

# KNOXVILLE POLICE DEPARTMENT

## GENERAL MEMORANDUM

|  |   |
|--|---|
| TO: Deputy Chief Gary Holliday                                   | DATE: April 25,2015   |
| FROM: Officer Michele Goldsberry                                 | DISTRIBUTION:<br>Lt. Tammy DeBow<br>Lt. Virgil Hubbard<br>Lt. Cheri Matlock<br>Lt. Susan Coker<br>Sgt. Tom Walker |
| SUBJECT:<br><br>2015 Crash Analysis of Employee Involved Crashes |   |

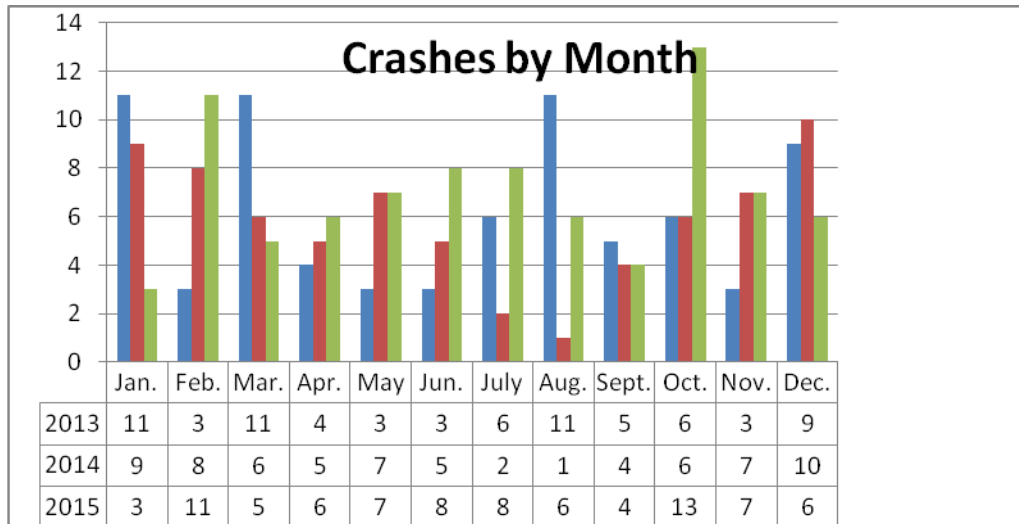
### 2015 Crash Analysis of Employee Involved Collisions

The Following is a review of Knoxville Police Department employee involved crashes for the calendar year 2015.

In 2015 there was a total of **(84)** employee involved crashes as compared to **(70)** crashes in 2014, a **20%** increase. The information given indicated that in 46 **(55%)** of the vehicle crashes KPD was “not at fault.” In 38 **(45%)** of the vehicle crashes KPD employees were considered to be “at fault.” Of the total crashes, 7 **(8%)** involved patrol units running emergency traffic, 4 **(57%)** were found to be “at fault,” where as 3 **(43%)** were found to be “not at fault.” The manner of collisions varied, however, rear end 24 **(29%)** was the highest and fixed objects were the least common with 4 **(5%)**. The most common contributing factor in employee crashes were improper backing 13 **(15%)**. Of the 84 reported crashes 7 **(8%)** were in park when the crash occurred.

