



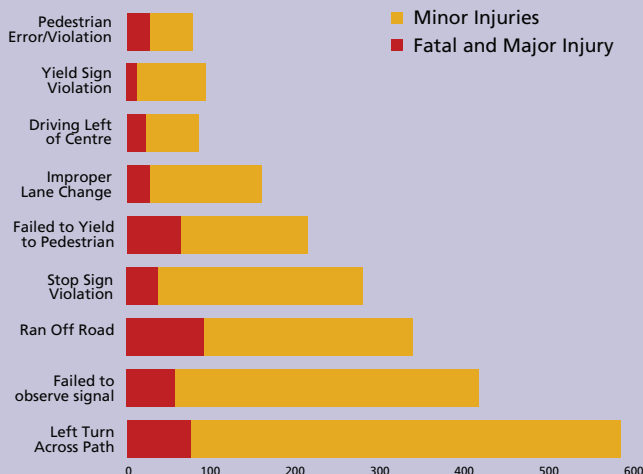
For more information, including annual collision reports from 2005 to 2012, please visit our website at www.edmonton.ca/trafficsafety.

 @YEGSafeTraffic

INJURIES AND FATALITIES BY CAUSE

Injuries are classified as minor (treated at hospital but not admitted) and major (admitted to hospital). Twelve percent of all injuries were classified as major or fatal in 2012. The primary cause of injuries and fatalities in 2012 was left turn across path collisions, followed by failed to observe traffic signal and ran off road collisions.

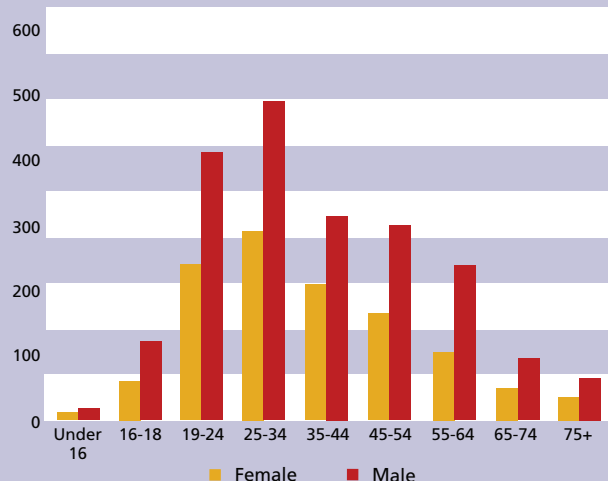
Certain collision causes are more likely than others to result in injury or fatality. For example, 16% of followed too closely (rear-end) collisions resulted in injury, compared to 24% of all failed to observe traffic signal collisions and 21% of all left turn across path collisions. Generally, right-angle (T-bone) and head-on collisions are more likely to result in injury and fatality than rear-end or sideswipe collisions. Almost all collisions involving pedestrians or cyclists result in injury or fatality.



DRIVERS INVOLVED IN INJURY AND FATALITY COLLISIONS

In 2012, male drivers were deemed to be at fault in more injury and fatal collisions than females, both in absolute terms and when compared to the number of licensed drivers in the City of Edmonton. Male drivers made up 53% of the population of licensed drivers in Edmonton but were deemed at fault in 64% of all injury and fatal collisions.

Young drivers are also over-represented in injury and fatal collisions. In 2012, drivers aged 16 – 24 represented 13% of licensed drivers in Edmonton, but were deemed at fault in 26% of injury and fatal collisions. In particular, males aged 19 – 24 were at fault in 13% of all injury and fatal collisions despite making up only 5% of the driving public.



