

KNOXVILLE POLICE DEPARTMENT

GENERAL MEMORANDUM

TO: Deputy Chief Gary Holliday	DATE: March 8, 2017
FROM: Officer Michele Goldsberry	DISTRIBUTION: Lt. Tammy DeBow Lt. Cheri Matlock Lt. Susan Coker Sgt. Tom Walker
SUBJECT: 2016 Crash Analysis of Employee Involved Crashes	

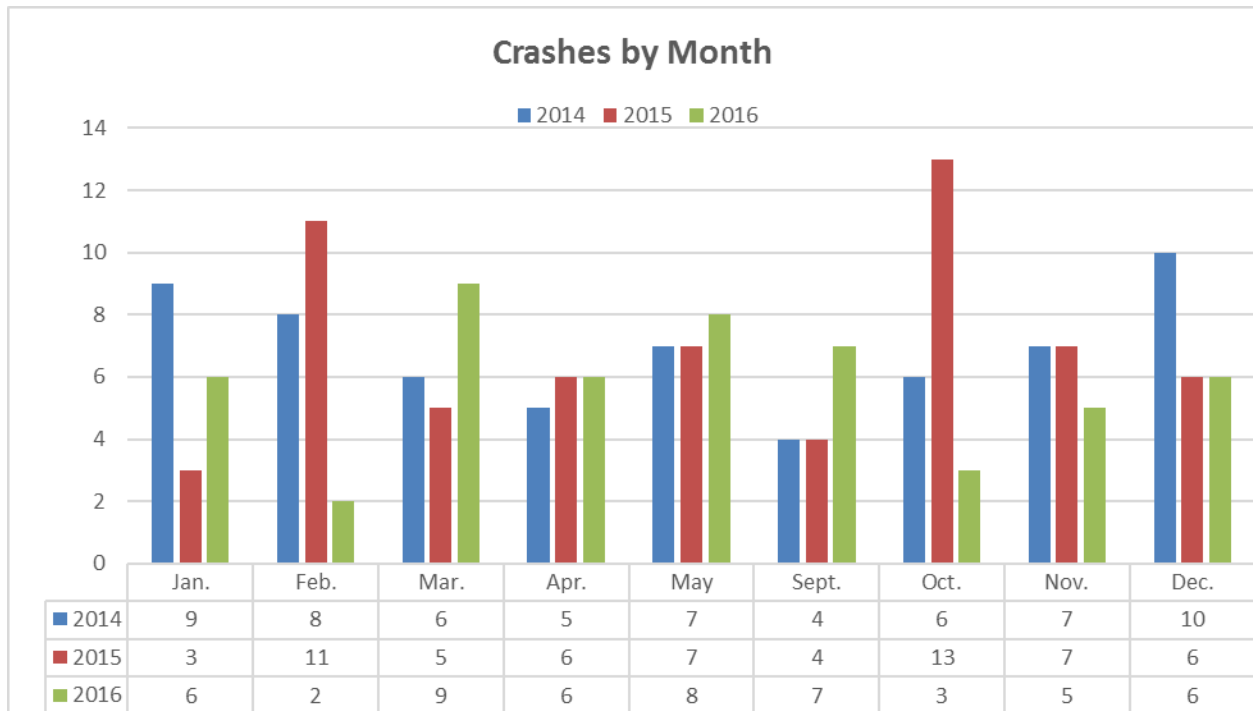
2016 Crash Analysis of Employee Involved Collisions

The Following is an analysis of Knoxville Police Department employee involved crashes for the calendar year 2016.

In 2016 there was a total of **(82)** employee involved crashes as compared to **(84)** crashes in 2015, a **1%** decrease. The information given indicated that in 44 **(54%)** of the vehicle crashes KPD was “not at fault.” In 38 **(46%)** of the vehicle crashes KPD employees were considered to be “at fault.” Of the total crashes, 5 **(6%)** involved patrol units running emergency traffic, 4 **(80%)** were found to be “at fault,” whereas 1 **(20%)** were found to be “not at fault.” The most common contributing factor in employee crashes were improper backing 13 **(16%)**. Of the 82 reported crashes 16 **(19%)** were in park when the crash occurred.

