



# Knoxville Police Department

## 2016 Vehicle Flight Response Analysis

Prepared By

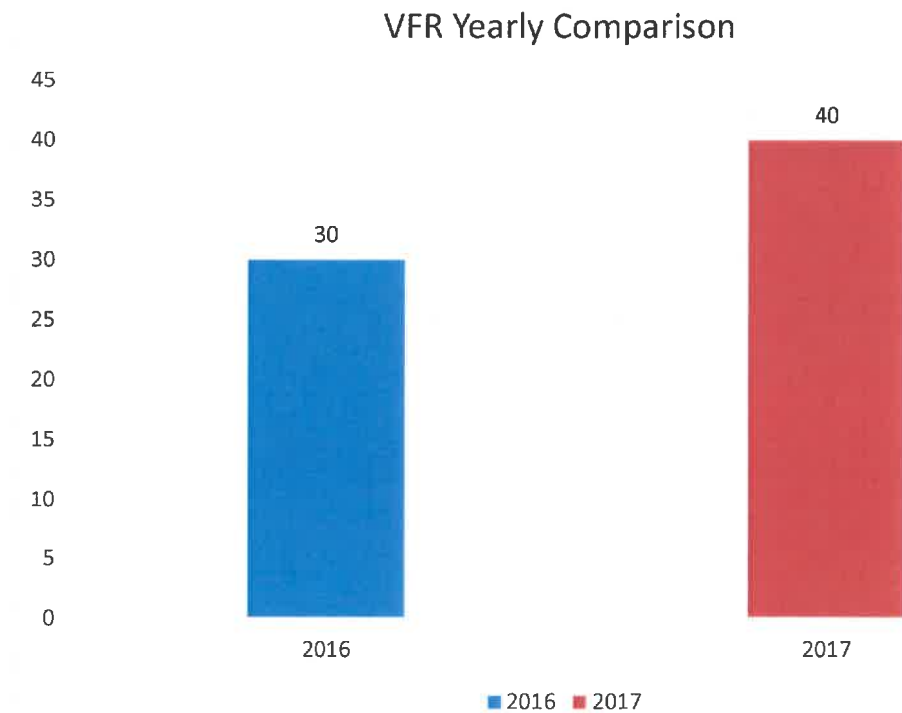
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This is the 2016 Vehicle Flight Response (VFR) Analysis report that is required by CALEA Standards and Knoxville Police Department Policy. The report is an overview for the department and training staff to examine Police Officers actions during VFR's in 2016 to evaluate performance and discover areas where officers and supervisors may show deficiencies.

During 2016, there were forty (40) vehicle flight response reports documented by the Knoxville Police Department. This is an increase of ten (10) reports compared to 2015. The analysis also reflects an increase in officer "Initiated Only" reports. In 2015 the department documented only six (6) "initiated only" reports compared to eighteen (18) in 2016.

The following report will display graphs, charts and a brief synopsis that will give you an overview concerning the actions and conditions officers face in a vehicle flight. From this report, staff can analyze areas of where the department demonstrates proficiencies as well as areas of concern that need to be addressed to correct deficiencies.

During the calendar year of 2016, there were forty (40) documented Vehicle Flight Response (VFR) reports by the Knoxville Police Department. This was an increase of ten (10) in comparison to 2015 which had thirty (30). Twenty five (25) of the VFR's occurred in the East District compared to the West District's fifteen (15).



In 2015 the department had only six (6) "Initiated Only" reports compared to eighteen (18) in 2016. The increase in "Initiated Only" reports show the officers and supervisors are responding positively to the pursuit management training they receive during their annual in-service training.

#### **District Comparison**

2016 West District (15) 38% - East District (25) 62%

2015 West district (15) 50% - East District (15) 50%

#### **Yearly Initiated Only Comparison**

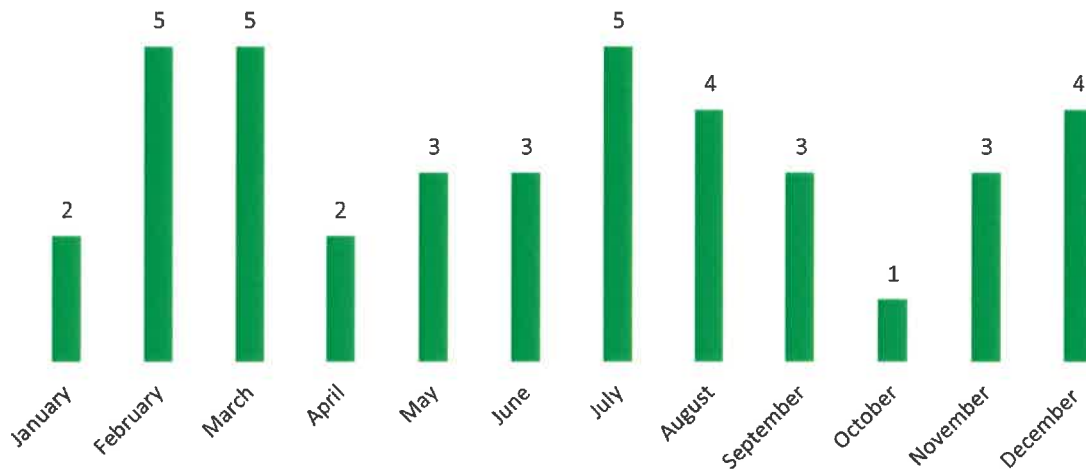
2015 (6)

