

**Conover Police Department
Traffic Crash Analysis
Annual Report
January thru December 2014**

This report contains information collected between January 01, 2014 and December 31, 2014 of all traffic crashes reported to the Patrol Division of the Conover Police Department. There were a total of six hundred thirty-six (636) 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 \$1,816,015 in property damage and (133) 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 **Boundary St SW and Northwest Blvd** with a total of (17) crashes. The intersection of **Conover Blvd E and 4th St Pl SE** reported a total of (17) crashes. The intersection of **Emmanuel Church Rd and Thornburg Dr SE** reported (16) crashes for the year. **Thornburg Dr NE and I-40** had a reported (13) crashes. **Zelkova Ct NW and N NC 16 Hwy** reported (12) crashes. **Conover Blvd W and Northwest Blvd, 1st Av N and 4th Av Dr NW** each reported (11) crashes for the year. The following intersections each reported (10) crashes during 2014: **N NC 16 Hwy and Northern Dr NW and Boundary St SW and Conover Blvd W**. The following intersections each reported (9) crashes in 2014: **1st Av S and 2nd St SW, Conover Blvd E and Thornburg Dr SE, and 1st Av S and 1st St W**. The following intersections each reported (7) crashes during 2014: **Emmanuel Church Rd and S Mclin Creek Rd and Northern Dr NW and Zelkova Ct NW**. The following intersections each reported (6) crashes during 2014: **County Home Rd and 10th St NW, Conover Blvd E and 1st St E, and 1st St W and 3rd Av 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 2014 being a factor in (201) crashes. The second most common crash type was Angle, which were reported in (125) crashes.

Annual Crash Analysis Report Jan-Dec

2014
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	73.7%
Cloudy	15.0%
Rain	8.3%
Snow	2.1%
Fog, etc	.1%
Sleet, Hail, Fre.Rain/Drizzle	0.7%

Road Conditions

Dry	82.8%
Wet	13.1%
Ice	0.1%
Water	0.1%
Snow	2.1%
Unknown	0.6%

Crash Types

Rear End, Slow or Stop	29.87%
Angle	18.57%
Backing Up	14.86%
Ran Off Road-Right	7.43%
Sideswipe, Same Direction	6.24%
Fixed Object	3.12%
Parked Motor Vehicle	2.82%
Ran Off Road-Left	2.67%
Sideswipe, Opposite Direction	2.23%
Animal	2.23%
Left Turn, Same Roadway	2.08%
Head On	1.93%
Other Non-Collision	1.34%
Left Turn, Different Roadways	1.34%
Right Turn, Same Roadway	0.89%
Movable Object	0.59%
Rear End, Turn	0.45%
Ran Off Road-Straight	0.30%
Pedestrian	0.30%
Overturn/Rollover	0.30%
Unknown	0.15%
Other Collision with Vehicle	0.30%

Age Group

15-Younger	0.1%
16-19	5.6%
20-24	10.0%
25-34	14.8%
35-44	16.5%
45-54	13.9%
55-59	7.1%
60-64	5.5%
65-74	8.9%
75 and older	5.6%

Gender

Male	45.3%
Female	42.5%
Unknown	12.2%

Month	Day of Week		Time of Day		
		Monday	14.7%	0700-0859	6.6%
January	7.6%	Tuesday	13.4%	0900-0959	4.2%
February	7.3%	Wednesday	10.5%	1000-1059	5.8%
March	8.9%	Thursday	10.1%	1100-1159	5.9%
April	7.0%	Friday	16.9%	1200-1259	7.4%
May	8.8%	Saturday	17.8%	1300-1359	7.3%
June	9.2%	Sunday	16.5%	1400-1459	5.1%
July	5.5%			1500-1559	9.1%
Aug	8.6%			1600-1659	10.3%
Sept	6.1%			1700-1759	8.0%
Oct	11.6%			1800-1859	6.6%
Nov	10.3%			1900-1959	4.7%
Dec	9.2%				

*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 (73.7%) roadway is dry (82.8%) and during the daylight hours (76.4%). The month of October appears to have the highest number of crashes at (11.6%) with a lowest decline in the month of July (5.5%). 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 (26.26%) with second leading cause being failure to reduce speed at (8.51%). 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.