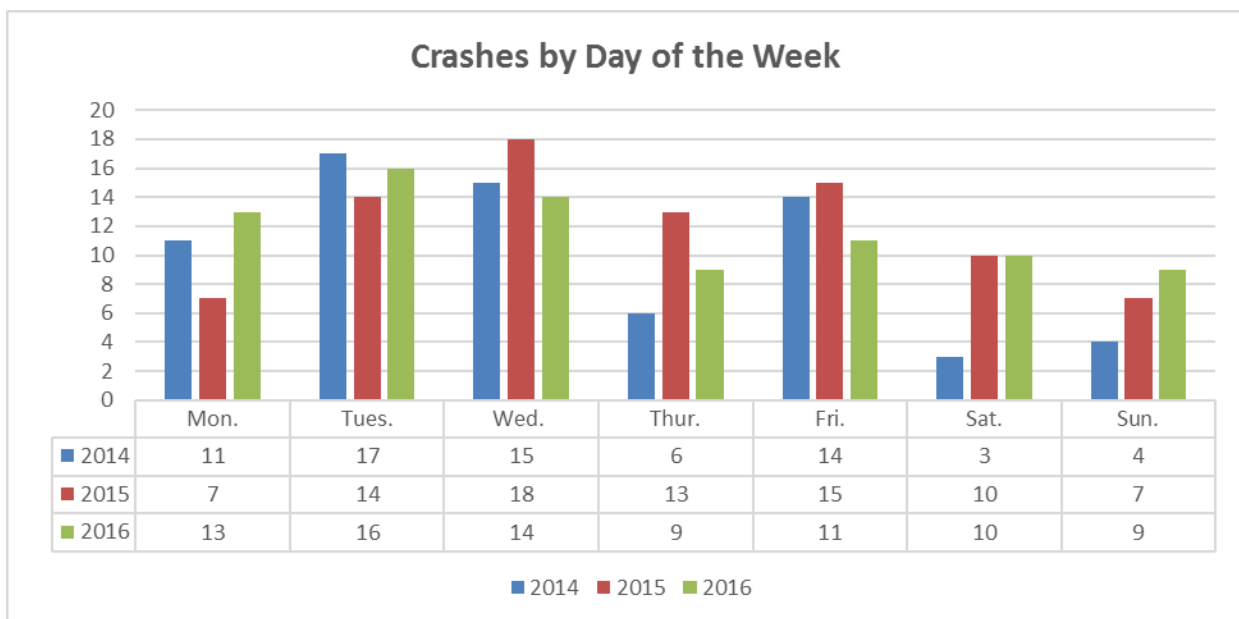
The following charts show DATA collected during 2016 as compared with DATA from 2015 and 2014 where this DATA was available.

By Month



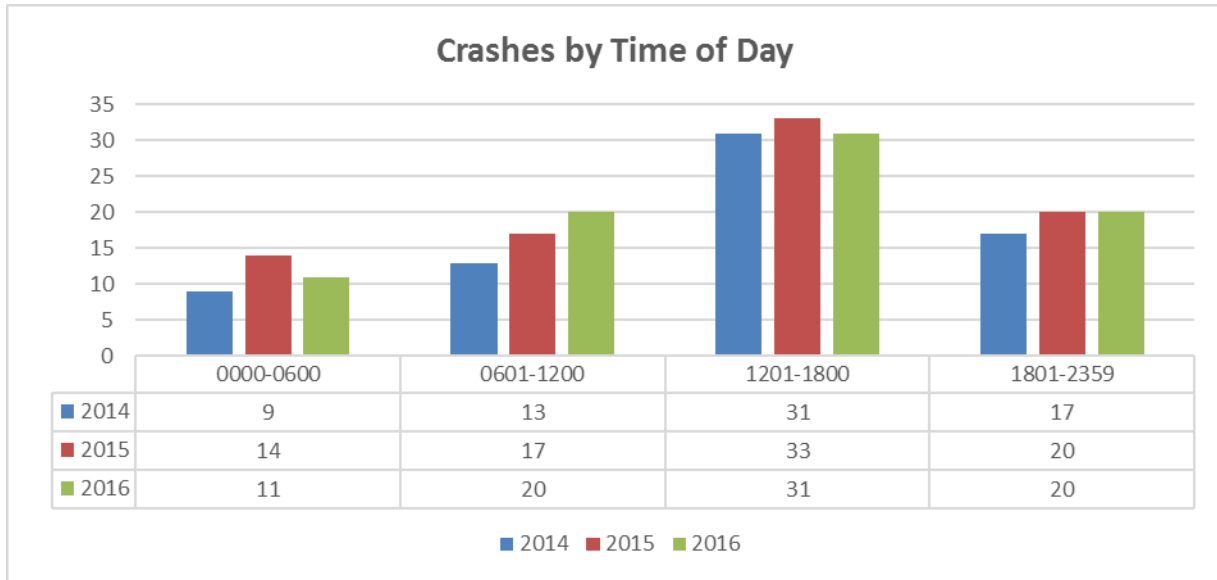
March showed the highest month with 9, where as October in 2015 had 13 and December in 2014 had 10.

