

MANITOBA PUBLIC INSURANCE

2022

TRAFFIC COLLISION STATISTICS REPORT

EXECUTIVE SUMMARY

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MANITOBA
PUBLIC INSURANCE

SOCIÉTÉ D'ASSURANCE
PUBLIQUE DU MANITOBA

Preface

Motor vehicle collisions resulting in a fatality, injury or property damage are required by law to be reported to either a law enforcement agency and/or to Manitoba Public Insurance. Subsequently, a Traffic Accident Report (TAR) for the collision is created. The Traffic Collision Statistics Report (TCSR) deals with these reportable collisions and the TARs arising from them.

The TCSR is the official report of traffic collision statistics in Manitoba. It reports the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions helps policy makers, traffic safety experts, public safety programmers and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

Annual collision statistics, such as those contained in the Traffic Collision Statistics Report, are used to:

- Indicate trends;
- Identify driver and vehicle factors in accidents;
- Evaluate current programs and new provincial road safety initiatives;
- Monitor commercial vehicle collisions in accordance with the National Safety Code; and
- Guide development of new policies and programs to reduce the frequency and severity of traffic collisions in the province.

2022 Traffic Collision Statistics Report – Executive Summary

Motor vehicle collisions resulting in a fatality, injury or property damage only are required by law to be reported to either a law enforcement agency and/or to Manitoba Public Insurance. The collision incidents reported through the claim registration process with Manitoba Public Insurance form the basis for the overall population of collisions that Traffic Accident Reports (TARs) could be drawn from. To be consistent with jurisdictions across Canada and in compliance with reporting standards for the National Collision Database (NCDB) maintained by Transport Canada, a “reportable collision” definition is applied as a filter to these collision incidents. It is these TAR reportable collisions that are the primary focus of this Traffic Collision Statistics Report.

The TAR reportable collision definition, for inclusion in the NCDB, includes that the crash:

- Occurred on a public roadway in Manitoba,
 - Excluding crashes occurring in parking lots, on private property, crashes occurring off road, and crashes on First Nation roadways
 - Including crashes involving non-Manitoba residents (due to the incident occurring in MB)
- Involved some injury (following the NCDB injury definitions) or fatality,
 - Excluding crashes where death was due to natural causes, homicide, or suicide
 - Excluding where the death occurred greater than 30 days after crash
- Has property damage in excess of \$2,000 (combined for all parties involved) if no injury or fatality occurred.

The Traffic Collision Statistics Report is the official report of traffic collision statistics in Manitoba. It reports the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions helps policy makers, traffic safety experts, public safety programmers and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

Due to amendments to the *Highway Traffic Act* that took effect in 2011, this report uses two sources for Traffic Accident Reports (TARs); TARs completed by a law enforcement agency and TARs completed when a collision

claim is registered with Manitoba Public Insurance. This change resulted in an increase in minimal injury and property damage only (PDO) collisions in the Traffic Accident Report Database that had previously been underreported.

The following is a presentation of the key highlights of this report for 2022.

Licensed Drivers and Vehicle Registrations

There were 967,093 licensed drivers in Manitoba in 2022, an increase of 1% compared to 2021.

Overall, there were 1,182,792 vehicles registered in Manitoba (commercial and non-commercial combined) in 2022, a 2% increase from 2021.

Traffic Collisions

In 2022, there were 103,066 collision incidents reported with Manitoba Public Insurance. After a “reportable collision” definition was applied as a filter to these collision incidents, there were a total of 56,702 traffic collisions that conformed to the reportable collision requirement for Traffic Accident Reports. Of these:

- 90 involved a fatality (0.2% of all collisions);
- 6,955 involved an injury, but not a fatality (12% of all collisions); and
- 49,657 involved property damage only (88% of all collisions).

Overall, traffic collisions in Manitoba increased by 25% in 2022, compared to 2021, and by 14% compared to the previous five-year annual average (2017 to 2021). The year 2022 was the first year without significant pandemic restrictions since the onset of the Covid-19 pandemic. There were 56,702 collisions in 2022, up from 45,361 collisions in 2021, and the 49,606 on average in the five-year period 2017 to 2021. The increase in collisions in 2022, compared to 2021, was observed at all three levels of collision severity: 23 more fatal collisions, 1,008 more injury collisions, and 10,310 more PDO collisions (representing proportional changes of 34%, 17%, and 26%, respectively).

People Killed and Injured in Collisions

In 2022, there were 8,775 victims of traffic collisions. Of these:

- 95 were killed (27% more than the five-year average).
- 241 were seriously injured (36% fewer than the five-year average).
- 1,299 sustained minor injuries (20% fewer than the five-year average).
- 7,088 sustained minimal injuries (12% fewer than the five-year average).
- 52 sustained injuries of undefined severity (61% fewer than the five-year average).

The victim involvement rate (per 100,000 people in the general population) in traffic collisions in 2022 (614.5) increased by nearly 13%, compared to 2021 (543.9) ¹, although decreased by 18% compared with the previous five year (2017 to 2021) annual average (746.6). The trend varies slightly by level of severity:

- Victims killed: 6.7 in 2022 – 19% higher than in 2021, and 22% higher than the previous five-year average.
- Victims injured (including all levels of severity but excluding killed): 607.8 in 2022 – 13% higher than in 2021, but 18% lower than the previous five-year average.

¹ Note: 2021 victim involvement rates were revised due to a correction to Manitoba’s 2021 population count. At the time of preparing the 2021 TCSR, the Manitoba Health Annual Statistics Report was delayed; resulting in the use of alternate population estimates produced by Statistics Canada. The following report tables are impacted: 5-2, 5-9, 6-2, and 6-7.

In 2022, traffic collisions in urban locations continued to account for the majority of all traffic victims (85% of all victims), while rural locations accounted for more people killed (59% of all fatalities). These trends remained in line with the previous five-year averages.

In 2022, the proportional distribution of Manitoba's traffic victims by month of occurrence returned to pre-Covid years:

- Pre-Covid (average of 2016-2019), the monthly distribution of total victims was higher for January and February (12%, 10% respectively) than in other months, and likewise slightly higher for October, November, and December (9%, 9%, 11% respectively). It was lowest for April (6%).
- Peak-Covid years (2020 and 2021) resulted in a comparatively irregular monthly distribution.
- By 2022, the monthly distribution of traffic casualties returned to pre-Covid levels.

Considering people killed and seriously injured in Manitoba traffic collisions in 2022:

- Drivers accounted for the largest proportion of people killed (60%) and seriously injured (just over 60%).
- Passengers accounted for nearly 17% of people killed and 19% of people seriously injured.
- Pedestrians accounted for 20% of people killed and 9% of people seriously injured.
- Motorcyclists (motorcycle and moped riders combined) accounted for 2% of people killed and 9% of people seriously injured.
- Bicyclists accounted for 1% of people killed and 3% of people seriously injured.

In 2022, most victims in Manitoba traffic collisions were using safety equipment (mainly seatbelts) at the time of the collision (98%). However, only two-thirds of those killed were using equipment at the time of the collision (where use/non-use was discernable). Not buckling up continues to be a contributing factor in roughly four in 10 traffic fatalities in Manitoba.

Drivers and Vehicles Involved in Collisions

In 2022, there were 70,219 drivers involved in traffic collisions. Of these:

- 127 were involved in fatal collisions.
- 11,609 were involved in injury collisions.
- 58,483 were involved in PDO collisions.

The driver involvement rate (per 10,000 licensed drivers) in traffic collisions in 2022 was 726.1, an increase of 24% from the 2021 rate (587.1) and an increase of 7% from the previous five-year (2017 to 2021) annual average (677.3). Changes in driver involvement in 2022 by level of crash severity:

- Fatal collisions (1.3) increased slightly from 2021 (1.0) and the previous five-year average (1.0).
- Injury collisions (120.0) increased by 16% from 2021 (103.7) but decreased by 17% from the previous five-year average (144.0).
- PDO collisions (604.7) increased by 25% from 2021 (482.3) and increased by 14% from the previous five-year average.

In 2022, there are 73,986 vehicles involved in traffic collisions. Of these:

- 129 were involved in fatal collisions.
- 11,754 were involved in injury collisions.
- 62,103 were involved in PDO collisions.

Vehicle involvement in traffic collisions per 10,000 registered vehicles (vehicle involvement rate) increased in 2022 compared to both 2021 and the previous five-year annual average. The vehicle involvement rate in collisions in 2022 for:

- Total collisions (758.3) increased by 23% from 2021 (615.0) and 5% when compared to the five-year average (721.5).
- Fatal collisions (1.3) increased by 24% from 2021 (1.1) and 22% when compared to the five-year average (1.1).
- Injury collisions (20.5) increased by 15% from 2021 (104.8) but was 18% lower than the five-year average (147.6).
- PDO collisions (636.5) increased by 25% from 2021 (509.1) and by 11% when compared to the five-year average (572.9).

The reader should note that neither the count of drivers or vehicles involved in collisions, nor the calculated rate of involvement takes into account exposure to risk in terms of hours of driving, kilometres driven or driving situations.

Contributing Factors to Collisions

In 2022, 52% of all collisions had some at-fault contributing factor recorded (84% of fatal collisions; 69% of injury collisions; 50% of PDO collisions). In 2022:

- A driver action was a contributing factor in 45% of all collisions (72% of fatal collisions; 66% of injury collisions; 42% of PDO collisions).
- A human condition was a contributing factor in 0.3% of all collisions (22% of fatal collisions; 0.9% of injury collisions; 0.2% of PDO collisions).
- Environmental conditions were contributing factors in 10% of all collisions (12% of fatal collisions; 7% of injury collisions; 11% of PDO collisions).

The most prevalent **contributing factors recorded for collisions** in 2022 included:

- Distracted driving – 20% of all collisions (41% fatal; 28% injury; 19% PDO).
- “Following too closely” – nearly 7% of all collisions (3% fatal; 15% injury; 6% PDO).
- “Backing unsafely” – 6% of all collisions (0% fatal; 2% injury; 6% PDO).
- Action(s) of a wild animal – 5% of all collisions (0% fatal; 1% injury; 6% PDO).
- Speed – 5% of all collisions (28% fatal; 7% injury; 5% PDO).
- “Turning improperly” – 3% of all collisions (2% fatal; 7% injury; 3% PDO).
- “Fail to yield right-of-way” – 3% of all collisions (7% fatal; 6% injury; 2% PDO).
- “Changing lanes improperly” – 3% of all collisions (1% fatal; 3% injury; 3% PDO).
- “Slippery road surface” – 3% of all collisions (6% fatal; 4% injury; 3% PDO).
- “Lost control/Drive off the road” – 2% of all collisions (6% fatal; 2% injury; 2% PDO).

The most prevalent factors for victims **killed or seriously injured** in 2022 were:

- Distracted driving – 41% of people killed and 37% of people seriously injured.
- Speed – 26% of people killed and 9% of people seriously injured.
- Impairment – 17% of people killed and 3% of people seriously injured.
- “Fail to yield right-of-way” – 6% of people killed and < 1% of people seriously injured.
- “Lost control/Drive off the road” – 5% of people killed and 6% of people seriously injured.
- “Weather” – 4% of people killed and 1% of people seriously injured.
- “Slippery road surface” – 4% of people killed and 1% of people seriously injured.
- “Lost consciousness” or “medical disability” – 4% of people killed and 2% of people seriously injured.
- “Turning improperly” – 3% of people killed and 7% of people seriously injured.

- “Following too closely” – 3% of people killed and 3% of people seriously injured.
- “Pedestrian error/confusion” – 3% of people killed and 2% of people seriously injured.
- “Snow drift” - 3% of people killed and 1% of people seriously injured.

The following sections of data are provided as consolidated tables. Section themes remain the same as the previous year’s report.

Section 1 – Drivers, Vehicle and Collision Rates: Historical Trends: This section calculates involvement rates for total collisions as well as for fatal, injury, and property damage only (PDO) collisions using licensed drivers and vehicles registered for the years 2012 to 2022, inclusive. This section also deals with relative involvement rates of drivers by specific age groups.

Section 2 – Licensed Drivers: This section deals with Active and Suspended Drivers by specific Age Groups, Gender and Manitoba Licence Class.

Section 3 – Vehicle Registrations: This section deals with vehicle registrations and examines these by three major categories: Commercial; Non-commercial; and Snowmobiles (Recreational).

Section 4 – Traffic Collisions: This section counts the number of collisions in Manitoba and provides detail for collisions of different severity; fatal, injury and property damage only (PDO). Historical information regarding the number of collisions, victims, vehicles and drivers involved in collisions over the ten-year period 2012 to 2021 is presented, along with the previous five-year average (2017 to 2021) for comparison against 2022. Details are provided for 2022 traffic collisions in terms of the month of occurrence, day of the week, time of day, weather and road conditions, location and type of collision.

Section 5 – Collision Victims: This section counts the number of victims killed and injured in traffic collisions and examines the severity of the injury received by the victim. Month, time and day of occurrences are examined, as well as the age of the victim. Victim involvement rates in traffic collisions per 100,000 people in the general population are also calculated.

Section 6 – Pedestrian Victims: This section counts the number of pedestrian victims killed and injured in traffic collisions and examines the severity of the injury received by the pedestrian victim. Month, time and day of occurrence are examined, and breaks are provided for the age of the pedestrian. The specific pedestrian actions taken immediately prior to the collision are also presented. Pedestrian involvement rates in traffic collisions per 100,000 people in the general population are also calculated.

Section 7 – Vehicle Involvement: This section counts the number of vehicles involved in traffic collisions. Vehicle involvement in a collision is calculated for each vehicle type (such as passenger vehicles, vans, pick-up trucks, types of emergency vehicles). Vehicle involvement rates in traffic collisions per 10,000 registered vehicles are also calculated.

Section 8 – Driver Involvement: This section counts the number of drivers involved in traffic collisions and breaks this down by age and gender of the driver. Driver involvement rates in traffic collisions per 10,000 licensed drivers are also detailed.

Section 9 – Contributing Factors: This section examines the contributing factors to traffic collisions as reported on the Traffic Accident Report (TAR). Detail is provided at the collision level and for collision severity, at the victim level and for victims of each casualty type, and at the driver level by collision severity. Driver involvement rates (per 10,000 licensed drivers) in collisions with specific contributing factors are calculated and discussed.

Section 10 – National Safety Code Monitoring Report: This section counts the number of commercial vehicles involved in collisions, the severity of those collisions and the victims killed and injured in those collisions.

2022 Traffic Collision Statistics Report

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Table 1-1
Fatal, Injury, and Property Damage Collisions by Total Licensed Drivers: 2012 to 2022

Year	Licensed Drivers*	Collision Incidents from Claims*	Total TAR Reportable Collisions	TAR Collisions /10,000 Drivers	Total Fatal	Fatal /10,000 Drivers	Total Injury	Injury /10,000 Drivers	Total PDO	PDO /10,000 Drivers
2012	838,481	99,590	38,972	464.8	89	1.1	8,280	98.8	30,603	365.0
2013	855,791	108,220	41,819	488.7	69	0.8	8,729	102.0	33,021	385.9
2014	869,239	104,750	40,672	467.9	64	0.7	9,023	103.8	31,585	363.4
2015	881,338	97,209	41,548	471.4	69	0.8	9,127	103.6	32,352	367.1
2016	895,880	102,185	45,316	505.8	96	1.1	9,582	107.0	35,638	397.8
2017	905,365	105,261	51,844	572.6	65	0.7	9,691	107.0	42,088	464.9
2018	920,414	101,055	51,732	562.1	65	0.7	9,325	101.3	42,342	460.0
2019	933,128	103,493	54,755	586.8	68	0.7	8,992	96.4	45,695	489.7
2020	941,031	80,369	44,339	471.2	70	0.7	5,667	60.2	38,602	410.2
2021	957,935	83,431	45,361	473.5	67	0.7	5,947	62.1	39,347	410.7
2022	967,093	103,066	56,702	586.3	90	0.9	6,955	71.9	49,657	513.5
2017-2021 Average	931,575	94,722	49,606	532.5	67	0.7	7,924	85.1	41,615	446.7

*Note: The above 'Collision Incidents from Claims' come from a separate query made in MPI's claims database; values are continually updated and are as of August 6, 2024. These are the collisions which specifically occurred in Manitoba and involved a registered Manitoba vehicle or driver, as reported to MPI for the purpose of submitting an MPI claim, no matter the value of any payout for those claims. These collisions took place in a variety of locations, including public roadways, back lanes, parking lots, private property, and First Nation roads. These criteria are notably different than the criteria for the 'Reportable TAR Collisions' in the National Collision Database (NCDB) and Traffic Collision Statistics Report, defined in the Executive Summary of this report.

Note: The 2021 counts are 5-month averages of August to December, due to inaccurate counts from January to July 2021.

Table 1-2
Percentage Change Year-Over-Year in Relative Involvement Rate
(per 10,000 Licensed Drivers) in Fatal, Injury, and PDO Collisions: 2012 to 2022

Year	Collisions /10,000 Drivers	% change to previous year	Fatal /10,000 Drivers	% change to previous year	Injury /10,000 Drivers	% change to previous year	PDO /10,000 Drivers	% change to previous year
2012	464.8	-	1.1	-	98.8	-	365.0	-
2013	488.7	5.1%	0.8	-24.0%	102.0	3.3%	385.9	5.7%
2014	467.9	-4.2%	0.7	-8.7%	103.8	1.8%	363.4	-5.8%
2015	471.4	0.8%	0.8	6.3%	103.6	-0.2%	367.1	1.0%
2016	505.8	7.3%	1.1	36.9%	107.0	3.3%	397.8	8.4%
2017	572.6	13.2%	0.7	-33.0%	107.0	0.1%	464.9	16.9%
2018	562.1	-1.8%	0.7	-1.6%	101.3	-5.3%	460.0	-1.0%
2019	586.8	4.4%	0.7	3.2%	96.4	-4.9%	489.7	6.4%
2020	471.2	-19.7%	0.7	2.1%	60.2	-37.5%	410.2	-16.2%
2021	473.5	0.5%	0.7	-6.0%	62.1	3.1%	410.7	0.1%
2022	586.3	23.8%	0.9	33.1%	71.9	15.8%	513.5	25.0%
2017-2021 Average*	532.5	10.1%	0.7	29.4%	85.1	-15.5%	446.7	14.9%

* "% change" in this line compares the current year to the 5-year average

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Table 1-3
Fatal, Injury, and Property Damage Collisions by Vehicles Registered: 2012 to 2022

Year	Vehicles Registered*	Total Collisions	Collisions /10,000 Vehicles	Total Fatal	Fatal /10,000 Vehicles	Total Injury	Injury /10,000 Vehicles	Total PDO	PDO /10,000 Vehicles
2012	826,591	38,972	471.5	89	1.1	8,280	100.2	30,603	370.2
2013	839,723	41,819	498.0	69	0.8	8,729	104.0	33,021	393.2
2014	854,464	40,672	476.0	64	0.7	9,023	105.6	31,585	369.6
2015	867,827	41,548	478.8	69	0.8	9,127	105.2	32,352	372.8
2016	881,581	45,316	514.0	96	1.1	9,582	108.7	35,638	404.3
2017	892,831	51,844	580.7	65	0.7	9,691	108.5	42,088	471.4
2018	906,520	51,732	570.7	65	0.7	9,325	102.9	42,342	467.1
2019	917,435	54,755	596.8	68	0.7	8,992	98.0	45,695	498.1
2020	934,490	44,339	474.5	70	0.7	5,667	60.6	38,602	413.1
2021	961,710	45,361	471.7	67	0.7	5,947	61.8	39,347	409.1
2022	975,640	56,702	581.2	90	0.9	6,955	71.3	49,657	509.0
2017-2021 Average	922,597	49,606	537.7	67	0.7	7,924	85.9	41,615	451.1

*Vehicles registered exclude off-road vehicles, non-commercial snow vehicles, non-commercial trailers, non-farm tractors and PSV trailers.

Table 1-4
Involvement (Total Collisions) /10,000 Licensed Drivers by Age Group: 2012 to 2022








Age Group	Year											2017-2021 Average
	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
16-19	1,095.7	1,068.3	982.5	969.1	993.0	1,051.9	931.2	911.9	754.5	778.9	841.4	888.1
20-24	1,114.4	1,121.0	1,059.8	1,035.3	1,079.7	1,135.5	1,058.0	1,065.1	826.0	887.1	1,034.7	992.3
25-34	860.0	920.8	871.5	826.0	867.5	914.3	865.9	884.1	699.1	718.8	878.6	815.4
35-44	741.6	811.3	777.2	736.8	779.1	842.5	803.2	840.9	635.4	645.4	835.3	751.2
45-54	645.0	698.4	668.6	652.7	696.0	742.8	726.9	779.1	596.0	604.3	756.4	690.6
55-64	529.8	554.4	540.4	519.3	551.0	575.4	582.3	609.8	476.4	480.5	612.9	544.6
65-74	416.9	458.1	441.2	414.2	447.5	479.7	467.1	482.6	358.4	372.7	469.2	429.4
75+	342.7	353.4	331.7	332.2	333.9	355.7	357.6	362.2	262.9	250.6	332.1	315.2

Section 2: Licensed Drivers

2022 Traffic Collision Statistics Report: Consolidated Tables

Chart 2-1
Class Licence System Quick Reference Chart

The Class Licence System

Manitoba Licence Class	Allows the Licence Holder to Operate	Minimum Age	Medical Requirements	Requirements
1	 <ul style="list-style-type: none"> Semi-trailer trucks¹. Includes all vehicles in Classes 2, 3, 4 and 5. 	18	<ul style="list-style-type: none"> Must meet medical and vision standards. Medical report required on initial application and periodically thereafter based on the age of the driver. Medical report valid for six months from the date completed by physician. Must obtain Authorized Instruction within this six-month time frame. 	<ul style="list-style-type: none"> Must hold a minimum Class 5I (Intermediate Stage) licence or Class 5A (Authorized Instruction Stage) licence to obtain authorized instruction in Classes 1-4. Must pass knowledge test. Requires supervising driver for Authorized Instruction. Must pass road test. For Classes 1, 2, 3 or 4 (buses and trucks only), the test includes a pre-trip inspection of vehicle (and air brake system if applicable) by the applicant.
2	 <ul style="list-style-type: none"> Buses² having a seating capacity of over 24 passengers (while carrying passengers). School buses³ having a seating capacity over 36 passengers (while carrying passengers). Includes all vehicles in Classes 3, 4 and 5. 			
3	 <ul style="list-style-type: none"> A truck with more than two axles. A combination of vehicles that includes a truck with more than two axles (not including a semi-trailer truck⁴). A combination of vehicles consisting of a truck with two axles or Class 5 passenger vehicle, and a towed vehicle with a registered gross vehicle weight of more than 4,540 kg. Includes all vehicles in Classes 4 and 5. 			
4	 <ul style="list-style-type: none"> Ambulances and other emergency vehicles. Buses² with a seating capacity between 10 and 24 passengers (while carrying passengers). School buses³ with a seating capacity between 10 and 36 passengers (while carrying passengers). Includes all vehicles in Class 5. <p><i>Note: Individual municipalities may require a Class 4 licence to operate a Vehicle for Hire – contact your municipality for information.</i></p>			
5	 <ul style="list-style-type: none"> A passenger car (other than Class 4 vehicles). A bus² while not carrying passengers. A truck with two axles. A combination of vehicles consisting of a passenger car or a truck with two axles, and a towed vehicle with a registered gross vehicle weight of up to 4,540 kg. May operate Class 3 vehicles registered as a farm truck and the driver holds a Class 5I (Intermediate stage) licence or 5F (Full stage) licence. May operate a moped⁴, if 16 years of age or older. May operate a special mobile machine, implement of husbandry or tractor on a provincial highway, or a highway within the municipal boundaries of a city, town or urban municipality, subject to supervising driver requirements. 	16 or 15½	<ul style="list-style-type: none"> Medical report required when requested. Must meet vision standards. 	<ul style="list-style-type: none"> Must pass knowledge test for Class 5L (Learner Stage) licence (must wait seven days for re-test.) Requires supervising driver for Class 5L (Learner Stage) or Class 5A (Authorized Instruction) licence. Requires supervising driver for a Class 5I (Intermediate Stage) licence if carrying more than one passenger between the hours of midnight and 5 a.m. Must pass road test to advance to the Intermediate Stage (Minimum 15 months). (Must wait 14 days for re-test. Professional instruction required if five or more tests are needed.)
6	 <ul style="list-style-type: none"> Motorcycles. 	16	<ul style="list-style-type: none"> Medical report required when requested. Must meet vision standards. 	<ul style="list-style-type: none"> Driver must hold a valid licence of any class and stage. Must pass knowledge test (must wait seven days for re-test). Must obtain Class 6M (Motorcycle Training Course Stage) licence in order to complete motorcycle training course. The course is required before Class 6L (Learner Stage) licence is issued. (Contact Safety Services Manitoba for motorcycle course scheduling and fees.) Minimum nine-month Learner Stage. Must pass road test to advance to the Intermediate Stage (Minimum 15 months). (Must wait 14 days for re-test.)
Air Brake Endorsement	 <ul style="list-style-type: none"> Air brake endorsement permits the holder to drive vehicles equipped with air brakes in the class of vehicle for which the person is licensed. <p><i>Note: Drivers of a Class 3 truck registered as a farm truck equipped with air brakes are exempt from this requirement.</i></p>			<ul style="list-style-type: none"> Must pass knowledge test. Must pass Air Brake practical test for A (Authorized) endorsement. Must pass adjustment of the manual slack adjusters for S (Slack Adjuster) endorsement. No additional charge for the Air Brake practical test if it is completed at the same time you are road-tested for a higher class of licence.

1. A semi-trailer truck is a truck tractor and a semi-trailer combined.

2. A bus is any vehicle with a seating capacity of at least 11 persons (including the driver) used primarily to carry passengers. It excludes vehicles used for personal transportation by the owner or with the owner's permission.

3. School bus certificate is required. For further information, contact the Pupil Transportation Unit, Manitoba Education and Training at 204-945-6900.

4. Mopeds are not allowed to be driven on highways with a speed limit exceeding 80 km/h but may cross these highways.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 2-1
Class 1-5 Licensed Drivers by Year and Driver Status: 2012-2022

Licensing Year	Active Drivers	Suspended Drivers	Total Drivers	% Change to Previous Year
2012	805,519	32,962	838,481	-
2013	818,303	37,487	855,791	2.1%
2014	828,928	40,311	869,239	1.6%
2015	839,036	42,302	881,338	1.4%
2016	852,067	43,813	895,880	1.7%
2017	864,695	40,670	905,365	1.1%
2018	876,350	44,064	920,414	1.7%
2019	885,918	47,210	933,128	1.4%
2020	895,113	45,918	941,031	0.8%
2021	911,026	46,909	957,935	1.8%
2022	917,517	49,576	967,093	1.0%
Average 2017-2021	886,620	44,954	931,575	3.8%

Note: The 2021 counts are 5-month averages of August to December due to inaccurate counts from January to July 2021. Counts for other years are based on a 12-month average from January to December.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 2-2
Class 1-5 Licensed Drivers by Age Group, Gender and Driver Status: 2022

Age Group	Gender	Active Drivers	Suspended Drivers	Total Drivers	% of "All Ages"	% Suspended in Category
16-17	Male	9,866	239	10,105	2.0	2.4
	Female	9,408	115	9,523	2.0	1.2
	Total	19,273	354	19,627	2.0	1.8
18-19	Male	12,495	589	13,083	2.6	4.5
	Female	11,655	313	11,968	2.6	2.6
	Total	24,149	902	25,051	2.6	3.6
20-24	Male	42,242	2,398	44,640	8.9	5.4
	Female	36,018	1,533	37,551	8.0	4.1
	Total	78,260	3,931	82,191	8.5	4.8
25-34	Male	82,057	5,954	88,011	17.6	6.8
	Female	77,454	4,132	81,586	17.4	5.1
	Total	159,511	10,085	169,596	17.5	5.9
35-44	Male	79,803	5,102	84,905	17.0	6.0
	Female	78,664	3,181	81,845	17.5	3.9
	Total	158,467	8,283	166,750	17.2	5.0
45-54	Male	72,322	3,947	76,269	15.3	5.2
	Female	69,722	1,988	71,709	15.3	2.8
	Total	142,044	5,934	147,979	15.3	4.0
55-64	Male	75,938	4,011	79,949	16.0	5.0
	Female	73,736	1,591	75,327	16.1	2.1
	Total	149,674	5,602	155,276	16.1	3.6
65-74	Male	58,541	3,053	61,594	12.3	5.0
	Female	58,146	1,419	59,565	12.7	2.4
	Total	116,687	4,472	121,160	12.5	3.7
75-84	Male	27,515	2,753	30,268	6.1	9.1
	Female	27,972	1,766	29,738	6.4	5.9
	Total	55,487	4,518	60,006	6.2	7.5
85+	Male	6,850	3,379	10,229	2.0	33.0
	Female	6,751	2,109	8,860	1.9	23.8
	Total	13,602	5,487	19,089	2.0	28.7
All Ages	Male	467,629	31,424	499,053	100.0	6.3
	Female	449,526	18,145	467,671	100.0	3.9
	Total	917,156	49,569	966,724	100.0	5.1

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Table 2-3
Class 1-5 Licensed Drivers by License Class, Driver Status and Gender: 2022

License Class	Active Drivers				Suspended Drivers				Total	%
	Male	Female	Subtotal	%	Male	Female	Subtotal	%		
1	44,244	1,504	45,748	5.0	1,230	46	1,277	2.6	47,024	4.9
2	4,488	1,629	6,116	0.7	96	19	115	0.2	6,232	0.6
3	12,298	537	12,835	1.4	295	7	303	0.6	13,137	1.4
4	11,490	3,931	15,421	1.7	417	65	482	1.0	15,903	1.6
5/F	361,025	390,514	751,539	81.9	23,334	12,187	35,521	71.7	787,059	81.4
5/I	10,028	10,283	20,311	2.2	720	316	1,036	2.1	21,347	2.2
5/L	19,668	33,276	52,945	5.8	3,568	4,225	7,793	15.7	60,738	6.3
5/A	4,377	7,851	12,227	1.3	1,189	1,042	2,231	4.5	14,458	1.5
Other	12	2	15	<0.1	574	238	812	1.6	827	<0.1
Total	467,629	449,526	917,156	100.0	31,424	18,145	49,569	100.0	966,724	100.0

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 2-4
Class 1-5 Male Drivers by Age Group, Driver Status and License Class: 2022

Age Group	Status	Licence Class										Total
		1	2	3	4	1-4/A	5/F	5/I	5/L	5/A	5 Other	
16-17	Active	0	0	0	0	0	298	3,989	5,578	0	0	9,866
	Suspended	0	0	0	0	0	151	34	53	0	2	239
	Subtotal	0	0	0	0	0	449	4,023	5,631	0	2	10,105
18-19	Active	66	3	36	30	2	6,969	2,152	3,123	115	0	12,495
	Suspended	1	0	0	0	0	332	77	175	1	2	589
	Subtotal	67	3	36	30	2	7,300	2,229	3,298	116	2	13,083
20-24	Active	3,268	51	451	590	4	29,735	2,323	5,059	761	0	42,242
	Suspended	32	0	4	7	0	1,269	171	848	64	3	2,398
	Subtotal	3,301	51	456	596	4	31,004	2,494	5,907	826	3	44,640
25-34	Active	8,000	343	2,385	2,467	3	62,758	1,080	3,980	1,042	0	82,057
	Suspended	147	9	46	35	1	3,523	306	1,697	190	0	5,954
	Subtotal	8,147	351	2,430	2,502	4	66,281	1,387	5,677	1,231	0	88,011
35-44	Active	8,256	660	2,540	3,054	2	62,580	350	1,179	1,182	0	79,803
	Suspended	207	6	42	72	0	3,616	110	562	360	125	5,102
	Subtotal	8,463	666	2,582	3,126	2	66,196	461	1,742	1,542	125	84,905
45-54	Active	8,709	957	2,200	2,696	0	56,634	98	414	615	0	72,322
	Suspended	279	20	54	78	0	2,927	17	146	241	186	3,947
	Subtotal	8,987	976	2,254	2,774	0	59,561	116	560	856	186	76,269
55-64	Active	9,709	1,452	2,748	1,974	2	59,394	29	234	397	0	75,938
	Suspended	265	29	54	99	0	3,175	3	63	154	169	4,011
	Subtotal	9,975	1,481	2,802	2,073	2	62,569	32	297	551	169	79,949
65-74	Active	5,321	862	1,639	608	0	49,817	7	87	200	0	58,541
	Suspended	176	20	45	80	0	2,581	0	20	72	58	3,053
	Subtotal	5,497	882	1,684	689	0	52,398	7	107	272	58	61,594
75-84	Active	867	157	292	70	0	26,066	0	14	51	0	27,515
	Suspended	87	7	32	33	0	2,533	0	4	42	14	2,753
	Subtotal	953	164	324	103	0	28,598	0	18	94	14	30,268
85+	Active	48	5	7	2	0	6,774	0	0	14	0	6,850
	Suspended	37	5	18	13	0	3,228	0	0	64	15	3,379
	Subtotal	85	10	25	15	0	10,002	0	0	78	15	10,229
Total	Active	44,244	4,488	12,298	11,490	12	361,025	10,028	19,668	4,377	0	467,629
	Suspended	1,230	96	295	417	1	23,334	720	3,568	1,189	573	31,424
	Total	45,474	4,584	12,593	11,907	14	384,358	10,748	23,237	5,566	573	499,053

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 2-5
Class 1-5 Female Drivers by Age Group, Driver Status and License Class: 2022

Age Group	Status	License Class										Total
		1	2	3	4	1-4/A	5/F	5/I	5/L	5/A	5 Other	
16-17	Active	0	0	0	0	0	313	3,599	5,496	0	0	9,408
	Suspended	0	0	0	0	0	41	9	63	0	1	115
	Subtotal	0	0	0	0	0	355	3,608	5,559	0	1	9,523
18-19	Active	0	0	4	19	0	6,529	1,771	3,282	49	0	11,655
	Suspended	0	0	0	0	0	103	30	179	0	1	313
	Subtotal	0	0	4	19	0	6,632	1,801	3,462	49	1	11,968
20-24	Active	36	8	60	252	1	24,904	2,421	7,742	594	0	36,018
	Suspended	0	0	0	1	0	505	83	913	32	0	1,533
	Subtotal	36	8	60	253	1	25,408	2,504	8,654	626	0	37,551
25-34	Active	198	109	162	1,062	0	63,862	1,692	8,409	1,961	0	77,454
	Suspended	2	1	1	8	0	1,899	139	1,908	174	0	4,132
	Subtotal	200	110	163	1,069	0	65,761	1,830	10,317	2,134	0	81,586
35-44	Active	259	288	114	995	1	69,401	616	4,456	2,535	0	78,664
	Suspended	7	3	2	16	0	1,919	44	770	380	39	3,181
	Subtotal	266	290	116	1,011	1	71,320	660	5,227	2,915	39	81,845
45-54	Active	442	468	75	905	0	63,568	151	2,551	1,563	0	69,722
	Suspended	15	6	1	12	0	1,382	8	269	225	69	1,988
	Subtotal	457	474	75	917	0	64,951	159	2,820	1,788	69	71,709
55-64	Active	423	558	79	583	0	70,127	31	1,097	837	0	73,736
	Suspended	15	5	1	13	0	1,278	2	94	114	70	1,591
	Subtotal	438	563	81	596	0	71,405	33	1,191	951	70	75,327
65-74	Active	132	180	40	109	0	57,203	2	219	261	0	58,146
	Suspended	5	4	1	8	0	1,303	0	21	45	33	1,419
	Subtotal	137	183	41	117	0	58,506	2	240	306	33	59,565
75-84	Active	13	18	3	7	0	27,863	0	25	44	0	27,972
	Suspended	2	1	1	4	0	1,711	0	7	29	12	1,766
	Subtotal	15	19	4	10	0	29,573	0	31	73	12	29,738
85+	Active	0	0	1	0	0	6,744	0	0	7	0	6,751
	Suspended	0	1	0	4	0	2,047	0	1	43	13	2,109
	Subtotal	0	1	1	4	0	8,791	0	1	50	13	8,860
Total	Active	1,504	1,629	537	3,931	2	390,514	10,283	33,276	7,851	0	449,526
	Suspended	46	19	7	65	0	12,187	316	4,225	1,042	238	18,145
	Total	1,550	1,648	544	3,996	2	402,701	10,599	37,501	8,892	238	467,671

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Table 2-6

Total Class 6 Active Licensed Drivers by Year: 2012 to 2022

Licensing Year	Active Drivers	% Change to Previous Year
2012	65,305	-
2013	66,908	2.5%
2014	68,180	1.9%
2015	69,506	1.9%
2016	71,135	2.3%
2017	72,551	2.0%
2018	73,822	1.8%
2019	74,993	1.6%
2020	76,058	1.4%
2021	78,826	3.6%
2022	79,743	1.2%
Average 2017-2021	75,250	6.0%

Table 2-7:

Total Class 6 Active Licensed Drivers by Age Group and Gender: 2022

Age Group	Gender	Active Drivers	%
16-17	Male	126	
	Female	18	
	Total	145	0.2
18-19	Male	388	
	Female	56	
	Total	444	0.6
20-24	Male	2,489	
	Female	352	
	Total	2,841	3.6
25-34	Male	8,680	
	Female	1,461	
	Total	10,141	12.7
35-44	Male	9,774	
	Female	1,856	
	Total	11,629	14.6
45-54	Male	11,009	
	Female	2,212	
	Total	13,221	16.6
55-64	Male	18,160	
	Female	2,953	
	Total	21,113	26.5
65-74	Male	14,611	
	Female	1,889	
	Total	16,499	20.7
75-84	Male	3,016	
	Female	304	
	Total	3,321	4.2
85+	Male	357	
	Female	31	
	Total	388	0.5
All Ages	Male	68,610	
	Female	11,133	
	Total	79,743	100.0

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 2-8
Class 6 Active Licensed Drivers by License Class and Gender: 2022

License Class	Active Drivers			
	Male	Female	Total	%
6/F	47,659	5,365	53,024	66.5
6/I	9	1	9	<0.1
6/L	12,723	3,646	16,368	20.5
6/A	3,438	410	3,848	4.8
6/M	4,782	1,712	6,494	8.1
Total	68,610	11,133	79,743	100.0

Table 2-9
Active Class 6 Male Drivers by Age Group and License Class: 2022

Age Group	License Class					Total	% of Total
	6/F	6/I	6/L	6/A	6/M		
16-17	1	6	73	0	47	126	0.2
18-19	37	1	205	2	144	388	0.6
20-24	427	0	1,214	145	703	2,489	3.6
25-34	2,535	3	4,054	445	1,645	8,680	12.7
35-44	4,240	0	3,538	813	1,183	9,774	14.2
45-54	7,373	0	1,957	1,100	580	11,009	16.0
55-64	15,998	0	1,157	692	313	18,160	26.5
65-74	13,845	0	433	205	128	14,611	21.3
75-84	2,858	0	89	32	38	3,016	4.4
85+	346	0	2	5	4	357	0.5
Total	47,659	9	12,723	3,438	4,782	68,610	

Table 2-10
Active Class 6 Female Drivers by Age Group and License Class: 2022

Age Group	License Class					Total	% of Total
	6/F	6/I	6/L	6/A	6/M		
16-17	0	1	10	0	8	18	0.2
18-19	3	0	30	0	23	56	0.5
20-24	27	0	178	3	145	352	3.2
25-34	225	0	778	12	446	1,461	13.1
35-44	470	0	908	81	397	1,856	16.7
45-54	849	0	921	130	312	2,212	19.9
55-64	1,895	0	656	130	272	2,953	26.5
65-74	1,582	0	159	49	99	1,889	17.0
75-84	284	0	5	4	11	304	2.7
85+	30	0	0	1	0	31	0.3
Total	5,365	1	3,646	410	1,712	11,133	

2022 Traffic Collision Statistics Report: Consolidated Tables

ADDITIONAL CHARTS

Table 2-11a:
Manitoba Licensed Drivers Class 1-5, Non-Binary or Undisclosed by Age Group: 2022

Gender and Status	Age Groups												TOTAL
	16	17	18	19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	>84	
Active Non-Binary - class 1 - 5	18	13	12	6	53	95	54	11	4	2	0	0	268
Suspended Non-Binary - class 1 - 5	0	0	0	0	1	4	1	0	0	0	0	0	6
Active Undisclosed - class 1 - 5	8	6	4	3	13	28	25	3	3	1	0	0	94
Suspended Undisclosed - class 1 - 5	0	0	0	0	0	0	1	0	0	0	0	0	1
Total active class 1 - 5	26	19	16	10	66	122	80	14	7	3	0	0	362
Total suspended - class 1 - 5	0	0	0	0	1	4	1	0	0	0	0	0	7
Total active & suspended - class 1 - 5	26	19	16	10	67	127	81	14	7	3	0	0	369

Note: Some totals may not add up as expected, due to the rounding of monthly averages.

