Conover Police Department
Traffic Crash Analysis

January thru December 2016

This report contains information collected between January 01, 2016 and December 31, 2016 of all traffic crashes reported to the Patrol Division of the Conover Police Department. There were a total of seven hundred forty seven (747) reported crashes during this time period. The types of crashes included; property damage only, hit and run crashes, traffic crashes involving personal injury, and/ or pedestrian. Traffic crashes in public vehicular areas were omitted. Traffic crashes during this time period accounted for approximately $2,347,188.00 in property damage and (184) reported injuries. The types of injuries include: no visible sign but complaint of injury, class B – non-incapacitating, class A – incapacitating, and fatal.

An analysis of the intersections with the highest number of crashes appears to be at the intersection of (Conover Blvd W @ 7th St Pl SW.) reporting a total of twenty six (26) crashes. The next highest intersections were (Conover Blvd E @ 7th Ave NE (Rock Barn Rd)) reporting a total of twenty five (25) crashes. The third highest crashes appear at the intersection of (Conover Blvd E @Thornburg Dr. SE) which reported a total of nineteen (19) crashes. The next intersection was (1st St W @ 4th Ave SW) reporting eighteen (18) crashes. The intersection of (Emmanuel Church Rd @ Thornburg Dr. SE) was reporting a total of Seventeen (17) crashes. The following intersections all showed sixteen (16) crashes per intersection; (N NC 16 Hwy @ Thornburg Dr. NE), and (Conover Blvd W @ 4th St Pl SE). (I-40 @ Thornburg Dr. NE) had fifteen (15) crashes, followed by twelve (12) crashes at (1st Ave S @ 3rd St SE).

The criteria utilized by North Carolina Department of transportation to obtain this data were a minimum of 5 crashes within 200 feet of each intersection. Rear end, slow or stop crashes was the leading cause of crashes followed by Backing up and sideswipe same direction.

Statistical information was obtained through the NCDOT TEASS software utilized by the Conover Police Department for reporting purposes only.
The following information concerning traffic crashes within the City of Conover during this time period was obtained from the NCDOT TEASS.

Crash Analysis Report January - December 2016

61.1.1

Weather Conditions

Clear	81.8%
Cloudy	10.4%
Rain	5.7%
Snow	0.4%
Fog, etc	0.4%

Gender

Male	47.5%
Female	41.1%
Unknown	11.4%

Road Conditions

Dry	87.8%
Wet	8.5%
Ice	2%
Unknown	0.3%

Age Group

15-Younger	0.4%
16-19	5.69%
20-24	10.4%
25-34	15.9%
35-44	16.4%
45-54	14.1%
55-59	6.6%
60-64	5.8%
65-74	7.5%
75 and older	4.9%
Not Stated	11.4%

Crash Types

Rear End, Slow or Stop	30.15%
Backing Up	14.70%
Sideswipe, Same Direction	13.69%
Angle	11.93%
Ran Off Road-Right	7.04%
Fixed Object	4.27%
Animal	2.26%
Sideswipe, Opposite Direction	2.51%
Parked Motor Vehicle	1.88%
Ran Off Road-Left	1.88%
Left Turn, Different Roadways	1.76%
Left Turn, Same Roadway	1.01%
Other Non-Collision	1.01%
Rear End, Turn	1.13%
Head On	.88%
Pedestrian	.75%
Movable Object	.75%
Ran Off Road-Straight	0.63%
Overturn/Rollover	0.50%
Right Turn, Different	0.50%
Other Collision with Vehicle	0.38%
Rollover	0.25%
Unknown	0.25%
Jackknife	0.13%
RR Train, Engine	0.13%
Right Turn, Same Roadway	0.13%

Month

January	7.9%
February	8.9%
March	8.7%
April	6.8%
May	7.4%
June	9.9%
July	8.3%
Aug	7.9%
Sept	8.9%
Oct	9.7%
Nov	7.0%
Dec	8.5%

Day of Week

Monday	16.3%
Tuesday	14.8%
Wednesday	10.9%
Thursday	11.2%
Friday	15.1%
Saturday	15.6%
Sunday	16.1%

Time of Day

0600-0659	4.9%
0700-0759	5.3%
0800-0859	4.3%
0900-0959	3.8%
1000-1059	5.2%
1100-1159	4.6%
1200-1259	6.4%
1300-1359	6.9%
1400-1459	6.0%
1500-1559	9.8%
1600-1659	7.5%
1700-1759	10.8%
1800-1859	6.0%
1900-1959	4.0%

*Times under 3% were excluded. They totaled 12.8% of the total crashes.

Recommended Enforcement / Preventive Actions

Officers at the Conover Police Department continue to enforce speed limit violations, stop light/sign violations, and safe movement violations in an attempt to reduce the number of traffic crashes that occur within the city limits of Conover. Enforcement is not the only tool to be utilized. An increase in visibility at the intersections and sections of road that experience the highest number of crashes would also help reduce the number of crashes. Most crashes appear to be occurring during the mid- afternoon to late evening hours. A recommendation to help address this occurrence would be to utilize maximum staffing by scheduling additional manpower between 1100hrs and 2300hrs. It appears the highest percentages of the crashes are occurring between the hours of 1200hrs-1859hrs. It appears the highest percentages of the crashes occur on Monday followed by Sunday and Saturday with a small decrease Friday.

Most of the crashes appear to be occurring when the weather is clear (81.8%) roadway is dry (87.8%) and during the daylight hours (72.6%). The month of June appears to have the highest number of crashes at (9.9%) with a lowest decline in the month of November at (7%). The use of drone vehicles and the speed trailer should also be used to help address these issues. When the Patrol Division is at full strength the goal of each supervisor should be to adjust schedules so that more emphasis can be placed on traffic enforcement during peak times of traffic crashes as indicated in this report. Each supervisor should adjust the schedule and utilize the traffic officer to help place more emphasis on traffic enforcement areas that are identified in this report.

Proactive Recommendations

In addition to the above recommendation(s), patrol officers should place emphasis on becoming more involved with educating the public about safe driving habits. Drivers between the ages of 20-54 years old, account for a significant amount of crashes in Conover. The leading cause of those crashes appears to indicate inattention as being the leading cause at (21.67%) with the second leading cause being failure to reduce speed (10.74 %). It appears that the majority of these crashes could have been avoided with better and or/ closer attention to their driving habits. Establishing information checkpoints to help educate the motoring public about better driving skills should help in reduction in crashes. In addition to the information checkpoints, media sources should be utilized to get the information out about safety training and the patrol officers should seek additional training that would better assist in their efforts to effectively enforce the traffic laws of the State of North Carolina. The traffic unit officer should also speak with community watch groups, local high school students, and/or attend community type functions to help better educate the public about safe driving habits. Getting additional officers certified in the use of radar and Intoxilyzer certified should be a top priority. In addition, additional radar units should be purchased to equip all radar operators with radar in their patrol vehicle. An increase in this area of training would have positive impact on reducing the number of traffic crashes that occur on a daily basis within the city limits of Conover.