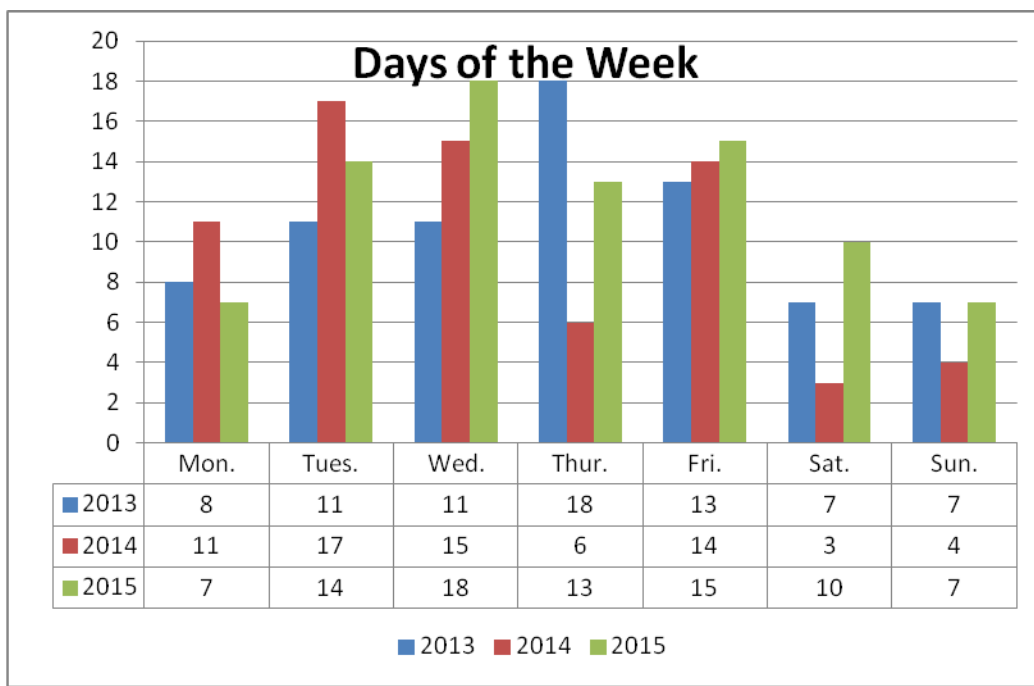
**The following charts show DATA collected during 2014 as compared with DATA from 2013 and 2012 where this DATA was available.**

**By Month**



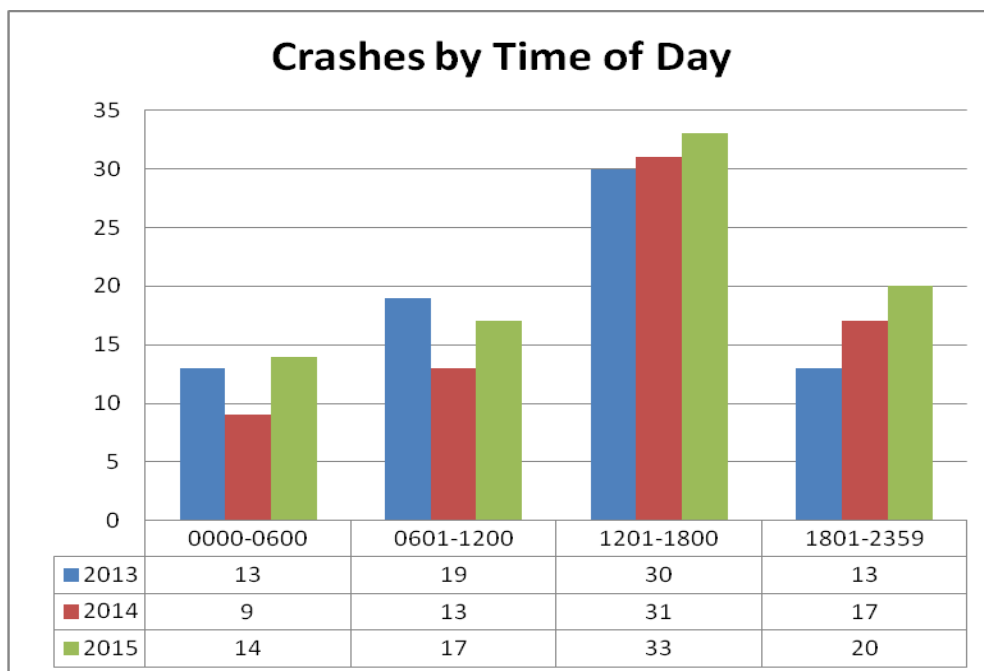
October showed the highest month with 13, where as December in 2014 had 10 and Jan/Mar/Aug in 2013 had 11.