Table 2-11b:
Manitoba Licensed Drivers Class 1-5, Non-Binary or Undisclosed by Age Group: 2021

Gender and Status	Age Groups												TOTAL
	16	17	18	19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	>84	
Active Non-Binary - class 1 - 5	8	3	4	3	40	65	36	8	4	1	0	0	171
Suspended Non-Binary - class 1 - 5	0	0	0	0	0	2	2	0	0	0	0	0	4
Active Undisclosed - class 1 - 5	6	3	3	4	12	21	17	2	0	0	0	0	68
Suspended Undisclosed - class 1 - 5	0	0	0	0	0	0	0	0	0	0	0	0	0
Total active class 1 - 5	14	6	7	7	51	86	53	10	4	1	0	0	239
Total suspended - class 1 - 5	0	0	0	0	0	2	2	0	0	0	0	0	4
Total active & suspended - class 1 - 5	14	6	7	7	52	88	55	10	4	1	0	0	243

Note: The counts are 5-month averages of August to December 2021. Some totals may not add up as expected, due to the rounding of monthly averages.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 2-12a:
Manitoba Licensed Drivers Class 1-5, by Gender and Age Group (incl. ages 16, 17, 18, 19): 2022

Gender and Status	Age Groups												TOTAL
	16	17	18	19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	>84	
Active male - class 1 - 5	4,481	5,385	6,002	6,492	42,242	82,057	79,803	72,322	75,938	58,541	27,515	6,850	467,629
Suspended male - class 1 - 5	85	154	250	339	2,398	5,954	5,102	3,947	4,011	3,053	2,753	3,379	31,424
Active female - class 1 - 5	4,266	5,142	5,683	5,972	36,018	77,454	78,664	69,722	73,736	58,146	27,972	6,751	449,526
Suspended female - class 1 - 5	35	80	125	188	1,533	4,132	3,181	1,988	1,591	1,419	1,766	2,109	18,145
Total active class 1 - 5	8,747	10,527	11,685	12,464	78,260	159,511	158,467	142,044	149,674	116,687	55,487	13,602	917,156
Total suspended - class 1 - 5	120	234	375	526	3,931	10,085	8,283	5,934	5,602	4,472	4,518	5,487	49,569
Total active & suspended - class 1 - 5	8,867	10,761	12,060	12,991	82,191	169,596	166,750	147,979	155,276	121,160	60,006	19,089	966,724

Note: Some totals may not add up as expected, due to the rounding of monthly averages.

Table 2-12b:
Manitoba Licensed Drivers Class 1-5, by Gender and Age Group (incl. ages 16, 17, 18, 19): 2021

Gender and Status	Age Groups												TOTAL
	16	17	18	19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	>84	
Active male - class 1 - 5	4,305	5,408	6,010	6,530	41,847	81,356	79,030	71,974	76,845	57,892	26,271	6,774	464,242
Suspended male - class 1 - 5	92	149	230	332	2,212	5,705	4,809	3,802	3,924	2,897	2,601	3,313	30,065
Active female - class 1 - 5	4,283	5,213	5,721	5,971	35,684	77,621	77,908	69,288	74,309	57,352	26,661	6,533	446,545
Suspended female - class 1 - 5	36	55	114	180	1,366	3,846	2,881	1,849	1,504	1,360	1,622	2,027	16,839
Total active class 1 - 5	8,588	10,621	11,731	12,501	77,532	158,977	156,938	141,262	151,154	115,243	52,933	13,307	910,787
Total suspended - class 1 - 5	127	204	344	512	3,577	9,551	7,689	5,651	5,428	4,256	4,224	5,340	46,904
Total active & suspended - class 1 - 5	8,715	10,825	12,076	13,014	81,109	168,528	164,627	146,913	156,582	119,500	57,156	18,647	957,692

Note: The counts are 5-month averages of August to December 2021. Some totals may not add up as expected, due to the rounding of monthly averages.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 2-13:
Manitoba Licensed Drivers Class 6, Non-Binary or Undisclosed by Age Group: 2022

Gender and Status	Age Groups												TOTAL
	16	17	18	19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	>84	
Active Non-Binary - class 6	0	0	0	0	0	6	2	2	1	1	0	0	12
Suspended Non-Binary - class 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Active Undisclosed - class 6	0	0	0	0	1	4	2	1	0	1	0	0	9
Suspended Undisclosed - class 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Total active class 6	0	0	0	0	1	10	4	3	1	2	0	0	21
Total suspended - class 6	0	0	0	0	0	0	0	0	0	0	0	0	0
Total active & suspended - class 6	0	0	0	0	1	10	4	3	1	2	0	0	21

Note: Some totals may not add up as expected, due to the rounding of monthly averages.

Table 2-14:
Manitoba Licensed Drivers Class 6, by Gender and Age Group (incl. ages 16, 17, 18, 19): 2022

Gender and Status	Age Groups												TOTAL
	16	17	18	19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 - 74	75 - 84	>84	
Active male - class 6	33	94	158	230	2,489	8,680	9,774	11,009	18,160	14,611	3,016	357	68,610
Suspended male - class 6	0	1	4	8	66	227	243	197	359	411	182	121	1,820
Active female - class 6	5	13	21	35	352	1,461	1,856	2,212	2,953	1,889	304	31	11,133
Suspended female - class 6	0	0	0	1	5	18	14	21	22	22	14	9	127
Total active class 6	38	107	178	265	2,841	10,141	11,629	13,221	21,113	16,499	3,321	388	79,743
Total suspended - class 6	0	1	5	9	71	245	257	218	381	433	196	130	1,946
Total active & suspended - class 6	38	108	183	275	2,912	10,387	11,886	13,439	21,494	16,932	3,517	518	81,689

Note: Some totals may not add up as expected, due to the rounding of monthly averages.

Section 3: Vehicle Registrations

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 3-1
Non-Commercial Vehicle Class: 2022

Vehicle Class*	Total	%
Passenger	607,817	58.6
Antique	153	<0.1
Motorcycle/Moped	17,857	1.7
Truck	160,495	15.5
Farm Truck	44,284	4.3
Trailer	207,151	20.0
Total Non-Commercial Vehicles Registered	1,037,757	100
Snowmobiles (Recreational)		
Snowmobiles	37,080	

* For a definition of these motor vehicle classes refer to the "Terms and Definitions" of this Section and "Glossary" of this Report.

Table 3-2
Commercial Vehicle Class: 2022

Vehicle Class*	Total	%
Commercial Truck	66,318	45.7
Dealer and Repairer	6,484	4.5
Commercial Trailer	67,779	46.7
Regulated Passenger	4,454	3.1
Total Commercial Vehicles Registered	145,035	100

* For a definition of these motor vehicle classes refer to the "Terms and Definitions" of this Section and "Glossary" of this Report.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 3-3
Vehicle Registrations Summary: 2012 to 2022

Registration Class	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	5-year (2017- 2021) Average	2022	% Change 2022 vs. 2021	% Change (2022 vs. 2017-2021 average)
Non-Commercial Vehicle Class														
Passenger	539,384	545,723	551,113	559,606	565,348	571,719	579,212	584,432	585,263	600,273	584,180	607,817	1.3	4.0
Antique**	131	134	133	136	145	145	152	163	143	150	151	153	1.9	1.5
Motorcycle/Moped	12,329	12,658	13,042	13,732	14,634	15,356	15,761	15,682	15,848	17,118	15,953	17,857	4.3	11.9
Truck	145,405	149,295	153,077	156,302	150,401	151,143	152,615	152,645	154,596	160,047	154,209	160,495	0.3	4.1
Farm Truck	43,384	43,361	43,517	43,749	43,908	43,702	43,563	43,612	43,513	44,106	43,699	44,284	0.4	1.3
Trailer	154,603	160,451	165,492	170,778	175,160	179,244	183,121	186,476	190,792	200,853	188,097	207,151	3.1	10.1
Subtotal	895,236	911,622	926,374	944,303	949,597	961,309	974,424	983,010	990,156	1,022,547	986,289	1,037,757	1.5	5.2
Commercial Vehicle Class														
Truck	30,391	31,407	32,227	33,521	40,161	42,160	43,037	49,001	59,916	64,059	51,635	66,318	3.5	28.4
Dealer/Repairer	6,178	6,210	6,354	6,439	6,551	6,598	6,548	6,513	6,332	6,459	6,490	6,484	0.4	<0.1
Trailers*	49,389	50,936	55,000	54,342	57,824	58,054	61,538	61,109	64,725	65,183	62,122	67,779	4.0	9.1
Regulated Passenger****	-	-	-	-	2609	3,955	4,095	4,277	4,153	4,315	4,159	4,454	3.2	7.1
Subtotal	85,958	88,552	93,582	94,302	107,145	110,766	115,217	120,901	135,126	140,016	124,405	145,035	3.6	16.6
Total Registrations - Non-Commercial and Commercial Vehicle Classes														
Total Registrations	981,194	1,000,174	1,019,957	1,038,605	1,056,741	1,072,075	1,089,641	1,103,911	1,125,282	1,162,563	1,110,694	1,182,792	1.7	6.5
Snowmobiles***														
Total	30,650	32,851	34,280	33,735	34,061	34,344	34,943	35,117	34,843	36,253	35,100	37,080	2.3	5.6
Off-Road Vehicle Dealer Plates														
Total	469	505	518	529	562	568	552	538	521	524	540	521	-0.6	-3.6

Section 4: Traffic Collisions

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 4-1
Historical Summary of Traffic Collisions: 2012 to 2022

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2017-2021 Average
Collision Incidents from Claims	99,590	108,220	104,750	97,209	102,185	105,261	101,055	103,493	80,369	83,431	103,066	94,722
Total TAR Reportable Collisions	38,972	41,819	40,672	41,548	45,316	51,844	51,732	54,755	44,339	45,361	56,702	49,606
Fatal	89	69	64	69	96	65	65	68	70	67	90	67
Injury	8,280	8,729	9,023	9,127	9,582	9,691	9,325	8,992	5,667	5,947	6,955	7,924
PDO	30,603	33,021	31,585	32,352	35,638	42,088	42,342	45,695	38,602	39,347	49,657	41,615
Total Victims	10,623	11,234	11,676	12,017	12,653	12,659	12,057	11,645	7,238	7,609	8,775	10,242
Killed	96	85	68	78	107	73	70	76	78	78	95	75
Injured	10,527	11,149	11,608	11,939	12,546	12,586	11,987	11,569	7,160	7,531	8,680	10,167
Total Vehicles Involved	59,556	64,316	62,277	61,711	66,063	72,055	70,244	73,287	57,175	59,148	73,986	66,382
Fatal	126	111	95	106	143	88	98	99	112	103	129	100
Injury	14,802	15,663	16,233	16,184	16,927	16,748	15,975	15,276	9,602	10,080	11,754	13,536
PDO	44,628	48,542	45,949	45,421	48,993	55,219	54,171	57,912	47,461	48,965	62,103	52,746
Total Drivers Involved	58,877	63,501	61,294	59,716	63,839	68,447	66,606	69,564	54,037	56,238	70,219	62,978
Fatal	119	106	90	103	138	85	95	97	105	100	127	96
Injury	14,696	15,539	16,120	16,088	16,753	16,531	15,752	15,095	9,459	9,938	11,609	13,355
PDO	44,062	47,856	45,084	43,525	46,948	51,831	50,759	54,372	44,473	46,200	58,483	49,527

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 4-2
Traffic Collisions by Month of Occurrence and Collision Severity: 2022, 2017-2021 Average

Month	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
January	7	7.8%	818	11.8%	5,507	11.1%	6,332	11.2%	4	963	4,485	5,452	11.0%
February	7	7.8%	893	12.8%	6,446	13.0%	7,346	13.0%	4	786	3,764	4,554	9.2%
March	6	6.7%	525	7.5%	4,424	8.9%	4,955	8.7%	3	593	3,076	3,673	7.4%
April	4	4.4%	361	5.2%	3,799	7.7%	4,164	7.3%	3	435	2,464	2,902	5.9%
May	5	5.6%	436	6.3%	3,450	6.9%	3,891	6.9%	6	511	2,598	3,115	6.3%
June	7	7.8%	497	7.1%	3,308	6.7%	3,812	6.7%	7	581	2,952	3,540	7.1%
July	11	12.2%	461	6.6%	2,958	6.0%	3,430	6.0%	7	556	2,967	3,530	7.1%
August	6	6.7%	461	6.6%	3,014	6.1%	3,481	6.1%	9	609	3,002	3,620	7.3%
September	8	8.9%	511	7.3%	3,141	6.3%	3,660	6.5%	6	628	3,247	3,881	7.8%
October	11	12.2%	520	7.5%	3,604	7.3%	4,135	7.3%	8	701	4,086	4,795	9.7%
November	10	11.1%	610	8.8%	4,572	9.2%	5,192	9.2%	5	734	4,507	5,247	10.6%
December	8	8.9%	862	12.4%	5,434	10.9%	6,304	11.1%	5	827	4,466	5,298	10.7%
Total	90	100%	6,955	100%	49,657	100%	56,702	100%	67	7,924	41,615	49,606	100%

Note: Counts of collisions in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 4-3
Traffic Collisions by Day of Occurrence and Collision Severity: 2022, 2017-2021 Average

Day of Week	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Sunday	10	11.1%	668	9.6%	5,259	10.6%	5,937	10.5%	12	702	4,320	5,034	10.1%
Monday	17	18.9%	1,001	14.4%	7,001	14.1%	8,019	14.1%	8	1,099	5,763	6,871	13.9%
Tuesday	11	12.2%	1,077	15.5%	7,565	15.2%	8,653	15.3%	7	1,259	6,216	7,482	15.1%
Wednesday	10	11.1%	1,116	16.0%	7,537	15.2%	8,663	15.3%	9	1,259	6,347	7,615	15.4%
Thursday	14	15.6%	1,114	16.0%	7,682	15.5%	8,810	15.5%	9	1,299	6,532	7,840	15.8%
Friday	14	15.6%	1,130	16.2%	8,189	16.5%	9,333	16.5%	12	1,380	7,113	8,505	17.1%
Saturday	14	15.6%	849	12.2%	6,424	12.9%	7,287	12.9%	9	927	5,324	6,261	12.6%
Total	90	100%	6,955	100%	49,657	100%	56,702	100%	67	7,924	41,615	49,606	100%

Note: Counts of collisions in the 2017-2021 average may not add to the total due to rounding.

Table 4-4
Traffic Collisions by Time of Occurrence and Collision Severity: 2022, 2017-2021 Average

Time	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
00:00 - 02:59	16	17.8%	133	1.9%	1269	2.6%	1,418	2.5%	7	159	1,120	1,286	2.6%
03:00 - 05:59	6	6.7%	109	1.6%	1,334	2.7%	1,449	2.6%	4	104	1,201	1,309	2.6%
06:00 - 08:59	5	5.6%	928	13.3%	6,933	14.0%	7,866	13.9%	8	1,074	5,889	6,972	14.1%
09:00 - 11:59	14	15.6%	974	14.0%	6,559	13.2%	7,547	13.3%	8	1,082	5,267	6,357	12.8%
12:00 - 14:59	10	11.1%	1,369	19.7%	8,223	16.6%	9,602	16.9%	9	1,572	6,785	8,365	16.9%
15:00 - 17:59	13	14.4%	1,929	27.7%	11,200	22.6%	13,142	23.2%	13	2,261	9,296	11,570	23.3%
18:00 - 20:59	10	11.1%	960	13.8%	7,824	15.8%	8,794	15.5%	11	1,069	6,742	7,823	15.8%
21:00 - 23:59	13	14.4%	534	7.7%	5,874	11.8%	6,421	11.3%	7	578	4,967	5,552	11.2%
Not Stated	3	3.3%	19	0.3%	441	0.9%	463	0.8%	-	24	349	373	0.8%
Total	90	100%	6,955	100%	49,657	100%	56,702	100%	67	7,924	41,615	49,606	100%

Note: Counts of collisions in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 4-5
Traffic Collisions by Provincial Location and Collision Severity: 2022, 2017-2021 Average

Location	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Winnipeg	27	30.0%	5,158	74.2%	28,325	57.0%	33,510	59.1%	10	6,023	22,644	28,677	57.8%
Brandon	5	5.6%	170	2.4%	1,324	2.7%	1,499	2.6%	<1	186	1,155	1,341	2.7%
Portage	0	-	38	0.5%	325	0.7%	363	0.6%	1	44	278	323	0.7%
Flin Flon	0	-	5	<0.1%	81	0.2%	86	0.2%	<1	4	74	79	0.2%
Dauphin	0	-	24	0.3%	188	0.4%	212	0.4%	<1	23	174	198	0.4%
Thompson	0	-	16	0.2%	216	0.4%	232	0.4%	<1	29	228	257	0.5%
The Pas	0	-	6	<0.1%	162	0.3%	168	0.3%	<1	10	157	167	0.3%
Selkirk	0	-	57	0.8%	374	0.8%	431	0.8%	-	58	282	340	0.7%
Other Urban	7	7.8%	507	7.3%	5,738	11.6%	6,252	11.0%	16	509	4,887	5,412	10.9%
All Rural	51	56.7%	974	14.0%	12,924	26.0%	13,949	24.6%	38	1,039	11,735	12,813	25.8%
Total	90	100%	6,955	100%	49,657	100%	56,702	100%	67	7,924	41,615	49,606	100%

Note: Counts of collisions in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 4-6
Collision Type by Urban/Rural Location: 2022

Collision Type	Location												
	2022 Urban				2022 Rural				2022 Provincial Total				2022 Provincial Total as % of Total
	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total	Fatal	Injury	PDO	Total	
Collision with pedestrian	11	51	56	118	6	2	3	11	17	53	59	129	0.2%
Collision with other motor vehicle	15	5,346	24,879	30,240	23	386	1,225	1,634	38	5,732	26,104	31,874	56.2%
Collisions with train	0	1	2	3	0	0	3	3	0	1	5	6	<0.1%
Collision with motorcycle	0	6	4	10	0	0	1	1	0	6	5	11	<0.1%
Collision with animal drawn vehicle	0	0	0	0	0	0	0	0	0	0	0	0	-
Collision with bicycle	1	31	71	103	0	1	0	1	1	32	71	104	0.2%
Collision with animal	0	57	2,055	2,112	0	282	9,330	9,612	0	339	11,385	11,724	20.7%
Collision with fixed object	7	304	4,839	5,150	5	252	1,387	1,644	12	556	6,226	6,794	12.0%
Collision with other object	4	159	4,487	4,650	6	42	873	921	10	201	5,360	5,571	9.8%
Overtaken in roadway	1	2	4	7	4	3	6	13	5	5	10	20	<0.1%
Ran off roadway	0	0	1	1	7	0	3	10	7	0	4	11	<0.1%
Collision with moped	0	0	2	2	0	0	0	0	0	0	2	2	<0.1%
Other non-collision	0	24	333	357	0	6	93	99	0	30	426	456	0.8%
Total	39	5,981	36,733	42,753	51	974	12,924	13,949	90	6,955	49,657	56,702	100%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 4-6a
Collision Type by Urban/Rural Location: 2017-2021 Average

Collision Type	2017-2021 Average Count of Collisions				
	Fatal	Injury	PDO	Total	% of Total
Collision with pedestrian	4	74	75	153	0.3%
Collision with other motor vehicle	35	6,461	22,578	29,075	58.6%
Collisions with train	<1	1	5	7	<0.1%
Collision with motorcycle	<1	7	7	15	<0.1%
Collision with animal drawn vehicle	-	-	-	-	<0.1%
Collision with bicycle	<1	51	87	139	0.3%
Collision with animal	<1	352	10,819	11,171	22.5%
Collision with fixed object	12	671	4,975	5,657	11.4%
Collision with other object	10	243	2,696	2,950	5.9%
Overtaken in roadway	<1	11	13	25	<0.1%
Ran off roadway	2	4	11	17	<0.1%
Collision with moped	-	<1	<1	<1	<0.1%
Other non-collision	<1	49	347	397	0.8%
Total	67	7,924	41,615	49,606	100%

Note: Counts of collisions in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 4-7
Traffic Collisions by Road Surface Condition and Collision Severity: 2022, 2017-2021 Average

Road Surface Condition	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Dry	34	37.8%	3,193	45.9%	22,345	45.0%	25,572	45.1%	32	4,555	23,836	28,424	57.3%
Wet	3	3.3%	585	8.4%	4,484	9.0%	5,072	8.9%	3	751	3,159	3,913	7.9%
Mud	2	2.2%	7	0.1%	92	0.2%	101	0.2%	<1	7	78	85	0.2%
Snow	11	12.2%	924	13.3%	7,933	16.0%	8,868	15.6%	2	640	4,320	4,962	10.0%
Ice	8	8.9%	1,818	26.1%	10,381	20.9%	12,207	21.5%	3	1,459	6,367	7,829	15.8%
Slush	1	1.1%	149	2.1%	757	1.5%	907	1.6%	<1	158	619	778	1.6%
Loose Sand/ Gravel/ Dirt	2	2.2%	30	0.4%	193	0.4%	225	0.4%	<1	58	290	349	0.7%
Fresh Oil	0	-	3	<0.1%	25	<0.1%	28	<0.1%	-	4	15	19	<0.1%
Other	0	-	26	0.4%	260	0.5%	286	0.5%	<1	21	180	201	0.4%
Not Applicable	2	2.2%	15	0.2%	619	1.2%	636	1.1%	<1	27	480	508	1.0%
Unknown	27	30.0%	205	2.9%	2,568	5.2%	2,800	4.9%	24	243	2,271	2,538	5.1%
Total	90	100%	6,955	100%	49,657	100%	56,702	100%	67	7,924	41,615	49,606	100%

Note: Counts of collisions in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 4-8
Traffic Collisions by Weather Condition and Collision Severity: 2022, 2017-2021 Average

Weather Condition	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Clear	39	43.3%	4,631	66.6%	31,225	62.9%	35,895	63.3%	32	5,438	27,362	32,832	66.2%
Cloudy	3	3.3%	861	12.4%	5,803	11.7%	6,667	11.8%	5	1,102	5,255	6,361	12.8%
Raining	1	1.1%	258	3.7%	1,966	4.0%	2,225	3.9%	1	272	1,231	1,504	3.0%
Snowing	6	6.7%	626	9.0%	3,994	8.0%	4,626	8.2%	1	482	2,416	2,899	5.8%
Fog or Mist	2	2.2%	52	0.7%	477	1.0%	531	0.9%	<1	60	517	578	1.2%
Smoke or Dust	0	-	3	<0.1%	16	<0.1%	19	<0.1%	<1	18	106	124	0.2%
Freezing Rain/ Sleet/ Hail	1	1.1%	23	0.3%	137	0.3%	161	0.3%	-	39	122	161	0.3%
Drifting Snow	2	2.2%	119	1.7%	1,002	2.0%	1,123	2.0%	1	69	407	478	1.0%
Strong Winds	0	-	72	1.0%	527	1.1%	599	1.1%	<1	65	323	389	0.8%
Other	0	-	24	0.3%	190	0.4%	214	0.4%	<1	18	131	150	0.3%
Not Applicable	1	1.1%	12	0.2%	625	1.3%	638	1.1%	<1	32	488	521	1.0%
Unknown	35	38.9%	274	3.9%	3,695	7.4%	4,004	7.1%	24	330	3,255	3,610	7.3%
Total	90	100%	6,955	100%	49,657	100%	56,702	100%	67	7,924	41,615	49,606	100%

Note: Counts of collisions in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 4-9
Accident Configuration and Collision Severity: 2022, 2017-2021 Average

Accident Configuration	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Rear End	4	6.2%	2,545	44.4%	8,361	30.2%	10,910	32.6%	1	3,225	7,635	10,861	35.8%
Head On	14	21.5%	92	1.6%	633	2.3%	739	2.2%	8	91	430	529	1.7%
Side Swipe Opposing	0	-	51	0.9%	442	1.6%	493	1.5%	<1	57	323	380	1.3%
Side Swipe Same Direction	0	-	386	6.7%	3,730	13.5%	4,116	12.3%	<1	411	3,185	3,596	11.9%
Overtaking	1	1.5%	13	0.2%	155	0.6%	169	0.5%	-	24	129	152	0.5%
Right Turn - Same direction	0	-	22	0.4%	205	0.7%	227	0.7%	-	26	172	198	0.7%
Right Turn - Opposing	0	-	8	0.1%	61	0.2%	69	0.2%	-	8	56	65	0.2%
Left Turn - Opposing	0	-	145	2.5%	335	1.2%	480	1.4%	<1	188	311	499	1.6%
Left Turn - Same direction	0	-	23	0.4%	144	0.5%	167	0.5%	-	29	158	187	0.6%
Left Turn - Across	0	-	178	3.1%	342	1.2%	520	1.6%	<1	191	358	549	1.8%
Intersection 90°	11	16.9%	1,565	27.3%	3,694	13.3%	5,270	15.7%	6	1,528	3,047	4,581	15.1%
Off Road Right	6	9.2%	126	2.2%	810	2.9%	942	2.8%	4	201	703	908	3.0%
Off Road Left	4	6.2%	110	1.9%	475	1.7%	589	1.8%	2	142	470	614	2.0%
Fixed Object	10	15.4%	319	5.6%	5,934	21.4%	6,263	18.7%	3	323	4,267	4,593	15.1%
Parking	0	-	77	1.3%	2,278	8.2%	2,355	7.0%	<1	109	2,274	2,383	7.9%
Pedestrian	15	23.1%	75	1.3%	108	0.4%	198	0.6%	6	125	112	244	0.8%
Other	25	-	1,220	-	21,950	-	23,195	-	34	1,246	17,987	19,267	-
Total	90	100%	6,955	100%	49,657	100%	56,702	100%	67	7,924	41,615	49,606	100%

Note: Counts of collisions in the 2017-2021 average may not add to the total due to rounding.

Note: 'Other' accident configurations consist primarily of collisions involving more than one configuration or sequence of events. Calculations in '% of Total' exclude the 'Other' category.

Section 5: Collision Victims

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-1
Historical Summary of Victims in Traffic Collisions: 2012 to 2022

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2012	96	-	339	-	2,237	-	7,864	-	87	-	10,527	-	10,623	-
2013	85	-11.5%	307	-9.4%	2,242	0.2%	8,488	7.9%	112	28.7%	11,149	5.9%	11,234	5.8%
2014	68	-20.0%	303	-1.3%	2,009	-10.4%	9,201	8.4%	95	-15.2%	11,608	4.1%	11,676	3.9%
2015	78	14.7%	415	37.0%	1,947	-3.1%	9,014	-2.0%	563	492.6%	11,939	2.9%	12,017	2.9%
2016	107	37.2%	478	15.2%	2,174	11.7%	9,710	7.7%	184	-67.3%	12,546	5.1%	12,653	5.3%
2017	73	-31.8%	442	-7.5%	2,026	-6.8%	9,836	1.3%	282	53.3%	12,586	0.3%	12,659	0.0%
2018	70	-4.1%	437	-1.1%	1,818	-10.3%	9,422	-4.2%	310	9.9%	11,987	-4.8%	12,057	-4.8%
2019	76	8.6%	368	-15.8%	1,817	-0.1%	9,354	-0.7%	30	-90.3%	11,569	-3.5%	11,645	-3.4%
2020	78	2.6%	318	-13.6%	1,168	-35.7%	5,645	-39.7%	29	-3.3%	7,160	-38.1%	7,238	-37.8%
2021	78	0.0%	320	0.6%	1,260	7.9%	5,927	5.0%	24	-17.2%	7,531	5.2%	7,609	5.1%
2022	95	21.8%	241	-24.7%	1,299	3.1%	7,088	19.6%	52	116.7%	8,680	15.3%	8,775	15.3%
2017-2021 Average*	75	26.7%	377	-36.1%	1,618	-19.7%	8,037	-11.8%	135	-61.5%	10,167	-14.6%	10,242	-14.3%

* "% change" in this line compares the current year to the 5-year average

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-2 Historical Summary of Victim Involvement Rate (per 100,000 People) in Traffic Collisions: 2012 to 2022

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2012	7.6	-	26.7	-	175.9	-	618.5	-	6.8	-	828.0	-	835.5	-
2013	6.6	-12.7%	23.8	-10.7%	173.9	-1.2%	658.4	6.4%	8.7	27.0%	864.8	4.4%	871.3	4.3%
2014	5.2	-21.0%	23.2	-2.6%	153.8	-11.6%	704.4	7.0%	7.3	-16.3%	888.6	2.8%	893.8	2.6%
2015	5.9	13.5%	31.4	35.5%	147.5	-4.1%	682.7	-3.1%	42.6	486.3%	904.2	1.8%	910.1	1.8%
2016	8.0	35.2%	35.7	13.5%	162.3	10.1%	725.0	6.2%	13.7	-67.8%	936.8	3.6%	944.7	3.8%
2017	5.4	-32.7%	32.6	-8.7%	149.3	-8.0%	724.9	0.0%	20.8	51.3%	927.5	-1.0%	932.9	-1.3%
2018	5.1	-4.4%	32.1	-1.4%	133.6	-10.5%	692.5	-4.5%	22.8	9.6%	881.1	-5.0%	886.2	-5.0%
2019	5.5	7.6%	26.8	-16.5%	132.4	-0.9%	681.4	-1.6%	2.2	-90.4%	842.8	-4.3%	848.3	-4.3%
2020	5.6	1.6%	22.9	-14.5%	84.2	-36.4%	407.0	-40.3%	2.1	-4.3%	516.2	-38.7%	521.9	-38.5%
2021	5.6	-0.9%	22.9	-0.2%	90.1	6.9%	423.6	4.1%	1.7	-18.0%	538.3	4.3%	543.9	4.2%
2022	6.7	19.3%	16.9	-26.2%	91.0	1.0%	496.4	17.2%	3.6	112.3%	607.8	12.9%	614.5	13.0%
2017-2021 Average*	5.5	22.0%	27.5	-38.5%	117.9	-22.9%	585.9	-15.3%	9.9	-63.3%	741.2	-18.0%	746.6	-17.7%

Note: This report factors in a correction to victim involvement rates for 2021, due to a correction to Manitoba's 2021 population count. The correction impacts a small number of tables in this report (4 tables, including this table), which compare victim involvement rates for 2022 vs. 2021. Reason: At the time of preparing the 2021 TCSR Report, Manitoba's population statistics from the Manitoba Health Annual Statistics Report was significantly delayed, and an alternate estimate from Statistics Canada was used. Manitoba Health counts (MPI's official source) for both 2022 and 2021 are now available and form the basis of the 2021 corrections.

* "% change" in this line compares the current year to the 5-year average.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-3
Collision Victims by Month of Occurrence and Casualty Type: 2022

Month of Occurrence	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
January	7	7.4%	27	11.2%	120	9.2%	872	12.3%	2	3.8%	1,021	11.8%	1,028	11.7%
February	8	8.4%	18	7.5%	147	11.3%	935	13.2%	1	1.9%	1,101	12.7%	1,109	12.6%
March	6	6.3%	14	5.8%	97	7.5%	555	7.8%	0	-	666	7.7%	672	7.7%
April	5	5.3%	10	4.1%	76	5.9%	377	5.3%	2	3.8%	465	5.4%	470	5.4%
May	4	4.2%	15	6.2%	98	7.5%	421	5.9%	1	1.9%	535	6.2%	539	6.1%
June	7	7.4%	21	8.7%	106	8.2%	468	6.6%	2	3.8%	597	6.9%	604	6.9%
July	13	13.7%	24	10.0%	118	9.1%	429	6.1%	1	1.9%	572	6.6%	585	6.7%
August	6	6.3%	26	10.8%	112	8.6%	440	6.2%	1	1.9%	579	6.7%	585	6.7%
September	8	8.4%	27	11.2%	109	8.4%	489	6.9%	4	7.7%	629	7.2%	637	7.3%
October	13	13.7%	27	11.2%	89	6.9%	550	7.8%	0	-	666	7.7%	679	7.7%
November	10	10.5%	19	7.9%	108	8.3%	624	8.8%	5	9.6%	756	8.7%	766	8.7%
December	8	8.4%	13	5.4%	119	9.2%	928	13.1%	33	63.5%	1,093	12.6%	1,101	12.5%
Total	95	100%	241	100%	1,299	100%	7,088	100%	52	100%	8,680	100%	8,775	100%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-3a
Collision Victims by Month of Occurrence and Casualty Type: 2017-2021 Average

Month of Occurrence	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
January	4	27	164	1,014	13	1,217	1,221	11.9%
February	4	29	127	823	11	990	994	9.7%
March	3	27	117	599	11	754	758	7.4%
April	3	23	87	442	6	557	560	5.5%
May	6	34	122	497	11	663	669	6.5%
June	8	38	142	560	12	752	760	7.4%
July	8	35	141	541	10	727	735	7.2%
August	11	36	148	614	12	811	822	8.0%
September	7	35	143	616	11	806	813	7.9%
October	9	39	152	710	10	912	921	9.0%
November	5	26	131	748	14	919	925	9.0%
December	5	28	144	872	14	1,059	1,064	10.4%
Total	75	377	1,618	8,037	135	10,167	10,242	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-4
Collision Victims by Day of Occurrence and Casualty Type: 2022

Day of the Week	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Sunday	10	10.5%	27	11.2%	152	11.7%	700	9.9%	4	7.7%	883	10.2%	893	10.2%
Monday	19	20.0%	30	12.4%	168	12.9%	1,003	14.2%	4	7.7%	1,205	13.9%	1,224	13.9%
Tuesday	11	11.6%	32	13.3%	196	15.1%	1,083	15.3%	12	23.1%	1,323	15.2%	1,334	15.2%
Wednesday	10	10.5%	35	14.5%	186	14.3%	1,118	15.8%	18	34.6%	1,357	15.6%	1,367	15.6%
Thursday	14	14.7%	40	16.6%	194	14.9%	1,145	16.2%	6	11.5%	1,385	16.0%	1,399	15.9%
Friday	17	17.9%	36	14.9%	217	16.7%	1,138	16.1%	7	13.5%	1,398	16.1%	1,415	16.1%
Saturday	14	14.7%	41	17.0%	186	14.3%	901	12.7%	1	1.9%	1,129	13.0%	1,143	13.0%
Total	95	100%	241	100%	1,299	100%	7,088	100%	52	100%	8,680	100%	8,775	100%

Table 5-4a
Collision Victims by Day of Occurrence and Casualty Type: 2017-2021 Average

Day of the Week	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Sunday	14	55	181	723	16	975	989	9.7%
Monday	9	48	216	1,096	20	1,380	1,389	13.6%
Tuesday	7	45	223	1,282	19	1,569	1,576	15.4%
Wednesday	10	57	239	1,270	19	1,585	1,595	15.6%
Thursday	10	56	248	1,309	20	1,633	1,643	16.0%
Friday	13	63	281	1,389	23	1,755	1,768	17.3%
Saturday	12	53	229	968	19	1,270	1,282	12.5%
Total	75	377	1,618	8,037	135	10,167	10,242	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-5
Collision Victims by Time of Occurrence and Casualty Type: 2022

Time of the Day	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
00:00 - 02:59	17	17.9%	12	5.0%	33	2.5%	110	1.6%	2	3.8%	157	1.8%	174	2.0%
03:00 - 05:59	7	7.4%	2	0.8%	34	2.6%	86	1.2%	0	-	122	1.4%	129	1.5%
06:00 - 08:59	5	5.3%	33	13.7%	156	12.0%	902	12.7%	4	7.7%	1,095	12.6%	1,100	12.5%
09:00 - 11:59	16	16.8%	36	14.9%	181	13.9%	984	13.9%	13	25.0%	1,214	14.0%	1,230	14.0%
12:00 - 14:59	11	11.6%	39	16.2%	248	19.1%	1,441	20.3%	10	19.2%	1,738	20.0%	1,749	19.9%
15:00 - 17:59	13	13.7%	50	20.7%	328	25.3%	2,031	28.7%	12	23.1%	2,421	27.9%	2,434	27.7%
18:00 - 20:59	11	11.6%	40	16.6%	203	15.6%	998	14.1%	8	15.4%	1,249	14.4%	1,260	14.4%
21:00 - 23:59	13	13.7%	24	10.0%	109	8.4%	522	7.4%	2	3.8%	657	7.6%	670	7.6%
Not Stated	2	2.1%	5	2.1%	7	0.5%	14	0.2%	1	1.9%	27	0.3%	29	0.3%
Total	95	100%	241	100%	1,299	100%	7,088	100%	52	100%	8,680	100%	8,775	100%

Table 5-5a
Collision Victims by Time of Occurrence and Casualty Type: 2017-2021 Average

Time of the Day	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
00:00 - 02:59	8	18	48	138	3	207	215	2.1%
03:00 - 05:59	4	12	29	80	2	123	127	1.2%
06:00 - 08:59	8	41	205	1,042	19	1,307	1,315	12.8%
09:00 - 11:59	9	48	206	1,086	20	1,360	1,369	13.4%
12:00 - 14:59	10	71	322	1,619	29	2,040	2,050	20.0%
15:00 - 17:59	14	86	422	2,385	36	2,929	2,943	28.7%
18:00 - 20:59	13	58	246	1,102	18	1,424	1,437	14.0%
21:00 - 23:59	8	40	132	568	8	748	756	7.4%
Not Stated	0	3	8	17	0	28	28	0.3%
Total	75	377	1,618	8,037	135	10,167	10,242	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-6
Collision Victims by Gender and Casualty Type: 2022

Gender	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Female	29	31.2%	95	41.1%	676	55.9%	3,965	58.4%	20	41.7%	4,756	57.5%	4,785	57.2%
Male	64	68.8%	136	58.9%	533	44.1%	2,822	41.6%	28	58.3%	3,519	42.5%	3,583	42.8%
Total	93	100%	231	100%	1,209	100%	6,787	100%	48	100%	8,275	100%	8,368	100%

Note: Victims where age and/or gender are not available are not included in the above table.