Day of the Week Comparison



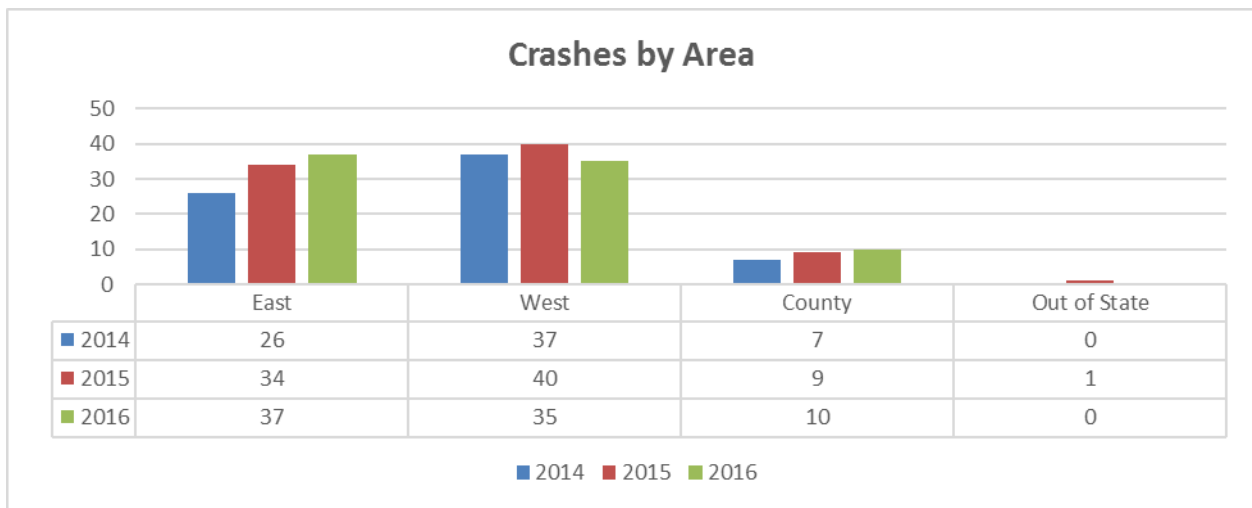
Tuesday seems to be have the most crashes of crashes for 2016 as compared to Wednesday in 2015 and Tuesday in 2014.