**Day of the Week Comparison**



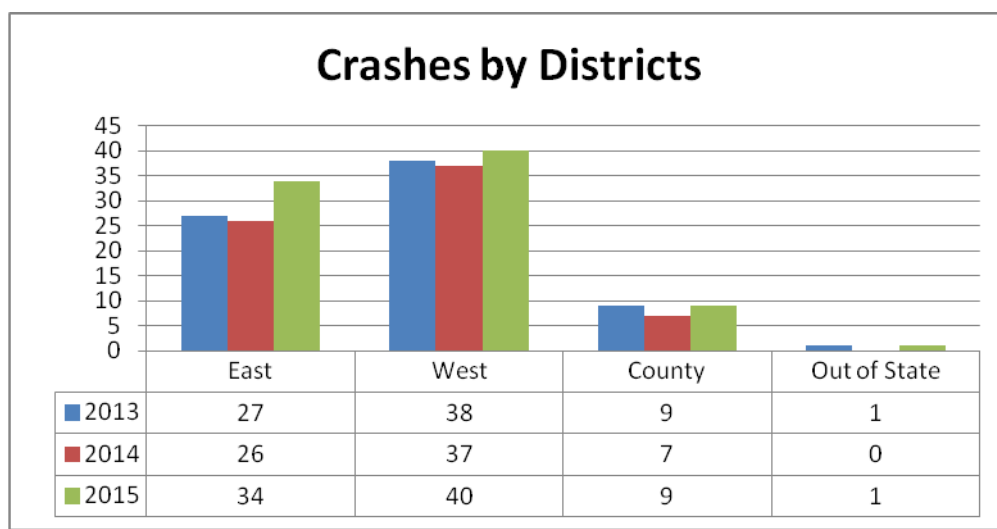
Wednesday seemed to show a higher likelihood of crashes during 2015 as compared to Tuesday in 2014 and Thursday in 2013.

### Time of Day

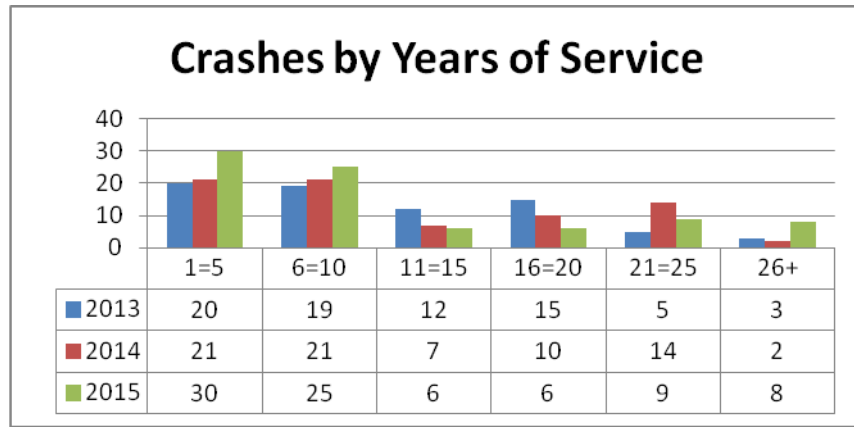


Early afternoon was the most common time to be involved in a crash during the last 3 years.