Table 5-6a
Collision Victims by Gender and Casualty Type: 2017-2021 Average

Gender	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Female	24	177	878	4,638	74	5,768	5,792	58.1%
Male	51	186	675	3,207	54	4,122	4,173	41.9%
Total	75	363	1,554	7,845	128	9,890	9,965	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

Note: Victims where age and/or gender are not available are not included in the above table.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-7
Collision Victims by Age Group and Casualty Type: 2022

Age Group	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
0-4	1	1.1%	3	1.3%	12	1.0%	18	0.3%	0	-	33	0.4%	34	0.4%
5-9	0	-	2	0.9%	13	1.1%	56	0.8%	0	-	71	0.9%	71	0.9%
10-14	0	-	2	0.9%	20	1.7%	68	1.0%	0	-	90	1.1%	90	1.1%
15-19	6	6.5%	12	5.2%	102	8.5%	369	5.4%	4	9.1%	487	5.9%	493	5.9%
20-24	12	13.0%	23	10.0%	164	13.6%	649	9.6%	7	15.9%	843	10.2%	855	10.2%
25-34	16	17.4%	34	14.7%	241	20.0%	1,409	20.8%	10	22.7%	1,694	20.5%	1,710	20.5%
35-44	12	13.0%	46	19.9%	184	15.3%	1,436	21.2%	8	18.2%	1,674	20.3%	1,686	20.2%
45-54	10	10.9%	33	14.3%	189	15.7%	1,202	17.7%	7	15.9%	1,431	17.3%	1,441	17.3%
55-64	12	13.0%	37	16.0%	127	10.5%	910	13.4%	3	6.8%	1,077	13.0%	1,089	13.0%
65+	23	25.0%	39	16.9%	154	12.8%	660	9.7%	5	11.4%	858	10.4%	881	10.6%
Not Stated	1	-	0	-	3	-	10	-	4	-	17	-	18	-
Total	93	100%	231	100%	1,209	100%	6,787	100%	48	100%	8,275	100%	8,368	100%

*Percentage of the total does not include the "not stated" category.

Note: Victims where age and/or gender are not available are not included in the above table.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-7a
Collision Victims by Age Group and Casualty Type: 2017-2021 Average

Age Group	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
0-4	<1	5	31	73	1	110	110	1.1%
5-9	1	6	32	96	2	136	137	1.4%
10-14	1	6	39	128	1	174	175	1.8%
15-19	7	29	152	438	8	627	635	6.4%
20-24	8	38	171	780	12	1,001	1,009	10.1%
25-34	15	56	291	1,664	33	2,044	2,058	20.7%
35-44	11	49	259	1,579	22	1,909	1,920	19.3%
45-54	9	55	227	1,375	22	1,679	1,688	17.0%
55-64	11	49	183	1,017	15	1,264	1,275	12.8%
65+	11	67	163	678	13	921	932	9.4%
Not Stated	-	2	6	17	<1	26	25	-
Total	75	363	1,554	7,845	128	9,890	9,965	100%

*Percentage of the total does not include the "not stated" category.

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

Note: Victims where age and/or gender are not available are not included in the above table.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-8
Collision Victims by Gender and Age Group and Casualty Type: 2022

Age Group		2022 Casualty Type											2022 Total Victims	% of 2022 Total Victims	
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured			% of Total Injured
Female	0-4	0	-	1	1.1%	6	0.9%	7	0.2%	0	-	14	0.3%	14	0.3%
	5-9	0	-	1	1.1%	9	1.3%	31	0.8%	0	-	41	0.9%	41	0.9%
	10-14	0	-	1	1.1%	14	2.1%	38	1.0%	0	-	53	1.1%	53	1.1%
	15-19	2	6.9%	6	6.3%	60	8.9%	227	5.7%	2	11.1%	295	6.2%	297	6.2%
	20-24	3	10.3%	9	9.5%	92	13.6%	360	9.1%	1	5.6%	462	9.7%	465	9.7%
	25-34	4	13.8%	14	14.7%	143	21.2%	833	21.0%	2	11.1%	992	20.9%	996	20.9%
	35-44	7	24.1%	20	21.1%	110	16.3%	829	20.9%	5	27.8%	964	20.3%	971	20.3%
	45-54	1	3.4%	13	13.7%	96	14.2%	713	18.0%	4	22.2%	826	17.4%	827	17.3%
	55-64	3	10.3%	15	15.8%	66	9.8%	518	13.1%	2	11.1%	601	12.7%	604	12.7%
	65+	9	31.0%	15	15.8%	78	11.6%	402	10.2%	2	11.1%	497	10.5%	506	10.6%
	Not Stated	0	-	0	-	2	-	7	-	2	-	11	-	11	-
	Total Female	29	100%	95	100%	676	100%	3,965	100%	20	100%	4,756	100%	4,785	100%
Male	0-4	1	1.6%	2	1.5%	6	1.1%	11	0.4%	0	-	19	0.5%	20	0.6%
	5-9	0	-	1	0.7%	4	0.8%	25	0.9%	0	-	30	0.9%	30	0.8%
	10-14	0	-	1	0.7%	6	1.1%	30	1.1%	0	-	37	1.1%	37	1.0%
	15-19	4	6.3%	6	4.4%	42	7.9%	142	5.0%	2	7.7%	192	5.5%	196	5.5%
	20-24	9	14.3%	14	10.3%	72	13.5%	289	10.3%	6	23.1%	381	10.8%	390	10.9%
	25-34	12	19.0%	20	14.7%	98	18.4%	576	20.4%	8	30.8%	702	20.0%	714	20.0%
	35-44	5	7.9%	26	19.1%	74	13.9%	607	21.5%	3	11.5%	710	20.2%	715	20.0%
	45-54	9	14.3%	20	14.7%	93	17.5%	489	17.3%	3	11.5%	605	17.2%	614	17.2%
	55-64	9	14.3%	22	16.2%	61	11.5%	392	13.9%	1	3.8%	476	13.5%	485	13.6%
	65+	14	22.2%	24	17.6%	76	14.3%	258	9.2%	3	11.5%	361	10.3%	375	10.5%
	Not Stated	1	-	0	-	1	-	3	-	2	-	6	-	7	-
	Total Male	64	100%	136	100%	533	100%	2,822	100%	28	100%	3,519	100%	3,583	100%

*Percentage of the total does not include the "not stated" category.
Note: Victims where age and/or gender are not available are not included in the above table.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-8a
Collision Victims by Gender and Age Group and Casualty Type: 2017-2021 Average

Age Group		2017-2021 Average Count of Victims							
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Female	0-4	<1	2	14	37	<1	53	54	0.9%
	5-9	<1	3	15	50	<1	68	69	1.2%
	10-14	<1	4	22	75	<1	101	102	1.8%
	15-19	2	17	91	263	4	376	378	6.5%
	20-24	3	16	98	457	7	579	582	10.1%
	25-34	5	25	173	991	19	1,209	1,214	21.0%
	35-44	3	26	152	928	13	1,118	1,121	19.4%
	45-54	2	24	126	830	13	993	995	17.2%
	55-64	4	24	98	597	9	726	730	12.6%
	65+	3	35	87	399	7	528	531	9.2%
	Not Stated	-	<1	4	12	-	16	16	-
Total Female	24	177	878	4,638	74	5,768	5,792	100%	
Male	0-4	-	2	18	36	<1	57	57	1.4%
	5-9	<1	3	17	46	<1	68	68	1.6%
	10-14	1	2	17	53	<1	72	73	1.8%
	15-19	5	12	61	175	4	252	257	6.2%
	20-24	5	22	73	323	5	422	427	10.3%
	25-34	9	31	118	673	13	835	844	20.3%
	35-44	8	23	107	651	10	791	798	19.2%
	45-54	7	31	101	545	8	686	693	16.6%
	55-64	7	26	85	420	6	538	545	13.1%
	65+	8	32	77	279	6	393	401	9.6%
	Not Stated	-	1	2	6	<1	9	9	-
Total Male	51	186	675	3,207	54	4,122	4,173	100%	

*Percentage of the total does not include the "not stated" category.

Note: Counts of victims in the 2016-2020 average may not add to the total due to rounding.

Note: Victims where age and/or gender are not available are not included in the above table.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-9

Victim Involvement Rate (per 100,000 people) by Gender and Age Group and Casualty Type: 2022, 2017-2021 Average

Age Group		2022 Casualty Type						2022 Total Victims	2017-2021 Average Victim Involvement Rate						
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims
Female	0-4	-	2.4	14.6	17.0	-	34.0	34.0	1.0	5.7	32.5	87.5	1.4	127.1	128.1
	5-9	-	2.3	20.4	70.3	-	93.0	93.0	1.4	7.0	34.3	115.1	1.9	158.2	159.6
	10-14	-	2.3	31.7	86.0	-	119.9	119.9	1.0	9.1	52.5	178.5	1.9	242.0	242.9
	15-19	4.9	14.7	146.5	554.3	4.9	720.4	725.3	6.0	41.7	226.8	653.1	10.4	932.0	938.0
	20-24	6.6	19.8	201.9	790.2	2.2	1,014.1	1,020.7	6.3	36.8	220.4	1,026.5	15.3	1,299.0	1,305.2
	25-34	4.0	13.9	142.1	827.5	2.0	985.5	989.4	5.5	26.0	177.0	1,014.1	19.6	1,236.7	1,242.2
	35-44	7.2	20.7	113.6	856.3	5.2	995.8	1,003.0	3.3	28.7	167.2	1,023.4	13.9	1,233.1	1,236.4
	45-54	1.2	15.4	114.1	847.3	4.8	981.6	982.8	2.6	28.1	148.7	981.0	15.8	1,173.7	1,176.3
	55-64	3.4	17.0	74.6	585.5	2.3	679.3	682.7	4.3	27.0	111.5	681.5	9.8	829.8	834.1
	65+	6.8	11.4	59.2	305.0	1.5	377.1	383.9	5.0	58.5	144.7	667.3	12.4	882.9	887.9
	Total Female	4.0	13.2	94.2	552.3	2.8	662.5	666.5	3.5	25.6	126.9	670.3	10.8	833.6	837.1
Male	0-4	2.3	4.6	13.9	25.4	-	43.9	46.3	-	5.0	39.8	82.4	0.9	128.1	128.1
	5-9	-	2.1	8.6	53.5	-	64.2	64.2	0.9	7.0	38.3	102.1	1.8	149.2	150.1
	10-14	-	2.2	12.9	64.6	-	79.6	79.6	2.3	5.5	37.8	120.8	0.9	165.1	167.4
	15-19	9.3	14.0	98.0	331.3	4.7	448.0	457.4	11.7	28.9	141.5	408.5	8.4	587.3	599.0
	20-24	18.4	28.6	147.1	590.4	12.3	778.3	796.7	10.6	45.6	153.3	682.3	10.6	891.8	902.3
	25-34	11.9	19.8	96.8	569.1	7.9	693.6	705.5	9.5	31.7	121.6	691.9	13.8	859.0	868.5
	35-44	5.2	27.0	77.0	631.4	3.1	738.5	743.7	8.4	25.9	118.6	721.4	10.9	876.8	885.2
	45-54	10.6	23.5	109.1	573.8	3.5	709.9	720.5	8.4	36.6	118.4	639.1	9.8	803.9	812.3
	55-64	10.2	25.0	69.4	446.1	1.1	541.6	551.9	8.2	29.5	97.8	481.2	7.1	615.6	623.9
	65+	12.6	21.5	68.2	231.7	2.7	324.1	336.7	16.9	63.9	153.9	559.8	11.3	788.9	805.7
	Total Male	9.0	19.2	75.1	397.4	3.9	495.6	504.6	7.5	27.2	98.8	469.4	7.9	603.3	610.7

Note: This report factors in a correction to victim involvement rates for 2021, due to a correction to Manitoba's 2021 population count. The correction impacts a small number of tables in this report (4 tables, including this table), which compare victim involvement rates for 2022 vs. 2021. Reason: At the time of preparing the 2021 TCSR Report, Manitoba's population statistics from the Manitoba Health Annual Statistics Report was significantly delayed, and an alternate estimate from Statistics Canada was used. Manitoba Health counts (MPI's official source) for both 2022 and 2021 are now available and form the basis of the 2021 corrections.

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables
 Table 5-10
 Collision Victims by Road User Class and Age Group and Casualty Type: 2022

Age Group		2022 Casualty Type											2022 Total Victims	% of 2022 Total Victims	
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured			% of Total Injured
Driver	0-4	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	5-9	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	10-14	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	15-19	3	5.3%	9	6.3%	67	7.7%	235	4.2%	3	8.1%	314	4.7%	317	4.7%
	20-24	7	12.3%	16	11.1%	127	14.5%	538	9.7%	6	16.2%	687	10.4%	694	10.4%
	25-34	12	21.1%	21	14.6%	182	20.8%	1,203	21.6%	9	24.3%	1,415	21.4%	1,427	21.4%
	35-44	8	14.0%	34	23.6%	150	17.2%	1,253	22.5%	7	18.9%	1,444	21.8%	1,452	21.7%
	45-54	7	12.3%	17	11.8%	140	16.0%	1,031	18.5%	6	16.2%	1,194	18.0%	1,201	18.0%
	55-64	8	14.0%	23	16.0%	93	10.7%	773	13.9%	2	5.4%	891	13.5%	899	13.5%
	65+	12	21.1%	24	16.7%	114	13.1%	535	9.6%	4	10.8%	677	10.2%	689	10.3%
	Not Stated	0	-	0	-	0	-	2	-	0	-	2	-	2	-
Total Drivers*	57	100%	144	100%	873	100%	5,570	100%	37	100%	6,624	100%	6,681	100%	
Passenger	0-4	1	6.3%	3	6.8%	11	4.1%	39	3.0%	0	-	53	3.2%	54	3.3%
	5-9	0	-	1	2.3%	12	4.4%	80	6.1%	0	-	93	5.7%	93	5.6%
	10-14	0	-	0	-	26	9.6%	90	6.8%	0	-	116	7.1%	116	7.0%
	15-19	2	12.5%	2	4.5%	34	12.6%	156	11.8%	1	100.0%	193	11.8%	195	11.8%
	20-24	1	6.3%	2	4.5%	31	11.5%	118	8.9%	0	-	151	9.2%	152	9.2%
	25-34	3	18.8%	6	13.6%	43	15.9%	219	16.6%	0	-	268	16.4%	271	16.4%
	35-44	0	-	7	15.9%	25	9.3%	185	14.0%	0	-	217	13.3%	217	13.1%
	45-54	2	12.5%	8	18.2%	26	9.6%	170	12.9%	0	-	204	12.5%	206	12.5%
	55-64	1	6.3%	6	13.6%	21	7.8%	135	10.2%	0	-	162	9.9%	163	9.9%
	65+	6	37.5%	9	20.5%	41	15.2%	130	9.8%	0	-	180	11.0%	186	11.3%
	Not Stated	0	-	0	-	19	-	59	-	7	-	85	-	85	-
Total Passengers*	16	100%	44	100%	289	100%	1,381	100%	8	100%	1,722	100%	1,738	100%	

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-10
Collision Victims by Road User Class and Age Group and Casualty Type: 2022 (continued)

Age Group		2022 Casualty Type											2022 Total Victims	% of 2022 Total Victims	
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured			% of Total Injured
Motorcyclist	0-4	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	5-9	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	10-14	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	15-19	0	-	0	-	2	4.5%	1	2.3%	0	-	3	2.7%	3	2.7%
	20-24	0	-	3	14.3%	6	13.6%	4	9.3%	0	-	13	11.8%	13	11.6%
	25-34	0	-	1	4.8%	10	22.7%	8	18.6%	1	50.0%	20	18.2%	20	17.9%
	35-44	0	-	3	14.3%	5	11.4%	9	20.9%	0	-	17	15.5%	17	15.2%
	45-54	0	-	7	33.3%	11	25.0%	16	37.2%	0	-	34	30.9%	34	30.4%
	55-64	0	-	5	23.8%	7	15.9%	5	11.6%	0	-	17	15.5%	17	15.2%
	65+	2	100.0%	2	9.5%	3	6.8%	0	-	1	50.0%	6	5.5%	8	7.1%
	Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	Total Motorcyclists*	2	100%	21	100%	44	100%	43	100%	2	100%	110	100%	112	100%
Moped	0-4	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	5-9	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	10-14	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	15-19	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	20-24	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	25-34	0	-	1	100.0%	2	100.0%	0	-	0	-	3	50.0%	3	50.0%
	35-44	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	45-54	0	-	0	-	0	-	2	66.7%	0	-	2	33.3%	2	33.3%
	55-64	0	-	0	-	0	-	1	33.3%	0	-	1	16.7%	1	16.7%
	65+	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	Total Moped*	0	0%	1	100%	2	100%	3	100%	0	0%	6	100%	6	100%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-10

Collision Victims by Road User Class and Age Group and Casualty Type: 2022 (continued)

Age Group		2022 Casualty Type											2022 Total Victims	% of 2022 Total Victims	
		Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured			% of Total Injured
Bicyclist	0-4	0	-	0	-	1	3.3%	5	20.8%	1	33.3%	7	10.9%	7	10.8%
	5-9	0	-	0	-	0	-	1	4.2%	0	-	1	1.6%	1	1.5%
	10-14	0	-	1	14.3%	4	13.3%	0	-	0	-	5	7.8%	5	7.7%
	15-19	0	-	0	-	1	3.3%	2	8.3%	0	-	3	4.7%	3	4.6%
	20-24	1	100.0%	0	-	4	13.3%	2	8.3%	1	33.3%	7	10.9%	8	12.3%
	25-34	0	-	2	28.6%	5	16.7%	3	12.5%	0	-	10	15.6%	10	15.4%
	35-44	0	-	0	-	4	13.3%	3	12.5%	1	33.3%	8	12.5%	8	12.3%
	45-54	0	-	2	28.6%	6	20.0%	6	25.0%	0	-	14	21.9%	14	21.5%
	55-64	0	-	2	28.6%	4	13.3%	2	8.3%	0	-	8	12.5%	8	12.3%
	65+	0	-	0	-	1	3.3%	0	-	0	-	1	1.6%	1	1.5%
	Not Stated	0	-	0	-	0	-	0	-	0	-	0	-	0	-
	Total Bicyclists*	1	100%	7	100%	30	100%	24	100%	3	100%	64	100%	65	100%
Pedestrian	0-4	1	5.6%	2	9.5%	3	6.7%	1	2.1%	0	-	6	5.2%	7	5.2%
	5-9	0	-	1	4.8%	2	4.4%	0	-	0	-	3	2.6%	3	2.2%
	10-14	0	-	1	4.8%	5	11.1%	0	-	0	-	6	5.2%	6	4.5%
	15-19	1	5.6%	0	-	4	8.9%	4	8.3%	0	-	8	6.9%	9	6.7%
	20-24	3	16.7%	3	14.3%	3	6.7%	8	16.7%	0	-	14	12.1%	17	12.7%
	25-34	2	11.1%	2	9.5%	5	11.1%	10	20.8%	0	-	17	14.7%	19	14.2%
	35-44	4	22.2%	6	28.6%	2	4.4%	6	12.5%	0	-	14	12.1%	18	13.4%
	45-54	1	5.6%	0	-	9	20.0%	3	6.3%	1	50.0%	13	11.2%	14	10.4%
	55-64	3	16.7%	1	4.8%	6	13.3%	8	16.7%	1	50.0%	16	13.8%	19	14.2%
	65+	3	16.7%	5	23.8%	6	13.3%	8	16.7%	0	-	19	16.4%	22	16.4%
	Not Stated	1	-	0	-	3	-	2	-	0	-	5	-	6	-
	Total Pedestrians*	19	100%	21	100%	48	100%	50	100%	2	100%	121	100%	140	100%

*Percentage of the total does not include the "not stated" category.

Note: Counts for "Motorcyclist", "Bicyclist" and "Moped" include passengers on those vehicle types.

Note: Victims 'riding/hanging on' (not in the passenger compartment) are not included in the above table. In 2022, this includes 3 individuals with minor or minimal injuries.

Note: Victims where the position in the vehicle was not recorded are not included in the above table. In 2022, this includes 30 injured individuals (3 with serious injury, 12 minor, and 15 with minimal injuries).

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-10a
Collision Victims by Road User Class and Age Group and Casualty Type: 2017-2021 Average

Age Group		2017-2021 Average Count of Victims							
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Driver	0-4	-	-	-	-	-	-	-	-
	5-9	-	-	-	-	-	-	-	-
	10-14	<1	<1	<1	-	-	<1	1	<0.1%
	15-19	4	16	93	297	4	410	414	5.4%
	20-24	4	23	117	638	10	789	793	10.3%
	25-34	8	39	215	1,412	25	1,692	1,700	22.1%
	35-44	6	31	189	1,373	19	1,612	1,618	21.1%
	45-54	5	39	167	1,185	18	1,409	1,413	18.4%
	55-64	5	32	133	854	9	1,028	1,033	13.4%
	65+	7	44	112	539	11	706	713	9.3%
	Not Stated	-	-	<1	2	-	3	3	-
	Total Drivers*	39	224	1,028	6,300	96	7,649	7,688	100%
Passenger	0-4	<1	7	30	80	1	117	117	5.9%
	5-9	<1	4	27	99	2	133	134	6.8%
	10-14	<1	4	35	134	1	175	176	8.9%
	15-19	2	10	49	139	3	200	202	10.2%
	20-24	2	9	38	135	2	183	185	9.4%
	25-34	3	11	53	232	6	303	306	15.5%
	35-44	1	10	48	193	3	253	254	12.9%
	45-54	2	8	35	175	3	222	224	11.3%
	55-64	1	9	31	145	4	188	189	9.6%
	65+	1	13	40	134	2	189	190	9.6%
	Not Stated	-	3	20	68	1	91	91	-
	Total Passengers*	15	88	404	1,534	28	2,053	2,068	100%
Motorcyclist	0-4	-	-	-	-	-	-	-	-
	5-9	-	-	-	-	-	-	-	-
	10-14	-	-	<1	-	-	<1	<1	0.2%
	15-19	-	<1	1	2	-	4	4	3.0%
	20-24	<1	2	6	5	<1	13	13	10.1%
	25-34	<1	3	8	9	<1	21	22	17.3%
	35-44	<1	5	6	7	-	17	18	13.9%
	45-54	<1	5	12	10	-	28	28	22.5%
	55-64	2	6	10	12	<1	28	30	23.9%
	65+	1	4	3	3	-	10	11	9.0%
	Not Stated	-	<1	-	<1	-	<1	<1	-
	Total Motorcyclists*	6	26	46	48	<1	121	127	100%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-10a

Collision Victims by Road User Class and Age Group and Casualty Type: 2017-2021 Average (continued)

Age Group		2017-2021 Average Count of Victims							
		Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Moped	0-4	-	-	-	-	-	-	-	-
	5-9	-	-	-	-	-	-	-	-
	10-14	-	-	-	-	-	-	-	-
	15-19	-	<1	<1	<1	-	<1	<1	7.0%
	20-24	-	<1	<1	<1	-	<1	<1	7.0%
	25-34	-	<1	1	1	-	2	2	27.9%
	35-44	-	-	<1	<1	-	1	1	16.3%
	45-54	-	-	<1	<1	-	1	1	14.0%
	55-64	-	<1	<1	1	-	2	2	20.9%
	65+	-	<1	<1	<1	-	<1	<1	7.0%
	Not Stated	-	-	-	-	-	-	-	-
	Total Moped*	-	1	3	4	-	9	9	100%
Bicyclist	0-4	-	<1	3	3	1	7	7	7.4%
	5-9	-	<1	<1	<1	-	1	1	1.4%
	10-14	<1	<1	3	2	-	6	6	6.0%
	15-19	<1	<1	5	3	<1	8	9	8.7%
	20-24	<1	<1	5	5	<1	11	11	11.3%
	25-34	-	2	7	11	<1	19	19	19.3%
	35-44	-	1	6	7	<1	14	14	14.5%
	45-54	<1	<1	5	7	<1	13	13	13.5%
	55-64	<1	2	5	5	<1	12	13	12.9%
	65+	<1	2	2	1	-	5	5	5.0%
	Not Stated	-	-	<1	-	-	<1	<1	-
	Total Bicyclists*	2	9	41	45	3	98	100	100%
Pedestrian	0-4	<1	1	2	1	-	5	5	2.8%
	5-9	<1	2	2	<1	-	4	4	2.6%
	10-14	-	1	4	1	-	7	7	4.2%
	15-19	1	2	6	4	<1	13	14	8.3%
	20-24	1	3	7	4	<1	15	16	9.6%
	25-34	3	2	13	10	1	27	30	17.9%
	35-44	3	4	11	8	<1	24	27	16.3%
	45-54	1	3	8	9	<1	21	22	12.9%
	55-64	2	1	8	7	2	18	20	11.7%
	65+	2	5	9	6	1	21	23	13.6%
	Not Stated	-	<1	3	3	<1	7	7	-
	Total Pedestrians*	14	27	74	54	7	162	176	100%

*Percentage of the total does not include the "not stated" category.

Note: Counts for "Motorcyclist", "Bicyclist" and "Moped" include passengers on those vehicle types.

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

Note: Victims who were 'riding/hanging on' (not in the passenger compartment) are not included in the above table. In 2017-2021, this includes an average of 14 individuals per year (1 with serious injury, 3 with minor injury, and 10 with minimal injuries).

Note: Victims where the position in the vehicle is not recorded are not included in the above table. In 2017-2021, this includes an average of 60 injured individuals per year (1 with serious injury, 18 minor, and 41 with minimal injury).

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-11
Collision Victims by Collision Type and Casualty Type: 2022

Collision Type	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Collision with pedestrian	16	16.8%	10	4.1%	21	1.6%	26	0.4%	2	3.8%	59	0.7%	75	0.9%
Collision with other motor vehicle	44	46.3%	154	63.9%	1,002	77.1%	6,057	85.5%	42	80.8%	7,255	83.6%	7,299	83.2%
Collisions with train	0	-	0	-	1	<0.1%	0	-	0	-	1	<0.1%	1	<0.1%
Collision with motorcycle	0	-	2	0.8%	2	0.2%	2	<0.1%	0	-	6	<0.1%	6	<0.1%
Collision with animal drawn vehicle	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Collision with bicycle	1	1.1%	3	1.2%	16	1.2%	14	0.2%	3	5.8%	36	0.4%	37	0.4%
Collision with animal	0	-	10	4.1%	38	2.9%	343	4.8%	1	1.9%	392	4.5%	392	4.5%
Collision with fixed object	12	12.6%	43	17.8%	157	12.1%	454	6.4%	1	1.9%	655	7.5%	667	7.6%
Collision with other object	10	10.5%	17	7.1%	58	4.5%	157	2.2%	3	5.8%	235	2.7%	245	2.8%
Overtaken in roadway	5	5.3%	0	-	1	<0.1%	4	<0.1%	0	-	5	<0.1%	10	0.1%
Ran off roadway	7	7.4%	0	-	0	-	0	-	0	-	0	-	7	<0.1%
Collision with moped	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Other non-collision	0	-	2	0.8%	3	0.2%	31	0.4%	0	-	36	0.4%	36	0.4%
Total	95	100%	241	100%	1,299	100%	7,088	100%	52	100%	8,680	100%	8,775	100%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-11a
Collision Victims by Collision Type and Casualty Type: 2017-2021 Average

Collision Type	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Collision with pedestrian	4	13	34	30	4	81	85	0.8%
Collision with other motor vehicle	40	226	1,211	6,908	112	8,457	8,497	83.0%
Collisions with train	<1	<1	<1	<1	-	1	1	<0.1%
Collision with motorcycle	<1	1	2	5	<1	9	10	<0.1%
Collision with animal drawn vehicle	-	-	-	-	-	-	-	-
Collision with bicycle	<1	5	20	29	2	56	56	0.5%
Collision with animal	<1	11	38	355	3	408	408	4.0%
Collision with fixed object	13	83	224	481	9	796	809	7.9%
Collision with other object	12	31	67	184	4	286	298	2.9%
Overtuned in roadway	<1	2	6	5	-	13	13	0.1%
Ran off roadway	2	2	2	<1	<1	5	7	<0.1%
Collision with moped	-	<1	-	-	-	<1	<1	<0.1%
Other non-collision	<1	3	14	39	<1	56	57	0.6%
Total	75	377	1,618	8,037	135	10,167	10,242	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-12
Collision Victims by Accident Configuration and Casualty Type: 2022

Accident Configuration	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Rear End	4	5.6%	19	10.9%	215	20.7%	2,883	48.4%	18	37.5%	3,135	43.4%	3,139	43.1%
Head On	16	22.5%	16	9.2%	59	5.7%	56	0.9%	3	6.3%	134	1.9%	150	2.1%
Side Swipe Opposing	0	-	3	1.7%	12	1.2%	51	0.9%	1	2.1%	67	0.9%	67	0.9%
Side Swipe Same Direction	0	-	1	0.6%	47	4.5%	405	6.8%	0	-	453	6.3%	453	6.2%
Overtaking	2	2.8%	1	0.6%	3	0.3%	10	0.2%	0	-	14	0.2%	16	0.2%
Right Turn - Same direction	0	-	0	-	2	0.2%	21	0.4%	2	4.2%	25	0.3%	25	0.3%
Right Turn - Opposing	0	-	0	-	2	0.2%	7	0.1%	1	2.1%	10	0.1%	10	0.1%
Left Turn - Opposing	0	-	9	5.2%	36	3.5%	159	2.7%	0	-	204	2.8%	204	2.8%
Left Turn - Same direction	0	-	0	-	1	<0.1%	27	0.5%	0	-	28	0.4%	28	0.4%
Left Turn - Across	0	-	8	4.6%	43	4.1%	200	3.4%	3	6.3%	254	3.5%	254	3.5%
Intersection 90°	13	18.3%	66	37.9%	420	40.5%	1,578	26.5%	13	27.1%	2,077	28.8%	2,090	28.7%
Off Road Right	6	8.5%	8	4.6%	45	4.3%	95	1.6%	1	2.1%	149	2.1%	155	2.1%
Off Road Left	4	5.6%	13	7.5%	42	4.0%	77	1.3%	1	2.1%	133	1.8%	137	1.9%
Fixed Object	10	14.1%	14	8.0%	76	7.3%	269	4.5%	2	4.2%	361	5.0%	371	5.1%
Parking	0	-	1	0.6%	11	1.1%	80	1.3%	1	2.1%	93	1.3%	93	1.3%
Pedestrian	16	22.5%	15	8.6%	24	2.3%	41	0.7%	2	4.2%	82	1.1%	98	1.3%
Other	24	-	67	-	261	-	1,129	-	4	-	1,461	-	1,485	-
Total	95	100%	241	100%	1,299	100%	7,088	100%	52	100%	8,680	100%	8,775	100%

Note: "Other" accident configurations consist primarily of collisions involving more than one configuration or sequence of events. Calculations in "% of Total" exclude the "Other" category.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-12a
Collision Victims by Accident Configuration and Casualty Type: 2017-2021 Average

Accident Configuration	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Rear End	1	37	328	3,715	61	4,142	4,143	47.6%
Head On	10	24	41	74	2	141	151	1.7%
Side Swipe Opposing	<1	2	14	65	<1	82	82	0.9%
Side Swipe Same Direction	<1	9	47	438	6	500	500	5.7%
Overtaking	-	<1	4	23	<1	28	28	0.3%
Right Turn - Same direction	-	<1	5	24	1	31	31	0.4%
Right Turn - Opposing	-	<1	2	7	<1	10	10	0.1%
Left Turn - Opposing	<1	12	71	182	3	269	269	3.1%
Left Turn - Same direction	-	<1	5	29	<1	35	35	0.4%
Left Turn - Across	<1	10	52	202	3	268	268	3.1%
Intersection 90°	8	88	484	1,515	22	2,110	2,117	24.3%
Off Road Right	4	28	80	132	2	243	247	2.8%
Off Road Left	2	22	66	86	1	174	176	2.0%
Fixed Object	4	27	75	260	5	366	371	4.3%
Parking	<1	2	12	111	-	125	126	1.4%
Pedestrian	7	18	56	59	6	139	145	1.7%
Other	37	97	275	1,113	20	1,505	1,542	-
Total	75	377	1,618	8,037	135	10,167	10,242	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

Note: "Other" accident configurations consist primarily of collisions involving more than one configuration or sequence of events.

Calculations in "% of Total" exclude the "Other" category.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-13
Collision Victims by Provincial Location and Casualty Type: 2022

Location	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Winnipeg	28	29.5%	97	40.2%	691	53.2%	5,534	78.1%	39	75.0%	6,361	73.3%	6,389	72.8%
Brandon	4	4.2%	14	5.8%	59	4.5%	127	1.8%	0	-	200	2.3%	204	2.3%
Portage	0	-	1	0.4%	19	1.5%	26	0.4%	0	-	46	0.5%	46	0.5%
Flin Flon	0	-	1	0.4%	1	<0.1%	3	<0.1%	0	-	5	<0.1%	5	<0.1%
Dauphin	0	-	2	0.8%	8	0.6%	18	0.3%	0	-	28	0.3%	28	0.3%
Thompson	0	-	2	0.8%	5	0.4%	10	0.1%	0	-	17	0.2%	17	0.2%
The Pas	0	-	0	-	2	0.2%	4	<0.1%	0	-	6	<0.1%	6	<0.1%
Selkirk	0	-	0	-	12	0.9%	63	0.9%	1	1.9%	76	0.9%	76	0.9%
Other Urban	7	7.4%	34	14.1%	153	11.8%	474	6.7%	6	11.5%	667	7.7%	674	7.7%
All Rural	56	58.9%	90	37.3%	349	26.9%	829	11.7%	6	11.5%	1,274	14.7%	1,330	15.2%
Total	95	100%	241	100%	1,299	100%	7,088	100%	52	100%	8,680	100%	8,775	100%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-13a
Collision Victims by Provincial Location and Casualty Type: 2017-2021 Average

Location	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Winnipeg	10	159	910	6,476	109	7,654	7,664	74.8%
Brandon	<1	10	57	157	3	227	227	2.2%
Portage	2	6	19	36	<1	61	63	0.6%
Flin Flon	<1	<1	3	2	<1	6	6	<0.1%
Dauphin	<1	1	8	19	<1	29	29	0.3%
Thompson	<1	3	12	19	1	35	35	0.3%
The Pas	<1	-	6	6	<1	12	13	0.1%
Selkirk	-	5	22	45	<1	72	72	0.7%
Other Urban	18	52	166	446	8	672	690	6.7%
All Rural	43	142	416	830	11	1,398	1,442	14.1%
Total	75	377	1,618	8,037	135	10,167	10,242	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-14
Collision Victims by Safety Equipment Use and Casualty Type: 2022

Safety Equipment	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Lap belt only installed - In use	4	5.3%	3	1.4%	10	0.8%	104	1.5%	2	4.3%	119	1.4%	123	1.4%
Lap belt only installed - Not in use	0	-	0	-	7	0.6%	25	0.4%	0	-	32	0.4%	32	0.4%
Shoulder belt only installed - In use	0	-	1	0.5%	15	1.2%	131	1.9%	2	4.3%	149	1.8%	149	1.7%
Shoulder belt only installed - Not in use	0	-	2	1.0%	6	0.5%	27	0.4%	1	2.1%	36	0.4%	36	0.4%
Lap and shoulder belt assembly - In use	8	10.7%	77	36.7%	660	54.6%	5,720	81.7%	35	74.5%	6,492	76.7%	6,500	76.1%
Combined belt installed - Not in use	21	28.0%	4	1.9%	2	0.2%	18	0.3%	0	-	24	0.3%	45	0.5%
Only lap part of full assembly in use	0	-	1	0.5%	1	<0.1%	12	0.2%	0	-	14	0.2%	14	0.2%
Air bag deployed - Safety belt in use	18	24.0%	81	38.6%	407	33.7%	789	11.3%	2	4.3%	1,279	15.1%	1,297	15.2%
Air bag deployed - Safety belt not in use	3	4.0%	5	2.4%	14	1.2%	10	0.1%	0	-	29	0.3%	32	0.4%
Safety seat properly installed - In use	1	1.3%	1	0.5%	12	1.0%	67	1.0%	0	-	80	0.9%	81	0.9%
Safety seat improperly installed - In use	0	-	0	-	1	<0.1%	1	<0.1%	0	-	2	<0.1%	2	<0.1%
Safety seat installed - Not in use	0	-	0	-	1	<0.1%	2	<0.1%	0	-	3	<0.1%	3	<0.1%
Safety helmet worn	4	5.3%	18	8.6%	39	3.2%	39	0.6%	2	4.3%	98	1.2%	102	1.2%
Safety helmet not worn	0	-	2	1.0%	3	0.2%	0	-	0	-	5	<0.1%	5	<0.1%
No safety device available	0	-	1	0.5%	3	0.2%	2	<0.1%	0	-	6	<0.1%	6	<0.1%
Other	0	-	3	1.4%	14	1.2%	14	0.2%	1	2.1%	32	0.4%	32	0.4%
Not Applicable	1	1.3%	1	0.5%	6	0.5%	21	0.3%	0	-	28	0.3%	29	0.3%
Unknown	15	20.0%	10	4.8%	7	0.6%	15	0.2%	2	4.3%	34	0.4%	49	0.6%
Total	75	100%	210	100%	1,208	100%	6,997	100%	47	100%	8,462	100%	8,537	100%

Note: Vehicle occupants (Road User Class = Driver, Passenger) plus Motorcyclists and Moped riders and their passengers.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-14a
Collision Victims by Safety Equipment Use and Casualty Type: 2017-2021 Average

Safety Equipment	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Lap belt only installed - In use	2	4	11	67	3	84	86	0.9%
Lap belt only installed - Not in use	1	3	6	20	<1	28	29	0.3%
Shoulder belt only installed - In use	1	<1	5	34	5	44	45	0.5%
Shoulder belt only installed - Not in use	1	1	6	11	<1	18	20	0.2%
Lap and shoulder belt assembly - In use	11	143	832	6,681	92	7,749	7,760	78.5%
Combined belt installed - Not in use	9	5	15	19	<1	39	48	0.5%
Only lap part of full assembly in use	<1	<1	1	19	<1	21	21	0.2%
Air bag deployed - Safety belt in use	7	126	485	796	14	1,422	1,429	14.4%
Air bag deployed - Safety belt not in use	6	6	12	9	<1	28	33	0.3%
Safety seat properly installed - In use	<1	5	39	124	2	170	170	1.7%
Safety seat improperly installed - In use	-	1	2	9	<1	12	12	0.1%
Safety seat installed - Not in use	<1	<1	<1	2	-	3	3	<0.1%
Safety helmet worn	4	26	44	48	1	119	122	1.2%
Safety helmet not worn	1	1	1	<1	-	3	4	<0.1%
No safety device available	1	1	2	2	<1	5	7	<0.1%
Other	<1	1	5	9	<1	15	15	0.2%
Not Applicable	<1	2	7	21	2	32	32	0.3%
Unknown	14	13	8	15	2	38	52	0.5%
Total	60	339	1,481	7,886	125	9,832	9,891	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

Note: Vehicle occupants (Road User Class = Driver, Passenger) plus Motorcyclists and Moped riders and their passengers.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 5-15

Safety Equipment Effectiveness - Ratio of Victims Killed and Injured While 'Not Using Safety Equipment' to 'Using Safety Equipment': 2022

Safety Equipment Use	Total Casualties	Killed	% of Total Casualties	Serious Injury	% of Total Casualties	Minor/ Minimal Injury	% of Total Casualties	Other Injury	% of Total Casualties
Equipment <u>not</u> in use	159	24	15.1%	14	8.8%	120	75.5%	1	0.6%
Equipment in use	8,268	35	0.4%	182	2.2%	8,008	96.9%	43	0.5%
Safety Equipment Effectiveness*			35.66		4.00		0.78		1.21

*Ratio of % not using equipment over the % using equipment.

