system under the maintenance or jurisdiction of a municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made. Lane/Back Alley: Any alley or lane within an urban area intended for use by the public and maintained by the local government.

Provincial Highways	<p>Any rural/urban highway, provincial road, community access or service road, or other highway as described below.</p> <p>Rural/Urban Highway: Any numbered provincial highway in a rural or urban area with a population less than 1,000 that is maintained by the Saskatchewan Ministry of Highways and Infrastructure, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).</p> <p>Provincial Roads (900 series highways): Any public highway with a highway number greater than 900.</p> <p>Community Access, Service Road/Other: Roads built and maintained by Saskatchewan Ministry of Highways and Infrastructure providing access to communities, industrial plants and/or land parcels.</p>
Rural Roads	<p>Any designated grid, municipal or other road as defined below.</p> <p>Designated Grid Road: A municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09).</p> <p>Municipal/Other Rural Road: Any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).</p>
Other Roads	<p>Any location not identified under urban, highway or rural road locations.</p> <p>First Nations Grid or Municipal Road: Any public road within a First Nations boundary, other than a provincial highway, serving as an access or internal road for a First Nation.</p> <p>Northern Forest Road: Roads in forested areas built and maintained with the primary intent of providing access to forestry operations.</p> <p>Federal/Provincial Lands: Any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land, such as parks, federal community pastures, etc.</p> <p>Not Known: This code is intended for use only when a general location is definitely not known.</p>
Private Property	<p>Privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Collisions coded to this road authority are not recorded in TAIS.</p>
Property Damage Only Collision (PDO)	<p>A police attended motor vehicle collision with no personal injury or death.</p> <p>Or</p> <p>A collision damage claim that was not reported to police with over \$5,000 in total damage and no personal injury or deaths.</p>

Injury Collision	A motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.
Fatal Collision	A motor vehicle collision resulting in death within 30 days to one or more involved persons.
Impaired	A person with a blood alcohol content exceeding the legal limit or has drugs present in his/her system at the time of the collision
Had Been Drinking	A person that had consumed alcohol but has blood alcohol content less than the legal limit.
Major Contributing Factors	Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

Due to differences in reporting definitions, the number of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the TAIS only when personal injuries are sustained, police attend the accident or a property damage claim is above \$5,000, whereas a collision claim may occur for any amount of property damage over the applicable deductible.

Private property and parking lot collisions, as well as deliberate acts of vandalism or natural causes, are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of July 31, 2024. Since TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

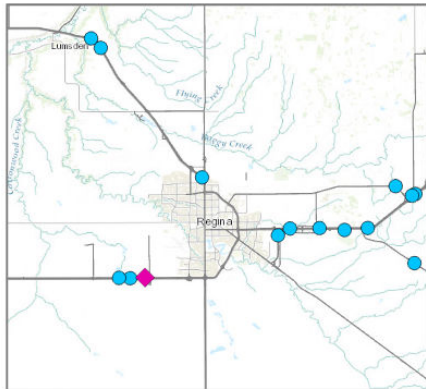
Speed-Related Casualty Collisions On Provincial Highways (2021-2023)