### By District

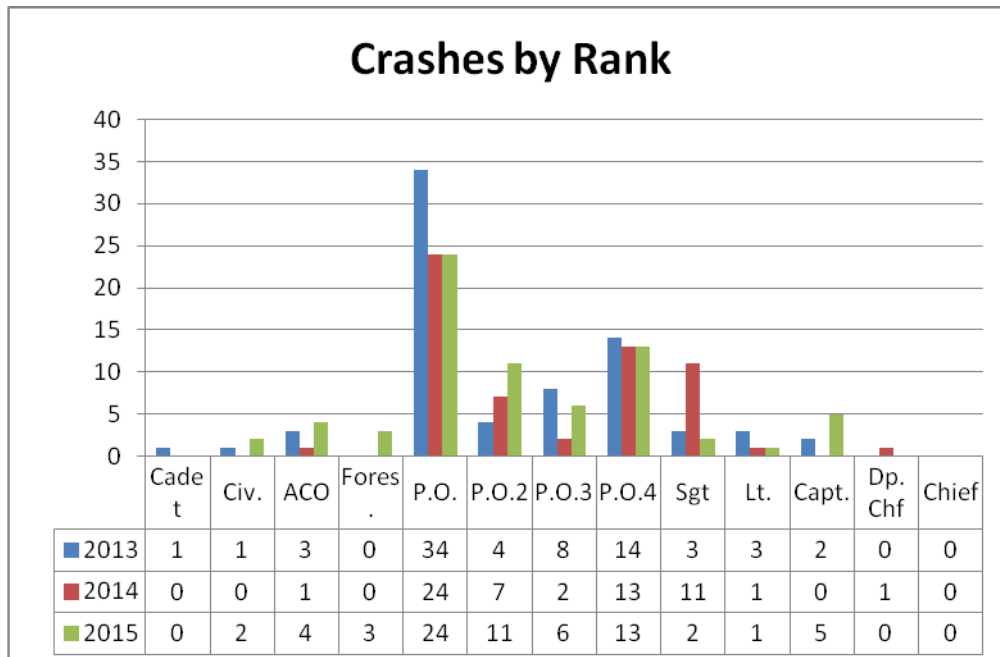


**Crashes by Years of Service**



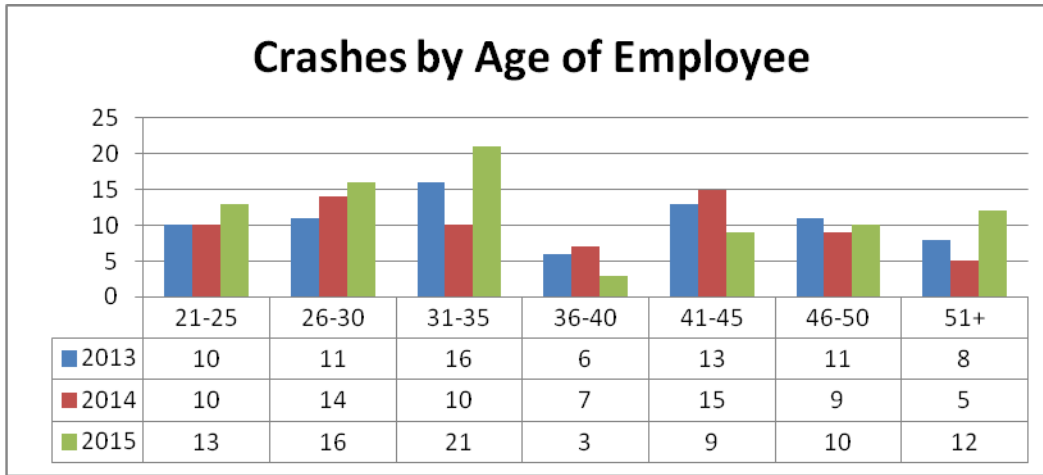
The data shows that employees are more likely to be involved in a collision in their first 5 years of service.