Table 5-16

Vehicle Occupant Victims by Ejection from Vehicle and Casualty Type: 2022

Ejection	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Not Ejected	52	76.5%	181	96.3%	1,144	98.5%	6,916	99.5%	45	100.0%	8,286	99.3%	8,338	99.1%
Fully Ejected	14	20.6%	6	3.2%	11	0.9%	19	0.3%	0	-	36	0.4%	50	0.6%
Partially Ejected	2	2.9%	1	0.5%	7	0.6%	16	0.2%	0	-	24	0.3%	26	0.3%
Total	68	100%	188	100%	1,162	100%	6,951	100%	45	100%	8,346	100%	8,414	100%

NOTE: Vehicle occupants (Drivers and Passengers; excluding Motorcyclist, Moped riders and passengers).

Table 5-16a

Vehicle Occupant Victims by Ejection from Vehicle and Casualty Type: 2017-2021 Average

Ejection	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Not Ejected	39	295	1,416	7,782	122	9,615	9,654	99.0%
Fully Ejected	12	13	14	37	2	65	78	0.8%
Partially Ejected	2	4	3	15	0	22	24	0.2%
Total	54	312	1,432	7,834	124	9,702	9,756	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

Note: Vehicle occupants (Drivers and Passengers; excluding Motorcyclist, Moped riders and passengers).

Section 6: Pedestrian Victims

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-1
Historical Summary of Pedestrians Killed and Injured in Traffic Collisions: 2012 to 2022

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2012	13	-	21	-	90	-	40	-	12	-	163	-	176	-
2013	10	-23.1%	22	4.8%	49	-45.6%	25	-37.5%	10	-16.7%	106	-35.0%	116	-34.1%
2014	11	10.0%	22	0.0%	68	38.8%	38	52.0%	9	-10.0%	137	29.2%	148	27.6%
2015	9	-18.2%	18	-18.2%	51	-25.0%	40	5.3%	12	33.3%	121	-11.7%	130	-12.2%
2016	13	44.4%	27	50.0%	49	-3.9%	54	35.0%	29	141.7%	159	31.4%	172	32.3%
2017	12	-7.7%	22	-18.5%	78	59.2%	56	3.7%	11	-62.1%	167	5.0%	179	4.1%
2018	13	8.3%	36	63.6%	103	32.1%	71	26.8%	4	-63.6%	214	28.1%	227	26.8%
2019	16	23.1%	31	-13.9%	87	-15.5%	65	-8.5%	6	50.0%	189	-11.7%	205	-9.7%
2020	13	-18.8%	21	-32.3%	52	-40.2%	30	-53.8%	3	-50.0%	106	-43.9%	119	-42.0%
2021	15	15.4%	24	14.3%	51	-1.9%	50	66.7%	9	200.0%	134	26.4%	149	25.2%
2022	19	26.7%	21	-12.5%	48	-5.9%	50	0.0%	2	-77.8%	121	-9.7%	140	-6.0%
2017-2021 Average*	14	37.7%	27	-21.6%	74	-35.3%	54	-8.1%	7	-69.7%	162	-25.3%	176	-20.4%

* "% change" in this line compares the current year to the 5-year average

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-2
Historical Summary of Pedestrian Involvement Rates (per 100,000 people) in Traffic Collisions: 2012 to 2022

Year	Casualty Type												Total Victims	% change to previous year
	Killed	% change to previous year	Serious Injury	% change to previous year	Minor Injury	% change to previous year	Minimal Injury	% change to previous year	Other Injury	% change to previous year	Total Injured	% change to previous year		
2012	1.0	-	1.7	-	7.1	-	3.1	-	0.9	-	12.8	-	13.8	-
2013	0.8	-24.1%	1.7	3.3%	3.8	-46.3%	1.9	-38.4%	0.8	-17.8%	8.2	-35.9%	9.0	-35.0%
2014	0.8	8.6%	1.7	-1.3%	5.2	37.0%	2.9	50.0%	0.7	-11.2%	10.5	27.6%	11.3	25.9%
2015	0.7	-19.1%	1.4	-19.1%	3.9	-25.8%	3.0	4.1%	0.9	31.9%	9.2	-12.6%	9.8	-13.1%
2016	1.0	42.4%	2.0	47.9%	3.7	-5.3%	4.0	33.1%	2.2	138.2%	11.9	29.5%	12.8	30.4%
2017	0.9	-8.9%	1.6	-19.6%	5.7	57.1%	4.1	2.4%	0.8	-62.6%	12.3	3.7%	13.2	2.7%
2018	1.0	8.1%	2.6	63.2%	7.6	31.7%	5.2	26.5%	0.3	-63.7%	15.7	27.8%	16.7	26.5%
2019	1.2	22.0%	2.3	-14.7%	6.3	-16.3%	4.7	-9.3%	0.4	48.7%	13.8	-12.5%	14.9	-10.5%
2020	0.9	-19.6%	1.5	-33.0%	3.7	-40.8%	2.2	-54.3%	0.2	-50.5%	7.6	-44.5%	8.6	-42.5%
2021	1.1	14.4%	1.7	13.3%	3.6	-2.8%	3.6	65.2%	0.6	197.4%	9.6	25.3%	10.6	24.1%
2021	1.3	24.1%	1.5	-14.3%	3.4	-7.8%	3.5	-2.0%	0.1	-78.2%	8.5	-11.5%	9.8	-7.9%
2017-2021 Average*	1.0	32.7%	2.0	-24.6%	5.4	-37.9%	4.0	-11.7%	0.5	-70.8%	11.8	-28.2%	12.8	-23.5%

Note: This report factors in a correction to victim involvement rates for 2021, due to a correction to Manitoba's 2021 population count. The correction impacts a small number of tables in this report (4 tables, including this table), which compare victim involvement rates for 2022 vs. 2021. Reason: At the time of preparing the 2021 TCSR Report, Manitoba's population statistics from the Manitoba Health Annual Statistics Report was significantly delayed, and an alternate estimate from Statistics Canada was used. Manitoba Health counts (MPI's official source) for both 2022 and 2021 are now available and form the basis of the 2021 corrections.

* "% change" in this line compares the current year to the 5-year average

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-3
Total Pedestrians Killed and Injured by Month of Occurrence and Casualty Type: 2022

Month of Occurrence	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
January	0	-	3	14.3%	1	2.1%	1	2.0%	0	-	5	4.1%	5	3.6%
February	1	5.3%	1	4.8%	5	10.4%	3	6.0%	0	-	9	7.4%	10	7.1%
March	3	15.8%	2	9.5%	4	8.3%	2	4.0%	0	-	8	6.6%	11	7.9%
April	1	5.3%	0	-	2	4.2%	2	4.0%	1	50.0%	5	4.1%	6	4.3%
May	0	-	2	9.5%	1	2.1%	6	12.0%	0	-	9	7.4%	9	6.4%
June	1	5.3%	0	-	3	6.3%	5	10.0%	1	50.0%	9	7.4%	10	7.1%
July	2	10.5%	1	4.8%	2	4.2%	0	-	0	-	3	2.5%	5	3.6%
August	2	10.5%	0	-	4	8.3%	6	12.0%	0	-	10	8.3%	12	8.6%
September	1	5.3%	3	14.3%	6	12.5%	5	10.0%	0	-	14	11.6%	15	10.7%
October	4	21.1%	2	9.5%	4	8.3%	7	14.0%	0	-	13	10.7%	17	12.1%
November	2	10.5%	3	14.3%	10	20.8%	10	20.0%	0	-	23	19.0%	25	17.9%
December	2	10.5%	4	19.0%	6	12.5%	3	6.0%	0	-	13	10.7%	15	10.7%
Total	19	100%	21	100%	48	100%	50	100%	2	100%	121	100%	140	100%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-3a
Pedestrians Killed and Injured by Month of Occurrence and Casualty Type: 2017-2021 Average

Month of Occurrence	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
January	1	2	5	6	<1	13	14	7.8%
February	<1	4	6	4	<1	14	15	8.6%
March	2	3	8	7	<1	17	19	10.9%
April	<1	1	4	3	<1	9	10	5.7%
May	1	2	6	4	<1	12	14	8.0%
June	<1	2	5	3	1	12	13	7.3%
July	2	1	5	2	<1	9	11	6.1%
August	1	3	6	4	<1	13	14	8.1%
September	2	3	6	6	<1	15	17	9.6%
October	1	2	7	4	<1	14	16	8.9%
November	1	2	8	6	<1	16	17	9.7%
December	1	2	8	4	1	15	16	9.3%
Total	14	27	74	54	7	162	176	100%

Note: Counts of pedestrians in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-4
Total Pedestrians Killed and Injured by Day of Occurrence and Casualty Type: 2022

Day of the Week	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Sunday	3	15.8%	2	9.5%	4	8.3%	2	4.0%	0	-	8	6.6%	11	7.9%
Monday	3	15.8%	1	4.8%	3	6.3%	5	10.0%	0	-	9	7.4%	12	8.6%
Tuesday	1	5.3%	3	14.3%	10	20.8%	11	22.0%	0	-	24	19.8%	25	17.9%
Wednesday	5	26.3%	2	9.5%	8	16.7%	15	30.0%	1	50.0%	26	21.5%	31	22.1%
Thursday	1	5.3%	3	14.3%	7	14.6%	10	20.0%	1	50.0%	21	17.4%	22	15.7%
Friday	3	15.8%	5	23.8%	7	14.6%	5	10.0%	0	-	17	14.0%	20	14.3%
Saturday	3	15.8%	5	23.8%	9	18.8%	2	4.0%	0	-	16	13.2%	19	13.6%
Total	19	100%	21	100%	48	100%	50	100%	2	100%	121	100%	140	100%

Table 6-4a
Pedestrians Killed and Injured by Day of Occurrence and Casualty Type: 2017-2021 Average

Day of the Week	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Sunday	2	2	5	4	<1	10	13	7.3%
Monday	2	3	13	8	2	26	28	15.9%
Tuesday	2	4	13	8	1	26	28	16.2%
Wednesday	2	5	10	12	<1	27	30	17.0%
Thursday	1	4	10	6	2	22	23	13.2%
Friday	3	5	15	10	1	31	34	19.2%
Saturday	1	4	8	6	<1	19	20	11.3%
Total	14	27	74	54	7	162	176	100%

Note: Counts of pedestrians in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-5
Total Pedestrians Killed and Injured by Time of Occurrence and Casualty Type: 2022

Time of the Day	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims*
	Killed	% of Total Killed*	Serious Injury	% of Total Serious Injury*	Minor Injury	% of Total Minor Injury*	Minimal Injury	% of Total Minimal Injury*	Other Injury	% of Total Other Injury*	Total Injured	% of Total Injured*		
00:00 - 02:59	6	31.6%	3	14.3%	1	2.1%	2	4.1%	0	-	6	5.0%	12	8.6%
03:00 - 05:59	1	5.3%	0	-	0	-	0	-	0	-	0	-	1	0.7%
06:00 - 08:59	1	5.3%	3	14.3%	6	12.5%	7	14.3%	0	-	16	13.3%	17	12.2%
09:00 - 11:59	3	15.8%	4	19.0%	5	10.4%	5	10.2%	0	-	14	11.7%	17	12.2%
12:00 - 14:59	1	5.3%	4	19.0%	12	25.0%	10	20.4%	0	-	26	21.7%	27	19.4%
15:00 - 17:59	2	10.5%	6	28.6%	10	20.8%	14	28.6%	1	50.0%	31	25.8%	33	23.7%
18:00 - 20:59	2	10.5%	0	-	9	18.8%	8	16.3%	1	50.0%	18	15.0%	20	14.4%
21:00 - 23:59	3	15.8%	1	4.8%	5	10.4%	3	6.1%	0	-	9	7.5%	12	8.6%
Not Stated	0	-	0	-	0	-	1	-	0	-	1	-	1	-
Total	19	100%	21	100%	48	100%	50	100%	2	100%	121	100%	140	100%

*Percentage of the total does not include the 'not stated' category.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-5a
Pedestrians Killed and Injured by Time of Occurrence and Casualty Type: 2017-2021 Average

Time of the Day	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims*
00:00 - 02:59	2	1	1	1	<1	4	7	3.9%
03:00 - 05:59	1	<1	2	<1	<1	3	5	2.6%
06:00 - 08:59	1	2	12	7	1	22	24	13.6%
09:00 - 11:59	1	3	10	10	<1	23	24	13.9%
12:00 - 14:59	<1	5	14	11	2	32	32	18.3%
15:00 - 17:59	2	6	20	15	1	42	44	25.0%
18:00 - 20:59	3	5	10	7	<1	22	25	14.5%
21:00 - 23:59	2	3	5	3	<1	12	14	8.1%
Not Stated	-	<1	<1	<1	<1	1	1	-
Total	14	27	74	54	7	162	176	100%

Note: Counts of pedestrians in the 2017-2021 average may not add to the total due to rounding.

*Percentage of the total does not include the 'not stated' category.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-6
Total Pedestrians Killed and Injured by Age Group and Casualty Type: 2022

Age Group	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims*
	Killed	% of Total Killed*	Serious Injury	% of Total Serious Injury*	Minor Injury	% of Total Minor Injury*	Minimal Injury	% of Total Minimal Injury*	Other Injury	% of Total Other Injury*	Total Injured	% of Total Injured*		
0-4	1	5.6%	2	9.5%	3	6.7%	1	2.1%	0	-	6	5.2%	7	5.2%
5-9	0	-	1	4.8%	2	4.4%	0	-	0	-	3	2.6%	3	2.2%
10-14	0	-	1	4.8%	5	11.1%	0	-	0	-	6	5.2%	6	4.5%
15-19	1	5.6%	0	-	4	8.9%	4	8.3%	0	-	8	6.9%	9	6.7%
20-24	3	16.7%	3	14.3%	3	6.7%	8	16.7%	0	-	14	12.1%	17	12.7%
25-34	2	11.1%	2	9.5%	5	11.1%	10	20.8%	0	-	17	14.7%	19	14.2%
35-44	4	22.2%	6	28.6%	2	4.4%	6	12.5%	0	-	14	12.1%	18	13.4%
45-54	1	5.6%	0	-	9	20.0%	3	6.3%	1	50.0%	13	11.2%	14	10.4%
55-64	3	16.7%	1	4.8%	6	13.3%	8	16.7%	1	50.0%	16	13.8%	19	14.2%
65+	3	16.7%	5	23.8%	6	13.3%	8	16.7%	0	-	19	16.4%	22	16.4%
Not Stated	1	-	0	-	3	-	2	-	0	-	5	-	6	-
Total	19	100%	21	100%	48	100%	50	100%	2	100%	121	100%	140	100%

*Percentage of the total does not include the 'Not Stated' category.

Note: The reader is cautioned that age is missing ('Not Stated') in several collisions - interpret with caution.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-6a
Pedestrians Killed and Injured by Age Group and Casualty Type: 2017-2021 Average

Age Group	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims*
0-4	<1	1	2	1	-	5	5	2.8%
5-9	<1	2	2	<1	-	4	4	2.6%
10-14	-	1	4	1	-	7	7	4.2%
15-19	1	2	6	4	<1	13	14	8.3%
20-24	1	3	7	4	<1	15	16	9.6%
25-34	3	2	13	10	1	27	30	17.9%
35-44	3	4	11	8	<1	24	27	16.3%
45-54	1	3	8	9	<1	21	22	12.9%
55-64	2	1	8	7	2	18	20	11.7%
65+	2	5	9	6	1	21	23	13.6%
Not Stated	-	<1	3	3	<1	7	7	-
Total	14	27	74	54	7	162	176	100%

Note: Counts of pedestrians in the 2017-2021 average may not add to the total due to rounding.

*Percentage of the total does not include the 'Not Stated' category.

Note: The reader is cautioned that age is missing ('Not Stated') in several collisions - interpret with caution.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-7
Pedestrian Involvement Rate (per 100,000 People) in Traffic Collisions by Age Group: 2022, 2017-2021 Average

Age Group	2022 Casualty Type						2022 Total Victims	2017-2021 Average Involvement Rate		
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured		Killed	Injured	Total Victims
0-4	1.2	2.4	3.6	1.2	-	7.1	8.3	0.2	5.3	5.6
5-9	-	1.1	2.2	-	-	3.3	3.3	0.2	4.7	5.0
10-14	-	1.1	5.5	-	-	6.6	6.6	-	8.2	8.2
15-19	1.2	-	4.8	4.8	-	9.5	10.7	1.2	15.6	16.8
20-24	3.2	3.2	3.2	8.5	-	14.8	18.0	1.5	16.1	17.6
25-34	1.0	1.0	2.5	5.0	-	8.4	9.4	1.5	14.0	15.5
35-44	2.1	3.1	1.0	3.1	-	7.3	9.3	1.7	13.5	15.1
45-54	0.6	-	5.3	1.8	0.6	7.7	8.3	0.7	12.1	12.8
55-64	1.7	0.6	3.4	4.5	0.6	9.1	10.8	1.3	10.1	11.3
65+	1.2	2.1	2.5	3.3	-	7.8	9.0	0.7	9.8	10.5
Total	1.3	1.5	3.4	3.5	0.1	8.5	9.8	1.0	11.8	12.8

Note: This report factors in a correction to victim involvement rates for 2021, due to a correction to Manitoba's 2021 population count. The correction impacts a small number of tables in this report (4 tables, including this table), which compare victim involvement rates for 2022 vs. 2021. Reason: At the time of preparing the 2021 TCSR Report, Manitoba's population statistics from the Manitoba Health Annual Statistics Report was significantly delayed, and an alternate estimate from Statistics Canada was used. Manitoba Health counts (MPI's official source) for both 2022 and 2021 are now available and form the basis of the 2021 corrections.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-8
Pedestrian Action and Casualty Type: 2022

Pedestrian Action	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims*
	Killed	% of Total Killed*	Serious Injury	% of Total Serious Injury*	Minor Injury	% of Total Minor Injury*	Minimal Injury	% of Total Minimal Injury*	Other Injury	% of Total Other Injury*	Total Injured	% of Total Injured*		
At intersection, with right of way	1	9.1%	4	26.7%	9	29.0%	9	28.1%	0	-	22	27.5%	23	25.3%
At intersection, without right of way	2	18.2%	1	6.7%	3	9.7%	1	3.1%	0	-	5	6.3%	7	7.7%
At intersection, no traffic control	0	-	2	13.3%	2	6.5%	0	-	0	-	4	5.0%	4	4.4%
Between intersections	1	9.1%	1	6.7%	3	9.7%	4	12.5%	0	-	8	10.0%	9	9.9%
Walking along roadway against traffic	2	18.2%	0	-	0	-	0	-	0	-	0	-	2	2.2%
Walking along roadway with traffic	2	18.2%	1	6.7%	1	3.2%	3	9.4%	0	-	5	6.3%	7	7.7%
On sidewalk/median/safety zone	0	-	0	-	3	9.7%	1	3.1%	0	-	4	5.0%	4	4.4%
Walking on roadway (travelled portion)	0	-	0	-	0	-	0	-	0	-	0	-	0	-
From behind vehicle/object on roadside	1	9.1%	0	-	0	-	0	-	0	-	0	-	1	1.1%
Running into roadway	0	-	2	13.3%	0	-	2	6.3%	0	-	4	5.0%	4	4.4%
Getting on/off vehicle	1	9.1%	0	-	0	-	0	-	0	-	0	-	1	1.1%
Pushing/working on vehicle	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Playing on roadway	0	-	0	-	1	3.2%	0	-	0	-	1	1.3%	1	1.1%
Working on roadway	0	-	1	6.7%	0	-	0	-	0	-	1	1.3%	1	1.1%
Lying on roadway	0	-	1	6.7%	0	-	0	-	0	-	1	1.3%	1	1.1%
Other	1	9.1%	2	13.3%	9	29.0%	12	37.5%	2	100.0%	25	31.3%	26	28.6%
Unknown	6	-	6	-	17	-	18	-	0	-	41	-	47	-
Total	17	100%	21	100%	48	100%	50	100%	2	100%	121	100%	138	100%

*Percentage of the total has been rebased to exclude the 'unknown' category.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 6-8a
Pedestrian Action and Casualty Type: 2017-2021 Average

Pedestrian Action	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims*
At intersection, with right of way	1	8	24	18	2	52	53	40.7%
At intersection, without right of way	<1	2	4	2	-	8	8	6.3%
At intersection, no traffic control	<1	<1	3	2	<1	6	6	4.8%
Between intersections	<1	2	5	2	-	9	9	6.9%
Walking along roadway against traffic	<1	1	<1	<1	-	2	2	1.7%
Walking along roadway with traffic	<1	<1	<1	<1	<1	1	2	1.4%
On sidewalk/median/safety zone	-	1	2	3	<1	7	7	5.4%
Walking on roadway (travelled portion)	3	<1	<1	<1	<1	2	5	3.9%
From behind vehicle/object on roadside	-	<1	2	1	<1	4	4	2.9%
Running into roadway	1	<1	1	<1	<1	2	3	2.3%
Getting on/off vehicle	<1	-	-	<1	-	0	1	0.5%
Pushing/working on vehicle	<1	-	-	<1	-	0	0	0.3%
Playing on roadway	-	-	-	<1	-	0	0	0.2%
Working on roadway	-	<1	-	<1	-	0	0	0.3%
Lying on roadway	<1	<1	-	-	<1	1	1	1.1%
Other	<1	4	11	11	<1	27	27	21.1%
Unknown	4	7	21	12	2	42	46	-
Total	14	27	74	54	7	162	176	100%

Note: Counts of pedestrians in the 2017-2021 average may not add to the total due to rounding.

*Percentage of the total has been rebased to exclude the 'unknown' category.

Section 7: Vehicle Involvement

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 7-1
Historical Summary of Vehicles Involved in Traffic Collisions: 2012 to 2022

Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2012	126	-	14,802	-	44,628	-	59,556	-
2013	111	-11.9%	15,663	5.8%	48,542	8.8%	64,316	8.0%
2014	95	-14.4%	16,233	3.6%	45,949	-5.3%	62,277	-3.2%
2015	106	11.6%	16,184	-0.3%	45,421	-1.1%	61,711	-0.9%
2016	143	34.9%	16,927	4.6%	48,993	7.9%	66,063	7.1%
2017	88	-38.5%	16,748	-1.1%	55,219	12.7%	72,055	9.1%
2018	98	11.4%	15,975	-4.6%	54,171	-1.9%	70,244	-2.5%
2019	99	1.0%	15,276	-4.4%	57,912	6.9%	73,287	4.3%
2020	112	13.1%	9,602	-37.1%	47,461	-18.0%	57,175	-22.0%
2021	103	-8.0%	10,080	5.0%	48,965	3.2%	59,148	3.5%
2022	129	25.2%	11,754	16.6%	62,103	26.8%	73,986	25.1%
2017-2021 Average*	100	29.0%	13,536	-13.2%	52,746	17.7%	66,382	11.5%

* "% change" in this line compares the current year to the 5-year average

Table 7-2
Historical Summary of Vehicle Involvement Rate (per 10,000 Registered Vehicles) in Traffic Collisions: 2012 to 2022

Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2012	1.5	-	179.1	-	539.9	-	720.5	-
2013	1.3	-13.3%	186.5	4.2%	578.1	7.1%	765.9	6.3%
2014	1.1	-15.9%	190.0	1.9%	537.8	-7.0%	728.8	-4.8%
2015	1.2	9.9%	186.5	-1.8%	523.4	-2.7%	711.1	-2.4%
2016	1.6	32.8%	192.0	3.0%	555.7	6.2%	749.4	5.4%
2017	1.0	-39.2%	187.6	-2.3%	618.5	11.3%	807.0	7.7%
2018	1.1	9.7%	176.2	-6.1%	597.6	-3.4%	774.9	-4.0%
2019	1.1	-0.2%	166.5	-5.5%	631.2	5.6%	798.8	3.1%
2020	1.2	11.1%	102.8	-38.3%	507.9	-19.5%	611.8	-23.4%
2021	1.1	-10.6%	104.8	2.0%	509.1	0.2%	615.0	0.5%
2022	1.3	23.5%	120.5	14.9%	636.5	25.0%	758.3	23.3%
2017-2021 Average*	1.1	22.1%	147.6	-18.4%	572.9	11.1%	721.5	5.1%

* "% change" in this line compares the current year to the 5-year average

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 7-3
Vehicle Types (as defined in TAR) Involved in Traffic Collisions and Collision Severity: 2022, 2017-2021 Average

Vehicle Type	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Passenger vehicle (automobile)	61	47.3%	8,997	76.6%	44,988	72.4%	54,046	73.1%	46	10,256	37,124	47,426	71.4%
Mini/Multi-Purpose Van	5	3.9%	619	5.3%	3,222	5.2%	3,846	5.2%	6	891	3,284	4,181	6.3%
Van under 4500 kg	0	-	119	1.0%	591	1.0%	710	1.0%	1	119	461	581	0.9%
Pick-up under 4500 kg	35	27.1%	1,436	12.2%	10,911	17.6%	12,382	16.7%	23	1,645	9,894	11,562	17.4%
Truck over 4500 kg (unit chassis)	3	2.3%	166	1.4%	1,268	2.0%	1,437	1.9%	4	171	979	1,154	1.7%
Power Unit for Semi-Trailer	9	7.0%	106	0.9%	542	0.9%	657	0.9%	9	104	431	544	0.8%
Truck/Camper	0	-	0	-	0	-	0	-	<1	<1	<1	0	-
Motor home	0	-	3	<0.1%	16	<0.1%	19	<0.1%	<1	2	27	29	<0.1%
Truck (other)	5	3.9%	16	0.1%	58	<0.1%	79	0.1%	<1	15	62	78	0.1%
School Bus	0	-	7	<0.1%	59	<0.1%	66	<0.1%	<1	9	53	62	<0.1%
Other School Vehicle	0	-	0	-	0	-	0	-	<1	<1	<1	0	-
Transit Bus – urban	1	0.8%	42	0.4%	47	<0.1%	90	0.1%	<1	47	42	90	0.1%
Para-transit Bus	0	-	0	-	0	-	0	-	<1	1	2	4	<0.1%
Intercity Bus	0	-	0	-	10	<0.1%	10	<0.1%	<1	2	10	12	<0.1%
Bus (other)	1	0.8%	18	0.2%	91	0.1%	110	0.1%	<1	12	67	79	0.1%
Motorcycle/Scooter	7	5.4%	113	1.0%	72	0.1%	192	0.3%	5	122	68	196	0.3%
Moped	0	-	6	<0.1%	1	<0.1%	7	<0.1%	<1	9	2	11	<0.1%
Bicycle	1	0.8%	73	0.6%	101	0.2%	175	0.2%	2	105	119	226	0.3%
Ambulance	0	-	6	<0.1%	49	<0.1%	55	<0.1%	<1	5	34	39	<0.1%
Fire	0	-	16	0.1%	65	0.1%	81	0.1%	<1	12	76	89	0.1%
Police	0	-	0	-	0	-	0	-	<1	<1	<1	0	-
Mobility Vehicle	0	-	0	-	0	-	0	-	<1	<1	<1	0	-
Motorized Snow Vehicle HTA	0	-	0	-	0	-	0	-	<1	<1	<1	0	<0.1%
Farm Equipment	0	-	0	-	1	<0.1%	1	<0.1%	<1	<1	<1	1	<0.1%
Construction Equipment	0	-	0	-	1	<0.1%	1	<0.1%	<1	<1	1	2	<0.1%
Train/Other Rail Vehicle	0	-	0	-	0	-	0	-	<1	<1	<1	1	<0.1%
Off-Road Vehicles	1	0.8%	4	<0.1%	7	<0.1%	12	<0.1%	<1	5	6	11	<0.1%
Total	129	100%	11,747	100%	62,100	100%	73,976	100%	96	13,534	52,742	66,377	100%

Note: Counts of vehicles in the 2017-2021 average may not add to the total due to rounding.

Note: Some vehicles are not identified by vehicle type due to a hit and run scenario.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 7-4
Vehicle Types (Combined Select Categories) Involved in Traffic Collisions and Collision Severity: 2022, 2017-2021 Average

Vehicle Type	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Collisions				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Light Duty Vehicles	101	78.9%	11,171	95.7%	59,712	96.3%	70,984	96.2%	77	12,911	50,762	63,750	96.4%
Passenger vehicles	66	51.6%	9,735	83.4%	48,801	78.7%	58,602	79.4%	54	11,266	40,868	52,188	78.9%
Light trucks	35	27.3%	1,436	12.3%	10,911	17.6%	12,382	16.8%	23	1,645	9,894	11,562	17.5%
NSC Commercial Vehicles	19	14.8%	355	3.0%	2,075	3.3%	2,449	3.3%	13	361	1,647	2,022	3.1%
PSV Vehicles	0	-	22	0.2%	114	0.2%	136	0.2%	0	18	110	128	0.2%
Motorcycle/Moped/Scooter	7	5.5%	119	1.0%	73	0.1%	199	0.3%	5	131	70	207	0.3%
Off-Road vehicles	1	0.8%	4	<0.1%	7	<0.1%	12	<0.1%	<1	5	6	11	<0.1%

Note: Counts of vehicles in the 2017-2021 average may not add to the total due to rounding.

Note: Some vehicles are not identified by vehicle type due to a hit and run scenario.

Note: The above categories are not an exhaustive list. Only primary vehicle types are included; vehicle types such as trains, bicycles, truck/camper units and motor homes are not.

Table 7-5
Vehicle Involvement (per 10,000 Registered Vehicles) in Traffic Collisions by Combined Vehicle Types and Collision Severity: 2022, 2017-2021 Average

Vehicle Type	2022 Collision Severity				2017-2021 Average			
	Fatal	Injury	PDO	2022 Total	Fatal	Injury	PDO	Total
Light Duty Vehicles	1.3	145.4	777.2	923.9	1.0	174.9	687.5	863.4
Passenger vehicles	1.1	160.2	802.9	964.1	0.9	192.9	699.6	893.4
Light trucks	2.2	89.5	679.8	771.5	1.5	106.7	641.6	749.8
NSC Commercial Vehicles	1.4	26.5	154.7	182.6	1.1	31.8	144.8	177.8
Motorcycle/Moped/Scooter	3.9	66.6	40.9	111.4	3.3	82.4	44.1	129.8

NOTE: No relative involvement for ORV is calculated due to difficulty in developing a reliable and accurate count of these vehicles.

Section 8: Driver Involvement

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 8-1
Historical Summary of Drivers Involved in Traffic Collisions: 2012 to 2022

Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2012	119	-	14,696	-	44,062	-	58,877	-
2013	106	-10.9%	15,539	5.7%	47,856	8.6%	63,501	7.9%
2014	90	-15.1%	16,120	3.7%	45,084	-5.8%	61,294	-3.5%
2015	103	14.4%	16,088	-0.2%	43,525	-3.5%	59,716	-2.6%
2016	138	34.0%	16,753	4.1%	46,948	7.9%	63,839	6.9%
2017	85	-38.4%	16,531	-1.3%	51,831	10.4%	68,447	7.2%
2018	95	11.8%	15,752	-4.7%	50,759	-2.1%	66,606	-2.7%
2019	97	2.1%	15,095	-4.2%	54,372	7.1%	69,564	4.4%
2020	105	8.2%	9,459	-37.3%	44,473	-18.2%	54,037	-22.3%
2021	100	-4.8%	9,938	5.1%	46,200	3.9%	56,238	4.1%
2022	127	27.0%	11,609	16.8%	58,483	26.6%	70,219	24.9%
2017-2021 Average*	96	31.7%	13,355	-13.1%	49,527	18.1%	62,978	11.5%

* "% change" in this line compares the current year to the 5-year average

Table 8-2
Historical Summary of Driver Involvement Rate (per 10,000 Licensed Drivers)
in Traffic Collisions: 2012 to 2022

Year	Collision Severity						Total Collisions	% change to previous year
	Fatal	% change to previous year	Injury	% change to previous year	PDO	% change to previous year		
2012	1.4	-	175.3	-	525.5	-	702.2	-
2013	1.2	-12.7%	181.6	3.6%	559.2	6.4%	742.0	5.7%
2014	1.0	-16.4%	185.4	2.1%	518.7	-7.2%	705.1	-5.0%
2015	1.2	12.9%	182.5	-1.6%	493.9	-4.8%	677.6	-3.9%
2016	1.5	31.8%	187.0	2.4%	524.0	6.1%	712.6	5.2%
2017	0.9	-39.1%	182.6	-2.4%	572.5	9.2%	756.0	6.1%
2018	1.0	9.9%	171.1	-6.3%	551.5	-3.7%	723.7	-4.3%
2019	1.0	0.7%	161.8	-5.5%	582.7	5.7%	745.5	3.0%
2020	1.1	7.3%	100.5	-37.9%	472.6	-18.9%	574.2	-23.0%
2021	1.0	-6.4%	103.7	3.2%	482.3	2.1%	587.1	2.2%
2022	1.3	25.8%	120.0	15.7%	604.7	25.4%	726.1	23.7%
2017-2021 Average*	1.0	27.0%	144.0	-16.6%	532.3	13.6%	677.3	7.2%

* "% change" in this line compares the current year to the 5-year average

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 8-3
Drivers Involved in Traffic Collisions by Age Group and Collision Severity: 2022, 2017-2021 Average

Age Group	2022 Collision Severity						2022 Total Collisions	% of 2022 Total Collisions*	2017-2021 Average Count of Drivers				
	Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*			Fatal	Injury	PDO	Total	% of Total Collisions*
<16	1	0.8%	8	<0.1%	26	<0.1%	35	<0.1%	0	7	33	40	<0.1%
16-19	9	7.3%	641	5.5%	3,109	5.3%	3,759	5.4%	9	865	3,285	4,159	6.6%
20-24	15	12.1%	1,407	12.1%	7,081	12.1%	8,503	12.1%	9	1,562	6,027	7,598	12.1%
25-34	22	17.7%	2,513	21.7%	12,365	21.2%	14,900	21.2%	19	2,919	10,593	13,531	21.5%
35-44	15	12.1%	2,342	20.2%	11,571	19.8%	13,928	19.9%	15	2,628	9,233	11,876	18.9%
45-54	22	17.7%	1,922	16.6%	9,250	15.8%	11,194	16.0%	16	2,277	8,007	10,300	16.4%
55-64	17	13.7%	1,526	13.2%	7,974	13.6%	9,517	13.6%	15	1,747	6,714	8,476	13.5%
65+	23	18.5%	1,245	10.7%	7,044	12.1%	8,312	11.8%	13	1,343	5,555	6,911	11.0%
Not Stated	3	-	5	-	63	-	71	-	0	7	81	88	-
Total*	127	100%	11,609	100%	58,483	100%	70,219	100%	96	13,355	49,527	62,978	100%

*Percentage of the total does not include the 'not stated' category.
Note: Counts of drivers in the 2017-2021 average may not add to the total due to rounding.

