

**Conover Police Department
Traffic Crash Analysis
Annual Report
January - December 2017**

This report contains information collected between January 01, 2017 and December 2017 of all traffic crashes reported to the Patrol Division of the Conover Police Department. There were a total of Seven hundred eighty five (785) 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 \$2,061,600 in property damage and (172) 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 intersections of (Conover Blvd W @ 7th St Pl SW) reporting a total of sixteen (16) crashes. The next highest intersection was (Conover Blvd E @ Thornburg Dr. NE) reporting a total of Fourteen (14) crashes. The next intersections were (I-40 and Thornburg Dr.NE), (I40 @ 1st St. West), (Conover Blvd W and Northwest Blvd), (1st Ave South @ 2nd St SW), (Conover Blvd E @ 4th St PL SE) and (1st St East @ Rock Barn Rd. NE) all reporting twelve (12) crashes. The intersections of (1st Ave South @ 3rd St. SW) and (NC Hwy 16 N and Thornburg Dr. NE) both the intersection were reporting a total of eleven (11) crashes each. (1st Ave South @ 3rd St SE) reported to have ten (10) crashes, where (1st St. West @ 4th Ave NW reported to have eight (8) crashes. The Following intersections all reported to have seven (7) crashes (1st St. East @ Rock Barn Rd. NE) and (1st ST. West @ 10th St. NW). (Rock Barn Rd. NE @ Thornburg Dr. NE) and (1st St. West @ SW Alleyway) reported to have six (6) crashes. The last two intersections both showed five (5) crashes per intersection; (NC Hwy 16 @ Northern Dr. NW) and (Conover Blvd East @ Emmanuel Church Rd).

The criteria utilized by North Carolina Department of transportation to obtain this data were a minimum of 5 crashes within 150 feet of each intersection. Rear end, slow or stop crashes was the leading cause of crashes followed by backing up.

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

2017
61.1.1

Weather Conditions

Clear	72.5%
Cloudy	16.3%
Rain	8.9%
Snow	1.8%
Fog, Smog	0.5%

Road Conditions

Dry	82.3%
Wet	15.0%
Water	.5%
Ice	.3%
Snow	1.7%
Mud	.3%

Age Group

15-Younger	0.2%
16-19	7.5%
20-24	9%
25-34	15.7%
35-44	12.8%
45-54	14.7%
55-59	7.5%
60-64	5.6%
65-74	8.8%
75 and older	4.1%
Not Stated	14%

Gender

Male	46.2%
Female	39.8%
Unknown	14.0%

Crash Types

Rear End, Slow or Stop	27.75%
Backing Up	15.6%
Parked Motor Vehicle	9.43%
Ran Off Road-Right	7.77%
Sideswipe, Same Direction	7.77%
Left Turn, Different Roadways	6.24%
Fixed Object	4.84%
Left Turn, Same Roadway	3.44%
Ran Off Road-Left	3.18%
Angle	2.80%
Sideswipe, Opposite Direction	2.04%
Animal	1.91%
Movable Object	1.91%
Right Turn, Different	1.40%
Right Turn, Same Roadway	1.15%
Other Non-Collision	1.02%
Rear End, Turn	0.64%
Other Collision with Vehicle	0.64%
Pedestrian	0.38%
Overturn/Rollover	0.38%
Head On	0.38%
Unknown	0.25%
Pedalcyclist	0.25%
Ran Off Road Straight	0.25%
Jackknife	0%
Roadways	0%

Month	Day of Week		Time of Day	
		Monday	0600-0659	3.9%
January	7.9%	Tuesday	0700-0759	4.3%
February	7.1%	Wednesday	0800-0859	3.1%
March	7.6%	Thursday	0900-0959	4.6%
April	8.3%	Friday	1000-1059	6.0%
May	7.6%	Saturday	1100-1159	5.6%
June	8.3%	Sunday	1200-1259	6.2%
July	7.8%		1300-1359	5.9%
Aug	10.2%		1400-1459	7.1%
Sept	7.5%		1500-1559	8.7%
Oct	9.4%		1600-1659	10.1%
Nov	9.3%		1700-1759	9.3%
Dec	8.9%		1800-1859	5.7%
			1900-1959	3.8%
			2000-2059	2.8%
			2100-2159	3.7%
			2200-2359	3.7%

*Times under 2% were excluded. They 5.5% 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 1100hrs-2059hrs. It appears the highest percentages of the crashes occur on Saturday and Monday with a decrease Wednesday, Thursday and Friday.

Most of the crashes appear to be occurring when the weather is clear (72.5%) roadway is dry (82.3%) and during the daylight hours (74.8%). The month of August appears to have the highest number of crashes at (10.2%) with a lowest decline in the month of February at (7.1%). The use of 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 (22.22%) with the second leading cause being failure to reduce speed (8.14 %). 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.