Traffic Injuries and Fatalities

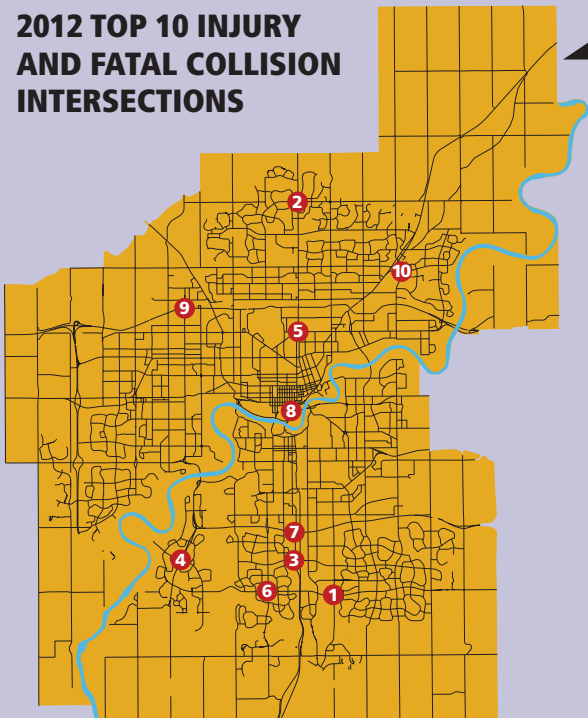




IN 2012, APPROXIMATELY 1 IN 7 COLLISIONS THAT OCCURRED ON EDMONTON STREETS RESULTED IN INJURY OR DEATH.

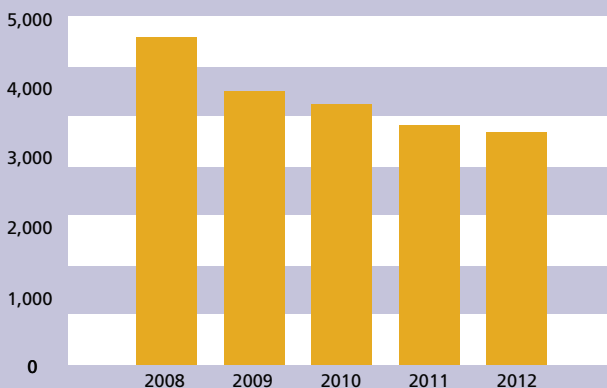
These 3,388 injury and fatal collisions resulted in 4,337 injured Edmontonians and 27 deaths, including 14 vehicle occupants (11 vehicle drivers and 3 vehicle passengers), 4 motorcyclists, 8 pedestrians, and one cyclist. The personal costs of these losses are felt by the victims' families, friends, and coworkers, but the social and financial costs are shared by all Edmontonians. Read on to find more about the when, who, what, why, and where of injury and fatal collisions in Edmonton.

2012 TOP 10 INJURY AND FATAL COLLISION INTERSECTIONS



INJURY COLLISION TRENDS

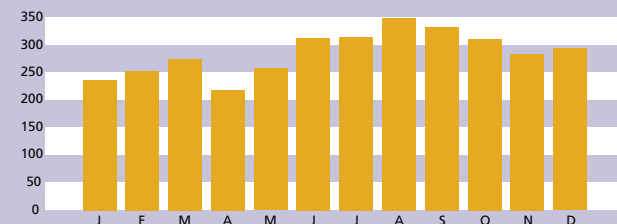
There is some good news: since 2008, injury and fatal collisions have decreased 29%, and the number of people injured and killed as a result of those collisions has decreased by 31%. These decreases occurred at the same time that the city of Edmonton population increased by 9%, and vehicle registrations increased by 13%.



WHEN INJURY COLLISIONS HAPPEN

Injury and fatal collisions happen more frequently during the summer, while overall collision numbers are at their highest during winter. In fact, the highest number of injury and fatal collisions occurred in August, followed by the month of September.

More injury and fatal collisions happened on weekdays than on weekends. However, injury and fatal collisions made up a larger percentage of overall collisions during evening hours (6:00 pm – Midnight), and during the overnight hours (midnight to 6:00 am) on Saturday and Sunday.



Intersection 2012 Injury and Fatality Collisions

1	23 Av NW & 91 St NW	20
2	167 Av NW & 97 St NW	14
3	34 Av NW & Calgary Tr SBD	12
4	Rabbit Hill Rd & Terwillegar Dr NBD	11
5	118 Av NW & 97 St NW	11
6	23 Av NW & 111 St NW	11
7	Whitemud Dr EBD and Calgary Tr SBD	10
8	97 Av NW & Rosedale Rd	10
9	Yellowhead Tr & 149 St NW	10
10	137 Av NW & 50 St NW	10