2016 (18)

### VFR by Month in which they occurred

In 2016, February, March and July had the highest monthly number of five (5) for VFR reports. August and December tied for second place with four (4), while May, June, September and November each reported three (3). In comparison to the 2015 VFR analysis, May, March, January and November were the top leading months.

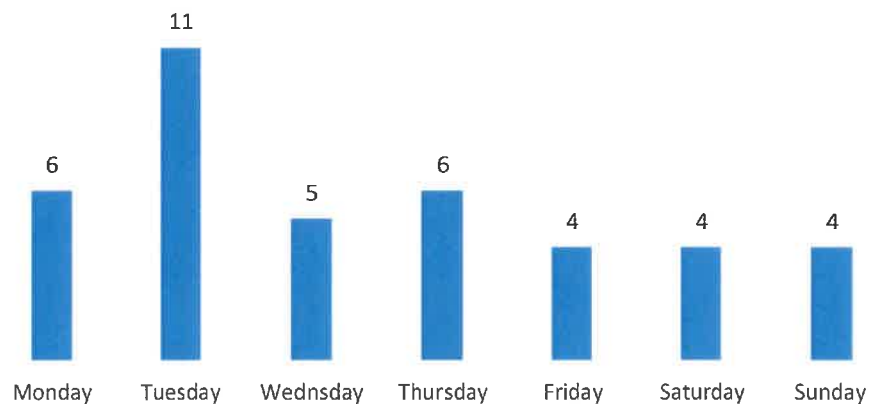
VFR by Month 2016



### VFR By Day

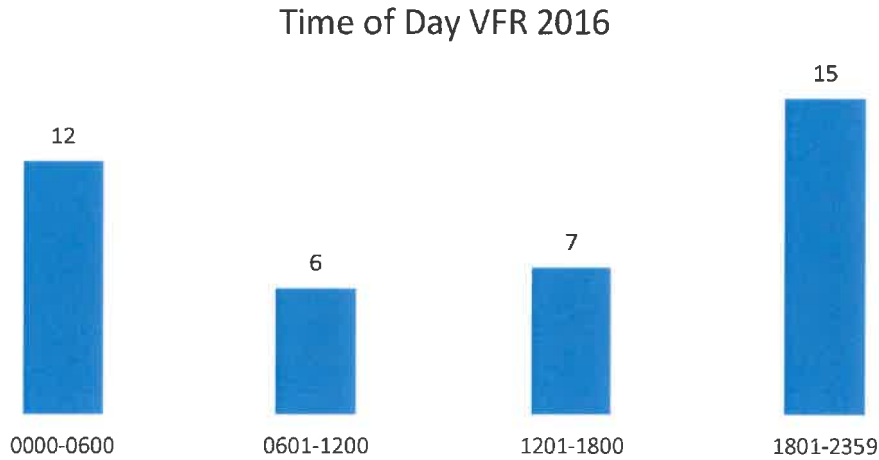
In 2016, Tuesday had the highest number of documented VFR reports of eleven (11), followed by Monday and Thursday with six (6). Wednesday was third place with five (5) VFR's and Friday, Saturday and Sunday were tied for fourth place with four (4) VFR reports a piece. In 2015, Saturday had the most VFR reports with eleven (11) followed by Friday and Monday with six (6).

VFR by Day of Week 2016



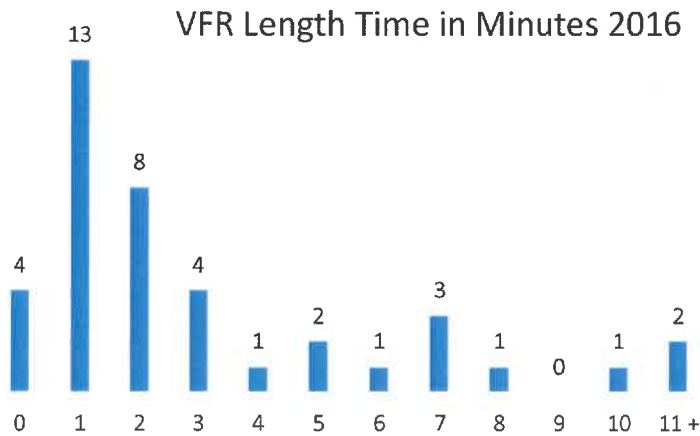
### VFR By Time

In 2016, the time frame of 1801 – 2359 hours had the highest number of VFR reports of fifteen (15). The time period from midnight to 0600 hours was second place with twelve (12) VFR's. Compared with 2015, the time frames were the opposite with Midnight to 0600 hours in first place with nineteen (19) followed by 1801 – 2359 with nine (9).