Time of Day

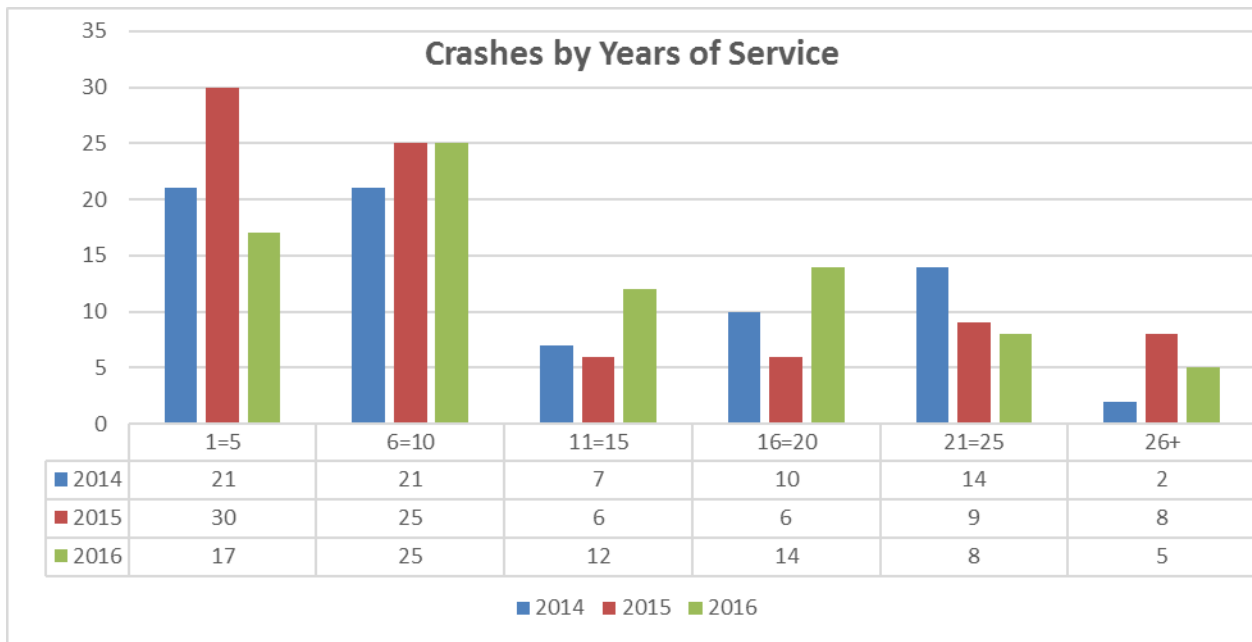


Early afternoon was the most common time to be involved in a crash during the last 3 years.

