

**Conover Police Department  
Traffic Crash Analysis  
Bi-Annual Report  
January thru December 2020**

This report contains information collected between January 01, 2020 and December 31, 2020 of all traffic crashes reported to the Patrol Division of the Conover Police Department. There were a total of eight hundred one (830) 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 during this time period accounted for approximately \$2,345,380.00 in property damage and (147) 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 (I-40 @ Thornburg Dr. NE reporting a total of (30) Thirty crashes. The next highest intersections were (Conover Blvd W @ 7<sup>th</sup> St. Pl SW), (N HWY 16 @ Thornburg Dr. NE) reporting a total of (17) seventeen crashes. (Conover Blvd. W @) Northwest Blvd was the third highest intersection during this year was reporting a total of (16) sixteen crashes. Followed by (Conover Blvd E @ 4<sup>th</sup> St, Pl SE) with (13) thirteen crashes and (Rock Barn Rd. NE @ Thornburg Dr. NE) with (11) eleven reported crashes. The next intersections were (Conover Blvd E @ Thornburg Dr. NE), (N HWY 16 @ Northern Dr. NW) reporting (10) ten crashes. The intersections of (I 40 @ 1<sup>st</sup> St. W), (Emanuel Church Rd. @ Thornburg Dr. NE) and (1<sup>st</sup> St W @ 10<sup>th</sup> St NW) were reporting a total of (8) eight crashes. (1<sup>st</sup> St W @ 4<sup>th</sup> Ave NW) reported (7) crashes. The next 4 intersection all reported (6) crashes. (Conover Blvd E @ Rock Barn Rd NE), (Conover Blvd W @ Old Conover Startown Rd.), (1<sup>st</sup> Ave S @ 1<sup>st</sup> St. W) and (Conover Blvd E @ Emanuel Church Rd)

The criteria utilized by North Carolina Department of transportation to obtain this data were a minimum of 6 crashes within 150 feet of each intersection. Rear end, slow or stop crashes was the leading cause of crashes followed by 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.

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## Weather Conditions

Clear	71.5%
Cloudy	14.8%
Rain	13%
Fog	0.3%

## Road Conditions

Dry	80.9%
Wet	17.7%
Snow	0%
Ice	0%
Water	.9%
Slush	.0%
Mud	.0%

## Gender

Male	49.5%
Female	40.3%
Unknown	10.2%

## Age Group

15-Younger	0.2%
16-19	7.8%
20-24	10.1%
25-34	17.6%
35-44	15.7%
45-54	13.4%
55-59	6.7%
60-64	5.8%
65-74	7.1%
75 and older	5.3%

## Crash Types

Rear End, Slow or Stop	27.93%
Backing Up	12.74%
Sideswipe, Same Direction	10.56%
Parked Motor Vehicle	7.96%
Ran Off Road-Right	6.37%
Fixed Object	6.22%
Left Turn, Different Roadways	5.64%
Left Turn, Same Roadway	5.21%
Ran off Road Left	3.18%
Angle	3.04%
Right Turn, Different Roadways	2.46%
Animal	1.74%
Ran off Road Straight	1.61%
Sideswipe, Opposite Direction	1.45%
Movable Object	1.30%
Rear End, Turn	0.72%
Right Turn, Same Roadway	0.58%
Other Non- Collision	0.58%
Rear End, Turn	0.72%
Pedestrian	0.14%
Overturn/Rollover	0.14%
Other Collision with Vehicle	0%
Pedalcyclist	0%

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## Month

January	8.2%
February	9.7%
March	7.2%
April	3.8%
May	7.4%
June	8.7%
July	8.0%
August	8.2%
September	10.6%
October	9.4%
November	8.7%
December	10.1%

## Time of Day

0500-0559	2.2%
0600-0659	4.8%
0700-0759	3.3%
0800-0859	2.7%
0900-0959	5.1%
1000-1059	4.1%
1100-1159	5.9%
1200-1259	6.4%
1300-1359	7.8%
1400-1459	6.5%
1500-1559	8.5%
1600-1659	8.0%
1700-1759	9.7%
1800-1859	7.5%
1900-1959	4.1%
2000-2059	3.6%
2100-2159	2.7%
2200-2259	1.9%
2300-2359	1.2%

\*Times under 1.7% were excluded. They  
4.5% of the total crashes.

## Day of Week

Monday	18.1%
Tuesday	15.5%
Wednesday	10.0%
Thursday	13.2%
Friday	13.6%
Saturday	15.1%
Sunday	14.6%

## **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-1959hrs. It appears the highest percentages of the crashes occur on Monday followed by Tuesday and Saturday.

Most of the crashes appear to be occurring when the weather is clear (71.5%) roadway is dry (80.9%) and during the daylight hours (72.1%). The month of September appears to have the highest number of crashes at (10.6%) with a lowest decline in the month of April at (3.8%). 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 25-34 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 (22.87%) with the second leading cause being failure to reduce speed (8.68%). 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. An increase in Radar would have positive impact on reducing the number of traffic crashes that occur on a daily basis within the city limits of Conover.