### VFR by minutes

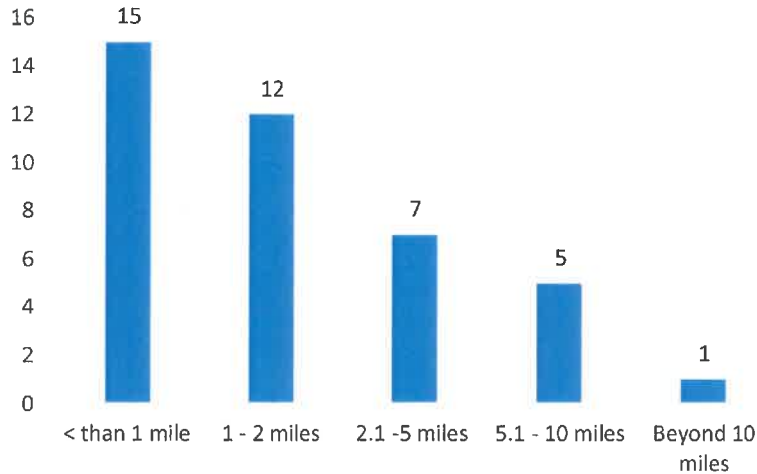
In 2016, twenty five (25) VFR's were two (2) minutes or under in length which accounts for 63% of the VFR reports for the entire year. Only three (3) VFR's were ten (10) minutes or over in which the officers were pursuing a wanted person for felony warrants, aggravated assault and DUI. There is an increase by six (6) in the number of pursuits in 2016 lasting longer than four (4) minutes compared to 2015. Supervisors should revisit VFR roll call training to address how the length of a pursuit can place undue stress on the officer's ability to focus on safety.



### Distance of VFR

The longest VFR in 2016 was 11 miles. In 2016, twenty seven (27) or 68% of VFR's were less than two (2) miles and only six (6) or 15% were greater than five (5) miles.

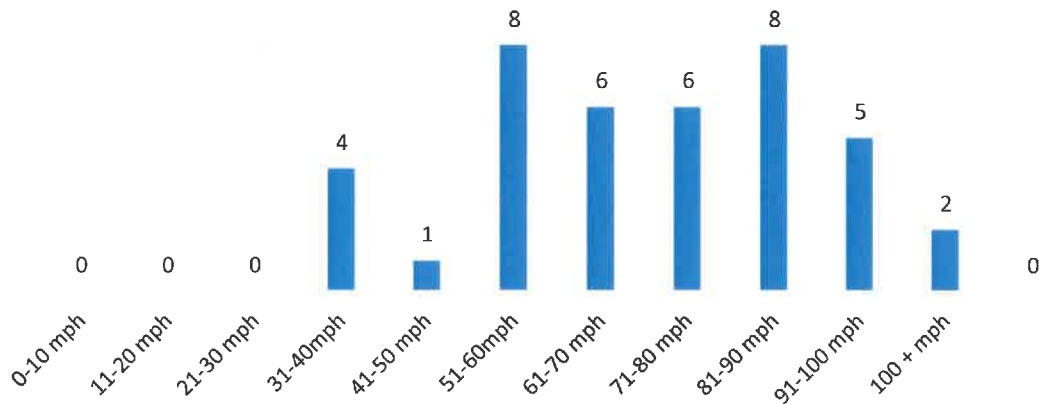
Distance of VFR 2016



### MPH VFR

During 2016 the speed of VFR's ranged from 31 mph to 100 + mph. There were thirteen (13) VFR's or 33% of the VFR's between 31 – 60 mph. Fifty percent 50% or twenty (20) of the forty (40) VFR's were between 61 mph and 90 mph. Only seven (7) or 18 % were over 91 mph. In comparison with 2015 the speed numbers are similar especially at the higher speeds where only three (3) officers reached speeds of 101 mph. It is important for the supervisors to revisit General Order 1.8 Emergency Equipment and Vehicle Flight Response and conduct roll call training concerning VFR management to reduce and recognize the dangers associated with speed during vehicle flights.