**Crashes by Rank**

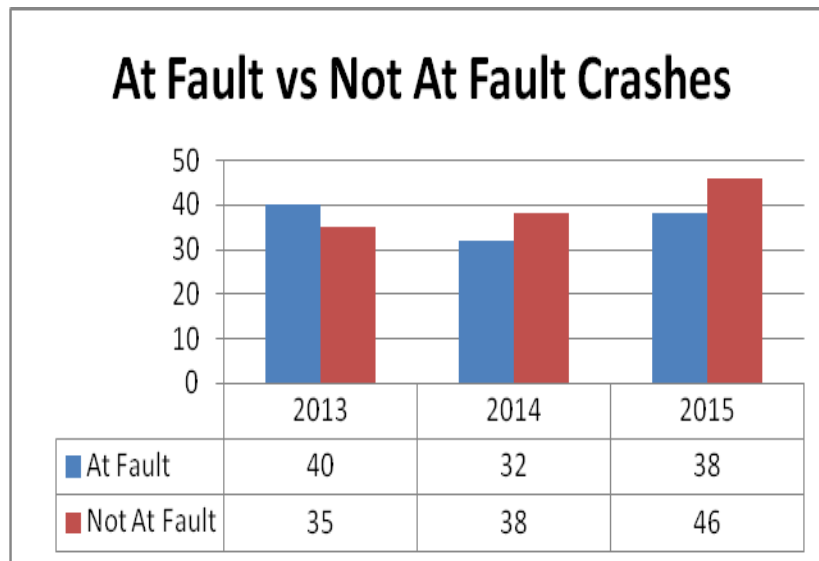


77crashes (92%) in 2015 involved sworn Officers and 7 crashes (8%) involved non sworn employees. Out of the 84 crashes 24 (29%) involved Officers with the rank of P.O.