Table 8-4
Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Age Group and Collision Severity: 2022, 2017-2021 Average

Age Group	2022 Collision Severity			2022 Total Collisions	2017-2021 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
<16	-	-	-	-	-	-	-	-
16-19	2.0	143.5	695.9	841.4	1.9	184.7	701.6	888.1
20-24	1.8	171.2	861.5	1,034.5	1.2	203.9	787.1	992.3
25-34	1.3	148.2	729.1	878.6	1.1	175.9	638.4	815.4
35-44	0.9	140.4	693.9	835.3	1.0	166.2	584.0	751.2
45-54	1.5	129.9	625.1	756.5	1.0	152.7	536.8	690.6
55-64	1.1	98.3	513.5	612.9	1.0	112.3	431.4	544.6
65+	1.1	62.2	351.8	415.1	0.7	74.9	309.8	385.4

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 8-5
Total Drivers Involved in Traffic Collisions by Gender and Age Group and Collision Severity: 2022, 2017-2021 Average

Gender - Age Group		2022 Collision Severity						2022 Total Collisions	% of 2022 Total Collisions*	2017-2021 Average Count of Drivers				
		Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*			Fatal	Injury	PDO	Total	% of Total Collisions*
Female	<16	0	-	3	<0.1%	12	<0.1%	15	<0.1%	<1	5	16	22	<0.1%
	16-19	2	7.7%	324	6.2%	1,231	5.8%	1,557	5.9%	2	407	1,245	1,654	6.8%
	20-24	4	15.4%	588	11.2%	2,379	11.3%	2,971	11.3%	3	703	2,132	2,838	11.7%
	25-34	4	15.4%	1,167	22.2%	4,459	21.1%	5,630	21.3%	5	1,392	3,972	5,369	22.0%
	35-44	7	26.9%	1,114	21.2%	4,437	21.0%	5,558	21.1%	4	1,269	3,559	4,833	19.8%
	45-54	3	11.5%	882	16.8%	3,373	16.0%	4,258	16.1%	2	1,072	2,958	4,033	16.6%
	55-64	2	7.7%	645	12.3%	2,828	13.4%	3,475	13.2%	5	784	2,323	3,112	12.8%
	65+	4	15.4%	530	10.1%	2,403	11.4%	2,937	11.1%	2	561	1,929	2,492	10.2%
	Not Stated	0	-	0	-	1	-	1	-	<1	<1	6	7	-
	Total Female*	26	100%	5,253	100%	21,123	100%	26,402	100%	23	6,194	18,141	24,358	100%
Male	<16	1	1.0%	4	<0.1%	13	<0.1%	18	<0.1%	<1	2	17	19	<0.1%
	16-19	7	7.1%	317	5.0%	1,874	5.0%	2,198	5.0%	7	457	2,037	2,501	6.5%
	20-24	11	11.2%	813	12.8%	4,697	12.6%	5,521	12.6%	6	858	3,888	4,752	12.3%
	25-34	18	18.4%	1,338	21.1%	7,891	21.2%	9,247	21.2%	14	1,525	6,616	8,154	21.2%
	35-44	8	8.2%	1,228	19.4%	7,121	19.1%	8,357	19.1%	11	1,358	5,671	7,040	18.3%
	45-54	19	19.4%	1,039	16.4%	5,877	15.8%	6,935	15.9%	13	1,205	5,048	6,266	16.3%
	55-64	15	15.3%	881	13.9%	5,144	13.8%	6,040	13.8%	10	963	4,389	5,363	13.9%
	65+	19	19.4%	715	11.3%	4,639	12.5%	5,373	12.3%	11	782	3,626	4,419	11.5%
	Not Stated	2	-	1	-	1	-	4	-	<1	1	12	13	-
	Total Male*	100	100%	6,336	100%	37,257	100%	43,693	100%	73	7,151	31,302	38,527	100%

*Percentage of the total does not include the 'not stated' category.

Note: Counts of drivers in the 2017-2021 average may not add to the total due to rounding.

Note: Some drivers do not have age and gender recorded and are therefore missing from the table above.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 8-6

Total Drivers Involved in Traffic Collisions by Age Group and Gender and Collision Severity: 2022, 2017-2021 Average

Age Group - Gender		2022 Collision Severity						2022 Total Collisions	% of 2022 Total Collisions*	2017-2021 Average Count of Drivers				
		Fatal	% of Total Fatal*	Injury	% of Total Injury*	PDO	% of Total PDO*			Fatal	Injury	PDO	Total	% of Total Collisions*
<16	Female	0	-	3	<0.1%	12	<0.1%	15	<0.1%	<1	5	16	22	<0.1%
	Male	1	0.8%	4	<0.1%	13	<0.1%	18	<0.1%	<1	2	17	19	<0.1%
16 to 24	Female	6	4.8%	912	7.9%	3,610	6.2%	4,528	6.5%	5	1,110	3,377	4,492	7.1%
	Male	18	14.5%	1,130	9.8%	6,571	11.3%	7,719	11.0%	13	1,315	5,925	7,253	11.5%
25 to 34	Female	4	3.2%	1,167	10.1%	4,459	7.6%	5,630	8.0%	5	1,392	3,972	5,369	8.5%
	Male	18	14.5%	1,338	11.5%	7,891	13.5%	9,247	13.2%	14	1,525	6,616	8,154	13.0%
35 to 44	Female	7	5.6%	1,114	9.6%	4,437	7.6%	5,558	7.9%	4	1,269	3,559	4,833	7.7%
	Male	8	6.5%	1,228	10.6%	7,121	12.2%	8,357	11.9%	11	1,358	5,671	7,040	11.2%
45 to 54	Female	3	2.4%	882	7.6%	3,373	5.8%	4,258	6.1%	2	1,072	2,958	4,033	6.4%
	Male	19	15.3%	1,039	9.0%	5,877	10.1%	6,935	9.9%	13	1,205	5,048	6,266	10.0%
55 to 64	Female	2	1.6%	645	5.6%	2,828	4.8%	3,475	5.0%	5	784	2,323	3,112	4.9%
	Male	15	12.1%	881	7.6%	5,144	8.8%	6,040	8.6%	10	963	4,389	5,363	8.5%
65 and older	Female	4	3.2%	530	4.6%	2,403	4.1%	2,937	4.2%	2	561	1,929	2,492	4.0%
	Male	19	15.3%	715	6.2%	4,639	7.9%	5,373	7.7%	11	782	3,626	4,419	7.0%
Not Stated	Female	0	-	0	-	1	-	1	-	<1	<1	6	7	-
	Male	2	-	1	-	1	-	4	-	<1	1	12	13	-
Total	Female	26	21.0%	5,253	45.3%	21,123	36.2%	26,402	37.7%	23	6,194	18,141	24,358	38.7%
	Male	100	79.0%	6,336	54.6%	37,257	63.8%	43,693	62.3%	73	7,151	31,302	38,527	61.2%

*Percentage of the total does not include the 'not stated' category.

Note: Counts of drivers in the 2017-2021 average may not add to the total due to rounding.

Note: Some drivers do not have age and gender recorded and are therefore missing from the table above.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 8-7

Driver Involvement Rate (per 10,000 Licensed Drivers) in Traffic Collisions by Gender and Age Group and Collision Severity: 2022, 2017-2021 Average

Gender - Age Group		2022 Collision Severity			2022 Total Collisions	2017-2021 Average			
		Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Female	<16	-	-	-	-	-	-	-	-
	16-19	0.9	150.8	572.8	724.5	0.9	180.3	551.0	732.2
	20-24	1.1	156.6	633.5	791.2	0.8	196.0	594.6	791.4
	25-34	0.5	143.0	546.5	690.1	0.6	173.0	493.4	666.9
	35-44	0.9	136.1	542.1	679.1	0.5	164.2	460.4	625.1
	45-54	0.4	123.0	470.4	593.8	0.3	148.6	410.2	559.1
	55-64	0.3	85.6	375.4	461.3	0.6	104.4	309.4	414.4
	65+	0.4	54.0	244.8	299.2	0.2	64.2	220.9	285.3
	Total	0.6	112.3	451.7	564.5	0.5	137.4	402.4	540.3
Male	<16	-	-	-	-	-	-	-	-
	16-19	3.0	136.7	808.2	947.9	2.8	188.6	840.6	1,032.0
	20-24	2.5	182.1	1,052.2	1,236.8	1.6	210.7	954.8	1,167.1
	25-34	2.0	152.0	896.6	1,050.7	1.6	178.5	774.4	954.5
	35-44	0.9	144.6	838.7	984.3	1.4	168.1	702.0	871.5
	45-54	2.5	136.2	770.6	909.3	1.7	156.5	655.3	813.4
	55-64	1.9	110.2	643.4	755.5	1.3	119.6	545.0	665.9
	65+	1.9	70.0	454.4	526.3	1.2	85.0	394.1	480.4
	Total	2.0	127.0	746.6	875.5	1.5	148.8	651.1	801.4

Section 9: Contributing Factors

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-1
Contributing Factors to a Collision by Collision Severity: 2022

Contributing Factor	2022 Collision Severity						2022 Total Collisions	% of 2022 Total Collisions
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	45	50.0%	5,852	84.1%	35,709	71.9%	41,606	73.4%
Driver Action - Driving properly	0	-	66	0.9%	1,009	2.0%	1,075	1.9%
Any Driver Action	65	72.2%	4,584	65.9%	20,924	42.1%	25,573	45.1%
Follow too closely	3	3.3%	1,070	15.4%	2,826	5.7%	3,899	6.9%
Turning improperly	2	2.2%	501	7.2%	1,442	2.9%	1,945	3.4%
Passing improperly	1	1.1%	13	0.2%	75	0.2%	89	0.2%
Changing lanes improperly	1	1.1%	235	3.4%	1,498	3.0%	1,734	3.1%
Fail to yield right-of-way	6	6.7%	434	6.2%	1,028	2.1%	1,468	2.6%
Disobey traffic control device/officer	1	1.1%	170	2.4%	220	0.4%	391	0.7%
Drive wrong way on roadway	2	2.2%	0	-	8	<0.1%	10	<0.1%
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-
Back unsafely	0	-	111	1.6%	2,989	6.0%	3,100	5.5%
Parking improperly	0	-	5	<0.1%	101	0.2%	106	0.2%
Lost control/Drive off road	5	5.6%	148	2.1%	820	1.7%	973	1.7%
Driverless vehicle ran out of control	0	-	2	<0.1%	19	<0.1%	21	<0.1%
Leave stop sign before safe to do so	2	2.2%	219	3.1%	499	1.0%	720	1.3%
Failed to signal	0	-	4	<0.1%	11	<0.1%	15	<0.1%
Take avoiding action	0	-	42	0.6%	269	0.5%	311	0.5%
Driver inexperience	0	-	20	0.3%	91	0.2%	111	0.2%
Pedestrian error/confusion	3	3.3%	13	0.2%	21	<0.1%	37	<0.1%
NET Speed	25	27.8%	473	6.8%	2,221	4.5%	2,719	4.8%
Exceeding speed limit	13	14.4%	1	<0.1%	1	<0.1%	15	<0.1%
Driving too fast for conditions	12	13.3%	468	6.7%	2,208	4.4%	2,688	4.7%
Unsafe operating speed (Too fast or too slow)	0	-	4	<0.1%	12	<0.1%	16	<0.1%
NET Distracted driving	37	41.1%	1,921	27.6%	9,543	19.2%	11,501	20.3%
Careless Driving	35	38.9%	1,875	27.0%	9,381	18.9%	11,291	19.9%
Distraction/Inattention	4	4.4%	74	1.1%	267	0.5%	345	0.6%
Human Condition - Apparently Normal	12	13.3%	2,608	37.5%	12,356	24.9%	14,976	26.4%
Any Human Condition	20	22.2%	66	0.9%	99	0.2%	185	0.3%
Loss of consciousness/Blackout prior to collision	2	2.2%	16	0.2%	15	<0.1%	33	<0.1%
Extreme fatigue/Fell asleep	0	-	15	0.2%	18	<0.1%	33	<0.1%
Defective eyesight	0	-	1	<0.1%	0	-	1	<0.1%
Defective hearing	0	-	0	-	0	-	0	-
Medical disability	2	2.2%	3	<0.1%	5	<0.1%	10	<0.1%
Physical disability	0	-	0	-	0	-	0	-
Mental disability	0	-	1	<0.1%	1	<0.1%	2	<0.1%
Mental confusion/Inability to remember	0	-	5	<0.1%	7	<0.1%	12	<0.1%
Sudden illness	0	-	1	<0.1%	6	<0.1%	7	<0.1%
Exceed hours of service (commercial drivers only)	0	-	0	-	1	<0.1%	1	<0.1%
NET Impaired	16	17.8%	28	0.4%	50	0.1%	94	0.2%
Ability impaired alcohol	16	17.8%	20	0.3%	44	<0.1%	80	0.1%
Ability impaired drugs	3	3.3%	4	<0.1%	7	<0.1%	14	<0.1%
Had been drinking/Suspected alcohol use	0	-	5	<0.1%	5	<0.1%	10	<0.1%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-1
Contributing Factors to a Collision by Collision Severity: 2022 (continued)

Contributing Factor	2022 Collision Severity						2022 Total Collisions	% of 2022 Total Collisions
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
No Apparent (Vehicle) Defect	30	33.3%	6,432	92.5%	42,135	84.9%	48,597	85.7%
Any Vehicle Defect	0	-	14	0.2%	214	0.4%	228	0.4%
Defective brakes	0	-	1	<0.1%	8	<0.1%	9	<0.1%
Defective steering	0	-	0	-	3	<0.1%	3	<0.1%
Defective headlights	0	-	0	-	0	-	0	-
Defective brake lights	0	-	0	-	3	<0.1%	3	<0.1%
Defective lighting (unspecified)	0	-	1	<0.1%	1	<0.1%	2	<0.1%
Defective engine controls/drive train	0	-	2	<0.1%	1	<0.1%	3	<0.1%
Defective suspension/wheels	0	-	2	<0.1%	39	<0.1%	41	<0.1%
Defective tires	0	-	2	<0.1%	66	0.1%	68	0.1%
Tow hitch/yoke defective	0	-	1	<0.1%	4	<0.1%	5	<0.1%
Defective exhaust system	0	-	0	-	2	<0.1%	2	<0.1%
Hood/tailgate/door/covering opened	0	-	0	-	2	<0.1%	2	<0.1%
Defective glazing (obscured windows)	0	-	0	-	1	<0.1%	1	<0.1%
Vehicle modifications	0	-	0	-	2	<0.1%	2	<0.1%
Fire	0	-	0	-	2	<0.1%	2	<0.1%
Overloaded/oversized	0	-	0	-	7	<0.1%	7	<0.1%
Load shifted/spilled	0	-	3	<0.1%	22	<0.1%	25	<0.1%
Jack-knife/trailer swing	0	-	2	<0.1%	50	0.1%	52	<0.1%
Hydroplaning tires	0	-	0	-	2	<0.1%	2	<0.1%
Any Environmental Condition	11	12.2%	464	6.7%	5,255	10.6%	5,730	10.1%
Animal action - Wild	0	-	69	1.0%	2,811	5.7%	2,880	5.1%
Animal action - Domestic	0	-	5	<0.1%	33	<0.1%	38	<0.1%
Slippery road surface	5	5.6%	249	3.6%	1,574	3.2%	1,828	3.2%
Snow drift	2	2.2%	20	0.3%	203	0.4%	225	0.4%
Obstruction/debris on roadway	2	2.2%	9	0.1%	157	0.3%	168	0.3%
View obstructed/limited	0	-	54	0.8%	175	0.4%	229	0.4%
Glare/reflection	0	-	10	0.1%	11	<0.1%	21	<0.1%
Construction zone	0	-	4	<0.1%	9	<0.1%	13	<0.1%
Defective driving surface	1	1.1%	7	0.1%	212	0.4%	220	0.4%
Shoulders defective	0	-	2	<0.1%	5	<0.1%	7	<0.1%
Lane markings inadequate	0	-	1	<0.1%	7	<0.1%	8	<0.1%
Defective/inoperative traffic control device	0	-	8	0.1%	6	<0.1%	14	<0.1%
Weather	3	3.3%	34	0.5%	147	0.3%	184	0.3%
Pedestrian corridor in use	0	-	12	0.2%	5	<0.1%	17	<0.1%
Uninvolved vehicle	0	-	1	<0.1%	15	<0.1%	16	<0.1%
Uninvolved pedestrian	0	-	3	<0.1%	1	<0.1%	4	<0.1%
Presence of prior accident	0	-	1	<0.1%	4	<0.1%	5	<0.1%
No Contributing Factor(s) Identified	7	7.8%	397	5.7%	951	1.9%	1,355	2.4%
Not Stated	3	3.3%	7	0.1%	24	<0.1%	34	<0.1%
Total	90	100%	6,955	100%	49,657	100%	56,702	100.0%

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Any at-fault factor recorded in current year	76	84.4%	4,786	68.8%	24,831	50.0%	29,693	52.4%
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2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-1a
Contributing Factors to a Collision by Collision Severity: 2017-2021 Average

Contributing Factor	2017-2021 Average Count				
	Fatal	Injury	PDO	Total Collisions	% of Total Collisions
Driver Action - Driving Properly and Human Condition - Apparently Normal	27	6,595	28,778	35,400	71.4%
Driver Action - Driving properly	2	45	598	645	1.3%
Any Driver Action	53	5,615	18,864	24,532	49.5%
Following too closely	1	1,533	2,961	4,496	9.1%
Turning improperly	2	621	1,568	2,190	4.4%
Passing improperly	2	25	86	114	0.2%
Changing lanes improperly	<1	325	1,460	1,785	3.6%
Fail to yield right-of-way	8	687	1,246	1,941	3.9%
Disobey traffic control device/officer	5	205	229	439	0.9%
Drive wrong way on roadway	2	5	11	19	<0.1%
Passing a vehicle at pedestrian X-walk	-	<1	<1	1	<0.1%
Back unsafely	-	189	2,818	3,008	6.1%
Parking improperly	-	8	127	135	0.3%
Lost control/Drive off road	9	229	936	1,174	2.4%
Driverless vehicle ran out of control	-	6	22	27	<0.1%
Leave stop sign before safe to do so	3	246	421	670	1.4%
Failed to signal	-	5	9	14	<0.1%
Take avoiding action	2	70	328	400	0.8%
Driver inexperience	1	31	107	139	0.3%
Pedestrian error/confusion	4	22	30	56	0.1%
NET Speed	14	537	2,047	2,598	5.2%
Exceeding speed limit	7	4	8	20	<0.1%
Driving too fast for conditions	6	526	2,028	2,561	5.2%
Unsafe operating speed (Too fast or too slow)	2	7	12	21	<0.1%
NET Distracted driving	28	2,779	10,399	13,206	26.6%
Careless Driving	24	2,704	10,219	12,947	26.1%
Distraction/Inattention	8	157	433	598	1.2%
Human Condition - Apparently Normal	18	3,466	13,734	17,218	34.7%
Any Human Condition	24	87	121	232	0.5%
Loss of consciousness/Blackout prior to collision	2	18	16	36	<0.1%
Extreme fatigue/Fell asleep	1	20	36	57	0.1%
Defective eyesight	<1	<1	1	2	<0.1%
Defective hearing	-	-	<1	<1	<0.1%
Medical disability	<1	6	4	11	<0.1%
Physical disability	-	-	1	1	<0.1%
Mental disability	<1	2	1	3	<0.1%
Mental confusion/Inability to remember	<1	7	8	15	<0.1%
Sudden illness	<1	3	2	6	<0.1%
Exceed hours of service (commercial drivers only)	<1	<1	-	<1	<0.1%
NET Impaired	20	38	59	117	0.2%
Ability impaired alcohol	13	30	50	93	0.2%
Ability impaired drugs	2	4	5	10	<0.1%
Had been drinking/Suspected alcohol use	8	6	7	21	<0.1%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-1a
Contributing Factors to a Collision by Collision Severity: 2017-2021 Average (continued)

Contributing Factor	2017-2021 Average Count				
	Fatal	Injury	PDO	Total Collisions	% of Total Collisions
No Apparent (Vehicle) Defect	31	7,385	36,953	44,369	89.4%
Any Vehicle Defect	1	22	250	273	0.6%
Defective brakes	-	4	12	16	<0.1%
Defective steering	<1	1	4	5	<0.1%
Defective headlights	-	<1	<1	1	<0.1%
Defective brake lights	<1	<1	3	4	<0.1%
Defective lighting (unspecified)	<1	<1	1	2	<0.1%
Defective engine controls/drive train	-	1	4	5	<0.1%
Defective suspension/wheels	-	2	56	58	0.1%
Defective tires	<1	5	72	78	0.2%
Tow hitch/yoke defective	-	1	11	12	<0.1%
Defective exhaust system	-	-	<1	<1	<0.1%
Hood/tailgate/door/covering opened	-	<1	5	5	<0.1%
Defective glazing (obscured windows)	-	<1	<1	<1	<0.1%
Vehicle modifications	-	<1	<1	1	<0.1%
Fire	-	<1	<1	1	<0.1%
Overloaded/oversized	-	-	5	5	<0.1%
Load shifted/spilled	-	2	23	25	<0.1%
Jack-knife/trailer swing	-	2	53	54	0.1%
Hydroplaning tires	-	<1	2	3	<0.1%
Any Environmental Condition	11	548	4,643	5,202	10.5%
Animal action - Wild	<1	79	2,828	2,908	5.9%
Animal action - Domestic	-	10	39	49	<0.1%
Slippery road surface	2	303	1,199	1,504	3.0%
Snow drift	-	8	63	71	0.1%
Obstruction/debris on roadway	<1	12	185	197	0.4%
View obstructed/limited	3	58	138	199	0.4%
Glare/reflection	1	11	22	34	<0.1%
Construction zone	<1	4	12	16	<0.1%
Defective driving surface	<1	13	77	90	0.2%
Shoulders defective	<1	<1	3	3	<0.1%
Lane markings inadequate	-	<1	4	4	<0.1%
Defective/inoperative traffic control device	<1	5	7	13	<0.1%
Weather	3	41	92	136	0.3%
Pedestrian corridor in use	<1	17	14	32	<0.1%
Uninvolved vehicle	<1	5	14	20	<0.1%
Uninvolved pedestrian	-	5	4	9	<0.1%
Presence of prior accident	<1	1	3	4	<0.1%
No Contributing Factor(s) Identified	3	198	421	622	1.3%
Not Stated	<1	9	26	35	<0.1%
Total	67	7,924	41,615	49,606	100%

Note: Counts of collisions in the 2017-2021 average may not add to the total due to rounding.

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

Any at-fault factor recorded (previous 5-year average)	60	5,795	22,264	28,119	56.7%
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2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-2
Contributing Factors for Each Victim of a Collision by Casualty Type: 2022

Contributing Factor	2022 Casualty Type								2022 Total Casualties	% of 2022 Total Casualties
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Other Injuries	% of Total Other Injuries	Total Injuries	% of Total Injuries		
Driver Action - Driving Properly and Human Condition - Apparently Normal	50	52.6%	153	63.5%	7,259	86.0%	7,412	85.4%	7,462	85.0%
Driver Action - Driving properly	0	-	2	0.8%	83	1.0%	85	1.0%	85	1.0%
Any Driver Action	68	71.6%	170	70.5%	5,645	66.9%	5,815	67.0%	5,883	67.0%
Following too closely	3	3.2%	7	2.9%	1,326	15.7%	1,333	15.4%	1,336	15.2%
Turning improperly	3	3.2%	16	6.6%	654	7.7%	670	7.7%	673	7.7%
Passing improperly	1	1.1%	0	-	16	0.2%	16	0.2%	17	0.2%
Changing lanes improperly	1	1.1%	1	0.4%	285	3.4%	286	3.3%	287	3.3%
Fail to yield right-of-way	6	6.3%	21	8.7%	547	6.5%	568	6.5%	574	6.5%
Disobey traffic control device/officer	1	1.1%	14	5.8%	227	2.7%	241	2.8%	242	2.8%
Drive wrong way on roadway	2	2.1%	3	1.2%	2	<0.1%	5	<0.1%	7	<0.1%
Passing a vehicle at pedestrian X walk	0	-	0	-	0	-	0	-	0	-
Back unsafely	0	-	1	0.4%	125	1.5%	126	1.5%	126	1.4%
Parking improperly	0	-	0	-	5	<0.1%	5	<0.1%	5	<0.1%
Lost control/Drive off road	5	5.3%	14	5.8%	157	1.9%	171	2.0%	176	2.0%
Driverless vehicle ran out of control	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
Leave stop sign before safe to do so	2	2.1%	8	3.3%	275	3.3%	283	3.3%	285	3.2%
Failed to signal	0	-	1	0.4%	3	<0.1%	4	<0.1%	4	<0.1%
Take avoiding action	0	-	6	2.5%	42	0.5%	48	0.6%	48	0.5%
Driver inexperience	0	-	0	-	28	0.3%	28	0.3%	28	0.3%
Pedestrian error/confusion	3	3.2%	4	1.7%	11	0.1%	15	0.2%	18	0.2%
NET Speed	25	26.3%	21	8.7%	588	7.0%	609	7.0%	634	7.2%
Exceeding speed limit	13	13.7%	0	-	3	<0.1%	3	<0.1%	16	0.2%
Driving too fast for conditions	12	12.6%	20	8.3%	580	6.9%	600	6.9%	612	7.0%
Unsafe operating speed (Too fast or too slow)	0	-	1	0.4%	5	<0.1%	6	<0.1%	6	<0.1%
NET Distracted driving	39	41.1%	88	36.5%	2,342	27.8%	2,430	28.0%	2,469	28.1%
Careless Driving	37	38.9%	86	35.7%	2,282	27.0%	2,368	27.3%	2,405	27.4%
Distraction/Inattention	4	4.2%	5	2.1%	98	1.2%	103	1.2%	107	1.2%
Human Condition - Apparently Normal	15	15.8%	105	43.6%	3,190	37.8%	3,295	38.0%	3,310	37.7%
Any Human Condition	19	20.0%	14	5.8%	77	0.9%	91	1.0%	110	1.3%
Loss of consciousness/Blackout prior to collision	2	2.1%	3	1.2%	18	0.2%	21	0.2%	23	0.3%
Extreme fatigue/Fell asleep	0	-	2	0.8%	18	0.2%	20	0.2%	20	0.2%
Defective eyesight	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
Defective hearing	0	-	0	-	0	-	0	-	0	-
Medical disability	2	2.1%	2	0.8%	3	<0.1%	5	<0.1%	7	<0.1%
Physical disability	0	-	0	-	0	-	0	-	0	-
Mental disability	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
Mental confusion/Inability to remember	0	-	0	-	8	<0.1%	8	<0.1%	8	<0.1%
Sudden illness	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-	0	-
NET Impaired	16	16.8%	7	2.9%	31	0.4%	38	0.4%	54	0.6%
Ability impaired alcohol	16	16.8%	7	2.9%	20	0.2%	27	0.3%	43	0.5%
Ability impaired drugs	3	3.2%	3	1.2%	6	<0.1%	9	0.1%	12	0.1%
Had been drinking/Suspected alcohol use	0	-	0	-	6	<0.1%	6	<0.1%	6	<0.1%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-2
Contributing Factors for Each Victim of a Collision by Casualty Type: 2022 (continued)

Contributing Factor	2022 Casualty Type								2022 Total Casualties	% of 2022 Total Casualties
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Other Injuries	% of Total Other Injuries	Total Injuries	% of Total Injuries		
No Apparent (Vehicle) Defect	32	33.7%	197	81.7%	7,885	93.4%	8,082	93.1%	8,114	92.5%
Any Vehicle Defect	0	-	1	0.4%	14	0.2%	15	0.2%	15	0.2%
Defective brakes	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
Defective steering	0	-	0	-	0	-	0	-	0	-
Defective headlights	0	-	0	-	0	-	0	-	0	-
Defective brake lights	0	-	0	-	0	-	0	-	0	-
Defective lighting (unspecified)	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
Defective engine controls /drive train	0	-	0	-	3	<0.1%	3	<0.1%	3	<0.1%
Defective suspension/wheels	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
Defective tires	0	-	0	-	2	<0.1%	2	<0.1%	2	<0.1%
Tow hitch/yoke defective	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
Defective exhaust system	0	-	0	-	0	-	0	-	0	-
Hood/tailgate/door/ covering opened	0	-	0	-	0	-	0	-	0	-
Defective glazing (obscured windows)	0	-	0	-	0	-	0	-	0	-
Vehicle modifications	0	-	0	-	0	-	0	-	0	-
Fire	0	-	0	-	0	-	0	-	0	-
Overloaded/oversized	0	-	0	-	0	-	0	-	0	-
Load shifted/spilled	0	-	0	-	3	<0.1%	3	<0.1%	3	<0.1%
Jack-knife/trailer swing	0	-	1	0.4%	1	<0.1%	2	<0.1%	2	<0.1%
Hydroplaning tires	0	-	0	-	0	-	0	-	0	-
Any Environmental Condition	12	12.6%	17	7.1%	558	6.6%	575	6.6%	587	6.7%
Animal action - Wild	0	-	2	0.8%	78	0.9%	80	0.9%	80	0.9%
Animal action - Domestic	0	-	1	0.4%	5	<0.1%	6	<0.1%	6	<0.1%
Slippery road surface	4	4.2%	3	1.2%	316	3.7%	319	3.7%	323	3.7%
Snow drift	3	3.2%	2	0.8%	18	0.2%	20	0.2%	23	0.3%
Obstruction/debris on roadway	2	2.1%	1	0.4%	11	0.1%	12	0.1%	14	0.2%
View obstructed/limited	0	-	3	1.2%	79	0.9%	82	0.9%	82	0.9%
Glare/reflection	0	-	0	-	14	0.2%	14	0.2%	14	0.2%
Construction zone	0	-	0	-	4	<0.1%	4	<0.1%	4	<0.1%
Defective driving surface	1	1.1%	1	0.4%	7	<0.1%	8	<0.1%	9	0.1%
Shoulders defective	0	-	0	-	4	<0.1%	4	<0.1%	4	<0.1%
Lane markings inadequate	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
Defective/inoperative traffic control device	0	-	0	-	8	<0.1%	8	<0.1%	8	<0.1%
Weather	4	4.2%	3	1.2%	35	0.4%	38	0.4%	42	0.5%
Pedestrian corridor in use	0	-	2	0.8%	10	0.1%	12	0.1%	12	0.1%
Uninvolved vehicle	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
Uninvolved pedestrian	0	-	2	0.8%	1	<0.1%	3	<0.1%	3	<0.1%
Presence of prior accident	0	-	0	-	1	<0.1%	1	<0.1%	1	<0.1%
No Contributing Factor(s) Identified	6	6.3%	32	13.3%	488	5.8%	520	6.0%	526	6.0%
Not Stated	3	3.2%	0	-	9	0.1%	9	0.1%	12	0.1%
Total	95	100%	241	100%	8,439	100%	8,680	100%	8,775	100%

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each casualty type will add to more than the total victims of that casualty type.

"Other Injuries" includes injuries defined as "Minor", "Minimal" and "Other", or undefined in severity.

Any at-fault factor recorded in current year	79	83.2%	177	73.4%	5,888	69.8%	6,065	69.9%	6,144	70.0%
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2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-2a

Contributing Factors for Each Victim of a Collision by Casualty Type: 2017-2021 Average

Contributing Factor	2017-2021 Average Count of Casualties					
	Killed	Serious Injury	Other Injuries	Total Injuries	Total Casualties	% of Total Casualties
Driver Action - Driving Properly and Human Condition - Apparently Normal	31	220	8,401	8,620	8,651	84.5%
Driver Action - Driving properly	2	4	57	61	64	0.6%
Any Driver Action	60	303	7,096	7,399	7,459	72.8%
Following too closely	1	22	2,034	2,056	2,058	20.1%
Turning improperly	3	31	808	839	842	8.2%
Passing improperly	2	4	32	35	37	0.4%
Changing lanes improperly	<1	9	398	407	408	4.0%
Fail to yield right-of-way	8	53	899	952	960	9.4%
Disobey traffic control device/officer	5	21	296	317	322	3.1%
Drive wrong way on roadway	3	4	8	12	14	0.1%
Passing a vehicle at pedestrian X-walk	-	-	<1	<1	<1	<0.1%
Back unsafely	-	4	212	216	216	2.1%
Parking improperly	-	<1	10	10	10	<0.1%
Lost control/Drive off road	10	31	254	285	295	2.9%
Driverless vehicle ran out of control	-	<1	6	7	7	<0.1%
Leave stop sign before safe to do so	3	15	316	332	335	3.3%
Failed to signal	-	<1	6	6	6	<0.1%
Take avoiding action	2	9	72	81	83	0.8%
Driver inexperience	2	6	36	42	43	0.4%
Pedestrian error/confusion	4	5	22	26	31	0.3%
NET Speed	17	45	663	708	725	7.1%
Exceeding speed limit	8	5	9	13	22	0.2%
Driving too fast for conditions	7	38	649	687	694	6.8%
Unsafe operating speed (Too fast or too slow)	2	3	7	10	12	0.1%
NET Distracted driving	32	155	3,458	3,613	3,645	35.6%
Careless Driving	27	146	3,364	3,510	3,537	34.5%
Distraction/Inattention	9	16	204	220	229	2.2%
Human Condition - Apparently Normal	19	163	4,357	4,520	4,539	44.3%
Any Human Condition	28	34	98	132	159	1.6%
Loss of consciousness/Blackout prior to collision	2	6	17	23	25	0.2%
Extreme fatigue/Fell asleep	1	5	20	26	27	0.3%
Defective eyesight	<1	<1	<1	1	2	<0.1%
Defective hearing	-	-	-	-	-	-
Medical disability	<1	3	6	8	9	<0.1%
Physical disability	-	-	-	-	-	-
Mental disability	<1	<1	2	3	3	<0.1%
Mental confusion/Inability to remember	<1	2	6	9	9	<0.1%
Sudden illness	<1	2	3	5	5	<0.1%
Exceed hours of service (commercial drivers only)	<1	<1	-	<1	<1	<0.1%
NET Impaired	23	17	50	67	90	0.9%
Ability impaired alcohol	15	11	41	52	67	0.7%
Ability impaired drugs	3	3	4	7	9	<0.1%
Had been drinking/Suspected alcohol use	9	5	8	13	22	0.2%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-2a

Contributing Factors for Each Victim of a Collision by Casualty Type: 2017-2021 Average (continued)

Contributing Factor	2017-2021 Average Count of Casualties					
	Killed	Serious Injury	Other Injuries	Total Injuries	Total Casualties	% of Total Casualties
No Apparent (Vehicle) Defect	35	291	9,232	9,523	9,558	93.3%
Any Vehicle Defect	1	2	29	30	32	0.3%
Defective brakes	-	<1	6	6	6	<0.1%
Defective steering	<1	-	2	2	3	<0.1%
Defective headlights	-	-	<1	<1	<1	<0.1%
Defective brake lights	<1	-	<1	<1	<1	<0.1%
Defective lighting (unspecified)	<1	-	<1	<1	<1	<0.1%
Defective engine controls/drive train	-	<1	1	2	2	<0.1%
Defective suspension/wheels	-	-	2	2	2	<0.1%
Defective tires	<1	<1	7	8	8	<0.1%
Tow hitch/yoke defective	-	<1	2	2	2	<0.1%
Defective exhaust system	-	-	-	-	-	-
Hood/tailgate/door/covering opened	-	-	<1	<1	<1	<0.1%
Defective glazing (obscured windows)	-	-	<1	<1	<1	<0.1%
Vehicle modifications	-	-	<1	<1	<1	<0.1%
Fire	-	-	<1	<1	<1	<0.1%
Overloaded/oversized	-	-	-	-	-	-
Load shifted/spilled	-	-	2	2	2	<0.1%
Jack-knife/trailer swing	-	<1	2	2	2	<0.1%
Hydroplaning tires	-	-	<1	<1	<1	<0.1%
Any Environmental Condition	12	46	651	696	708	6.9%
Animal action - Wild	1	6	83	90	91	0.9%
Animal action - Domestic	-	<1	13	13	13	0.1%
Slippery road surface	3	19	371	389	392	3.8%
Snow drift	-	1	11	12	12	0.1%
Obstruction/debris on roadway	<1	1	16	17	17	0.2%
View obstructed/limited	3	7	70	77	80	0.8%
Glare/reflection	1	1	16	17	18	0.2%
Construction zone	<1	<1	5	5	5	<0.1%
Defective driving surface	<1	3	14	17	17	0.2%
Shoulders defective	<1	<1	1	1	2	<0.1%
Lane markings inadequate	-	-	<1	<1	<1	<0.1%
Defective/inoperative traffic control device	<1	<1	7	8	8	<0.1%
Weather	4	6	44	50	54	0.5%
Pedestrian corridor in use	<1	3	16	19	19	0.2%
Uninvolved vehicle	<1	<1	6	7	7	<0.1%
Uninvolved pedestrian	-	<1	5	5	5	<0.1%
Presence of prior accident	<1	<1	2	2	2	<0.1%
No Contributing Factor(s) Identified	3	15	244	259	262	2.6%
Not Stated	<1	1	9	10	10	<0.1%
Total	75	377	9,790	10,167	10,242	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each casualty type will add to more than the total victims of that casualty type.

"Other Injuries" includes injuries defined as "Minor", "Minimal" and "Other", or undefined in severity.