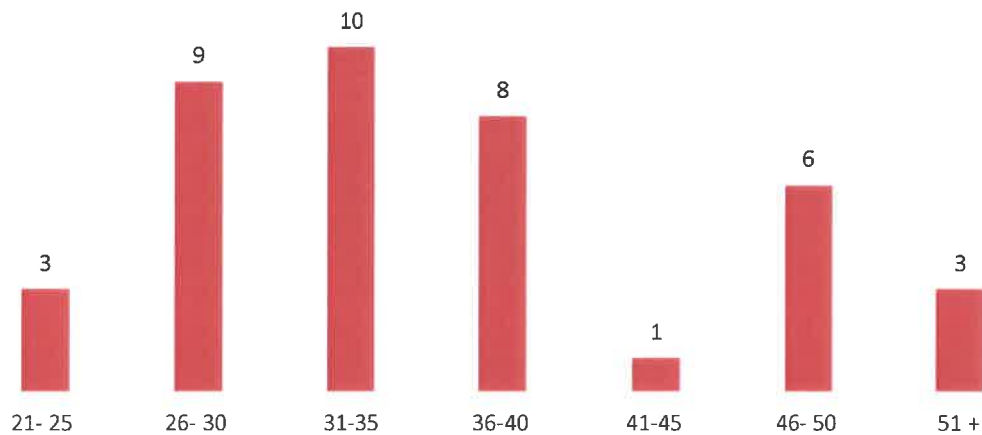
Highest Speeds of VFRs 2016



### Age of Primary Officer in VFR

The largest number of officers involved in VFR's were in the age range of 31 – 35 years of age. Officers within the age range of 21- 25, 41-45 and 51+ reflected the lowest number of officers involved. Compared to 2015, the age range from 26 – 30 had the highest number of officers involved compared to the age range 41-45 that had the lowest. This is consistent with the ages and demographics of patrol.

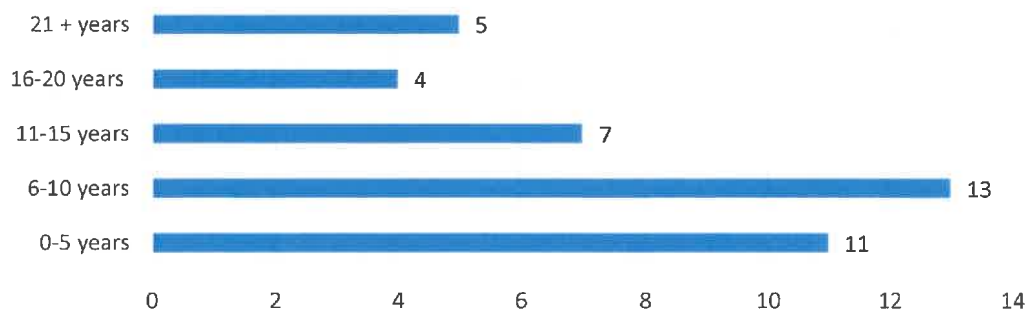
Age of Officer Involved VFR 2016



### Years of Service of Primary officer in VFR

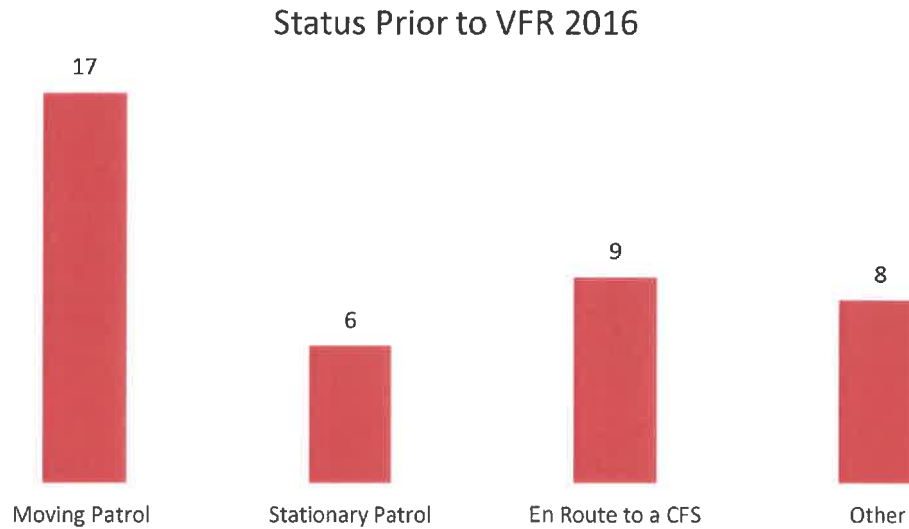
Officers between 6 – 10 years of service accounted for thirteen (13) or 32% of the VFR's in 2016 while officers between 0-5 years accounted for eleven (11) or 28% of the VFR's. Officers with eleven (11) plus years accounted for sixteen (16) or 40% of the VFR's in 2016. In 2015, 0-5 years of service accounted for 53% of the VFR's.

Officers Involved Years of Service 2016



### Patrol Status Prior to VFR

In 2016, 43% of the VFR's began when the officer was moving while on patrol. Nine (9) VFR's or 22% began while the officer was en route to a call for service. Another 35% occurred while the officer was stationary while on patrol such as running radar or special assignment. The numbers are fairly consistent with 2015.



### Type of Unit used in VFR

In 2016, of the forty (40) VFR's, thirty eight (38) involved marked units while only two (2) involved unmarked police cars. In 2015, all of the documented VFR's were marked police cruisers.

### Use of Siren

In 2016 only two (2) of the forty (40) VFR's documented reflected the officers did not activate their siren immediately as they attempted to stop a suspect. This number is consistent with the numbers from 2015 where one (1) officer was out of compliance. KPD supervisors and training staff need to emphasize the importance the use of primary and secondary equipment to enhance visibility and safety for the officer.