**Crashes by Age of Employee**

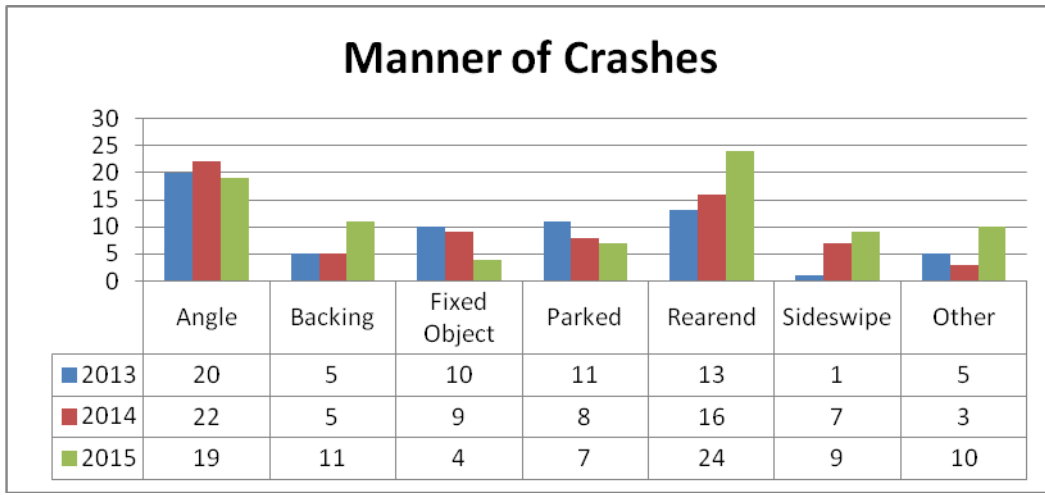


**At-Fault**



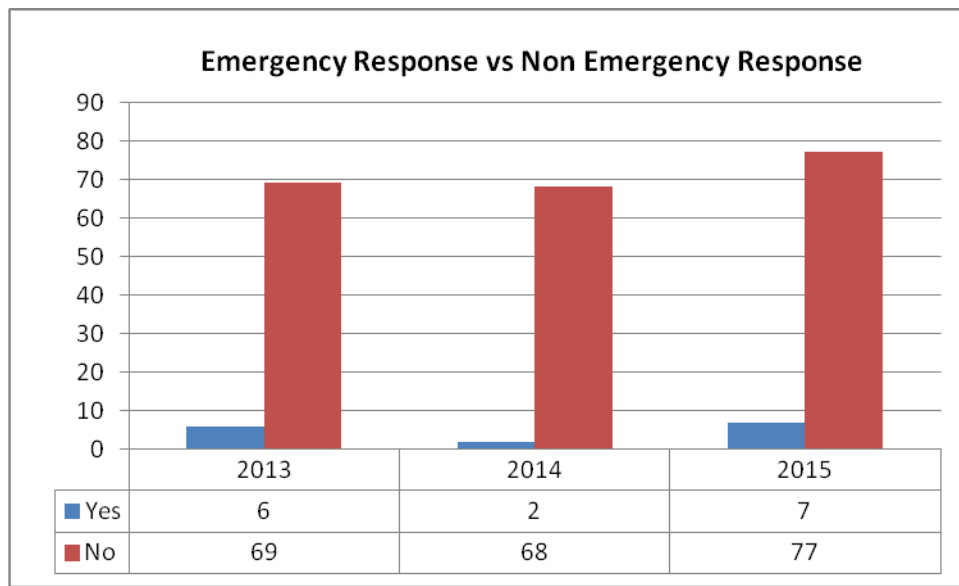
The Data shows that 38 (**45%**) of the vehicle crashes KPD employees were considered to be “At Fault”. In 46 (**55%**), KPD employees were “Not at Fault”.

### Manner of Crashes

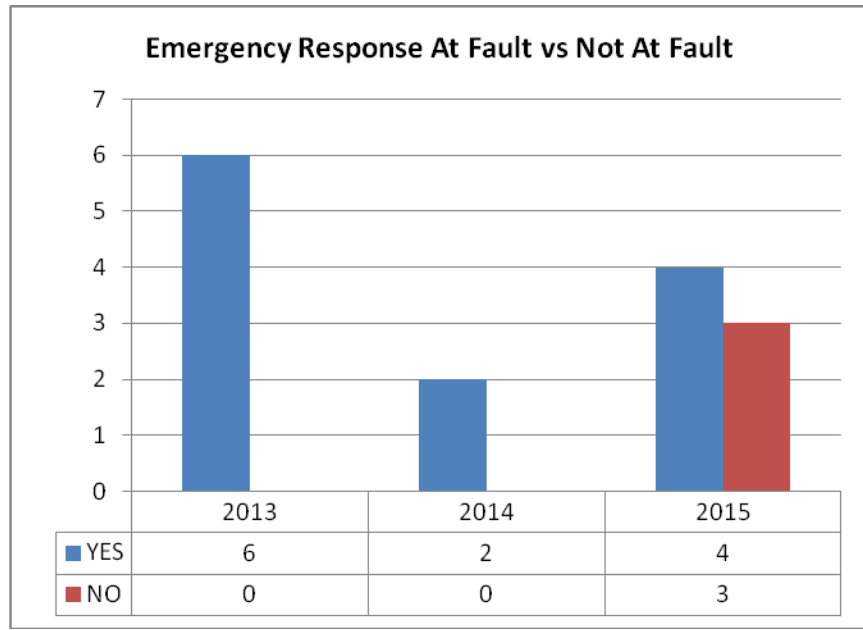


In 2015 rear end crashes were the most common, 24 (**29%**). Of those 24 crashes KPD was found to be at fault in 9 (**38%**).

