**Conover Police Department**
**Traffic Crash Analysis**
**Annual Report**
**January thru December 2012**

This report contains information collected between January 01, 2012 and December 31, 2012 of all traffic crashes reported to the Patrol Division of the Conover Police Department. There were a total of six hundred eighty-five (685) 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 pedestrians. Traffic crashes in public vehicular areas were omitted. Traffic crashes during this time period accounted for approximately $1,966,340 in property damage and (178) 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 **1st St E and 1st Ave S** with a total of (17) crashes. The intersection of **Zelkovat Ct NW and N NC 16 Hwy** reported a total of (12) crashes. The intersection of **1st Ave N and County Home Rd (4th Ave Dr NW)** reported (11) crashes for the year. **Conover Blvd E and Thornburg Dr NE** had a reported (9) crashes. **Conover Blvd W and N West Blvd; Conover Blvd W and 4th Ave SE; 1st Ave S and 2nd St SW** each reported (8) crashes. **1st St W at 10th St NW and Rock Barn Rd NE at 6th Ave NE** each reported (7) crashes for the year. The following intersections each reported (6) crashes during 2012: **1st Ave S at 3rd St SE, Conover Blvd E at Emmanuel Ch Rd, 400 Block of Conover Blvd E, and Conover Blvd W at 7th St Pl SW.** The following intersections each reported (5) crashes in 2012: **Conover Blvd W at 8th Ave SW, 1st St W at I-40 E on/off ramp, Conover Blvd E at 1st St E, 2nd Ave SE at 3rd St SE, and County Home Rd NW at Northern Dr NW.**

The criteria utilized by North Carolina Department of transportation to obtain this data were a minimum of 5 crashes within 350 feet of each intersection. Rear end, slow or stop was the most common type of crash reported in 2012 being a factor in (217) crashes. The second most common crash type was Angle, which was reported in (140) crashes.

# Annual Crash Analysis Report Jan-Dec 2012

61.1.1

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 NCDMV TEAAS.

**Weather Conditions**

| | |
|---|---|
| Clear | 78.8% |
| Cloudy | 13.4% |
| Rain | 7.2% |
| Snow | 0.1% |
| Fog, etc | 0.3% |
| Sleet, Hail, Fre.Rain/Drizzle | 0.1% |

**Road Conditions**

| | |
|---|---|
| Dry | 85.3% |
| Wet | 13.7% |
| Ice | 0.0% |
| Water | 0.1% |
| Snow | 0.1% |
| Unknown | 0.9% |

**Age Group**

| | |
|---|---|
| 15-Younger | 0.2% |
| 16-19 | 7.6% |
| 20-24 | 9.1% |
| 25-34 | 15.5% |
| 35-44 | 14.1% |
| 45-54 | 15.5% |
| 55-59 | 8.0% |
| 60-64 | 5.5% |
| 65-74 | 6.4% |
| 75 and older | 4.2% |

**Gender**

| | |
|---|---|
| Male | 46.1% |
| Female | 39.8% |
| Unknown | 14.1% |

Crash Types

| | |
|---|---|
| Rear End, Slow or Stop | 31.38% |
| Angle | 20.44% |
| Backing Up | 10.66% |
| Ran Off Road-Right | 8.18% |
| Sideswipe, Same Direction | 8.03% |
| Fixed Object | 4.82% |
| Parked Motor Vehicle | 2.92% |
| Ran Off Road-Left | 2.48% |
| Sideswipe, Opposite Direction | 2.48% |
| Animal | 2.04% |
| Left Turn, Same Roadway | 1.02% |
| Head On | 1.02% |
| Other Non-Collision | 0.73% |
| Left Turn, Different Roadways | 0.73% |
| Right Turn, Same Roadway | 0.58% |
| Movable Object | 0.44% |
| Rear End, Turn | 0.44% |
| Ran Off Road-Straight | 0.44% |
| Pedestrian | 0.29% |
| Overturn/Rollover | 0.29% |
| Unknown | 0.15% |
| Other Collision with Vehicle | 0.15% |

**Month**

| | |
|---|---|
| January | 6.7% |
| February | 8.3% |
| March | 9.1% |
| April | 8.3% |
| May | 9.8% |
| June | 8.0% |
| July | 7.2% |
| Aug | 10.1% |
| Sept | 7.2% |
| Oct | 9.9% |
| Nov | 7.9% |
| Dec | 7.6% |

**Day of Week**

| | |
|---|---|
| Monday | 17.8% |
| Tuesday | 15.5% |
| Wednesday | 9.1% |
| Thursday | 12.7% |
| Friday | 14.9% |
| Saturday | 13.6% |
| Sunday | 16.5% |

**Time of Day**

| | |
|---|---|
| 0700-0859 | 7.4% |
| 0900-0959 | 5.1% |
| 1000-1059 | 4.7% |
| 1100-1159 | 5.3% |
| 1200-1259 | 9.5% |
| 1300-1359 | 5.4% |
| 1400-1459 | 7.9% |
| 1500-1559 | 7.3% |
| 1600-1659 | 11.7% |
| 1700-1759 | 8.0% |
| 1800-1859 | 6.6% |
| 1900-1959 | 4.7% |

*Times under 3% were excluded. They totaled 16.4% 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 the hours 1100 hrs and 2300 hrs. Statistics show that the highest percentages of the crashes are occurring between the hours of 1200 hrs-1959hrs. It appears the highest percentage of the crashes occur on Monday followed by Sunday and stay steady throughout the week.

Most of the crashes appear to be occurring when the weather is clear (78.8%) roadway is dry (85.3%) and during the daylight hours (83.6%). The month of August appears to have the highest number of crashes at (10.1%) with a lowest decline in the month of January (6.7%). 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 safety unit to help place more emphasis on traffic enforcement areas that are identified in this report. Traffic Safety Unit officers should be familiar with the data contained in this report and adjust their enforcement tactics accordingly.

**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 (24.88%) with second leading cause being failure to reduce speed at (8.7%). It appears that the majority of these crashes could have been avoided had the drivers paid closer attention to their driving habits. Establishing information checkpoints to help educate the motoring public about better driving skills should help in reducing the number of crashes. In addition to the information checkpoints, media resources should be utilized to get the information out about safe driving 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 officers 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, Lidar, and Chemical Analysis should be a top priority. In addition, additional radar and units should be purchased to equip all radar and 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.