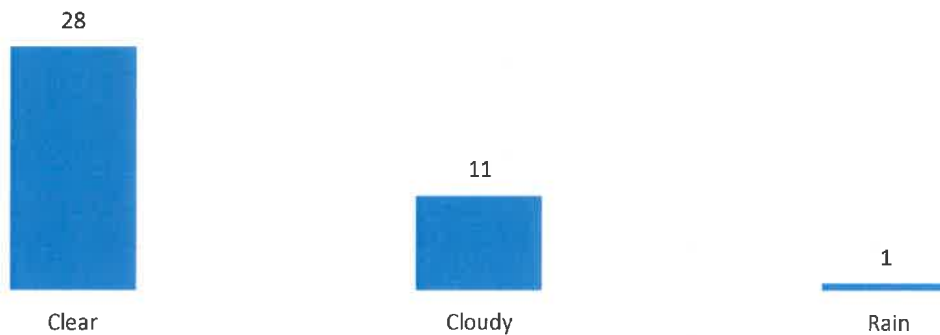
### Traffic Density

Of the forty (40) VFR's, thirty one (31) occurred when traffic conditions were light. Only nine (9) VFR's occurred when traffic conditions were considered to be medium. In 2016 there was an increase by eight (8) in the medium traffic density category when compared to 2015.

### Weather Conditions

The most common weather condition during the VFR's in 2016 was during clear conditions, which occurred twenty eight (28) times. There were eleven (11) VFR's when it was cloudy and one (1) VFR when it was raining.

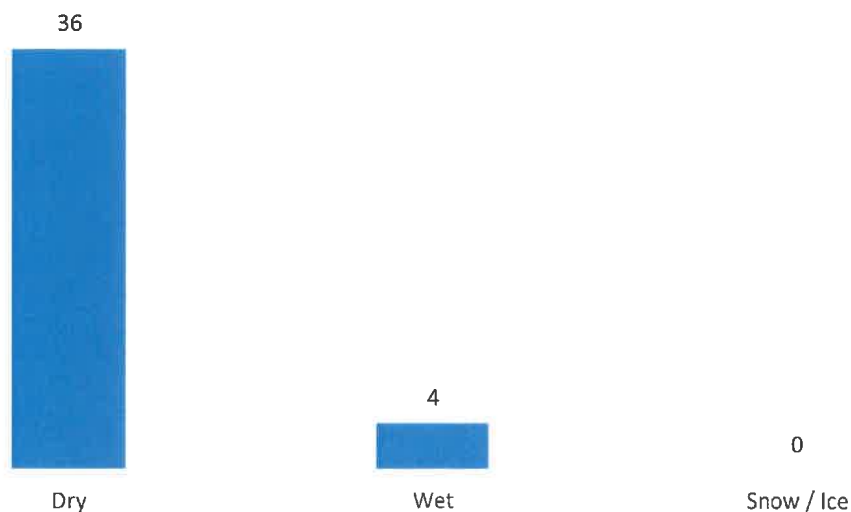
Weather Conditions 2016



### Surface Conditions

In the forty (40) documented VFR's, thirty six (36) occurred when the roadway surface was dry, while only four (4) occurred while the surface was wet.

Roadway Surface Conditions 2016

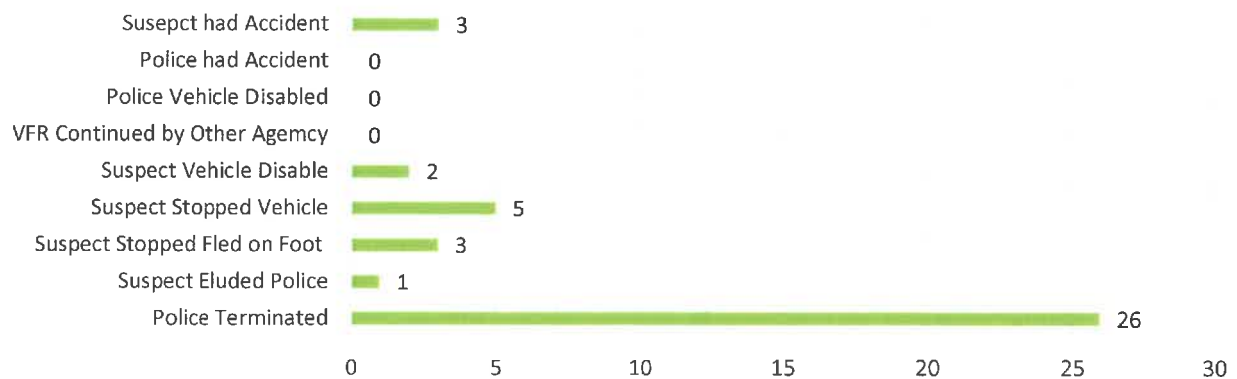




## Event Termination VFR

Twenty six (26) or 65% of the VFR's were terminated by the police. The suspect stopped their vehicle during five (5) VFR's and on three (3) the suspect stopped their vehicle and fled on foot. The suspect eluded police on one occasion. There were three (3) VFR's where the suspects had accidents and two (2) VFR's where the suspects' vehicle became disabled at some point during the chase. In 2016, eighteen (18) VFR's were terminated by a supervisor while eight (8) were terminated by the officer. In comparison to 2015, supervisors terminated nine (9) VFR's and Officers terminated five (5). The department seems to be benefiting from the training provided by the training staff and reflects a positive trend toward the management and termination of those pursuits which are not authorized or become too dangerous to continue