Any at-fault factor (previous 5-year average)	68	324	1,325	5,872	7,686	75.5%
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2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-3
Drivers Involved in Collisions by Contributing Factors and Collision Severity: 2022

Contributing Factor	2022 Collision Severity						2022 Total Drivers	% of 2022 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	52	40.9%	6,383	55.0%	33,414	57.1%	39,849	56.7%
Driver Action - Driving properly	0	-	64	0.6%	1,005	1.7%	1,069	1.5%
Any Driver Action	64	50.4%	4,626	39.8%	21,128	36.1%	25,818	36.8%
Following too closely	3	2.4%	1,073	9.2%	2,828	4.8%	3,904	5.6%
Turning improperly	2	1.6%	503	4.3%	1,449	2.5%	1,954	2.8%
Passing improperly	1	0.8%	13	0.1%	75	0.1%	89	0.1%
Changing lanes improperly	1	0.8%	240	2.1%	1,531	2.6%	1,772	2.5%
Fail to yield right-of-way	6	4.7%	426	3.7%	1,019	1.7%	1,451	2.1%
Disobey traffic control device/officer	1	0.8%	170	1.5%	217	0.4%	388	0.6%
Drive wrong way on roadway	2	1.6%	0	-	8	<0.1%	10	<0.1%
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-
Back unsafely	0	-	115	1.0%	3,013	5.2%	3,128	4.5%
Parking improperly	0	-	5	<0.1%	97	0.2%	102	0.1%
Lost control/Drive off road	5	3.9%	148	1.3%	820	1.4%	973	1.4%
Driverless vehicle ran out of control	0	-	2	<0.1%	16	<0.1%	18	<0.1%
Leave stop sign before safe to do so	2	1.6%	218	1.9%	503	0.9%	723	1.0%
Failed to signal	0	-	4	<0.1%	11	<0.1%	15	<0.1%
Take avoiding action	0	-	39	0.3%	265	0.5%	304	0.4%
Driver inexperience	0	-	19	0.2%	90	0.2%	109	0.2%
Pedestrian error/confusion	2	1.6%	2	<0.1%	5	<0.1%	9	<0.1%
NET Speed	24	18.9%	473	4.1%	2,217	3.8%	2,714	3.9%
Exceeding speed limit	13	10.2%	1	<0.1%	1	<0.1%	15	<0.1%
Driving too fast for conditions	11	8.7%	468	4.0%	2,204	3.8%	2,683	3.8%
Unsafe operating speed (Too fast or too slow)	0	-	4	<0.1%	12	<0.1%	16	<0.1%
NET Distracted driving	36	28.3%	1,926	16.6%	9,536	16.3%	11,498	16.4%
Careless Driving	35	27.6%	1,884	16.2%	9,384	16.0%	11,303	16.1%
Distraction/Inattention	2	1.6%	69	0.6%	253	0.4%	324	0.5%
Human Condition - Apparently Normal	11	8.7%	2,587	22.3%	12,469	21.3%	15,067	21.5%
Any Human Condition	17	13.4%	65	0.6%	96	0.2%	178	0.3%
Loss of consciousness /Blackout prior to collision	1	0.8%	16	0.1%	15	<0.1%	32	<0.1%
Extreme fatigue/Fell asleep	0	-	15	0.1%	18	<0.1%	33	<0.1%
Defective eyesight	0	-	1	<0.1%	0	-	1	<0.1%
Defective hearing	0	-	0	-	0	-	0	-
Medical disability	2	1.6%	3	<0.1%	5	<0.1%	10	<0.1%
Physical disability	0	-	0	-	0	-	0	-
Mental disability	0	-	1	<0.1%	1	<0.1%	2	<0.1%
Mental confusion/Inability to remember	0	-	5	<0.1%	7	<0.1%	12	<0.1%
Sudden illness	0	-	1	<0.1%	6	<0.1%	7	<0.1%
Exceed hours of service (commercial drivers only)	0	-	0	-	1	<0.1%	1	<0.1%
NET Impaired	15	11.8%	27	0.2%	47	<0.1%	89	0.1%
Ability impaired alcohol	15	11.8%	20	0.2%	41	<0.1%	76	0.1%
Ability impaired drugs	3	2.4%	4	<0.1%	7	<0.1%	14	<0.1%
Had been drinking/ Suspected alcohol use	0	-	4	<0.1%	4	<0.1%	8	<0.1%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-3
Drivers Involved in Collisions by Contributing Factors and Collision Severity: 2022 (continued)

Contributing Factor	2022 Collision Severity						2022 Total Drivers	% of 2022 Total Drivers
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
No Apparent (Vehicle) Defect	41	32.3%	9,035	77.8%	45,513	77.8%	54,589	77.7%
Any Vehicle Defect	0	-	14	0.1%	212	0.4%	226	0.3%
Defective brakes	0	-	1	<0.1%	8	<0.1%	9	<0.1%
Defective steering	0	-	0	-	3	<0.1%	3	<0.1%
Defective headlights	0	-	0	-	0	-	0	-
Defective brake lights	0	-	0	-	3	<0.1%	3	<0.1%
Defective lighting (unspecified)	0	-	1	<0.1%	1	<0.1%	2	<0.1%
Defective engine controls/drive train	0	-	2	<0.1%	1	<0.1%	3	<0.1%
Defective suspension/wheels	0	-	2	<0.1%	39	<0.1%	41	<0.1%
Defective tires	0	-	2	<0.1%	66	0.1%	68	<0.1%
Tow hitch/yoke defective	0	-	1	<0.1%	4	<0.1%	5	<0.1%
Defective exhaust system	0	-	0	-	2	<0.1%	2	<0.1%
Hood/tailgate/door/covering opened	0	-	0	-	2	<0.1%	2	<0.1%
Defective glazing (obscured windows)	0	-	0	-	1	<0.1%	1	<0.1%
Vehicle modifications	0	-	0	-	2	<0.1%	2	<0.1%
Fire	0	-	0	-	2	<0.1%	2	<0.1%
Overloaded/oversized	0	-	0	-	7	<0.1%	7	<0.1%
Load shifted/spilled	0	-	3	-	22	<0.1%	2	<0.1%
Jack-knife/trailer swing	0	-	2	<0.1%	48	<0.1%	50	<0.1%
Hydroplaning tires	0	-	0	-	2	<0.1%	2	<0.1%
Any Environmental Condition	15	11.8%	441	3.8%	5,246	9.0%	5,702	8.1%
Animal action - Wild	0	-	69	0.6%	2,811	4.8%	2,880	4.1%
Animal action - Domestic	0	-	5	<0.1%	33	<0.1%	38	<0.1%
Slippery road surface	6	4.7%	249	2.1%	1,573	2.7%	1,828	2.6%
Snow drift	2	1.6%	18	0.2%	202	0.3%	222	0.3%
Obstruction/debris on roadway	4	3.1%	8	<0.1%	158	0.3%	170	0.2%
View obstructed/limited	0	-	49	0.4%	169	0.3%	218	0.3%
Glare/reflection	0	-	9	<0.1%	9	<0.1%	18	<0.1%
Construction zone	0	-	2	<0.1%	9	<0.1%	11	<0.1%
Defective driving surface	1	0.8%	7	<0.1%	212	0.4%	220	0.3%
Shoulders defective	0	-	2	<0.1%	5	<0.1%	7	<0.1%
Lane markings inadequate	0	-	1	<0.1%	7	<0.1%	8	<0.1%
Defective/inoperative traffic control device	0	-	6	<0.1%	6	<0.1%	12	<0.1%
Weather	3	2.4%	26	0.2%	147	0.3%	176	0.3%
Pedestrian corridor in use	0	-	3	<0.1%	0	-	3	<0.1%
Uninvolved vehicle	0	-	0	-	14	<0.1%	14	<0.1%
Uninvolved pedestrian	0	-	0	-	0	-	0	-
Presence of prior accident	0	-	1	<0.1%	4	<0.1%	5	<0.1%
No Contributing Factor(s) Identified	2	1.6%	362	3.1%	894	1.5%	1,258	1.8%
Not Stated	1	0.8%	4	<0.1%	23	<0.1%	28	<0.1%
Total	127	100%	11,609	100.0%	58,483	100.0%	70,219	100.0%
Drivers not at-fault in current year	46	36.2%	6,416	55.3%	32,506	55.6%	38,968	55.5%

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-3a

Drivers Involved in Collisions by Contributing Factors and Collision Severity: 2017-2021 Average

Contributing Factor	2017-2021 Average Count of Drivers				
	Fatal	Injury	PDO	Total Drivers	% of Total Drivers
Driver Action - Driving Properly and Human Condition - Apparently Normal	31	7,271	26,669	33,972	53.9%
Driver Action - Driving properly	1	42	596	639	1.0%
Any Driver Action	52	5,671	19,024	24,747	39.3%
Following too closely	1	1,536	2,963	4,500	7.1%
Turning improperly	2	621	1,570	2,192	3.5%
Passing improperly	2	25	87	114	0.2%
Changing lanes improperly	<1	329	1,499	1,829	2.9%
Fail to yield right-of-way	6	677	1,242	1,925	3.1%
Disobey traffic control device/officer	5	204	226	434	0.7%
Drive wrong way on roadway	3	5	10	18	<0.1%
Passing a vehicle at pedestrian X-walk	-	<1	<1	1	<0.1%
Back unsafely	-	202	2,839	3,041	4.8%
Parking improperly	-	8	114	122	0.2%
Lost control/Drive off road	9	228	935	1,172	1.9%
Driverless vehicle ran out of control	-	5	18	23	<0.1%
Leave stop sign before safe to do so	3	247	425	674	1.1%
Failed to signal	-	5	9	14	<0.1%
Take avoiding action	1	65	324	391	0.6%
Driver inexperience	1	30	106	137	0.2%
Pedestrian error/confusion	2	7	13	22	<0.1%
NET Speed	14	535	2,045	2,594	4.1%
Exceeding speed limit	7	4	8	20	<0.1%
Driving too fast for conditions	6	525	2,026	2,558	4.1%
Unsafe operating speed (Too fast or too slow)	2	7	12	20	<0.1%
NET Distracted driving	28	2,781	10,381	13,190	20.9%
Careless Driving	24	2,710	10,209	12,943	20.6%
Distraction/Inattention	7	152	421	580	0.9%
Human Condition - Apparently Normal	14	3,435	13,777	17,225	27.4%
Any Human Condition	20	84	114	218	0.3%
Loss of consciousness/Blackout prior to collision	2	18	16	36	<0.1%
Extreme fatigue/Fell asleep	1	20	36	57	<0.1%
Defective eyesight	<1	<1	<1	1	<0.1%
Defective hearing	-	-	-	-	-
Medical disability	<1	6	4	10	<0.1%
Physical disability	-	-	<1	<1	<0.1%
Mental disability	<1	2	<1	2	<0.1%
Mental confusion/Inability to remember	<1	7	8	15	<0.1%
Sudden illness	<1	3	2	6	<0.1%
Exceed hours of service (commercial drivers only)	<1	<1	-	<1	<0.1%
NET Impaired	17	35	54	105	0.2%
Ability impaired alcohol	12	28	46	86	0.1%
Ability impaired drugs	2	3	4	9	<0.1%
Had been drinking/Suspected alcohol use	5	5	6	17	<0.1%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-3a

Drivers Involved in Collisions by Contributing Factors and Collision Severity: 2017-2021 Average (continued)

Contributing Factor	2017-2021 Average Count of Drivers				
	Fatal	Injury	PDO	Total Drivers	% of Total Drivers
No Apparent (Vehicle) Defect	41	10,768	40,514	51,323	81.5%
Any Vehicle Defect	1	21	248	271	0.4%
Defective brakes	-	4	12	16	<0.1%
Defective steering	<1	1	4	5	<0.1%
Defective headlights	-	<1	<1	1	<0.1%
Defective brake lights	<1	<1	3	4	<0.1%
Defective lighting (unspecified)	<1	<1	1	2	<0.1%
Defective engine controls/drive train	-	1	4	5	<0.1%
Defective suspension/wheels	-	2	56	58	<0.1%
Defective tires	<1	5	72	78	0.1%
Tow hitch/yoke defective	-	1	11	12	<0.1%
Defective exhaust system	-	-	<1	<1	<0.1%
Hood/tailgate/door/covering opened	-	<1	5	5	<0.1%
Defective glazing (obscured windows)	-	<1	<1	<1	<0.1%
Vehicle modifications	-	<1	<1	1	<0.1%
Fire	-	<1	<1	1	<0.1%
Overloaded/oversized	-	-	5	5	<0.1%
Load shifted/spilled	-	2	22	24	<0.1%
Jack-knife/trailer swing	-	2	53	54	<0.1%
Hydroplaning tires	-	<1	2	3	<0.1%
Any Environmental Condition	10	519	4,624	5,153	8.2%
Animal action - Wild	1	79	2,828	2,908	4.6%
Animal action - Domestic	-	10	39	49	<0.1%
Slippery road surface	2	301	1,198	1,501	2.4%
Snow drift	-	8	63	71	0.1%
Obstruction/debris on roadway	<1	12	184	196	0.3%
View obstructed/limited	2	49	132	183	0.3%
Glare/reflection	1	10	20	31	<0.1%
Construction zone	<1	2	11	14	<0.1%
Defective driving surface	<1	13	77	90	0.1%
Shoulders defective	<1	<1	3	3	<0.1%
Lane markings inadequate	-	<1	4	4	<0.1%
Defective/inoperative traffic control device	<1	4	7	11	<0.1%
Weather	4	35	90	128	0.2%
Pedestrian corridor in use	-	5	5	11	<0.1%
Uninvolved vehicle	-	2	13	15	<0.1%
Uninvolved pedestrian	-	1	2	3	<0.1%
Presence of prior accident	<1	1	2	4	<0.1%
No Contributing Factor(s) Identified	<1	161	367	529	0.8%
Not Stated	-	5	23	28	<0.1%
Total	96	13,355	49,527	62,978	100%

Note: Counts of drivers in the 2017-2021 average may not add to the total due to rounding.

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-4
 Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Collision Severity: 2022, 2017-2021 Average

Contributing Factor	2022 Collision Severity			2022 Total	2017-2021 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Any Driver Action	0.7	47.9	218.6	267.1	0.6	60.9	204.2	265.7
Following too closely	<0.1	11.1	29.3	40.4	<0.1	16.5	31.8	48.3
Turning improperly	<0.1	5.2	15.0	20.2	<0.1	6.7	16.8	23.5
Passing improperly	<0.1	0.1	0.8	0.9	<0.1	0.3	0.9	1.2
Changing lanes improperly	<0.1	2.5	15.8	18.3	<0.1	3.5	16.1	19.6
Fail to yield right-of-way	<0.1	4.4	10.5	15.0	<0.1	7.3	13.3	20.7
Disobey traffic control device/officer	<0.1	1.8	2.2	4.0	<0.1	2.2	2.4	4.7
Drive wrong way on roadway	<0.1	-	<0.1	0.1	<0.1	<0.1	0.1	0.2
Passing a vehicle at pedestrian X-walk	-	-	-	-	-	<0.1	<0.1	<0.1
Back unsafely	-	1.2	31.2	32.4	-	2.2	30.5	32.6
Parking improperly	-	<0.1	1.0	1.1	-	<0.1	1.2	1.3
Lost control/Drive off road	<0.1	1.5	8.5	10.1	<0.1	2.4	10.0	12.6
Driverless vehicle ran out of control	-	<0.1	0.2	0.2	-	<0.1	0.2	0.3
Leave stop sign before safe to do so	<0.1	2.3	5.2	7.5	<0.1	2.6	4.6	7.2
Failed to signal	-	<0.1	0.1	0.2	-	<0.1	0.1	0.2
Take avoiding action	-	0.4	2.7	3.1	<0.1	0.7	3.5	4.2
Driver inexperience	-	0.2	0.9	1.1	<0.1	0.3	1.1	1.5
Pedestrian error/confusion	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	0.1	0.2
NET Speed	0.2	4.9	22.9	28.1	0.2	5.7	21.9	27.8
Exceeding speed limit	0.1	<0.1	<0.1	0.2	<0.1	<0.1	<0.1	0.2
Driving too fast for conditions	0.1	4.8	22.8	27.8	<0.1	5.6	21.8	27.5
Unsafe operating speed (Too fast or too slow)	-	<0.1	0.1	0.2	<0.1	<0.1	0.1	0.2
NET Distracted driving	0.4	19.9	98.6	118.9	0.3	29.9	111.4	141.6
Careless Driving	0.4	19.5	97.1	116.9	0.3	29.1	109.6	138.9
Distraction/Inattention	<0.1	0.7	2.6	3.4	<0.1	1.6	4.5	6.2
Any Human Condition	0.2	0.7	1.0	1.8	0.2	0.9	1.2	2.3
Loss of consciousness/Blackout prior to collision	<0.1	0.2	0.2	0.3	<0.1	0.2	0.2	0.4
Extreme fatigue/Fell asleep	-	0.2	0.2	0.3	<0.1	0.2	0.4	0.6
Defective eyesight	-	<0.1	-	<0.1	<0.1	<0.1	<0.1	<0.1
Defective hearing	-	-	-	-	-	-	-	-
Medical disability	<0.1	<0.1	<0.1	0.1	<0.1	<0.1	<0.1	0.1
Physical disability	-	-	-	-	-	-	<0.1	<0.1
Mental disability	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mental confusion/Inability to remember	-	<0.1	<0.1	0.1	<0.1	<0.1	<0.1	0.2
Sudden illness	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Exceed hours of service (commercial drivers only)	-	-	<0.1	<0.1	<0.1	<0.1	-	<0.1
NET Impaired	0.2	0.3	0.5	0.9	0.2	0.4	0.6	1.1
Ability impaired alcohol	0.2	0.2	0.4	0.8	0.1	0.3	0.5	0.9
Ability impaired drugs	<0.1	<0.1	<0.1	0.1	<0.1	<0.1	<0.1	<0.1
Had been drinking/Suspected alcohol use	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	0.2

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-4
 Driver Involvement Rate (per 10,000 Licensed Drivers) in Collisions by Contributing Factors and Collision Severity: 2022, 2017-2021 Average (continued)

Contributing Factor	2022 Collision Severity			2022 Total	2017-2021 Average			
	Fatal	Injury	PDO		Fatal	Injury	PDO	Total
Any Vehicle Defect	-	0.1	2.2	2.3	<0.1	0.2	2.7	2.9
Defective brakes	-	<0.1	<0.1	<0.1	-	<0.1	0.1	0.2
Defective steering	-	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Defective headlights	-	-	-	-	-	<0.1	<0.1	<0.1
Defective brake lights	-	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Defective lighting (unspecified)	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Defective engine controls/drive train	-	<0.1	<0.1	<0.1	-	<0.1	<0.1	<0.1
Defective suspension/wheels	-	<0.1	0.4	0.4	-	<0.1	0.6	0.6
Defective tires	-	<0.1	0.7	0.7	<0.1	<0.1	0.8	0.8
Tow hitch/yoke defective	-	<0.1	<0.1	<0.1	-	<0.1	0.1	0.1
Defective exhaust system	-	-	<0.1	<0.1	-	-	<0.1	<0.1
Hood/tailgate/door/covering opened	-	-	<0.1	<0.1	-	<0.1	<0.1	<0.1
Defective glazing (obscured windows)	-	-	<0.1	<0.1	-	<0.1	<0.1	<0.1
Vehicle modifications	-	-	<0.1	<0.1	-	<0.1	<0.1	<0.1
Fire	-	-	<0.1	<0.1	-	<0.1	<0.1	<0.1
Overloaded/oversized	-	-	<0.1	<0.1	-	-	<0.1	<0.1
Load shifted/spilled	-	<0.1	0.2	<0.1	-	<0.1	0.2	0.3
Jack-knife/trailer swing	-	<0.1	0.5	0.5	-	<0.1	0.6	0.6
Hydroplaning tires	-	-	<0.1	<0.1	-	<0.1	<0.1	<0.1
Any Environmental Condition	0.2	4.6	54.3	59.0	0.1	5.6	49.6	55.3
Animal action - Wild	-	0.7	29.1	29.8	<0.1	0.9	30.4	31.2
Animal action - Domestic	-	<0.1	0.3	0.4	-	0.1	0.4	0.5
Slippery road surface	<0.1	2.6	16.3	18.9	<0.1	3.2	12.9	16.1
Snow drift	<0.1	0.2	2.1	2.3	-	<0.1	0.7	0.8
Obstruction/debris on roadway	<0.1	<0.1	1.6	1.8	<0.1	0.1	2.0	2.1
View obstructed/limited	-	0.5	1.7	2.3	<0.1	0.5	1.4	2.0
Glare/reflection	-	<0.1	<0.1	0.2	<0.1	0.1	0.2	0.3
Construction zone	-	<0.1	<0.1	0.1	<0.1	<0.1	0.1	0.1
Defective driving surface	<0.1	<0.1	2.2	2.3	<0.1	0.1	0.8	1.0
Shoulders defective	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Lane markings inadequate	-	<0.1	<0.1	<0.1	-	<0.1	<0.1	<0.1
Defective/inoperative traffic control device	-	<0.1	<0.1	0.1	<0.1	<0.1	<0.1	0.1
Weather	<0.1	0.3	1.5	1.8	<0.1	0.4	1.0	1.4
Pedestrian corridor in use	-	<0.1	-	<0.1	-	<0.1	<0.1	0.1
Uninvolved vehicle	-	-	0.1	0.1	-	<0.1	0.1	0.2
Uninvolved pedestrian	-	-	-	-	-	<0.1	<0.1	<0.1
Presence of prior accident	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-5
 Driver Involvement Rate (per 10,000 Licensed Drivers) in All Collisions by Contributing Factors and
 Age Group: 2022

Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Any Driver Action	413.0	419.0	315.3	280.4	242.2	213.4	179.5
Following too closely	75.7	77.3	56.3	39.9	33.7	29.4	17.7
Turning improperly	35.4	38.1	23.3	21.2	16.0	14.1	13.6
Passing improperly	0.9	1.2	1.1	1.1	0.6	1.0	0.6
Changing lanes improperly	24.4	29.2	21.6	17.6	16.4	14.0	15.1
Fail to yield right-of-way	27.1	24.2	16.9	14.8	13.0	13.0	10.2
Disobey traffic control device/officer	6.7	6.3	4.0	5.0	3.3	3.0	3.0
Drive wrong way on roadway	0.4	0.2	-	0.1	-	-	0.2
Passing a vehicle at pedestrian X-walk	-	-	-	-	-	-	-
Back unsafely	29.3	22.1	26.0	33.8	36.5	36.6	35.1
Parking improperly	0.9	0.6	1.0	1.4	0.7	1.2	1.1
Lost control/Drive off road	21.9	19.1	14.0	10.5	7.9	7.0	3.9
Driverless vehicle ran out of control	-	0.2	0.2	0.2	<0.1	0.4	0.1
Leave stop sign before safe to do so	12.5	9.1	8.1	9.1	6.4	5.7	6.0
Failed to signal	0.2	0.4	0.2	<0.1	0.1	<0.1	0.2
Take avoiding action	6.9	5.4	4.8	3.1	2.7	2.1	1.1
Driver inexperience	4.5	3.3	1.2	0.7	1.0	0.5	0.4
Pedestrian error/confusion	-	0.2	0.3	<0.1	-	-	<0.1
NET Speed	55.1	53.4	37.8	32.0	23.9	18.6	10.5
Exceeding speed limit	1.3	0.6	0.2	<0.1	-	-	-
Driving too fast for conditions	53.5	52.8	37.4	31.7	23.8	18.5	10.3
Unsafe operating speed (Too fast or too slow)	0.2	-	0.2	0.2	0.1	0.1	0.1
NET Distracted driving	175.3	190.7	138.6	125.7	108.9	93.7	81.4
Careless Driving	171.4	187.7	135.9	124.2	107.2	92.0	79.8
Distraction/Inattention	5.6	4.6	4.7	3.1	2.9	2.5	2.3
Any Human Condition	2.2	3.9	2.7	1.7	1.6	1.2	1.0
Loss of consciousness/ Blackout prior to collision	0.2	0.6	0.2	0.2	0.3	0.3	0.4
Extreme fatigue/Fell asleep	0.7	0.5	0.6	0.4	0.2	0.3	<0.1
Defective eyesight	-	-	-	-	-	<0.1	-
Defective hearing	-	-	-	-	-	-	-
Medical disability	-	0.1	-	<0.1	0.1	0.2	0.1
Physical disability	-	-	-	-	-	-	-
Mental disability	0.2	0.1	-	-	-	-	-
Mental confusion/Inability to remember	-	0.2	0.2	<0.1	0.1	-	0.2
Sudden illness	-	0.1	-	-	0.1	0.1	<0.1
Exceed hours of service (commercial drivers only)	-	-	-	-	<0.1	-	-
NET Impaired	1.3	2.4	1.7	1.0	0.7	0.3	<0.1
Ability impaired alcohol	1.3	1.8	1.5	0.8	0.6	0.3	<0.1
Ability impaired drugs	-	0.9	0.2	0.1	<0.1	<0.1	-
Had been drinking/ Suspected alcohol use	-	0.2	0.2	0.1	<0.1	-	-

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-5
 Driver Involvement Rate (per 10,000 Licensed Drivers) in All Collisions by Contributing Factors and
 Age Group: 2022 (continued)

Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Any Vehicle Defect	3.1	1.8	1.5	0.8	0.6	0.3	0.1
Defective brakes	-	0.2	0.2	-	0.1	<0.1	<0.1
Defective steering	0.2	0.1	-	<0.1	-	-	-
Defective headlights	-	-	-	-	-	-	-
Defective brake lights	-	-	-	-	<0.1	<0.1	<0.1
Defective lighting (unspecified)	-	0.1	<0.1	-	-	-	-
Defective engine controls/drive train	-	0.1	-	<0.1	<0.1	-	-
Defective suspension/wheels	1.8	0.5	0.6	0.4	0.2	0.3	0.2
Defective tires	0.9	1.0	1.0	0.7	0.7	0.8	0.2
Tow hitch/yoke defective	-	0.1	<0.1	<0.1	<0.1	<0.1	-
Defective exhaust system	-	-	<0.1	<0.1	-	-	-
Hood/tailgate/door/covering opened	-	-	-	-	<0.1	-	<0.1
Defective glazing (obscured windows)	-	0.1	-	-	-	-	-
Vehicle modifications	-	-	<0.1	-	-	<0.1	-
Fire	-	0.1	-	-	<0.1	-	-
Overloaded/oversized	-	0.1	0.1	-	0.1	-	<0.1
Load shifted/spilled	-	0.2	0.1	0.3	0.3	0.4	0.3
Jack-knife/trailer swing	0.2	0.2	0.4	0.7	0.9	0.4	0.4
Hydroplaning tires	-	0.1	<0.1	-	-	-	-
Any Environmental Condition	80.8	83.7	76.1	68.1	61.9	48.8	27.4
Animal action - Wild	38.3	34.8	36.9	34.7	35.1	26.6	14.3
Animal action - Domestic	0.7	0.6	0.4	0.5	0.2	0.6	<0.1
Slippery road surface	29.3	34.3	26.7	21.2	17.0	12.7	7.8
Snow drift	3.4	2.6	3.5	3.1	2.0	1.6	1.0
Obstruction/debris on roadway	2.7	1.9	2.2	2.6	2.0	1.2	0.6
View obstructed/limited	3.1	3.4	2.5	2.0	2.2	2.4	1.5
Glare/reflection	0.7	0.4	0.2	<0.1	0.2	0.3	<0.1
Construction zone	-	-	0.3	0.2	-	0.1	<0.1
Defective driving surface	2.2	4.3	2.4	2.5	2.4	2.3	1.1
Shoulders defective	-	0.4	<0.1	0.1	-	-	<0.1
Lane markings inadequate	-	-	-	0.2	0.1	0.1	<0.1
Defective/inoperative traffic control device	0.4	0.1	0.2	<0.1	<0.1	<0.1	<0.1
Weather	2.2	1.9	2.4	2.0	1.4	2.1	1.1
Pedestrian corridor in use	0.2	-	-	-	-	<0.1	<0.1
Uninvolved vehicle	-	0.2	0.3	0.2	<0.1	-	<0.1
Uninvolved pedestrian	-	-	-	-	-	-	-
Presence of prior accident	-	0.1	-	0.1	<0.1	-	<0.1
Any at-fault factor recorded in current year	467	472	370	331	291	251	200

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-5a
 Driver Involvement Rate (per 10,000 Licensed Drivers) in All Collisions by Contributing Factors and
 Age Group: 2017-2021 Average

Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Any Driver Action	510.7	465.9	334.0	278.1	250.6	201.0	179.5
Following too closely	115.6	113.4	74.9	55.7	46.8	33.8	22.4
Turning improperly	44.6	42.2	29.3	23.7	21.8	17.9	19.1
Passing improperly	2.4	2.1	1.7	1.2	1.3	0.9	1.0
Changing lanes improperly	35.4	33.6	23.9	20.2	17.7	15.4	16.8
Fail to yield right-of-way	39.2	34.6	26.4	20.9	19.9	16.0	18.6
Disobey traffic control device/officer	7.6	8.5	6.2	5.1	4.1	3.5	3.6
Drive wrong way on roadway	0.6	0.3	0.2	0.1	0.1	0.1	0.2
Passing a vehicle at pedestrian X-walk	<0.1	-	<0.1	-	-	-	-
Back unsafely	36.3	28.9	30.1	36.3	39.2	36.6	32.1
Parking improperly	1.3	1.3	1.7	1.4	1.3	1.4	1.5
Lost control/Drive off road	38.5	29.3	18.1	13.7	10.8	7.3	4.9
Driverless vehicle ran out of control	0.6	0.3	0.3	0.4	0.3	0.2	0.2
Leave stop sign before safe to do so	14.1	11.0	8.9	7.7	7.5	5.7	6.9
Failed to signal	0.3	0.2	0.1	0.2	0.2	0.1	0.2
Take avoiding action	9.6	9.7	6.4	4.8	4.0	2.5	1.8
Driver inexperience	10.5	4.0	1.6	1.0	0.6	0.5	0.3
Pedestrian error/confusion	0.5	0.4	0.3	0.3	0.2	0.3	0.2
NET Speed	76.0	61.6	39.4	30.8	24.4	17.0	10.4
Exceeding speed limit	0.6	0.6	0.5	0.3	0.1	0.2	<0.1
Driving too fast for conditions	74.5	60.4	38.7	30.3	24.1	16.7	10.2
Unsafe operating speed (Too fast or too slow)	1.0	0.6	0.3	0.3	0.2	0.2	0.1
NET Distracted driving	254.6	232.8	169.7	140.6	127.2	103.7	95.7
Careless Driving	247.6	227.7	165.9	137.4	124.4	101.7	93.2
Distraction/Inattention	13.8	10.5	8.1	6.6	6.0	4.5	4.9
Any Human Condition	4.3	5.6	3.7	2.2	1.7	1.4	1.7
Loss of consciousness/ Blackout prior to collision	0.6	0.4	0.4	0.3	0.3	0.3	0.5
Extreme fatigue/Fell asleep	1.8	1.7	1.1	0.5	0.4	0.2	0.3
Defective eyesight	-	-	<0.1	<0.1	-	<0.1	<0.1
Defective hearing	<0.1	-	-	-	-	-	<0.1
Medical disability	-	0.1	<0.1	<0.1	0.1	0.2	0.2
Physical disability	-	-	<0.1	<0.1	-	<0.1	<0.1
Mental disability	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Mental confusion/Inability to remember	-	0.2	0.1	<0.1	<0.1	0.1	0.5
Sudden illness	<0.1	0.1	<0.1	<0.1	<0.1	0.1	0.1
Exceed hours of service (commercial drivers only)	-	-	-	<0.1	<0.1	-	-
NET Impaired	1.9	3.2	2.1	1.4	0.8	0.6	0.2
Ability impaired alcohol	1.5	2.7	1.8	1.1	0.7	0.4	0.2
Ability impaired drugs	0.2	0.2	0.2	0.1	<0.1	<0.1	<0.1
Had been drinking /Suspected alcohol use	0.3	0.5	0.3	0.3	0.1	0.1	<0.1

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-5a
 Driver Involvement Rate (per 10,000 Licensed Drivers) in All Collisions by Contributing Factors and Age Group: 2017-2021 Average (continued)

Contributing Factor	Age Group						
	16-19	20-24	25-34	35-44	45-54	55-64	65+
Any Vehicle Defect	3.3	3.7	3.5	3.2	3.2	2.8	1.5
Defective brakes	0.4	0.4	0.3	0.2	0.2	0.2	<0.1
Defective steering	<0.1	<0.1	<0.1	0.1	<0.1	<0.1	<0.1
Defective headlights	<0.1	<0.1	<0.1	-	-	<0.1	<0.1
Defective brake lights	<0.1	0.2	<0.1	<0.1	<0.1	<0.1	<0.1
Defective lighting (unspecified)	-	<0.1	<0.1	<0.1	<0.1	<0.1	-
Defective engine controls/drive train	<0.1	0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Defective suspension/wheels	0.7	0.6	0.7	0.6	0.6	0.6	0.2
Defective tires	1.2	1.2	1.1	0.8	0.7	0.7	0.4
Tow hitch/yoke defective	<0.1	<0.1	<0.1	0.2	0.2	0.1	0.1
Defective exhaust system	<0.1	-	-	<0.1	<0.1	-	-
Hood/tailgate/door/covering opened	<0.1	<0.1	<0.1	<0.1	0.1	<0.1	<0.1
Defective glazing (obscured windows)	<0.1	<0.1	-	<0.1	-	<0.1	-
Vehicle modifications	-	<0.1	<0.1	<0.1	-	<0.1	<0.1
Fire	<0.1	<0.1	-	<0.1	<0.1	<0.1	<0.1
Overloaded/oversized	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Load shifted/spilled	0.1	0.3	0.4	0.2	0.3	0.2	<0.1
Jack-knife/trailer swing	0.2	0.4	0.6	0.7	0.9	0.7	0.4
Hydroplaning tires	<0.1	0.2	<0.1	<0.1	<0.1	-	<0.1
Any Environmental Condition	82.8	85.2	64.6	56.6	53.8	41.1	24.1
Animal action - Wild	31.6	36.1	30.1	28.8	29.6	23.9	12.2
Animal action - Domestic	1.2	0.8	0.7	0.7	0.5	0.3	0.3
Slippery road surface	38.1	34.1	23.8	18.4	15.4	11.0	7.0
Snow drift	1.3	1.6	1.1	1.2	0.7	0.6	0.4
Obstruction/debris on roadway	2.6	3.3	2.8	2.4	2.5	2.0	1.5
View obstructed/limited	3.3	3.4	2.6	2.1	2.1	1.4	1.1
Glare/reflection	0.4	0.6	0.4	0.4	0.5	0.2	0.4
Construction zone	<0.1	0.1	0.2	0.1	0.2	0.2	0.2
Defective driving surface	2.5	1.9	1.3	1.0	1.1	1.1	0.3
Shoulders defective	0.1	0.1	<0.1	<0.1	<0.1	-	<0.1
Lane markings inadequate	<0.1	0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Defective/inoperative traffic control device	0.2	0.3	0.2	<0.1	0.1	<0.1	0.1
Weather	2.7	3.3	1.8	1.7	1.4	1.0	0.7
Pedestrian corridor in use	0.2	0.3	0.1	0.2	0.2	<0.1	0.1
Uninvolved vehicle	0.2	0.4	0.2	0.2	0.2	<0.1	0.1
Uninvolved pedestrian	-	<0.1	<0.1	<0.1	<0.1	<0.1	-
Presence of prior accident	-	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Any at-fault factor recorded (previous 5-year average)	516	495	362	311	278	228	194

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-6
Summary of Contributing Factors to a Collision: 2017 to 2022

Contributing Factor	2017 Total Collisions	% of 2017 Total Collisions	2018 Total Collisions	% of 2018 Total Collisions	2019 Total Collisions	% of 2019 Total Collisions	2020 Total Collisions	% of 2020 Total Collisions	2021 Total Collisions	% of 2021 Total Collisions	2022 Total Collisions	% of 2022 Total Collisions
Driver Action - Driving Properly and Human Condition - Apparently Normal	35,635	68.7%	38,772	74.9%	41,092	75.0%	30,524	68.8%	30,978	68.3%	41,606	73.4%
Driver Action - Driving properly	214	0.4%	210	0.4%	238	0.4%	784	1.8%	1,779	3.9%	1,075	1.9%
Any Driver Action	28,998	55.9%	26,597	51.4%	26,801	48.9%	19,703	44.4%	20,561	45.3%	25,573	45.1%
Following too closely	6,280	12.1%	5,090	9.8%	4,300	7.9%	3,347	7.5%	3,463	7.6%	3,899	6.9%
Turning improperly	2,762	5.3%	2,371	4.6%	2,397	4.4%	1,687	3.8%	1,735	3.8%	1,945	3.4%
Passing improperly	156	0.3%	124	0.2%	100	0.2%	82	0.2%	106	0.2%	89	0.2%
Changing lanes improperly	2,149	4.1%	1,977	3.8%	1,962	3.6%	1,333	3.0%	1,506	3.3%	1,734	3.1%
Fail to yield right-of-way	2,610	5.0%	2,142	4.1%	2,102	3.8%	1,342	3.0%	1,507	3.3%	1,468	2.6%
Disobey traffic control device/officer	558	1.1%	458	0.9%	421	0.8%	383	0.9%	374	0.8%	391	0.7%
Drive wrong way on roadway	25	<0.1%	19	<0.1%	11	<0.1%	21	<0.1%	18	<0.1%	10	<0.1%
Passing a vehicle at pedestrian X-walk	3	<0.1%	0	-	1	<0.1%	0	-	1	<0.1%	0	-
Back unsafely	3,496	6.7%	3,057	5.9%	3,036	5.5%	2,835	6.4%	2,614	5.8%	3,100	5.5%
Parking improperly	212	0.4%	111	0.2%	126	0.2%	111	0.3%	117	0.3%	106	0.2%
Lost control/Drive off road	1,347	2.6%	1,168	2.3%	1,686	3.1%	845	1.9%	824	1.8%	973	1.7%
Driverless vehicle ran out of control	53	0.1%	28	<0.1%	19	<0.1%	17	<0.1%	20	<0.1%	21	<0.1%
Leave stop sign before safe to do so	869	1.7%	661	1.3%	760	1.4%	547	1.2%	513	1.1%	720	1.3%
Failed to signal	31	<0.1%	14	<0.1%	8	<0.1%	8	<0.1%	11	<0.1%	15	<0.1%
Take avoiding action	544	1.0%	437	0.8%	431	0.8%	279	0.6%	311	0.7%	311	0.5%
Driver inexperience	235	0.5%	141	0.3%	108	0.2%	95	0.2%	114	0.3%	111	0.2%
Pedestrian error/confusion	71	0.1%	78	0.2%	65	0.1%	37	<0.1%	30	<0.1%	37	<0.1%
NET Speed	3,692	7.1%	2,283	4.4%	2,903	5.3%	2,108	4.8%	2,002	4.4%	2,719	4.8%
Exceeding speed limit	31	<0.1%	34	<0.1%	12	<0.1%	11	<0.1%	10	<0.1%	15	<0.1%
Driving too fast for conditions	3,643	7.0%	2,227	4.3%	2,875	5.3%	2,077	4.7%	1,982	4.4%	2,688	4.7%
Unsafe operating speed (Too fast or too slow)	23	<0.1%	24	<0.1%	21	<0.1%	23	<0.1%	13	<0.1%	16	<0.1%
NET Distracted driving	15,403	29.7%	14,618	28.3%	13,922	25.4%	11,350	25.6%	10,736	23.7%	11,501	20.3%
Careless Driving	15,024	29.0%	14,388	27.8%	13,710	25.0%	11,133	25.1%	10,481	23.1%	11,291	19.9%
Distraction/Inattention	1,068	2.1%	512	1.0%	433	0.8%	448	1.0%	531	1.2%	345	0.6%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-6
Summary of Contributing Factors to a Collision: 2017 to 2022 (continued)