By District

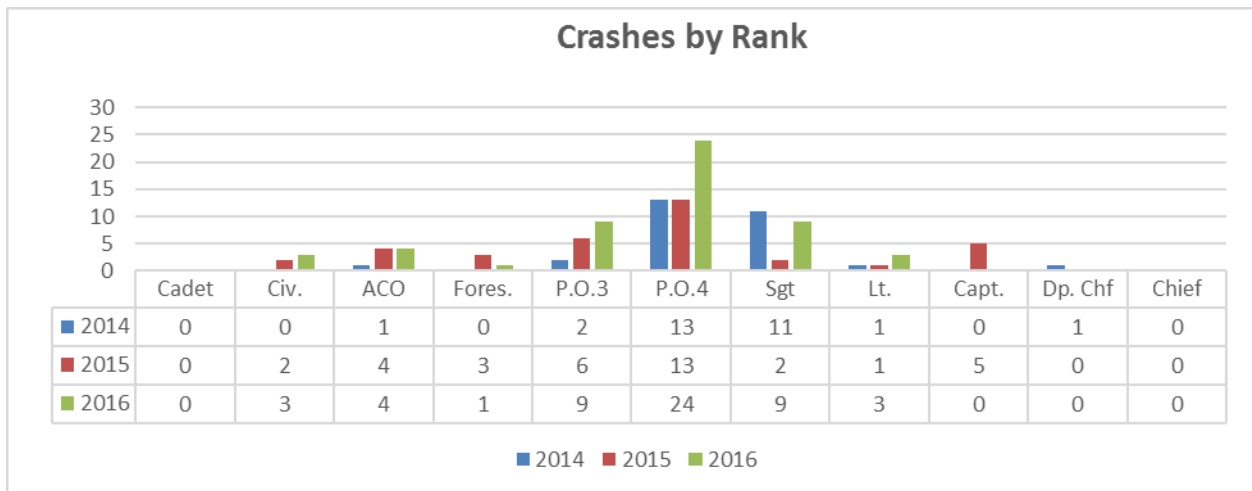


Crashes by Years of Service



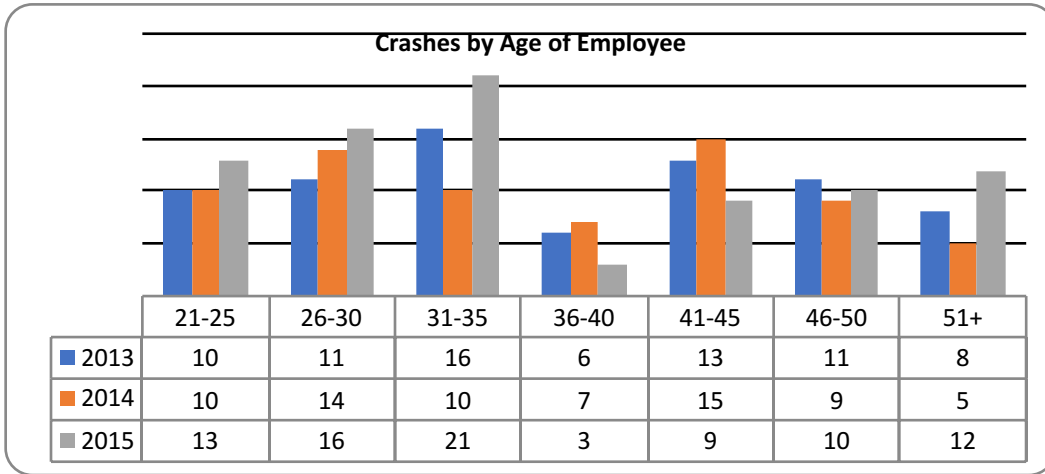
The data shows that employees are more likely to be involved in a collision between 6-10 years of service.

Crashes by Rank



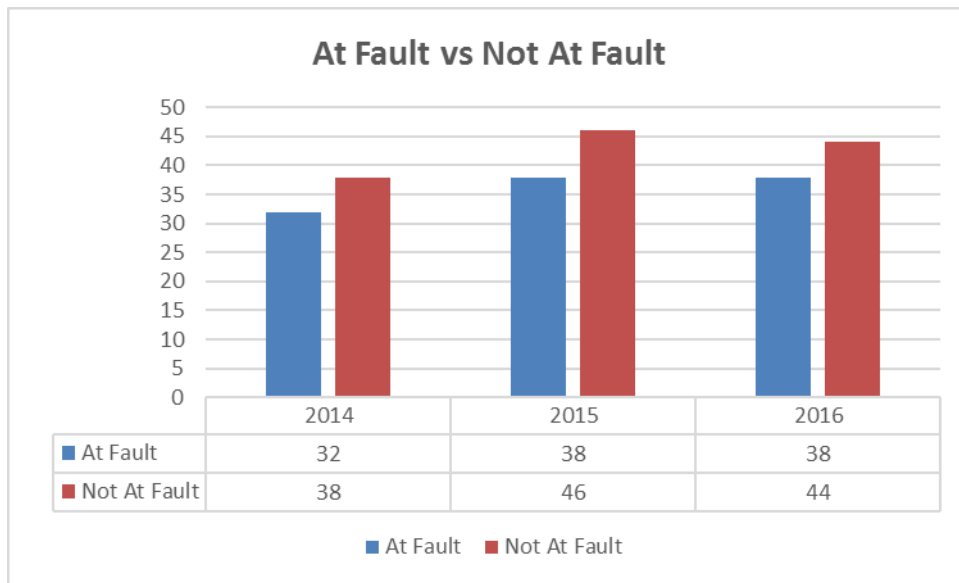
74 crashes (90%) in 2016 involved sworn Officers and 8 crashes (10%) involved non-sworn employees. Out of the 82 crashes 24 (29%) involved Officers with the rank of P.O.4.

Crashes by Age of Employee



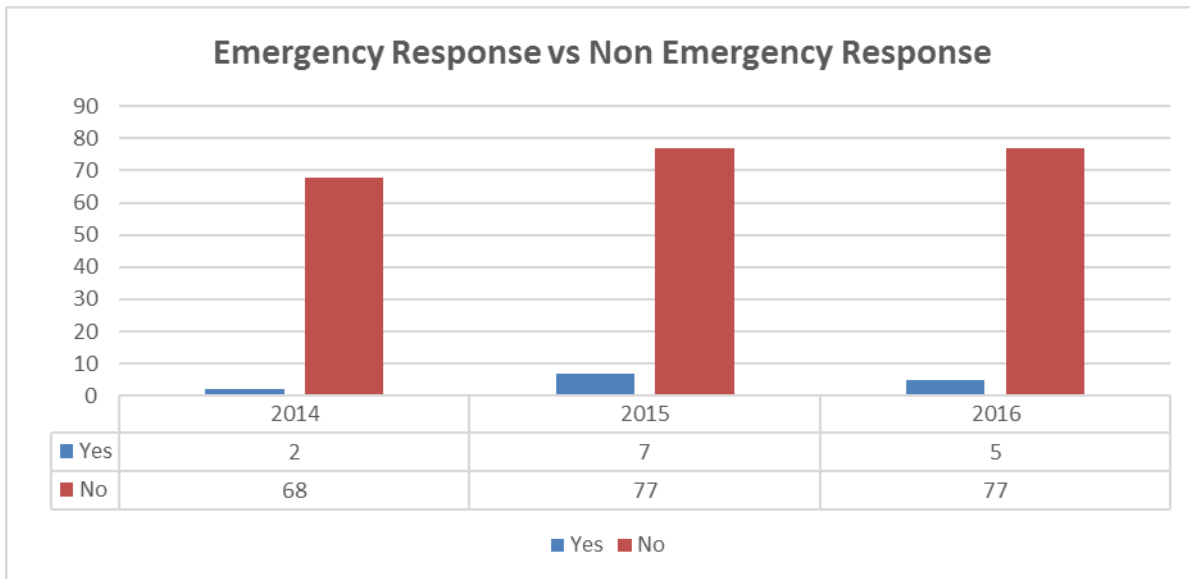
Data shows that the age range of 31-35 is the highest with 21 crashes (**26%**) as compared to 3 (**4%**) with the age range of 36-40.