### Events Terminating VFR 2016

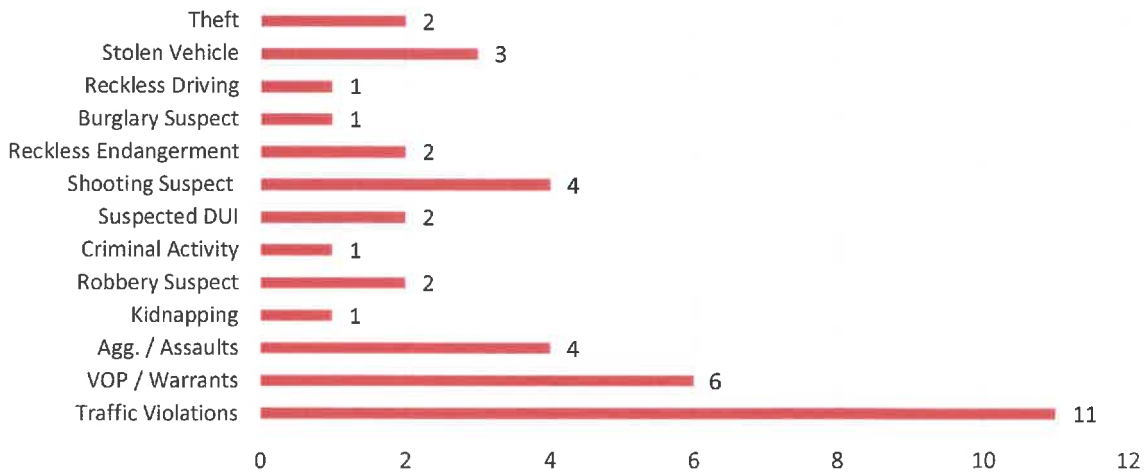


## Charges Prior to Traffic Stop

In 2016, the original charge for the traffic stop with the highest occurrence was traffic violations with eleven (11). Wanted persons or violations of probation came in second place with six (6). Most of these individuals were wanted for felonies ranging from attempted murder, aggravated assault to felony theft and stolen vehicles. Of the eleven (11) VFR's initiated by traffic violations, a total of five (5) were terminated by the officer and four (4) by supervisors. Of the four (4) VFR's terminated by supervisors, one (1) involved marked units responding to OCU / Gang Task Force to make a traffic stop, but was terminated for excessive speed. There were two (2) VFRs cancelled by supervisors that involved equipment / traffic violations and one (1) where an officer spotted a vehicle that eluded police earlier in the shift, but was terminated when it was discovered it was for only traffic violations. Out of these four (4) VFRs, two (2) officers were counseled pertaining to pursuing cars for traffic / equipment violations and failure to activate blue lights and siren. There were five (5) VFRs terminated by the initiating officer. Reasons for the termination were listed as traffic charges only, excessive speed, erratic driving by the suspect(s) and disregarding traffic signals. Two (2) of the five (5) officers were counseled or reprimanded for the following reasons: Failure to have both blue lights and siren activated and pursuing for minor

misdemeanor traffic offenses (VSRL). There were two (2) VFRs that were not terminated, one (1) resulting with the officer being reprimanded for failure to notify dispatch. In 2016, 82% of the VFRs initiated for a traffic violation (9 out of 11) were terminated either by the officer or monitoring supervisor.

