

**Conover Police Department  
Traffic Crash Analysis  
-Annual Report  
January thru December 2022**

This report contains information collected between January 01, 2022 and December 31, 2022 of all traffic crashes reported to the Patrol Division of the Conover Police Department. There was a total of seven hundred thirty-nine (739) 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 \$3,138,515.00 in property damage and (141) 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 two intersections of (I40 @ Thornburg Dr. NE) and NC Hwy 16 N @ Thornburg Dr NE reporting a total of seventeen (17) crashes. The next two highest intersections were (Conover Blvd E @ Thornburg SE) and (Conover Blvd W @ Northwest Blvd) reporting sixteen (16) crashes. The next highest intersection was 1<sup>st</sup> St W @ 4<sup>th</sup> Ave NW with fifteen (15) reported crashes. 1<sup>st</sup> St W @ 1<sup>st</sup> Ave N reported thirteen (13) crashes, Emanuel Church Rd @ Thornburg Dr SE. with twelve (12), County Home Rd. @ Northern Dr NW with eleven (11) The next three intersections reported eight (8) crashes (NC Hwy 16 N @ Northern Dr NW), County Home Rd. @ 10<sup>th</sup> St NW) and (1<sup>st</sup> Ave S @ 3<sup>rd</sup> St SE). The next three intersections reported seven (7) crashes. (County Home Rd @ 1<sup>st</sup> St W), (I40 @ 1<sup>st</sup> St W) and (1<sup>st</sup> Ave N @ 2<sup>nd</sup> St NE). The next three intersections all reported six crashes. (Emanuel Church Rd. @ Keisler Dairy Rd), (1<sup>st</sup> St W @ 10<sup>th</sup> St NW) and (1<sup>st</sup> St W @ Section House Rd). The last intersections all reported five crashes. (Conover Blvd E @ Rock Barn Rd NE),(Conover Blvd W @ Old Conover Startown Rd),(Conover Blvd E @ 4<sup>th</sup> St Pl SE), (Rock Barn Rd NE @ Thornburg Dr NE), (I40 @ Rock Bard Rd NE) and (Conover Blvd W @ 7<sup>th</sup> St Pl SW).

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 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.

# Annual Crash Analysis Report January -December

**2022**  
61.1.1

## Weather Conditions

Clear	79.4%
Cloudy	13.7%
Rain	6.4%
Fog, Smog	0.3%
Snow	0.1%
Other	0.1%

## Road Conditions

Dry	87.7%
Wet	11.1%
Ice	0.4%
Water	0.3%
Snow	0.1%
Slush	0.1%
Fuel/Oil	0.1%

## Gender

Male	47.6%
Female	39.5%
Unknown	12.8%

## Age Group

15-Younger	0.4%
16-19	6.6%
20-24	8.6%
25-34	17.6%
35-44	14.8%
45-54	12.3%
55-59	6.7%
60-64	6.3%
65-74	8.5%
75 and older	5.5%

## Crash Types

Rear End, Slow or Stop	22.46%
Backing Up	13.40%
Parked Motor Vehicle	9.74%
Sideswipe, Same Direction	9.07%
Left Turn, Same Roadway	6.77%
Fixed Object	5.82%
Ran Off Road – Right	5.14%
Left Turn, Different Roadways	5.14%
Angle	4.33%
Sideswipe, Opposite Direction	3.25%
Ran Off Road – Left	2.84%
Animal	1.76%
Right Turn, Different Roadways	1.76%
Ran Off Road – Straight	1.62%
Movable Object	1.49%
Pedestrian	1.22%
Head On	0.95%
Rear End, Turn	0.95%
Right Turn, Same Roadway	0.81%
Other Non-Collision	0.68%
Other Collision with Vehicle	0.27%
Jackknife	0.14%
Overturn / Rollover	0.14%
Unknown	0.14%
Pedalcyclist	0.14%
RR Train, Engine	0%

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Month	Day of Week		Time of Day	
	Day	Percentage	Time Range	Percentage
January	Monday	16.4%	0000-0559	5.8%
	Tuesday	12.9%	0600-0659	3.7%
	Wednesday	9.9%	0700-0759	5.1%
	Thursday	11.1%	0800-0859	3.7%
	Friday	16.2%	0900-0959	3.1%
	Saturday	17.9%	1000-1059	3.5%
	Sunday	15.7%	1100-1159	7.3%
February			1200-1259	8.1%
			1300-1359	6.6%
March			1400-1459	7.0%
			1500-1559	6.6%
April			1600-1659	9.9%
			1700-1759	8.7%
May			1800-1859	7.6%
			1900-1959	2.7%
June			2000-2059	3.4%
			2100-2159	2.8%
July			2200-2259	2.3%
			2300-2359	2.0%
August				
September				
October				
November				
December				

## 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-2159hrs. It appears the highest percentages of the crashes occur on Saturday.

Most of the crashes appear to be occurring when the weather is clear (79.4%) roadway is dry (87.7%) and during the daylight hours (71.2%). The months of November appears to have the highest number of crashes at (10.1%) with a lowest decline in the month of July at (7.3%). 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 25-44 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 (17.78%) with the second leading cause being failure to reduce speed (8.59%). 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. Getting additional officers certified in the use of radar and Intoxilyzer certified should be a top priority. Conover Police has additional radar units, but not enough operators at this time. 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.