At-Fault

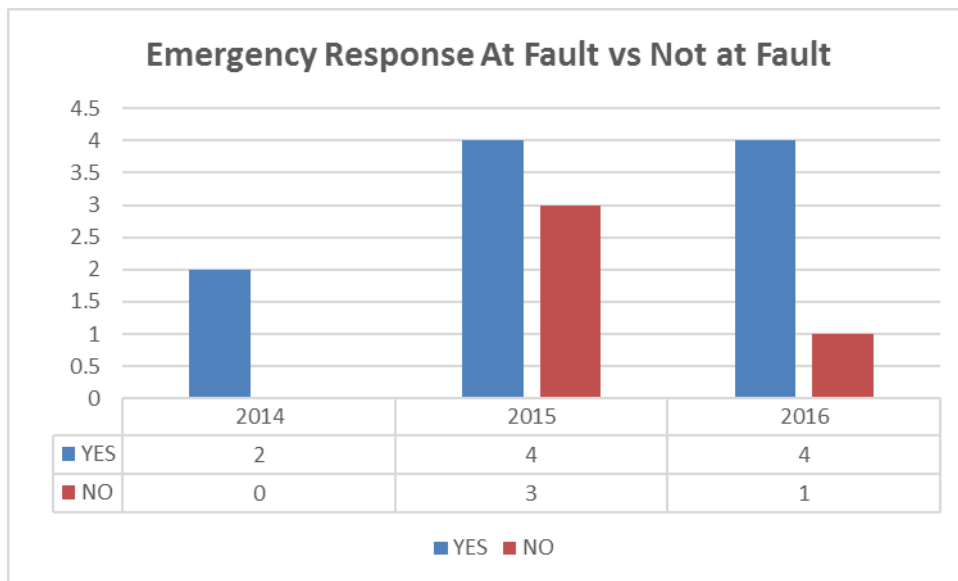


The Data shows that 38 (**46%**) of the vehicle crashes KPD employees were considered to be “At Fault”. In 44 (**54%**), KPD employees were “Not at Fault”.