### Charges Prior to VFR



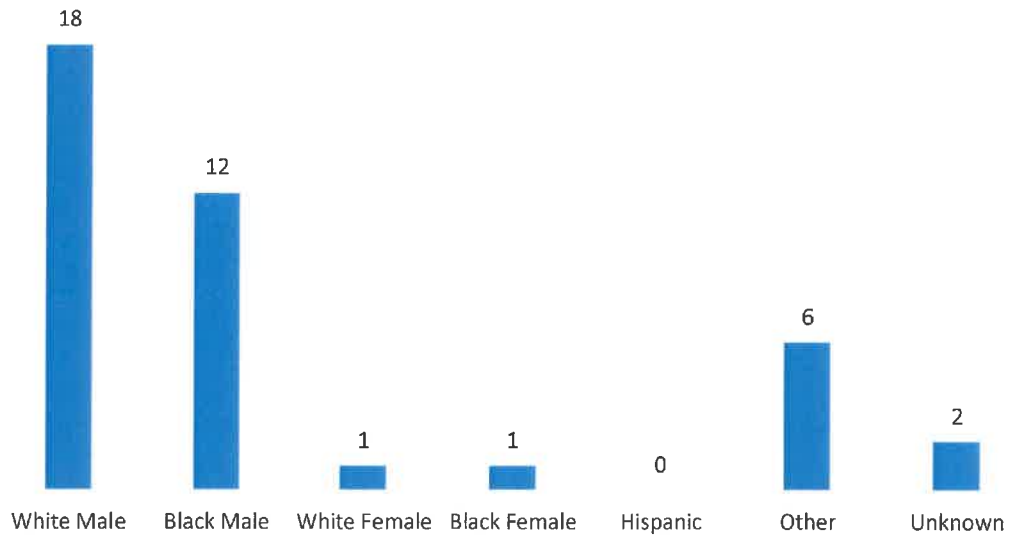
### Offender Apprehended

In 2016, the suspects were apprehended in eighteen (18) or 45% of the VFR's. This is a slight increase in the apprehension rate from 2015 which was 40%.

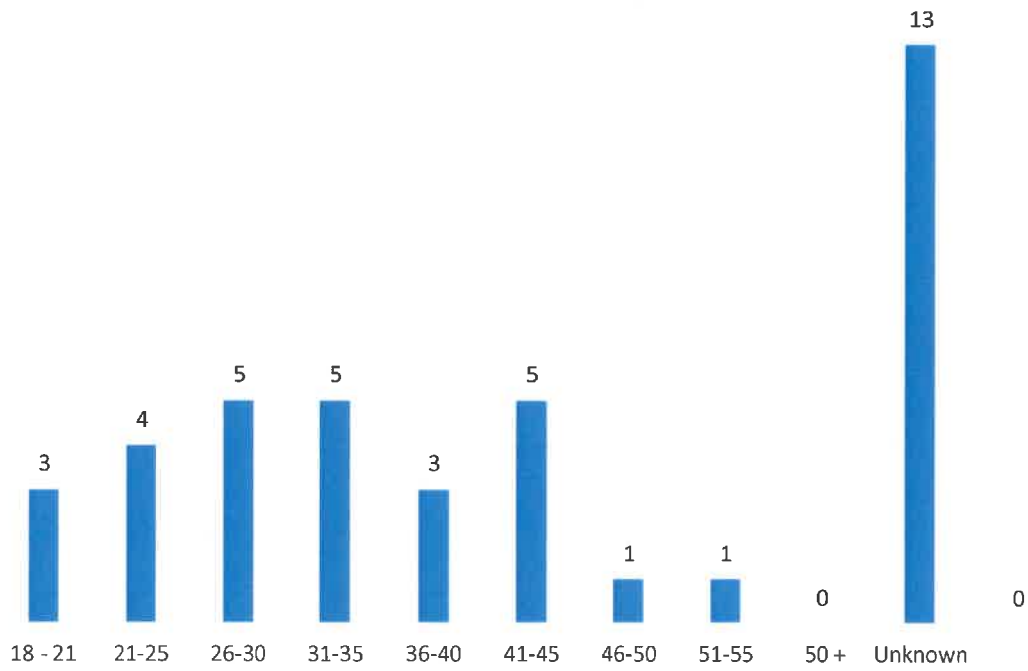
### Offender Apprehension 2016



### Sex and Race of Offender 2016

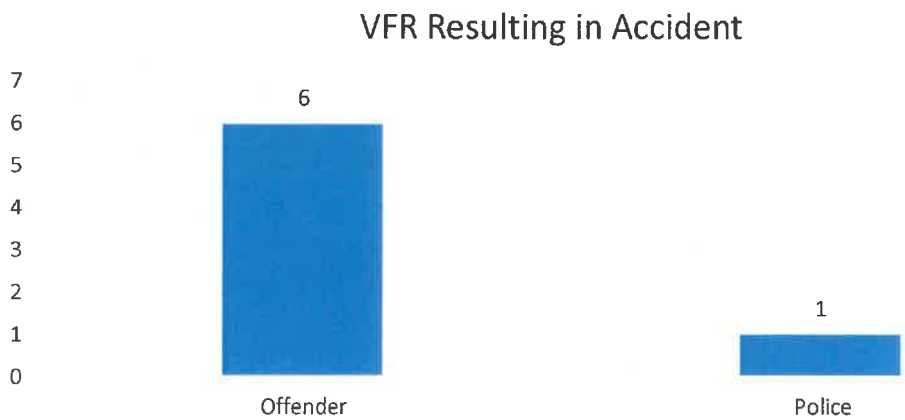


### Age of Offender 2016



### Accident as a Result from VFR

In 2016 there were a total of six (6) accidents resulting from VFR's. Six (6) of those accidents involved the suspects' vehicle, while one (1) involved a police cruiser and the suspect(s) vehicle. The accident involving the police cruiser occurred when the suspect fled the vehicle and left the car in gear and it rolled back into the patrol car. Three (3) of the accidents occurred when the suspect (s) vehicle collided with another car, one (1) suspect vehicle struck a parked car and one suspect vehicle struck a telephone pole. This is consistent with 2015 statistics where there was a total of eight accidents, but none involved a police officer.