Contributing Factor	2017 Total Collisions	% of 2017 Total Collisions	2018 Total Collisions	% of 2018 Total Collisions	2019 Total Collisions	% of 2019 Total Collisions	2020 Total Collisions	% of 2020 Total Collisions	2021 Total Collisions	% of 2021 Total Collisions	2022 Total Collisions	% of 2022 Total Collisions
Human Condition - Apparently Normal	20,107	38.8%	18,209	35.2%	19,561	35.7%	14,811	33.4%	13,403	29.5%	14,976	26.4%
Any Human Condition	278	0.5%	279	0.5%	208	0.4%	197	0.4%	199	0.4%	185	0.3%
Loss of consciousness /Blackout prior to collision	54	0.1%	44	<0.1%	19	<0.1%	30	<0.1%	35	<0.1%	33	<0.1%
Extreme fatigue/Fell asleep	70	0.1%	68	0.1%	44	<0.1%	43	<0.1%	59	0.1%	33	<0.1%
Defective eyesight	2	<0.1%	0	-	4	<0.1%	3	<0.1%	1	<0.1%	1	<0.1%
Defective hearing	0	-	1	<0.1%	0	-	0	-	0	-	0	-
Medical disability	15	<0.1%	15	<0.1%	11	<0.1%	6	<0.1%	7	<0.1%	10	<0.1%
Physical disability	3	<0.1%	0	-	0	-	2	<0.1%	0	-	0	-
Mental disability	3	<0.1%	7	<0.1%	1	<0.1%	4	<0.1%	2	<0.1%	2	<0.1%
Mental confusion/Inability to remember	19	<0.1%	18	<0.1%	16	<0.1%	10	<0.1%	13	<0.1%	12	<0.1%
Sudden illness	6	<0.1%	6	<0.1%	5	<0.1%	9	<0.1%	3	<0.1%	7	<0.1%
Exceed hours of service (commercial drivers only)	0	-	0	-	1	<0.1%	1	<0.1%	0	-	1	<0.1%
NET Impaired	133	0.3%	139	0.3%	119	0.2%	99	0.2%	94	0.2%	94	0.2%
Ability impaired alcohol	109	0.2%	118	0.2%	93	0.2%	79	0.2%	68	0.1%	80	0.1%
Ability impaired drugs	8	<0.1%	10	<0.1%	14	<0.1%	12	<0.1%	8	<0.1%	14	<0.1%
Had been drinking /Suspected alcohol use	27	<0.1%	18	<0.1%	22	<0.1%	17	<0.1%	23	<0.1%	10	<0.1%
No Apparent (Vehicle) Defect	45,902	88.5%	47,017	90.9%	50,370	92.0%	38,996	87.9%	39,561	87.2%	48,597	85.7%
Any Vehicle Defect	342	0.7%	238	0.5%	239	0.4%	264	0.6%	283	0.6%	228	0.4%
Defective brakes	31	<0.1%	14	<0.1%	15	<0.1%	13	<0.1%	9	<0.1%	9	<0.1%
Defective steering	5	<0.1%	5	<0.1%	6	<0.1%	6	<0.1%	4	<0.1%	3	<0.1%
Defective headlights	2	<0.1%	1	<0.1%	1	<0.1%	1	<0.1%	0	-	0	-
Defective brake lights	3	<0.1%	5	<0.1%	6	<0.1%	1	<0.1%	4	<0.1%	3	<0.1%
Defective lighting (unspecified)	4	<0.1%	2	<0.1%	0	-	1	<0.1%	2	<0.1%	2	<0.1%
Defective engine controls/drive train	7	<0.1%	8	<0.1%	3	<0.1%	2	<0.1%	7	<0.1%	3	<0.1%
Defective suspension/wheels	58	0.1%	52	0.1%	44	<0.1%	64	0.1%	72	0.2%	41	<0.1%
Defective tires	100	0.2%	70	0.1%	57	0.1%	69	0.2%	94	0.2%	68	0.1%
Tow hitch/yoke defective	15	<0.1%	13	<0.1%	6	<0.1%	14	<0.1%	13	<0.1%	5	<0.1%
Defective exhaust system	0	-	0	-	1	<0.1%	2	<0.1%	0	-	2	<0.1%
Hood/tailgate/door/covering opened	5	<0.1%	4	<0.1%	8	<0.1%	4	<0.1%	6	<0.1%	2	<0.1%
Defective glazing (obscured windows)	1	<0.1%	1	<0.1%	1	<0.1%	0	-	0	-	1	<0.1%
Vehicle modifications	1	<0.1%	1	<0.1%	4	<0.1%	1	<0.1%	0	-	2	<0.1%
Fire	1	<0.1%	0	-	3	<0.1%	0	-	1	<0.1%	2	<0.1%
Overloaded/oversized	4	<0.1%	7	<0.1%	2	<0.1%	6	<0.1%	6	<0.1%	7	<0.1%
Load shifted/spilled	37	<0.1%	16	<0.1%	19	<0.1%	26	<0.1%	25	<0.1%	25	<0.1%
Jack-knife/trailer swing	71	0.1%	40	<0.1%	59	0.1%	55	0.1%	47	0.1%	52	<0.1%
Hydroplaning tires	1	<0.1%	4	<0.1%	5	<0.1%	3	<0.1%	1	<0.1%	2	<0.1%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-6
Summary of Contributing Factors to a Collision: 2017 to 2022 (continued)

Contributing Factor	2017 Total Collisions	% of 2017 Total Collisions	2018 Total Collisions	% of 2018 Total Collisions	2019 Total Collisions	% of 2019 Total Collisions	2020 Total Collisions	% of 2020 Total Collisions	2021 Total Collisions	% of 2021 Total Collisions	2022 Total Collisions	% of 2022 Total Collisions
Any Environmental Condition	6,528	12.6%	3,726	7.2%	4,490	8.2%	5,361	12.1%	5,903	13.0%	5,730	10.1%
Animal action - Wild	3,437	6.6%	1,436	2.8%	1,302	2.4%	4,003	9.0%	4,364	9.6%	2,880	5.1%
Animal action - Domestic	67	0.1%	52	0.1%	55	0.1%	36	<0.1%	36	<0.1%	38	<0.1%
Slippery road surface	2,029	3.9%	1,448	2.8%	2,269	4.1%	824	1.9%	950	2.1%	1,828	3.2%
Snow drift	98	0.2%	70	0.1%	123	0.2%	20	<0.1%	44	<0.1%	225	0.4%
Obstruction/debris on roadway	280	0.5%	172	0.3%	244	0.4%	137	0.3%	153	0.3%	168	0.3%
View obstructed/limited	235	0.5%	223	0.4%	230	0.4%	165	0.4%	144	0.3%	229	0.4%
Glare/reflection	35	<0.1%	36	<0.1%	51	<0.1%	21	<0.1%	29	<0.1%	21	<0.1%
Construction zone	21	<0.1%	19	<0.1%	17	<0.1%	9	<0.1%	15	<0.1%	13	<0.1%
Defective driving surface	137	0.3%	119	0.2%	83	0.2%	55	0.1%	58	0.1%	220	0.4%
Shoulders defective	3	<0.1%	4	<0.1%	3	<0.1%	3	<0.1%	4	<0.1%	7	<0.1%
Lane markings inadequate	4	<0.1%	5	<0.1%	4	<0.1%	2	<0.1%	5	<0.1%	8	<0.1%
Defective/ inoperative traffic control device	17	<0.1%	13	<0.1%	11	<0.1%	8	<0.1%	14	<0.1%	14	<0.1%
Weather	213	0.4%	138	0.3%	119	0.2%	89	0.2%	120	0.3%	184	0.3%
Pedestrian corridor in use	45	<0.1%	33	<0.1%	37	<0.1%	23	<0.1%	20	<0.1%	17	<0.1%
Uninvolved vehicle	19	<0.1%	30	<0.1%	20	<0.1%	16	<0.1%	15	<0.1%	16	<0.1%
Uninvolved pedestrian	13	<0.1%	5	<0.1%	9	<0.1%	4	<0.1%	13	<0.1%	4	<0.1%
Presence of prior accident	1	<0.1%	10	<0.1%	7	<0.1%	4	<0.1%	0	-	5	<0.1%
No Contributing Factor(s) Identified	427	0.8%	442	0.9%	837	1.5%	680	1.5%	725	1.6%	1,355	2.4%
Not Stated	52	0.1%	39	<0.1%	28	<0.1%	32	<0.1%	26	<0.1%	34	<0.1%
Total	51,844	100%	51,732	100%	54,755	100%	44,339	100%	45,361	100%	56,702	100%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-7
Summary of Contributing Factors for Victims (Killed and Injured, Combined) of Collisions: 2017 to 2022

Contributing Factor	2017 Total Victims	% of 2017 Total Victims	2018 Total Victims	% of 2018 Total Victims	2019 Total Victims	% of 2019 Total Victims	2020 Total Victims	% of 2020 Total Victims	2021 Total Victims	% of 2021 Total Victims	2022 Total Victims	% of 2022 Total Victims
Driver Action - Driving Properly and Human Condition - Apparently Normal	10,639	84.0%	10,309	85.5%	9,941	85.4%	6,051	83.6%	6,317	83.0%	7,462	85.0%
Driver Action - Driving properly	74	0.6%	61	0.5%	46	0.4%	40	0.6%	97	1.3%	85	1.0%
Any Driver Action	9,657	76.3%	8,883	73.7%	8,241	70.8%	5,163	71.3%	5,350	70.3%	5,883	67.0%
Following too closely	3,170	25.0%	2,519	20.9%	1,946	16.7%	1,338	18.5%	1,315	17.3%	1,336	15.2%
Turning improperly	1,122	8.9%	970	8.0%	948	8.1%	548	7.6%	621	8.2%	673	7.7%
Passing improperly	41	0.3%	48	0.4%	42	0.4%	24	0.3%	32	0.4%	17	0.2%
Changing lanes improperly	522	4.1%	445	3.7%	458	3.9%	306	4.2%	309	4.1%	287	3.3%
Fail to yield right-of-way	1,281	10.1%	1,116	9.3%	1,076	9.2%	654	9.0%	675	8.9%	574	6.5%
Disobey traffic control device/officer	409	3.2%	349	2.9%	355	3.0%	270	3.7%	229	3.0%	242	2.8%
Drive wrong way on roadway	26	0.2%	17	0.1%	7	<0.1%	14	0.2%	8	0.1%	7	<0.1%
Passing a vehicle at pedestrian X-walk	1	<0.1%	0	-	0	-	0	-	1	<0.1%	0	-
Back unsafely	293	2.3%	273	2.3%	283	2.4%	113	1.6%	118	1.6%	126	1.4%
Parking improperly	14	0.1%	14	0.1%	13	0.1%	4	<0.1%	6	<0.1%	5	<0.1%
Lost control/Drive off road	403	3.2%	340	2.8%	365	3.1%	182	2.5%	186	2.4%	176	2.0%
Driverless vehicle ran out of control	19	0.2%	8	<0.1%	4	<0.1%	3	<0.1%	1	<0.1%	2	<0.1%
Leave stop sign before safe to do so	436	3.4%	360	3.0%	360	3.1%	247	3.4%	271	3.6%	285	3.2%
Failed to signal	14	0.1%	7	<0.1%	4	<0.1%	4	<0.1%	3	<0.1%	4	<0.1%
Take avoiding action	133	1.1%	95	0.8%	76	0.7%	55	0.8%	56	0.7%	48	0.5%
Driver inexperience	87	0.7%	46	0.4%	29	0.2%	18	0.2%	36	0.5%	28	0.3%
Pedestrian error/confusion	41	0.3%	42	0.3%	31	0.3%	22	0.3%	17	0.2%	18	0.2%
NET Speed	1,092	8.6%	665	5.5%	815	7.0%	548	7.6%	505	6.6%	634	7.2%
Exceeding speed limit	19	0.2%	26	0.2%	16	0.1%	28	0.4%	19	0.2%	16	0.2%
Driving too fast for conditions	1,064	8.4%	626	5.2%	786	6.7%	512	7.1%	482	6.3%	612	7.0%
Unsafe operating speed (Too fast or too slow)	11	<0.1%	14	0.1%	16	0.1%	9	0.1%	9	0.1%	6	<0.1%
NET Distracted driving	4,662	36.8%	4,501	37.3%	3,820	32.8%	2,641	36.5%	2,603	34.2%	2,469	28.1%
Careless Driving	4,490	35.5%	4,411	36.6%	3,719	31.9%	2,561	35.4%	2,503	32.9%	2,405	27.4%
Distraction/Inattention	404	3.2%	203	1.7%	206	1.8%	150	2.1%	181	2.4%	107	1.2%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-7
Summary of Contributing Factors for Victims (Killed and Injured, Combined) of Collisions: 2017 to 2022 (continued)

Contributing Factor	2017 Total Victims	% of 2017 Total Victims	2018 Total Victims	% of 2018 Total Victims	2019 Total Victims	% of 2019 Total Victims	2020 Total Victims	% of 2020 Total Victims	2021 Total Victims	% of 2021 Total Victims	2022 Total Victims	% of 2022 Total Victims
Human Condition - Apparently Normal	5,380	42.5%	5,630	46.7%	5,630	48.3%	3,159	43.6%	2,897	38.1%	3,310	37.7%
Any Human Condition	174	1.4%	184	1.5%	156	1.3%	135	1.9%	148	1.9%	110	1.3%
Loss of consciousness/Blackout prior to collision	34	0.3%	30	0.2%	15	0.1%	21	0.3%	27	0.4%	23	0.3%
Extreme fatigue/Fell asleep	24	0.2%	34	0.3%	23	0.2%	21	0.3%	34	0.4%	20	0.2%
Defective eyesight	2	<0.1%	0	-	3	<0.1%	2	<0.1%	1	<0.1%	1	<0.1%
Defective hearing	0	-	0	-	0	-	0	-	0	-	0	-
Medical disability	12	<0.1%	14	0.1%	10	<0.1%	4	<0.1%	3	<0.1%	7	<0.1%
Physical disability	0	-	0	-	0	-	0	-	0	-	0	-
Mental disability	2	<0.1%	8	<0.1%	0	-	4	<0.1%	2	<0.1%	1	<0.1%
Mental confusion/Inability to remember	13	0.1%	15	0.1%	9	<0.1%	2	<0.1%	6	<0.1%	8	<0.1%
Sudden illness	4	<0.1%	6	<0.1%	4	<0.1%	9	0.1%	3	<0.1%	2	<0.1%
Exceed hours of service (commercial drivers only)	0	-	0	-	1	<0.1%	1	<0.1%	0	-	0	-
NET Impaired	104	0.8%	93	0.8%	99	0.9%	75	1.0%	81	1.1%	54	0.6%
Ability impaired alcohol	71	0.6%	79	0.7%	81	0.7%	51	0.7%	52	0.7%	43	0.5%
Ability impaired drugs	2	<0.1%	10	<0.1%	19	0.2%	9	0.1%	6	<0.1%	12	0.1%
Had been drinking/Suspected alcohol use	38	0.3%	9	<0.1%	14	0.1%	24	0.3%	26	0.3%	6	<0.1%
No Apparent (Vehicle) Defect	11,639	91.9%	11,402	94.6%	10,976	94.3%	6,736	93.1%	7,035	92.5%	8,114	92.5%
Any Vehicle Defect	52	0.4%	32	0.3%	23	0.2%	22	0.3%	29	0.4%	15	0.2%
Defective brakes	18	0.1%	3	<0.1%	4	<0.1%	3	<0.1%	4	<0.1%	1	<0.1%
Defective steering	2	<0.1%	3	<0.1%	3	<0.1%	2	<0.1%	3	<0.1%	0	-
Defective headlights	1	<0.1%	0	-	0	-	0	-	0	-	0	-
Defective brake lights	0	-	1	<0.1%	1	<0.1%	0	-	0	-	0	-
Defective lighting (unspecified)	2	<0.1%	1	<0.1%	0	-	0	-	1	<0.1%	1	<0.1%
Defective engine controls/drive train	2	<0.1%	3	<0.1%	0	-	0	-	3	<0.1%	3	<0.1%
Defective suspension/wheels	3	<0.1%	2	<0.1%	2	<0.1%	2	<0.1%	3	<0.1%	2	<0.1%
Defective tires	8	<0.1%	11	<0.1%	4	<0.1%	8	0.1%	10	0.1%	2	<0.1%
Tow hitch/yoke defective	6	<0.1%	3	<0.1%	0	-	0	-	2	<0.1%	1	<0.1%
Defective exhaust system	0	-	0	-	0	-	0	-	0	-	0	-
Hood/tailgate/door/covering opened	1	<0.1%	0	-	0	-	0	-	0	-	0	-
Defective glazing (obscured windows)	0	-	1	<0.1%	0	-	0	-	0	-	0	-
Vehicle modifications	0	-	0	-	4	<0.1%	0	-	0	-	0	-
Fire	2	<0.1%	0	-	0	-	0	-	1	<0.1%	0	-
Overloaded/oversized	0	-	0	-	0	-	0	-	0	-	0	-
Load shifted/spilled	5	<0.1%	1	<0.1%	1	<0.1%	2	<0.1%	2	<0.1%	3	<0.1%
Jack-knife/trailer swing	2	<0.1%	1	<0.1%	4	<0.1%	4	<0.1%	0	-	2	<0.1%
Hydroplaning tires	0	-	2	<0.1%	0	-	1	<0.1%	0	-	0	-

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-7
Summary of Contributing Factors for Victims (Killed and Injured, Combined) of Collisions: 2017 to 2022 (continued)

Contributing Factor	2017 Total Victims	% of 2017 Total Victims	2018 Total Victims	% of 2018 Total Victims	2019 Total Victims	% of 2019 Total Victims	2020 Total Victims	% of 2020 Total Victims	2021 Total Victims	% of 2021 Total Victims	2022 Total Victims	% of 2022 Total Victims
Any Environmental Condition	1,035	8.2%	731	6.1%	909	7.8%	420	5.8%	447	5.9%	587	6.7%
Animal action - Wild	131	1.0%	71	0.6%	70	0.6%	81	1.1%	100	1.3%	80	0.9%
Animal action - Domestic	18	0.1%	12	<0.1%	17	0.1%	4	<0.1%	15	0.2%	6	<0.1%
Slippery road surface	602	4.8%	404	3.4%	570	4.9%	202	2.8%	182	2.4%	323	3.7%
Snow drift	13	0.1%	9	<0.1%	25	0.2%	4	<0.1%	9	0.1%	23	0.3%
Obstruction/debris on roadway	36	0.3%	14	0.1%	20	0.2%	5	<0.1%	12	0.2%	14	0.2%
View obstructed/limited	95	0.8%	92	0.8%	104	0.9%	66	0.9%	43	0.6%	82	0.9%
Glare/reflection	9	<0.1%	22	0.2%	29	0.2%	17	0.2%	15	0.2%	14	0.2%
Construction zone	6	<0.1%	6	<0.1%	4	<0.1%	2	<0.1%	8	0.1%	4	<0.1%
Defective driving surface	30	0.2%	19	0.2%	18	0.2%	8	0.1%	12	0.2%	9	0.1%
Shoulders defective	1	<0.1%	9	<0.1%	0	-	0	-	0	-	4	<0.1%
Lane markings inadequate	0	-	0	-	2	<0.1%	0	-	2	<0.1%	1	<0.1%
Defective/inoperative traffic control device	14	0.1%	6	<0.1%	4	<0.1%	7	<0.1%	8	0.1%	8	<0.1%
Weather	88	0.7%	56	0.5%	55	0.5%	25	0.3%	47	0.6%	42	0.5%
Pedestrian corridor in use	33	0.3%	20	0.2%	22	0.2%	10	0.1%	12	0.2%	12	0.1%
Uninvolved vehicle	8	<0.1%	14	0.1%	7	<0.1%	3	<0.1%	2	<0.1%	1	<0.1%
Uninvolved pedestrian	7	<0.1%	3	<0.1%	8	<0.1%	2	<0.1%	5	<0.1%	3	<0.1%
Presence of prior accident	0	-	8	<0.1%	1	<0.1%	3	<0.1%	0	-	1	<0.1%
No Contributing Factor(s) Identified	172	1.4%	172	1.4%	385	3.3%	251	3.5%	328	4.3%	526	6.0%
Not Stated	18	0.1%	15	0.1%	5	<0.1%	6	<0.1%	7	<0.1%	12	0.1%
Total	12,659	100%	12,057	100%	11,645	100%	7,238	100%	7,609	100%	8,775	100%

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each year will add to more than the total victims for that year.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-8
Summary of Contributing Factors for Drivers Involved in Collisions: 2017 to 2022

Contributing Factor	2017 Total Drivers	% of 2017 Total Drivers	2018 Total Drivers	% of 2018 Total Drivers	2019 Total Drivers	% of 2019 Total Drivers	2020 Total Drivers	% of 2020 Total Drivers	2021 Total Drivers	% of 2021 Total Drivers	2022 Total Drivers	% of 2022 Total Drivers
Driver Action - Driving Properly and Human Condition - Apparently Normal	34,281	50.1%	37,280	56.0%	39,600	56.9%	28,929	53.5%	29,769	52.9%	39,849	56.7%
Driver Action - Driving properly	211	0.3%	205	0.3%	235	0.3%	774	1.4%	1,772	3.2%	1,069	1.5%
Any Driver Action	29,307	42.8%	26,798	40.2%	27,053	38.9%	19,869	36.8%	20,710	36.8%	25,818	36.8%
Following too closely	6,292	9.2%	5,090	7.6%	4,304	6.2%	3,349	6.2%	3,463	6.2%	3,904	5.6%
Turning improperly	2,769	4.0%	2,374	3.6%	2,396	3.4%	1,685	3.1%	1,738	3.1%	1,954	2.8%
Passing improperly	158	0.2%	124	0.2%	102	0.1%	82	0.2%	105	0.2%	89	0.1%
Changing lanes improperly	2,224	3.2%	2,021	3.0%	1,994	2.9%	1,364	2.5%	1,543	2.7%	1,772	2.5%
Fail to yield right-of-way	2,603	3.8%	2,117	3.2%	2,085	3.0%	1,328	2.5%	1,492	2.7%	1,451	2.1%
Disobey traffic control device/officer	542	0.8%	456	0.7%	420	0.6%	380	0.7%	374	0.7%	388	0.6%
Drive wrong way on roadway	24	<0.1%	17	<0.1%	11	<0.1%	21	<0.1%	16	<0.1%	10	<0.1%
Passing a vehicle at pedestrian X-walk	3	<0.1%	0	-	1	<0.1%	0	-	1	<0.1%	0	-
Back unsafely	3,536	5.2%	3,090	4.6%	3,081	4.4%	2,867	5.3%	2,633	4.7%	3,128	4.5%
Parking improperly	200	0.3%	96	0.1%	108	0.2%	101	0.2%	105	0.2%	102	0.1%
Lost control/Drive off road	1,346	2.0%	1,166	1.8%	1,684	2.4%	844	1.6%	821	1.5%	973	1.4%
Driverless vehicle ran out of control	45	<0.1%	26	<0.1%	17	<0.1%	16	<0.1%	13	<0.1%	18	<0.1%
Leave stop sign before safe to do so	872	1.3%	664	1.0%	766	1.1%	554	1.0%	514	0.9%	723	1.0%
Failed to signal	30	<0.1%	14	<0.1%	8	<0.1%	8	<0.1%	11	<0.1%	15	<0.1%
Take avoiding action	528	0.8%	431	0.6%	425	0.6%	269	0.5%	303	0.5%	304	0.4%
Driver inexperience	235	0.3%	138	0.2%	108	0.2%	95	0.2%	111	0.2%	109	0.2%
Pedestrian error/confusion	29	<0.1%	28	<0.1%	31	<0.1%	14	<0.1%	8	<0.1%	9	<0.1%
NET Speed	3,687	5.4%	2,280	3.4%	2,900	4.2%	2,107	3.9%	1,996	3.5%	2,714	3.9%
Exceeding speed limit	31	<0.1%	34	<0.1%	12	<0.1%	11	<0.1%	10	<0.1%	15	<0.1%
Driving too fast for conditions	3,638	5.3%	2,224	3.3%	2,872	4.1%	2,077	3.8%	1,977	3.5%	2,683	3.8%
Unsafe operating speed (Too fast or too slow)	23	<0.1%	23	<0.1%	21	<0.1%	22	<0.1%	12	<0.1%	16	<0.1%
NET Distracted driving	15,398	22.5%	14,582	21.9%	13,910	20.0%	11,347	21.0%	10,713	19.0%	11,498	16.4%
Careless Driving	15,025	22.0%	14,362	21.6%	13,715	19.7%	11,139	20.6%	10,472	18.6%	11,303	16.1%
Distraction/Inattention	1,054	1.5%	496	0.7%	407	0.6%	433	0.8%	511	0.9%	324	0.5%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-8
Summary of Contributing Factors for Drivers Involved in Collisions: 2017 to 2022 (continued)

Contributing Factor	2017 Total Drivers	% of 2017 Total Drivers	2018 Total Drivers	% of 2018 Total Drivers	2019 Total Drivers	% of 2019 Total Drivers	2020 Total Drivers	% of 2020 Total Drivers	2021 Total Drivers	% of 2021 Total Drivers	2021 Total Drivers	% of 2021 Total Drivers
Human Condition - Apparently Normal	20,136	29.4%	18,134	27.2%	19,630	28.2%	14,809	27.4%	13,418	23.9%	15,067	21.5%
Any Human Condition	262	0.4%	262	0.4%	191	0.3%	187	0.3%	189	0.3%	178	0.3%
Loss of consciousness/Blackout prior to collision	54	<0.1%	44	<0.1%	19	<0.1%	30	<0.1%	35	<0.1%	32	<0.1%
Extreme fatigue/Fell asleep	70	0.1%	68	0.1%	44	<0.1%	43	<0.1%	58	0.1%	33	<0.1%
Defective eyesight	1	<0.1%	0	-	3	<0.1%	2	<0.1%	1	<0.1%	1	<0.1%
Defective hearing	0	-	0	-	0	-	0	-	0	-	0	-
Medical disability	14	<0.1%	15	<0.1%	9	<0.1%	6	<0.1%	6	<0.1%	10	<0.1%
Physical disability	1	<0.1%	0	-	0	-	2	<0.1%	0	-	0	-
Mental disability	3	<0.1%	7	<0.1%	0	-	1	<0.1%	1	<0.1%	2	<0.1%
Mental confusion/Inability to remember	18	<0.1%	18	<0.1%	16	<0.1%	10	<0.1%	12	<0.1%	12	<0.1%
Sudden illness	6	<0.1%	6	<0.1%	5	<0.1%	9	<0.1%	3	<0.1%	7	<0.1%
Exceed hours of service (commercial drivers only)	0	-	0	-	1	<0.1%	1	<0.1%	0	-	1	<0.1%
NET Impaired	120	0.2%	123	0.2%	105	0.2%	92	0.2%	87	0.2%	89	0.1%
Ability impaired alcohol	100	0.1%	105	0.2%	85	0.1%	74	0.1%	65	0.1%	76	0.1%
Ability impaired drugs	7	<0.1%	9	<0.1%	11	<0.1%	11	<0.1%	7	<0.1%	14	<0.1%
Had been drinking/Suspected alcohol use	20	<0.1%	14	<0.1%	16	<0.1%	15	<0.1%	19	<0.1%	8	<0.1%
No Apparent (Vehicle) Defect	54,268	79.3%	55,791	83.8%	59,871	86.1%	42,792	79.2%	43,892	78.0%	54,589	77.7%
Any Vehicle Defect	337	0.5%	237	0.4%	237	0.3%	263	0.5%	279	0.5%	226	0.3%
Defective brakes	29	<0.1%	14	<0.1%	15	<0.1%	13	<0.1%	8	<0.1%	9	<0.1%
Defective steering	4	<0.1%	5	<0.1%	6	<0.1%	6	<0.1%	4	<0.1%	3	<0.1%
Defective headlights	2	<0.1%	1	<0.1%	1	<0.1%	1	<0.1%	0	-	0	-
Defective brake lights	3	<0.1%	5	<0.1%	6	<0.1%	1	<0.1%	4	<0.1%	3	<0.1%
Defective lighting (unspecified)	4	<0.1%	2	<0.1%	0	-	1	<0.1%	1	<0.1%	2	<0.1%
Defective engine controls/drive train	7	<0.1%	8	<0.1%	3	<0.1%	2	<0.1%	6	<0.1%	3	<0.1%
Defective suspension/wheels	58	<0.1%	52	<0.1%	44	<0.1%	64	0.1%	71	0.1%	41	<0.1%
Defective tires	100	0.1%	70	0.1%	57	<0.1%	69	0.1%	94	0.2%	68	<0.1%
Tow hitch/yoke defective	15	<0.1%	12	<0.1%	6	<0.1%	14	<0.1%	13	<0.1%	5	<0.1%
Defective exhaust system	0	-	0	-	1	<0.1%	2	<0.1%	0	-	2	<0.1%
Hood/tailgate/door/covering opened	5	<0.1%	4	<0.1%	8	<0.1%	4	<0.1%	6	<0.1%	2	<0.1%
Defective glazing (obscured windows)	1	<0.1%	1	<0.1%	1	<0.1%	0	-	0	-	1	<0.1%
Vehicle modifications	1	<0.1%	1	<0.1%	4	<0.1%	1	<0.1%	0	-	2	<0.1%
Fire	1	<0.1%	0	-	3	<0.1%	0	-	1	<0.1%	2	<0.1%
Overloaded/oversized	4	<0.1%	7	<0.1%	1	<0.1%	6	<0.1%	6	<0.1%	7	<0.1%
Load shifted/spilled	35	<0.1%	16	<0.1%	19	<0.1%	25	<0.1%	25	<0.1%	25	<0.1%
Jack-knife/trailer swing	71	0.1%	40	<0.1%	58	<0.1%	55	0.1%	47	<0.1%	50	<0.1%
Hydroplaning tires	1	<0.1%	4	<0.1%	5	<0.1%	3	<0.1%	1	<0.1%	2	<0.1%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-8
Summary of Contributing Factors for Drivers Involved in Collisions: 2017 to 2022 (continued)

Contributing Factor	2017 Total Drivers	% of 2017 Total Drivers	2018 Total Drivers	% of 2018 Total Drivers	2019 Total Drivers	% of 2019 Total Drivers	2020 Total Drivers	% of 2020 Total Drivers	2021 Total Drivers	% of 2021 Total Drivers	2022 Total Drivers	% of 2022 Total Drivers
Any Environmental Condition	6,460	9.4%	3,675	5.5%	4,435	6.4%	5,326	9.9%	5,871	10.4%	5,702	8.1%
Animal action - Wild	3,437	5.0%	1,435	2.2%	1,303	1.9%	4,002	7.4%	4,364	7.8%	2,880	4.1%
Animal action - Domestic	67	<0.1%	51	<0.1%	54	<0.1%	36	<0.1%	36	<0.1%	38	<0.1%
Slippery road surface	2,029	3.0%	1,447	2.2%	2,266	3.3%	819	1.5%	945	1.7%	1,828	2.6%
Snow drift	98	0.1%	70	0.1%	123	0.2%	20	<0.1%	44	<0.1%	222	0.3%
Obstruction/debris on roadway	278	0.4%	170	0.3%	243	0.3%	136	0.3%	152	0.3%	170	0.2%
View obstructed/limited	211	0.3%	206	0.3%	211	0.3%	152	0.3%	136	0.2%	218	0.3%
Glare/reflection	30	<0.1%	33	<0.1%	47	<0.1%	19	<0.1%	28	<0.1%	18	<0.1%
Construction zone	17	<0.1%	18	<0.1%	13	<0.1%	8	<0.1%	12	<0.1%	11	<0.1%
Defective driving surface	136	0.2%	119	0.2%	83	0.1%	55	0.1%	57	0.1%	220	0.3%
Shoulders defective	3	<0.1%	4	<0.1%	3	<0.1%	3	<0.1%	4	<0.1%	7	<0.1%
Lane markings inadequate	4	<0.1%	5	<0.1%	4	<0.1%	2	<0.1%	5	<0.1%	8	<0.1%
Defective/inoperative traffic control device	15	<0.1%	12	<0.1%	10	<0.1%	7	<0.1%	12	<0.1%	12	<0.1%
Weather	209	0.3%	127	0.2%	105	0.2%	86	0.2%	115	0.2%	176	0.3%
Pedestrian corridor in use	14	<0.1%	10	<0.1%	14	<0.1%	8	<0.1%	8	<0.1%	3	<0.1%
Uninvolved vehicle	11	<0.1%	22	<0.1%	16	<0.1%	11	<0.1%	15	<0.1%	14	<0.1%
Uninvolved pedestrian	3	<0.1%	2	<0.1%	3	<0.1%	0	-	5	<0.1%	0	-
Presence of prior accident	0	-	9	<0.1%	7	<0.1%	4	<0.1%	0	-	5	<0.1%
No Contributing Factor(s) Identified	305	0.4%	341	0.5%	731	1.1%	606	1.1%	663	1.2%	1,258	1.8%
Not Stated	44	<0.1%	26	<0.1%	21	<0.1%	29	<0.1%	21	<0.1%	28	<0.1%
Total	68,447	100%	66,606	100%	69,564	100%	54,037	100%	56,238	100%	70,219	100%

*Note: For each vehicle and/or driver involved in a collision, up to three contributing factors can be recorded. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total collisions of that severity.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-9
Summary of 'Speed', 'Distracted driving' and 'Impaired' as Contributing Factors: 2017 to 2022

		2017	2018	2019	2020	2021	2017-2021 average	2022
NET Speed ('Exceeding speed limit', 'Driving too fast for conditions' and 'Unsafe operating speed (too fast or too slow)' combined)								
Collisions	All collisions	3,692 7.1%	2,283 4.4%	2,903 5.3%	2,108 4.8%	2,002 4.4%	2,598 5.2%	2,719 4.8%
	Fatal collisions	12 18.5%	15 23.1%	18 26.5%	13 18.6%	14 20.9%	14 21.5%	25 27.8%
	Injury collisions	830 8.6%	477 5.1%	604 6.7%	407 7.2%	365 6.1%	537 6.8%	473 6.8%
Victims	All victims (killed or injured)	1,092 8.6%	665 5.5%	815 7.0%	548 7.6%	505 6.6%	725 7.1%	634 7.2%
	People killed	13 17.8%	18 25.7%	22 28.9%	15 19.2%	16 20.5%	17 22.4%	25 26.3%
	People seriously injured	69 15.6%	43 9.8%	48 13.0%	32 10.1%	34 10.6%	45 12.0%	21 8.7%
Driver Involvement (/10,000 drivers)	All collisions	40.7	24.8	31.1	22.4	20.8	27.8	28.1
	Fatal collisions	0.1	0.2	0.2	0.1	0.1	0.2	0.2
	Injury collisions	9.1	5.2	6.5	4.3	3.8	5.7	4.9
NET Distracted driving ('Distraction/ inattention' and 'Careless driving' combined)								
Collisions	All collisions	15,403 29.7%	14,618 28.3%	13,922 25.4%	11,350 25.6%	10,736 23.7%	13,206 26.6%	11,501 20.3%
	Fatal collisions	26 40.0%	18 27.7%	32 47.1%	32 45.7%	33 49.3%	28 42.1%	37 41.1%
	Injury collisions	3,495 36.1%	3,408 36.5%	2,911 32.4%	2,089 36.9%	1,991 33.5%	2,779 35.1%	1,921 27.6%
Victims	All victims (killed or injured)	4,662 36.8%	4,501 37.3%	3,820 32.8%	2,641 36.5%	2,603 34.2%	3,645 35.6%	2,469 28.1%
	People killed	30 41.1%	19 27.1%	33 43.4%	38 48.7%	41 52.6%	32 42.9%	39 41.1%
	People seriously injured	184 41.6%	195 44.6%	138 37.5%	117 36.8%	140 43.8%	155 41.1%	88 36.5%
Driver Involvement (/10,000 drivers)	All collisions	170.1	158.4	149.1	120.6	111.9	141.6	118.9
	Fatal collisions	0.3	0.2	0.3	0.3	0.3	0.3	0.4
	Injury collisions	38.5	37.1	31.3	22.3	20.8	29.9	19.9

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 9-9
Summary of 'Speed', 'Distracted driving' and 'Impaired' as Contributing Factors: 2017 to 2022 (continued)

		2017	2018	2019	2020	2021	2017-2021 average	2022
NET Impaired ('Impaired by alcohol', 'Impaired by drugs' and 'Had been drinking/Suspected alcohol use' combined)								
Collisions	All collisions	133 0.3%	139 0.3%	119 0.2%	99 0.2%	94 0.2%	117 0.2%	94 0.2%
	Fatal collisions	21 32.3%	25 38.5%	19 27.9%	18 25.7%	17 25.4%	20 29.9%	16 17.8%
	Injury collisions	42 0.4%	41 0.4%	42 0.5%	32 0.6%	32 0.5%	38 0.5%	28 0.4%
Victims	All victims (killed or injured)	104 0.8%	93 0.8%	99 0.9%	75 1.0%	81 1.1%	90 0.9%	54 0.6%
	People killed	23 31.5%	28 40.0%	22 28.9%	20 25.6%	24 30.8%	23 31.2%	16 16.8%
	People seriously injured	27 6.1%	10 2.3%	18 4.9%	15 4.7%	13 4.1%	17 4.4%	7 2.9%
Driver Involvement (/10,000 drivers)	All collisions	1.3	1.3	1.1	1.0	0.9	1.1	0.9
	Fatal collisions	0.2	0.2	0.2	0.2	0.1	0.2	0.2
	Injury collisions	0.4	0.4	0.4	0.3	0.3	0.4	0.3

Note: Proportions provided for each contributing factor in a specific category are for the count of contributing factor as a portion of all collisions in the specific category. E.g., the proportion of fatal collisions where speed is a factor is derived from the count of fatal collisions in the specific year where speed is a factor divided by the total fatal collisions in that year.