Emergency Response vs. Non Emergency Response

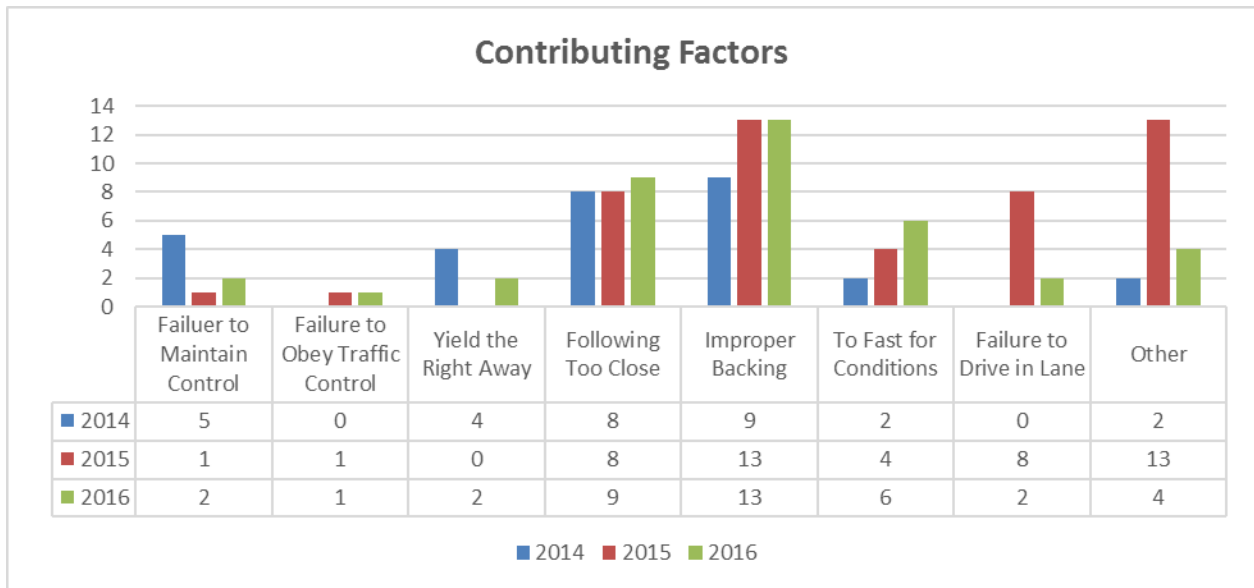


Emergency Response At Fault vs. Not at Fault



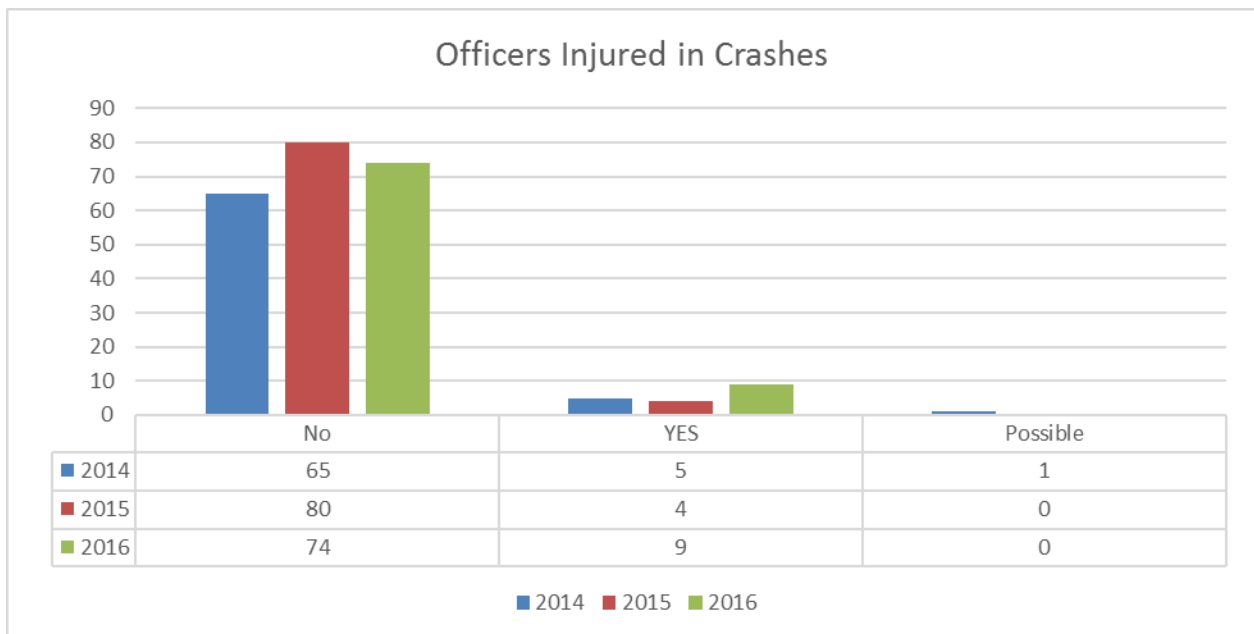
Of the total crashes, 5 (6%) involved patrol units running emergency traffic, 4 (80%) were found to be “at fault,” whereas 3 (20%) were found to be “not at fault.”

Contributing Factors



The most common contributing factor in employee crashes were improper backing 13 (16%). Of the 82 reported crashes 16 (20%) were in park when the crash occurred.

Officers Injured in Crashes



In 2016 the data shows that 9 (11%) 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 decrease 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.