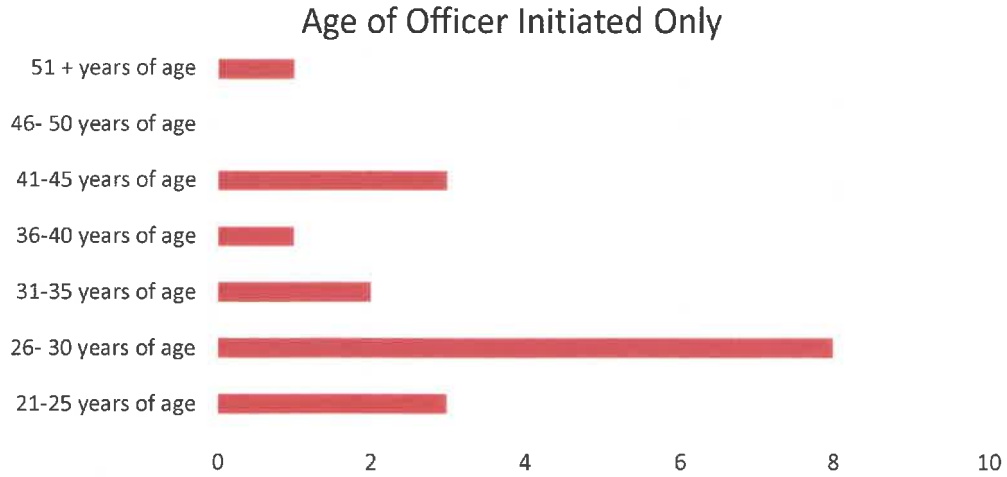
### Officer Initiated Only

There was an increase in "Officer Initiated Only" VFR's in 2016, compared to 2015.



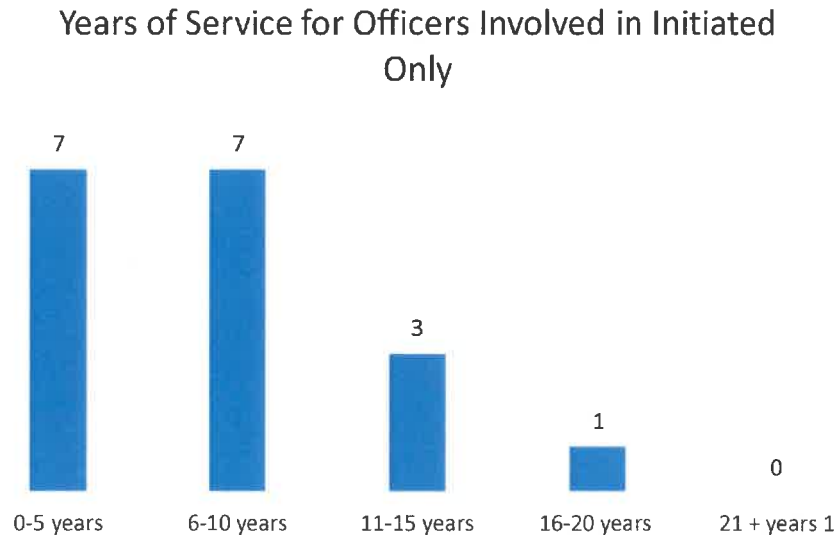
### Age of Officers in "Initiated Only"

The graph concerning the age of the officers involved in initiating only reflect the demographics of the department. It shows that those that account for the highest number are the younger officers in the department. It also shows that training concerning pursuit driving is having an effect.



### Years of Service officer initiated only

Just as the graph above indicates, the age of the officers involved in "initiated only" VFR's reflects that 78% or (14) of the (18) VFR's involved officers with less than 10 years' experience.



**Policy Violations:**

Of the forty (40) Vehicle Flight Reports in 2016, thirty two (32) were found to conform to policy while eight (8) were found to be in violation. Supervisors noted in several of the VFR's that officers failed to activate both primary equipment devices. Some officers received counseling forms or oral and written reprimands for failing to notify dispatcher, not clearing an intersection, pursuing for misdemeanor charges and for failing to immediately turn on siren.

**Policy Review**

As part of the 2016 pursuit analysis General Order 1.8 was reviewed as well to determine if any issues with policy or reporting procedure needed to be addressed. The review determined the policy met department needs in both areas and issues with policy violations are being addressed effectively with training and corrective actions.

**Recommendations**

As a result of this analysis, it is recommended that the Knoxville Police Department's Vehicle Flight Response Policy (General Order 1.8) continue to be reviewed during in-service training. The focus should be on supervisor management of VFR's, reasons for initiation, speeds, thorough documentation of the vehicle flight and officer's tactic used during the VFR.