Section 10: National Safety Code (NSC) Monitoring Report

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 10-1
NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type and Collision Severity: 2022, 2017-2021 Average

Vehicle Category	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Vehicles				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Truck >4,500 kgs Unit Chassis	3	15.8%	166	46.8%	1,268	61.1%	1,437	58.7%	4	171	979	1,154	57.1%
Power Unit (Semi-Trailer)	9	47.4%	106	29.9%	542	26.1%	657	26.8%	9	104	431	544	26.9%
Truck - Other	5	26.3%	16	4.5%	58	2.8%	79	3.2%	<1	15	62	78	3.9%
School Bus	0	-	7	2.0%	59	2.8%	66	2.7%	-	9	53	62	3.1%
Transit Bus - Urban	1	5.3%	42	11.8%	47	2.3%	90	3.7%	<1	47	42	90	4.4%
Para-Transit Bus	0	-	0	-	0	-	0	-	-	1	2	4	0.2%
Inter-City Bus	0	-	0	-	10	0.5%	10	0.4%	-	2	10	12	0.6%
Bus - Other	1	5.3%	18	5.1%	91	4.4%	110	4.5%	-	12	67	79	3.9%
Total	19	100%	355	100%	2,075	100%	2,449	100%	14	361	1,647	2,022	100%

Note: Counts of vehicles in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 10-2
Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type: 2022

Vehicle Type	2022 Casualty Type												2022 Total Victims	% of 2022 Total Victims
	Killed	% of Total Killed	Serious Injury	% of Total Serious Injury	Minor Injury	% of Total Minor Injury	Minimal Injury	% of Total Minimal Injury	Other Injury	% of Total Other Injury	Total Injured	% of Total Injured		
Truck >4,500 kgs Unit Chassis	2	28.6%	8	34.8%	38	36.5%	148	49.8%	4	80.0%	198	46.2%	200	45.9%
Power Unit (Semi-Trailer)	1	14.3%	15	65.2%	44	42.3%	76	25.6%	1	20.0%	136	31.7%	137	31.4%
Truck - Other	3	42.9%	0	-	10	9.6%	10	3.4%	0	-	20	4.7%	23	5.3%
School Bus	0	-	0	-	2	1.9%	6	2.0%	0	-	8	1.9%	8	1.8%
Transit Bus - Urban	0	-	0	-	9	8.7%	37	12.5%	0	-	46	10.7%	46	10.6%
Para-Transit Bus	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Inter-City Bus	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Bus - Other	1	14.3%	0	-	1	1.0%	20	6.7%	0	-	21	4.9%	22	5.0%
Total	7	100%	23	100%	104	100%	297	100%	5	100%	429	100%	436	100%

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 10-2a
Traffic Collision Victims by NSC Commercial Vehicle Type and Casualty Type: 2017-2021 Average

Vehicle Type	2017-2021 Average Count of Victims							
	Killed	Serious Injury	Minor Injury	Minimal Injury	Other Injury	Total Injured	Total Victims	% of Total Victims
Truck >4,500 kgs Unit Chassis	4	15	54	147	2	218	222	47.7%
Power Unit (Semi-Trailer)	8	13	42	72	1	128	136	29.3%
Truck - Other	<1	2	5	11	<1	19	20	4.2%
School Bus	-	<1	2	8	-	10	10	2.2%
Transit Bus - Urban	<1	2	11	45	<1	58	58	12.5%
Para-Transit Bus	-	-	<1	1	-	2	2	0.3%
Inter-City Bus	-	-	<1	2	-	3	3	0.6%
Bus - Other	-	<1	4	10	<1	15	15	3.2%
Total	14	33	119	296	5	452	466	100%

Note: Counts of victims in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 10-3
NSC Commercial Vehicles Involved in Traffic Collisions by Pre-Collision Activity and Collision Severity: 2022, 2017-2021 Average

Pre-Collision Activity	2022 Collision Severity						2022 Total	% of 2022 Total	2017-2021 Average Count of Vehicles				
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO			Fatal	Injury	PDO	Total	% of Total
Going Straight Ahead	10	52.6%	148	41.7%	896	43.2%	1,054	43.0%	9	169	758	936	46.3%
Turning Left	1	5.3%	18	5.1%	90	4.3%	109	4.5%	<1	22	90	112	5.5%
Turning Right	0	-	11	3.1%	80	3.9%	91	3.7%	<1	11	68	80	4.0%
Making U Turn	0	-	1	0.3%	3	0.1%	4	0.2%	-	<1	4	5	0.2%
Changing Lanes – Left	0	-	3	0.8%	20	1.0%	23	0.9%	-	4	19	23	1.1%
Changing Lanes – Right	0	-	7	2.0%	29	1.4%	36	1.5%	<1	6	23	29	1.4%
Merging	0	-	1	0.3%	9	0.4%	10	0.4%	-	3	6	9	0.4%
Reversing	1	5.3%	5	1.4%	166	8.0%	172	7.0%	-	6	135	142	7.0%
Overtaking	0	-	1	0.3%	5	0.2%	6	0.2%	<1	<1	1	2	<0.1%
Slowing/Stopping on Roadway	0	-	22	6.2%	71	3.4%	93	3.8%	<1	21	47	68	3.4%
Stopped in Traffic	1	5.3%	34	9.6%	141	6.8%	176	7.2%	<1	29	106	135	6.7%
Starting in Traffic	0	-	7	2.0%	24	1.2%	31	1.3%	-	7	20	27	1.3%
Leave Parking Position/Roadside	0	-	2	0.6%	10	0.5%	12	0.5%	-	2	8	10	0.5%
Enter Parking Position/Roadside	0	-	1	0.3%	11	0.5%	12	0.5%	-	1	6	7	0.3%
Parked Legally	0	-	2	0.6%	47	2.3%	49	2.0%	-	2	47	49	2.4%
Parked Illegally	0	-	0	-	1	<0.1%	1	<0.1%	-	-	<1	<1	<0.1%
Swerving	0	-	0	-	15	0.7%	15	0.6%	<1	3	9	12	0.6%
Other	1	5.3%	8	2.3%	73	3.5%	82	3.3%	<1	6	60	66	3.3%
Not Applicable/Unknown	5	26.3%	84	23.7%	384	18.5%	473	19.3%	3	68	240	311	15.4%
Total	19	100%	355	100%	2,075	100%	2,449	100%	14	361	1,647	2,022	100%

Note: Counts of vehicles in the 2017-2021 average may not add to the total due to rounding.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 10-4

NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity: 2022

Contributing Factor	2022 Collision Severity						2022 Total	% of 2022 Total
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
Driver Action - Driving Properly and Human Condition - Apparently Normal	11	57.9%	147	41.4%	987	47.6%	1,145	46.8%
Driver Action - Driving properly	0	-	11	3.1%	65	3.1%	76	3.1%
Any Driver Action	7	36.8%	162	45.6%	784	37.8%	953	38.9%
Follow too closely	2	10.5%	46	13.0%	88	4.2%	136	5.6%
Turning improperly	0	-	13	3.7%	85	4.1%	98	4.0%
Passing improperly	0	-	0	-	12	0.6%	12	0.5%
Changing lanes improperly	1	5.3%	17	4.8%	69	3.3%	87	3.6%
Fail to yield right of way	1	5.3%	11	3.1%	27	1.3%	39	1.6%
Disobey traffic control device/officer	0	-	4	1.1%	11	0.5%	15	0.6%
Drive wrong way on roadway	0	-	0	-	0	-	0	-
Passing a vehicle at pedestrian X-walk	0	-	0	-	0	-	0	-
Back unsafely	0	-	4	1.1%	165	8.0%	169	6.9%
Parking improperly	0	-	0	-	3	0.1%	3	0.1%
Lost control/Drive off road	1	5.3%	8	2.3%	23	1.1%	32	1.3%
Driverless vehicle ran out of control	0	-	0	-	2	<0.1%	2	<0.1%
Leave stop sign before safe to do so	1	5.3%	11	3.1%	20	1.0%	32	1.3%
Failed to signal	0	-	0	-	1	<0.1%	1	<0.1%
Take avoiding action	0	-	1	0.3%	7	0.3%	8	0.3%
Driver inexperience	0	-	1	0.3%	13	0.6%	14	0.6%
Pedestrian error/confusion	0	-	0	-	0	-	0	-
NET Speed	2	10.5%	22	6.2%	60	2.9%	84	3.4%
Exceeding speed limit	0	-	1	0.3%	0	-	1	<0.1%
Driving too fast for conditions	2	10.5%	19	5.4%	57	2.7%	78	3.2%
Unsafe operating speed (Too fast or too slow)	0	-	2	0.6%	3	0.1%	5	0.2%
NET Distracted driving	2	10.5%	46	13.0%	294	14.2%	342	14.0%
Careless Driving	2	10.5%	41	11.5%	266	12.8%	309	12.6%
Distraction/Inattention	0	-	6	1.7%	33	1.6%	39	1.6%
Human Condition - Apparently Normal	2	10.5%	101	28.5%	541	26.1%	644	26.3%
Any Human Condition	1	5.3%	2	0.6%	3	0.1%	6	0.2%
Loss of consciousness/Blackout prior to collision	0	-	0	-	0	-	0	-
Extreme fatigue/Fell asleep	0	-	2	0.6%	1	<0.1%	3	0.1%
Defective eyesight	0	-	0	-	0	-	0	-
Defective hearing	0	-	0	-	0	-	0	-
Medical disability	0	-	0	-	0	-	0	-
Physical disability	0	-	0	-	0	-	0	-
Mental disability	0	-	0	-	0	-	0	-
Mental confusion/Inability to remember	0	-	0	-	0	-	0	-
Sudden illness	0	-	0	-	0	-	0	-
Exceed hours of service (commercial drivers only)	0	-	0	-	0	-	0	-
NET Impaired	1	5.3%	0	-	2	<0.1%	3	0.1%
Ability impaired alcohol	1	5.3%	0	-	2	<0.1%	3	0.1%
Ability impaired drugs	0	-	0	-	0	-	0	-
Had been drinking/Suspected alcohol use	0	-	0	-	0	-	0	-

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 10-4

NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity: 2022
(continued)

Contributing Factor	2022 Collision Severity						2022 Total	% of 2022 Total
	Fatal	% of Total Fatal	Injury	% of Total Injury	PDO	% of Total PDO		
No apparent (vehicle) defect	4	21.1%	228	64.2%	1,368	65.9%	1,600	65.3%
Any Vehicle Defect	0	-	6	1.7%	36	1.7%	42	1.7%
Defective brakes	0	-	0	-	3	0.1%	3	0.1%
Defective steering	0	-	0	-	0	-	0	-
Defective headlights	0	-	0	-	0	-	0	-
Defective brake lights	0	-	0	-	0	-	0	-
Defective lighting (unspecified)	0	-	0	-	0	-	0	-
Defective engine controls/drive train	0	-	1	0.3%	0	-	1	<0.1%
Defective suspension/wheels	0	-	0	-	2	<0.1%	2	<0.1%
Defective tires	0	-	1	0.3%	8	0.4%	9	0.4%
Tow hitch/yoke defective	0	-	0	-	0	-	0	-
Defective exhaust system	0	-	0	-	0	-	0	-
Hood/tailgate/door/covering opened	0	-	0	-	0	-	0	-
Defective glazing (obscured windows)	0	-	0	-	0	-	0	-
Vehicle modifications	0	-	0	-	0	-	0	-
Fire	0	-	0	-	0	-	0	-
Overloaded/oversized	0	-	0	-	6	0.3%	6	0.2%
Load shifted/spilled	0	-	2	0.6%	9	0.4%	11	0.4%
Jack-knife/trailer swing	0	-	2	0.6%	8	0.4%	10	0.4%
Hydroplaning tires	0	-	0	-	0	-	0	-
Any Environmental Condition	5	26.3%	20	5.6%	194	9.3%	219	8.9%
Animal action - Wild	0	-	3	0.8%	113	5.4%	116	4.7%
Animal action - Domestic	0	-	0	-	1	<0.1%	1	<0.1%
Slippery road surface	3	15.8%	15	4.2%	44	2.1%	62	2.5%
Snow drift	1	5.3%	0	-	7	0.3%	8	0.3%
Obstruction/debris on roadway	0	-	1	0.3%	7	0.3%	8	0.3%
View obstructed/limited	0	-	0	-	7	0.3%	7	0.3%
Glare/reflection	0	-	0	-	0	-	0	-
Construction zone	0	-	1	0.3%	3	0.1%	4	0.2%
Defective driving surface	0	-	0	-	5	0.2%	5	0.2%
Shoulders defective	0	-	0	-	0	-	0	-
Lane markings inadequate	0	-	0	-	0	-	0	-
Defective/inoperative traffic control device	0	-	0	-	0	-	0	-
Weather	2	10.5%	0	-	9	0.4%	11	0.4%
Pedestrian corridor in use	0	-	0	-	0	-	0	-
Uninvolved vehicle	0	-	0	-	1	<0.1%	1	<0.1%
Uninvolved pedestrian	0	-	0	-	0	-	0	-
Presence of prior accident	0	-	0	-	1	<0.1%	1	<0.1%
No Contributing Factor(s) Identified	0	-	14	3.9%	68	3.3%	82	3.3%
Not Applicable/Not Stated	0	-	0	-	9	0.4%	9	0.4%
Total	19	100.0%	355	100.0%	2,075	100%	2,449	100.0%

*Note: Each vehicle and/or driver involved in a collision can have up to three contributing factors noted. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total. An exception to this is the factors "Driver Action – Driving Properly and Human Condition – Apparently Normal", "Driver Action – Driving Properly" and "Human Condition – Apparently Normal", which are mutually exclusive and can be added to determine a "Driver not at-fault" total.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 10-4a
 NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity:
 2017-2021 Average

Contributing Factor	2017-2021 Average Count of Vehicles				
	Fatal	Injury	PDO	Total Vehicles	% of Total Vehicles
Driver Action - Driving Properly and Human Condition - Apparently Normal	5	159	774	937	46.4%
Driver Action - Driving properly	1	6	41	47	2.3%
Any Driver Action	5	160	613	778	38.5%
Follow too closely	-	52	63	115	5.7%
Turning improperly	<1	12	72	84	4.2%
Passing improperly	<1	2	5	7	0.3%
Changing lanes improperly	-	13	59	72	3.6%
Fail to yield right of way	<1	12	24	37	1.8%
Disobey traffic control device/officer	1	6	5	12	0.6%
Drive wrong way on roadway	<1	<1	<1	1	<0.1%
Passing a vehicle at pedestrian X-walk	-	-	-	-	-
Back unsafely	-	6	142	148	7.3%
Parking improperly	-	<1	5	5	0.2%
Lost control/Drive off road	<1	6	15	22	1.1%
Driverless vehicle ran out of control	-	-	1	1	<0.1%
Leave stop sign before safe to do so	<1	5	9	15	0.7%
Failed to signal	-	-	<1	<1	<0.1%
Take avoiding action	<1	2	5	7	0.3%
Driver inexperience	<1	2	10	12	0.6%
Pedestrian error/confusion	-	-	<1	<1	<0.1%
NET Speed	2	16	38	56	2.7%
Exceeding speed limit	<1	-	-	<1	<0.1%
Driving too fast for conditions	1	16	38	55	2.7%
Unsafe operating speed (Too fast or too slow)	-	<1	<1	<1	<0.1%
NET Distracted driving	2	54	262	318	15.7%
Careless Driving	1	48	242	291	14.4%
Distraction/Inattention	1	8	26	36	1.8%
Human Condition - Apparently Normal	3	93	480	576	28.5%
Any Human Condition	<1	2	3	6	0.3%
Loss of consciousness/Blackout prior to collision	-	<1	1	2	<0.1%
Extreme fatigue/Fell asleep	<1	<1	2	3	0.1%
Defective eyesight	-	-	-	-	-
Defective hearing	-	-	-	-	-
Medical disability	-	<1	<1	<1	<0.1%
Physical disability	-	-	-	-	-
Mental disability	-	-	-	-	-
Mental confusion/Inability to remember	-	-	-	-	-
Sudden illness	-	-	<1	<1	<0.1%
Exceed hours of service (commercial drivers only)	<1	<1	-	<1	<0.1%
NET Impaired	<1	<1	<1	1	<0.1%
Ability impaired alcohol	<1	<1	<1	1	<0.1%
Ability impaired drugs	-	-	-	-	-
Had been drinking/Suspected alcohol use	-	-	-	-	-

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 10-4a
NSC Commercial Vehicles Involved in Traffic Collisions by Contributing Factors and Collision Severity:
2017-2021 Average

Contributing Factor	2017-2021 Average Count of Vehicles				
	Fatal	Injury	PDO	Total Vehicles	% of Total Vehicles
No apparent (vehicle) defect	5	237	1,155	1,396	69.0%
Any Vehicle Defect	-	3	38	41	2.0%
Defective brakes	-	<1	1	1	<0.1%
Defective steering	-	-	<1	<1	<0.1%
Defective headlights	-	-	-	-	-
Defective brake lights	-	-	-	-	-
Defective lighting (unspecified)	-	-	<1	<1	<0.1%
Defective engine controls/drive train	-	-	<1	<1	<0.1%
Defective suspension/wheels	-	-	3	3	0.1%
Defective tires	-	1	8	9	0.4%
Tow hitch/yoke defective	-	-	1	1	<0.1%
Defective exhaust system	-	-	-	-	-
Hood/tailgate/door/covering opened	-	-	2	2	<0.1%
Defective glazing (obscured windows)	-	-	-	-	-
Vehicle modifications	-	-	<1	<1	<0.1%
Fire	-	-	-	-	-
Overloaded/oversized	-	-	3	3	0.2%
Load shifted/spilled	-	1	9	10	0.5%
Jack-knife/trailer swing	-	<1	10	11	0.5%
Hydroplaning tires	-	<1	-	<1	<0.1%
Any Environmental Condition	1	15	137	154	7.6%
Animal action - Wild	-	<1	90	90	4.5%
Animal action - Domestic	-	<1	2	2	<0.1%
Slippery road surface	<1	9	22	31	1.5%
Snow drift	-	<1	2	2	<0.1%
Obstruction/debris on roadway	-	<1	5	5	0.3%
View obstructed/limited	-	2	6	8	0.4%
Glare/reflection	<1	<1	<1	<1	<0.1%
Construction zone	<1	<1	2	3	0.2%
Defective driving surface	-	<1	4	5	0.2%
Shoulders defective	-	-	-	-	-
Lane markings inadequate	-	-	-	-	-
Defective/inoperative traffic control device	-	-	<1	<1	<0.1%
Weather	<1	2	3	6	0.3%
Pedestrian corridor in use	-	-	<1	<1	<0.1%
Uninvolved vehicle	-	<1	1	2	<0.1%
Uninvolved pedestrian	-	-	-	-	-
Presence of prior accident	-	-	<1	<1	<0.1%
No Contributing Factor(s) Identified	-	14	32	46	2.3%
Not Applicable/Not Stated	-	<1	5	6	0.3%
Total	14	361	1,647	2,022	100%

Note: Counts of vehicles in the 2017-2021 average may not add to the total due to rounding.

*Note: Each vehicle and/or driver involved in a collision can have up to three contributing factors noted. Because multiple factors can be noted, the counts and percentages under each collision severity will add to more than the total. An exception to this is the factors "Driver Action – Driving Properly and Human Condition – Apparently Normal", "Driver Action – Driving Properly" and "Human Condition – Apparently Normal", which are mutually exclusive and can be added to determine a "Driver not at-fault" total.

2022 Traffic Collision Statistics Report: Consolidated Tables

Table 10-5
Historical Summary of NSC Commercial Vehicles Involved in Traffic Collisions by Vehicle Type: 2017 to 2022

Vehicle Category	2017 Total	% of 2017 Total	2018 Total	% of 2018 Total	2019 Total	% of 2019 Total	2020 Total	% of 2020 Total	2021 Total	% of 2021 Total	2022 Total	% of 2022 Total
Truck >4,500 kgs Unit Chassis	1,155	53.0%	1,158	55.5%	1,213	57.8%	1,101	60.3%	1,144	59.6%	1,437	58.7%
Power Unit (Semi-Trailer)	645	29.6%	546	26.2%	521	24.8%	489	26.8%	520	27.1%	657	26.8%
Truck - Other	94	4.3%	114	5.5%	71	3.4%	54	3.0%	57	3.0%	79	3.2%
School Bus	71	3.3%	74	3.5%	72	3.4%	43	2.4%	49	2.6%	66	2.7%
Transit Bus - Urban	118	5.4%	87	4.2%	104	5.0%	62	3.4%	77	4.0%	90	3.7%
Para-Transit Bus	6	0.3%	9	0.4%	3	0.1%	0	-	0	-	0	-
Inter-City Bus	13	0.6%	16	0.8%	19	0.9%	6	0.3%	5	0.3%	10	0.4%
Bus - Other	79	3.6%	82	3.9%	95	4.5%	71	3.9%	69	3.6%	110	4.5%
Total	2,181	100%	2,086	100%	2,098	100%	1,826	100%	1,921	100%	2,449	100%

Table 10-6
Historical Summary of Traffic Collision Victims (Killed and Injured, Combined) by NSC Commercial Vehicle Type: 2016 to 2021

Vehicle Category	2017 Total	% of 2017 Total	2018 Total	% of 2018 Total	2019 Total	% of 2019 Total	2020 Total	% of 2020 Total	2021 Total	% of 2021 Total	2022 Total	% of 2022 Total
Truck >4,500 kgs Unit Chassis	249	44.2%	257	47.2%	227	47.0%	189	53.5%	188	48.8%	200	45.9%
Power Unit (Semi-Trailer)	162	28.8%	156	28.7%	150	31.1%	93	26.3%	121	31.4%	137	31.4%
Truck - Other	25	4.4%	26	4.8%	20	4.1%	12	3.4%	15	3.9%	23	5.3%
School Bus	13	2.3%	14	2.6%	13	2.7%	3	0.8%	9	2.3%	8	1.8%
Transit Bus - Urban	100	17.8%	68	12.5%	50	10.4%	36	10.2%	37	9.6%	46	10.6%
Para-Transit Bus	0	-	5	0.9%	3	0.6%	0	-	0	-	0	-
Inter-City Bus	0	-	7	1.3%	5	1.0%	0	-	1	0.3%	0	-
Bus - Other	14	2.5%	11	2.0%	15	3.1%	20	5.7%	14	3.6%	22	5.0%
Total	563	100%	544	100%	483	100%	353	100%	385	100%	436	100%

Note: Information in Table 10-6 includes all victims of collisions where an NSC commercial vehicle is involved, not only victims from the NSC vehicle.

GLOSSARY – Terms & Definitions

“Accident Configuration”

- Briefly describes the action taken by a vehicle immediately prior to or at the start of the collision, including such events as rear-ending another vehicle, side-swiping another vehicle, turning into (the path of) another vehicle, parking, meeting another vehicle at an intersection and/or leaving the roadway.
- “Other” in terms of accident configuration includes, primarily, collisions involving more than one configuration or sequence of events.

“Active Drivers”

- Drivers holding an active Manitoba Driver’s Licence of any specific Licence Class

“At-fault Contributing Factor”

- A contributing factor where some action or condition other than “driving properly” and “apparently normal” has been noted.

“ATV”

- All-Terrain Vehicle; includes vehicles with 3, 4 and 6 wheels.

“Blood alcohol concentration (BAC)”

- A measure of the concentration of alcohol in a person’s blood. A measure of “.08 BAC” is equivalent of 80 milligrams of alcohol per 1,000 milligrams of blood, or 0.08%.

“Casualty Type”

- A classification of the severity of the injury sustained by a victim in a traffic collision, i.e., whether someone was killed or injured. This classification also includes a designation for the severity of each non-fatal injury sustained (i.e., victims sustaining a serious/major, minor or minimal injury).

“Collision Severity”

- A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or property damage only (PDO) occurred.

“Collision Type”

- Refers to the object struck by a motor vehicle during a collision (including: a pedestrian, another motor vehicle, a train, a motorcycle, a bicycle, an animal, and fixed objects) or to what happened to the vehicle in a single-vehicle collision (including: overturned on roadway and ran off roadway).

“Contributing Factor”

- Those circumstances or factors recorded as having contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or environmental condition. The TAR allows for up to three contributing factors to be recorded for each driver or vehicle involved in the collision.

“Criminal Code 253A” and “Criminal Code 253B”¹: Impaired driving

- Everyone commits an offence who operates a motor vehicle or vessel or operates or assists in the operation of an aircraft or of railway equipment or has the care or control of a motor vehicle, vessel, aircraft or railway equipment, whether it is in motion or not,
 - (a) while the person’s ability to operate the vehicle, vessel, aircraft or railway equipment is impaired by alcohol or a drug; or
 - (b) having consumed alcohol in such a quantity that the concentration in the person’s blood exceeds eighty milligrams of alcohol in one hundred milliliters of blood.
- For greater certainty, the reference to impairment by alcohol or a drug in paragraph (a) includes impairment by a combination of alcohol and a drug.
- “253AC” and “253BC” indicate a conviction while a youth was in the vehicle.

“Criminal Code Statute 254-5”¹: Refusing to comply with a request for sample

- If a peace officer has reasonable grounds to suspect that a person has alcohol or a drug in their body and that the person has, within the preceding three hours, operated a motor vehicle or vessel, operated or assisted in the operation of an aircraft or railway equipment or had the care or control of a motor vehicle, a vessel, an aircraft or railway equipment, whether it was in motion or not, the peace officer may, by demand, require the person to comply with paragraph (a), in the case of a drug, or with either or both of paragraphs (a) and (b), in the case of alcohol:
 - (a) to perform forthwith physical coordination tests ... and, if necessary, to accompany the peace officer for that purpose; and
 - (b) to provide forthwith a sample of breath that, in the peace officer’s opinion, will enable a proper analysis to be made by means of an approved screening device and, if necessary, to accompany the peace officer for that purpose.
- Everyone commits an offence who, without reasonable excuse, fails or refuses to comply with a demand made under this section.
- “254-5C” indicates a conviction while a youth was in the vehicle.

“Criminal Code Statute 255-2”¹: Impaired driving/refusing to provide sample causing injury

- Everyone who commits an offence under paragraph 253(a) and causes bodily harm to another person as a result is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.
- Everyone who, while committing an offence under paragraph 253(b), causes an accident resulting in bodily harm to another person is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.
- Everyone who commits an offence under subsection 254(5) and, at the time of committing the offence, knows or ought to know that their operation of the motor vehicle, vessel, aircraft or railway equipment, their assistance in the operation of the aircraft or railway equipment or their care or control of the motor vehicle, vessel, aircraft or railway equipment caused an accident resulting in bodily harm to another person is guilty of an indictable offence and liable to imprisonment for a term of not more than 10 years.

¹ Definitions for Criminal Code Statute 253, 254 and 255 are taken directly from the **Criminal Code (R.S., 1985, c. C-46)** of Canada, as posted on the Department of Justice website. (<https://laws-lois.justice.gc.ca/eng/>)

“Criminal Code Statute 255-3”: Impaired driving/refusing to provide sample causing death

- Everyone who commits an offence under paragraph 253(a) and causes the death of another person as a result is guilty of an indictable offence and liable to imprisonment for life.
- Everyone who, while committing an offence under paragraph 253(b), causes an accident resulting in the death of another person is guilty of an indictable offence and liable to imprisonment for life.
- Everyone who commits an offence under subsection 254(5) and, at the time of committing the offence, knows or ought to know that their operation of the motor vehicle, vessel, aircraft or railway equipment, their assistance in the operation of the aircraft or railway equipment or their care or control of the motor vehicle, vessel, aircraft or railway equipment caused an accident resulting in the death of another person, or in bodily harm to another person whose death ensues, is guilty of an indictable offence and liable to imprisonment for life.

“Driver Action”

- A category of contributing factors attributed to actions taken or performed by a driver immediately prior to a collision.

“Driver Involvement Rate”

- A calculation of the number of drivers involved in traffic collisions for every 10,000 drivers licensed in Manitoba. The total number of drivers licensed to drive includes both active and suspended drivers. This involvement rate does not take into account the number of vehicle kilometres driven by each driver group.

“Environmental Condition”

- A category of contributing factors attributed to environmental conditions (i.e., weather, road surface and animal actions) immediately prior to a collision.

“Fatal Collision”

- A motor vehicle collision in which at least one person is killed as a result of the collision. The death must have occurred within thirty days of the collision occurrence.

“Graduated Driver Licensing (GDL)”

- A three-stage program designed to help new drivers, regardless of age, acquire the knowledge and skill needed to safely operate a motor vehicle. Each licence stage has specific rules and restrictions governing when and under what circumstances the holder is allowed to operate a motor vehicle, enabling novice drivers to gain more experience under a greater variety of driving conditions. Both Class 5 and Class 6 licences have a GDL stage associated with them.
- Three stages of GDL: Learner (5/L or 6/L); Intermediate (5/I or 6/I); and, Full (5/F or 6/F).
- To view a full discussion of the GDL program in Manitoba, please visit:
 - <https://www.mpi.mb.ca/pages/graduated-driver-licensing.aspx>; ou en Français,
 - <https://www.mpi.mb.ca/pages/graduated-driver-licensing-fr.aspx>

“Human Condition”

- A category of contributing factors attributed to the physical or mental condition of a driver immediately prior to a collision, most often that limit the driver’s ability to drive safely or properly.

“Injured”

- The casualty type “injured” indicates the victim sustained some level of personal injury, but in which they were not killed. Levels of injury include: ‘serious’ or ‘major’ (admitted to hospital); ‘minor’ (treated and released from hospital); and, ‘minimal’ (no hospital treatment required). ‘Other’ injury is noted when the severity of the victim’s injuries is not known or recorded in the TAR.

“Injury Collision”

- A motor vehicle collision in which at least one person has been recorded as sustaining some level of personal injury, but in which no one is fatally injured or killed.

“Involvement”

- A calculation of the number of collisions per specific unit of licensed drivers or registered vehicles. For the purposes of this report, involvement is calculated per 10,000 licensed drivers or registered vehicles.

“Killed”

- The casualty type “killed” indicates the victim involved in the traffic collision died as a result of their injuries within thirty (30) days of the collision occurrence.

“Licence Class”

- A Manitoba Driver’s Licence of a specific level which permits the holder to operate vehicles within a specific Vehicle Class

“Licensed Drivers”

- A count of all Manitobans aged 16 and older who hold a valid licence within the licensing year including active and suspended drivers. Note: Due to small numbers, licensed drivers who have self-identified as non-binary or where gender is not indicated are not included in gender comparison tables. In these tables, the number of “total drivers” may appear to be less than the total number drivers in Manitoba stated in earlier sections of this report, for more recent years of data.

“Light Condition”

- Describes the light conditions at the scene of the accident, including:
 - Day – the light conditions which normally occur between one half hour after sunrise and one half hour before sunset;
 - Dawn – the light conditions which normally occur between one half hour before sunrise and one half hour after sunrise;
 - Dusk – the light conditions which normally occur between one half hour before sunset and one half hour after sunset;
 - Dark – the light conditions which normally occur between one half hour after sunset and one half hour before sunrise; and,
 - Artificial lighting – artificial illumination devices were functioning at the accident site under light conditions which normally occur between one half hour after sunset and one half hour before sunrise.

“Light Duty Vehicles”

- A classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: passenger vehicles (automobile), mini/multi-purpose van, van under 4,500 kg and pick-up under 4,500 kg.

“NSC Commercial Vehicles”

- The National Safety Code (NSC) classification of vehicles is a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: “Truck greater than 4,500 kilograms (unit chassis)”, “Power Unit for Semi-Trailer”, “Truck (Other)” (where the type and size of truck is unknown), “School Bus”, “Transit Bus (Urban)”, “Inter-City Bus”, and “Bus (Other)”. These vehicles bear a National Safety Code Number and are entered onto the National Safety Code Collision Monitoring Report.

“Off-road Vehicle (ORV)”

- One of several vehicle types designed for off-road use. It includes snowmobiles, off-road motorcycles, all-terrain vehicles (ATVs), amphibious vehicles, dune/sport buggies, and 4-wheel drive vehicles operated off-road.

“Pedestrian Action”

- Refers to the actions taken by a pedestrian immediately prior to a collision (including: crossing at an intersection with or without the right-of-way, crossing between intersections, running into the roadway, walking on the roadway, lying on the roadway, playing on the roadway, etc.).

“Pedestrian Involvement Rate”

- A calculation of the number of pedestrians involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address: <http://www.gov.mb.ca/health/annstats/index.html>

“Pre-collision activity”

- The action of a vehicle immediately prior to involvement in a collision. This is an indication of what the vehicle was doing prior to the accident or to the driver realizing that a collision may occur and does not include vehicle maneuvers to avoid the collision.

“Property Damage Only (PDO) Collision”

- A motor vehicle collision in which no injury or fatality is sustained and only property damage is the result.

“PSV Vehicles”

- Also known as ‘public service vehicles’, a classification of vehicle types including those defined in the Traffic Accident Report (TAR) as: “Other school vehicle”, and “Emergency vehicles”, including ambulance, fire and police vehicles.

“Public Roadway”

- A public roadway in Manitoba is considered to be any provincial road (PR), provincial trunk highway (PTH) or municipal road, including the entrances to and exits from these roadways. This excludes all off-road areas, parking lots, private property and First Nation Reserve roads (unless the road is a PR or PTH running through, across or on Reserve lands).

“Region”

- Manitoba Infrastructure and Transportation is served by 5 regional office locations, each responsible for a geographic region (for boundaries, see Map 11-1). “Regions” are used to indicate the region in which a collision occurred.

“Reportable Collision”

- Prior to a change in the Highway Traffic Account (which took effect in October of 2011), motor vehicle collisions resulting in a fatality, injury or property damage in excess of \$1,000 were required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completed a Traffic Accident Report for the collision.
- Amendments to the Highway Traffic Act (which received Royal Assent in June 2011 and took effect in October of 2011) changed the definition of a reportable collision to require a police report be made if the driver is aware, has reason to believe, or is later made aware, that a collision involves: a fatality; an injury requiring admittance to hospital for observation or treatment; another driver not having a valid driver’s licence; another vehicle not validly registered; the driver of another vehicle not providing the required particulars; the driver of another vehicle not stopping at the scene of the accident; or, alcohol or another intoxicating substance as a factor in the accident.
- As of October 2011, all accidents occurring on a public roadway where the above conditions are not met are reported through the claim registration process with Manitoba Public Insurance.
- As of 2012 and consistent with other jurisdictions in Canada, it is a requirement that a minimum of \$2,000 damage (all vehicles combined) is necessary for property damage only (PDO) collisions to be included in this report.
- This report deals with these reportable collisions and the TARs arising from them, regardless of whether the TAR is generated by law enforcement agencies or by Manitoba Public Insurance.

“Reportable ORV Collision”

- ORV collisions resulting in a fatality, injury or property damage in excess of \$1,000 are required by law to be reported to a law enforcement agency. Subsequently, the law enforcement agency completes a Traffic Accident Report (TAR) for the collision. This report deals with these reportable ORV collisions and the TARs arising from them.

“Road User Class”

- A classification based on how a person involved in a collision was using the road at the time of the collision. It includes: Drivers (of motor vehicles), Passengers (in motor vehicles), those Riding/Hanging On (to a motor vehicle), Motorcyclist (drivers and passengers), Moped (drivers and passengers), Bicyclist (drivers and passengers), and Pedestrians.

“Rural Location”

- Collisions occurring on primary highways, secondary highways and local roadways, including the Trans-Canada Highway and excluding those that occur within the municipal boundaries of an urban area. Includes roadways and highways within the municipal boundaries of smaller towns and communities which fall outside of the definition of an ‘urban area.’

“Suspended drivers”

- Drivers holding a Manitoba Driver’s Licence of any specific Licence Class who have been disqualified from driving for some reason. Although the list is extensive, some possible suspensions could be for driving violations, medical conditions, administrative suspensions and criminal code convictions.

“Urban Location”

- Collisions occurring within the municipal boundaries of urban areas, including Winnipeg, Brandon, Portage la Prairie, Flin Flon, Dauphin, Thompson, The Pas, Selkirk and others.

“Vehicle Class”

- Category of vehicles meeting specific designations and specifications
- Non-commercial vehicle classes are vehicles registered for private use and include:
 - Passenger - A motor vehicle classified by the manufacturer as a passenger car or which is designed, constructed or adapted for the principal purpose of transporting passengers and includes a delivery car, but does not include a motorcycle, moped or motor vehicle which is designed, constructed or adapted for the purpose of carrying goods or commodities.
 - Antique - A car, truck or motorcycle that is more than thirty years old at the time of application for registration. A motor vehicle registered as an antique car, truck or motorcycle can be driven only when: taking it to be repaired or serviced; displaying it to the public in a parade or procession and driving it to or from such a parade or procession; driving it to an antique car, truck or motorcycle rally as authorized by the Registrar of Motor Vehicles.
 - Motorcycle - A vehicle that has a steering handlebar completely constrained from rotating in relation to the axle of one wheel in contact with the ground, is designed to travel on not more than three wheels in contact with the ground, has a minimum unladen seat height of 650 millimetres, has a minimum wheel rim diameter of 250 millimetres, has a minimum wheelbase of 1,016 millimetres, and, has a maximum speed capability of more than 50 km/h but does not include a moped, power-assisted bicycle or tractor.
 - Moped - A motor vehicle which has 2 tandem wheels or 3 wheels, each of which is more than 250 millimetres in diameter, has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forward most part of the saddle, is capable of being driven at all times by pedals only if so equipped, by motor only or by both pedals and motor, and, the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 km/h.
 - Truck – see “Passenger”.
 - Farm Truck - A motor vehicle classified as a “truck” at time of registration and is owned by a person engaged in farming.
 - Trailer - A vehicle designed for carrying persons or chattels, and for being towed by a motor vehicle, and includes a farm trailer but does not include an implement of husbandry that is temporarily towed, propelled, or moved upon a highway.
- Commercial vehicle classes are those involving vehicles registered to or for the use of a business and include:
 - Truck - A truck (or trailer) used to transport the registered owner’s (or lessee’s) own business goods: beyond a radius of 20 kilometres of the City of Winnipeg, where the registered owner’s business address is in the City of Winnipeg, beyond a radius of 30 kilometres of a city, town or village other than the City of Winnipeg, where the registered owner’s address is not in the City of Winnipeg.

- Public Service Vehicles (PSV) - A motor vehicle or trailer operated by or on behalf of any person, for transportation for gain or compensation of persons or property upon a highway, and includes a semi-trailer truck; but does not include the passenger-carrying-motor vehicles of an electric, or steam railway or motor bus company operating on the streets of a city, or school buses, ambulances or hearses or motor vehicle operated for gain or compensation under *The Taxicab Act* or a municipal by-law in cities, towns, and villages.
- Dealer - A person who carries on the business as principal or agent, or who holds himself or herself out as carrying on the business as principal or agent, (a) of buying motor vehicles or trailers; (b) of selling motor vehicles or trailers, whether or not in combination with leasing them; or (c) of buying and selling motor vehicles or trailers, whether or not in combination with leasing them.
- Repairer - A person who maintains a garage for the purpose of rendering services therein upon motor vehicles and/or trailers, at a charge, price or consideration; or who owns and operates a fleet of five or more motor vehicles or trailers; or both, and maintains a facility for their repair, is permitted under The Highway Traffic Act to obtain "Repairer" licence plates to be used to transport motor vehicles for repair from place of origin to the repair facility and return, and the testing of the motor vehicle after the repair work has been completed.
- Trailers – see previous definition.
- Regulated Passenger - A bus or van with manufacturer's seating capacity of 11 people or more, including the driver; used by an organization to transport people without receiving payment for the transport.

"Vehicle Condition"

- A category of contributing factors attributed to the physical condition of a vehicle immediately prior to a collision.

"Vehicle Occupant"

- All those in the "Road User Class" of "Drivers" and "Passengers". It excludes "Motorcyclist", "Bicyclist", "Moped", those "Riding/Hanging On" to a vehicle and "Pedestrians".

"Vehicle Involvement Rate"

- A calculation of the number of vehicles involved in traffic collisions for every 10,000 vehicles registered in Manitoba. The total number of vehicles registered is based on a point-in-time observation of the number of vehicles registered in specific vehicle classes. More detail regarding the methodology used to count registered vehicles can be found in "*Section 3 Vehicle Registrations*" of this report.

"Victim Involvement Rate"

- A calculation of the number of victims or casualties involved in traffic collisions for every 100,000 people in the general population in Manitoba. Population statistics are taken from the Provincial government and can be found at the following web address:
<http://www.gov.mb.ca/health/annstats/index.html>

“Weather Condition”

- Describes the weather conditions prevalent at the time of the accident, including:
 - Clear – bright conditions, without precipitation or airborne matter, are recorded as clear;
 - Cloudy – dull, overcast conditions, without precipitation or airborne matter, are recorded as cloudy;
 - Raining – raining (self-explanatory);
 - Snowing – snowing (self-explanatory);
 - Fog or Mist – airborne matter, of natural origin, which obscures visibility;
 - Smoke or Dust – airborne matter, of a natural or artificial origin, which obscures visibility;
 - Freezing Rain / Sleet / Hail – freezing rain, sleet or hail (self-explanatory);
 - Drifting Snow – snow drifting on or above roadway, which obscures visibility of the roadway, road markings, traffic devices or roadway fixtures; and,
 - Strong Winds – used if wind was a contributing factor in the accident.