

**Conover Police Department
Traffic Crash Analysis
Annual Report
2009**

This report contains information collected between January 01, 2009 and December 31, 2009 of all traffic crashes reported to the Patrol Division of the Conover Police Department. There were a total of 683 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 \$1,838,966 in property damage and 1,388 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 shows that the intersection of 1st Ave South @ 1st St West accounted for 17 crashes at the intersection. 1st Ave South @ Second St SW accounted for 14 traffic crashes in this intersection. There were two intersections that had 11 traffic crashes that occurred. They were Conover Blvd West @ 7th St PL SW and Conover Blvd East @ 4th St Pl SE. The next highest number of crashes occurred in the intersection of Emmanuel Church Rd @ Thornburg Dr SE and it accounted for 9 traffic crashes. There were three intersections with 8 traffic crashes in them. These intersections were 1st Ave South @ 4th St SW, Boundary St SW @ Old Conover Startown Rd, and Conover Blvd East @ Thornburg Dr SE. The next highest number of crashes occurred at the intersections of 1st St East @ Rock Barn Rd, I-40 @ Rock Barn Rd and Conover Blvd West at Northwest Blvd each with seven 7 crashes each. 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 was the leading causes of crashes following angle or sideswipe crashes at the intersections listed above.

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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:

Weather Conditions

Clear	68.1%
Cloudy	17.9%
Rain	11.0%
Sleet, etc	.6%
Snow	1.6%
Fog, etc	.6%

Road Conditions

Dry	77.2%
Wet	17.1%
Snow	1.5%
Ice	.9%
Water	2.2%
(standing, moving)	

Crash Types

Rear end	29.43%
Angle	17.42%
Backing	13.03%

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Time of Day

0600-0659	2.6 %
0700-0759	3.2%
0800-0859	5.1%
0900-0959	5.0%
1000-1059	5.1%
1100-1159	6.9%
1200-1259	6.9%
1300-1359	6.7%
1400-1459	7.9%
1500-1559	8.2%
1600-1659	8.9%
1700-1759	8.3%
1800-1859	6.3%
1900-1959	4.8%

Day of the Week

Monday	14.9%
Tuesday	15.4%
Wednesday	10.8%
Thursday	11.9%
Friday	16.1%
Saturday	14.5%
Sunday	16.4%

*Times under 2.5% were excluded. They totaled 7.5% of the total crashes.

Month

January	8.1%
February	6.6%
March	8.8%
April	8.1%
May	10.0%
June	8.2%
July	7.8%
August	6.9%
September	7.8%
October	9.7%
November	8.1%
December	10.2%

Age Group

15-19	7.0%
20-24	9.3%
25-34	15.9%
35-44	18.3%
45-54	15.0%
55-59	6.0%
60-64	5.7%
65-74	7.1%
75 and older	3.6%

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 late afternoon to early evening hours. A recommendation to help address this occurrence would be to utilize maximum staffing by scheduling additional manpower between the hours 1100 and 1900. 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.

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 35-44 years old, account for 18.3% of crashes in Conover. Drivers between the ages of 15-24 account for 16.3%. The leading cause of those crashes is inattention. 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 safe 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. 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. Officers at the Conover Police Department should continue to support the programs initiated by the Governors Highway Safety Program. Lastly, the Conover Police Department should apply for grants supported by the State of North Carolina to assist us in making our streets safer place.