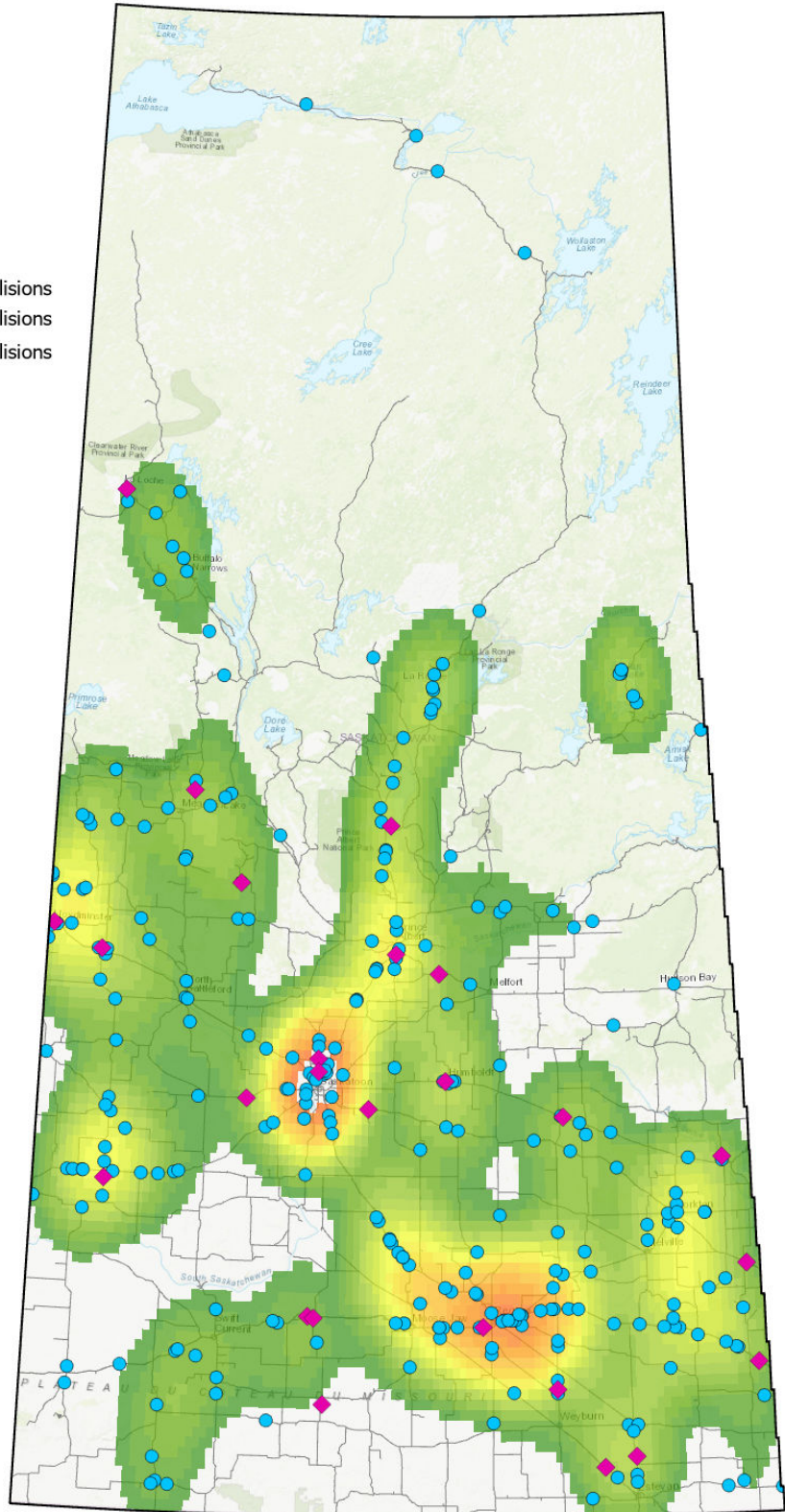
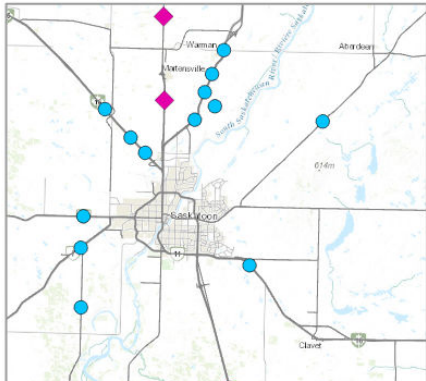
Legend

- ◆ **Fatalities**
 - *2021 - 8 Killed in 8 Fatal Collisions
 - *2022 - 11 Killed in 9 Fatal Collisions
 - *2023 - 8 Killed in 8 Fatal Collisions
- **Injuries**
 - *2021 - 151 Injured in 112 Casualty Collisions
 - *2022 - 199 Injured in 133 Casualty Collisions
 - *2023 - 179 Injured in 114 Casualty Collisions
- Provincial Highways
- Very Low Number of Collisions
- Low Number of Collisions
- Medium Number of Collisions
- High Number of Collisions
- Very High Number of Collisions

Regina Area



Saskatoon Area



Created By: GeoTAIS,
Traffic Safety Program Evaluation
Data: 2021-2023

Find A Safe, Ride



For more information, contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Regina Operations Centre
5104 Donnelly Cres.
P.O. Box 1580
Regina, SK S4P 3C4

Toll free: 1-844-855-2744 ext. 6209
Fax: 306-352-3154
Email: mzhang@sgi.sk.ca
Website: www.sgi.sk.ca
Published by authority of the
Saskatchewan Auto Fund, SGI