### Emergency Response vs. Non Emergency Response

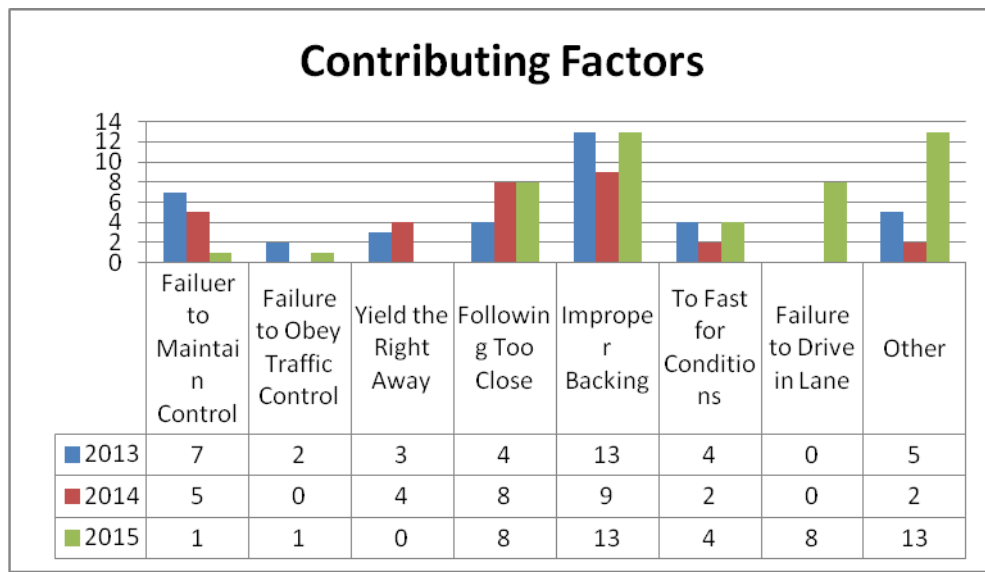


**Emergency Response At Fault vs. Not at Fault**



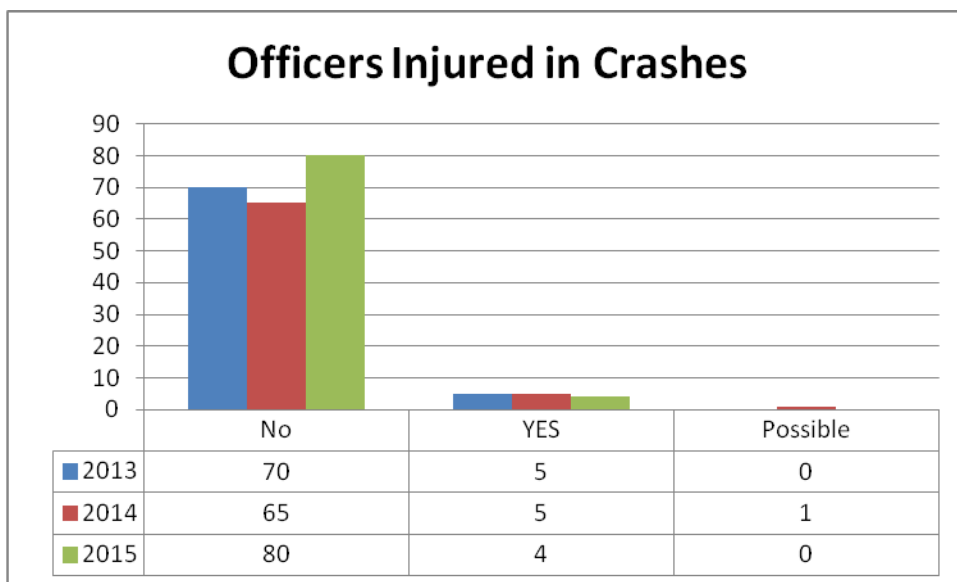
Of the total crashes, 7 (8%) involved patrol units running emergency traffic, 4 (57%) were found to be “at fault,” whereas 3 (43%) were found to be “not at fault.”

**Contributing Factors**



The most common contributing factor in employee crashes were improper backing/other 13 (15%). Of the 84 reported crashes 7 (8%) were in park when the crash occurred.

## Officers Injured in Crashes



In 2015 the data shows that 4 (**5%**) of KPD employees were injured in crashes.

## Summary

When comparing data from the last three years the results tell us that we have had an increase in collisions. It is recommended that we continue drivers training during yearly in-service with increased supplemental remedial training for “at fault” employee crashes and require vehicle familiarization training for employees with new cars. Training should address divided attention, following too close, backing, stop sticks, electronic stability control and courses that involve defensive driving skills. This will enable us to improve our basic driving skills for collision avoidance and awareness. It is further recommended to continue focusing on emergency/vehicle flight response to help lower our overall crash numbers.