KNOXVILLE POLICE DEPARTMENT

GENERAL MEMORANDUM

TO: Deputy Chief Gary Holliday	DATE: March 12, 2018
FROM: Officer Michele Goldsberry	DISTRIBUTION: Lt. Tammy DeBow Lt. Cheri Matlock Lt. Susan Coker Sgt. Tom Walker P.O.IV Matt Gentry P.O.IV Tim Chambers
SUBJECT: 2017 Crash Analysis of Employee Involved Crashes	

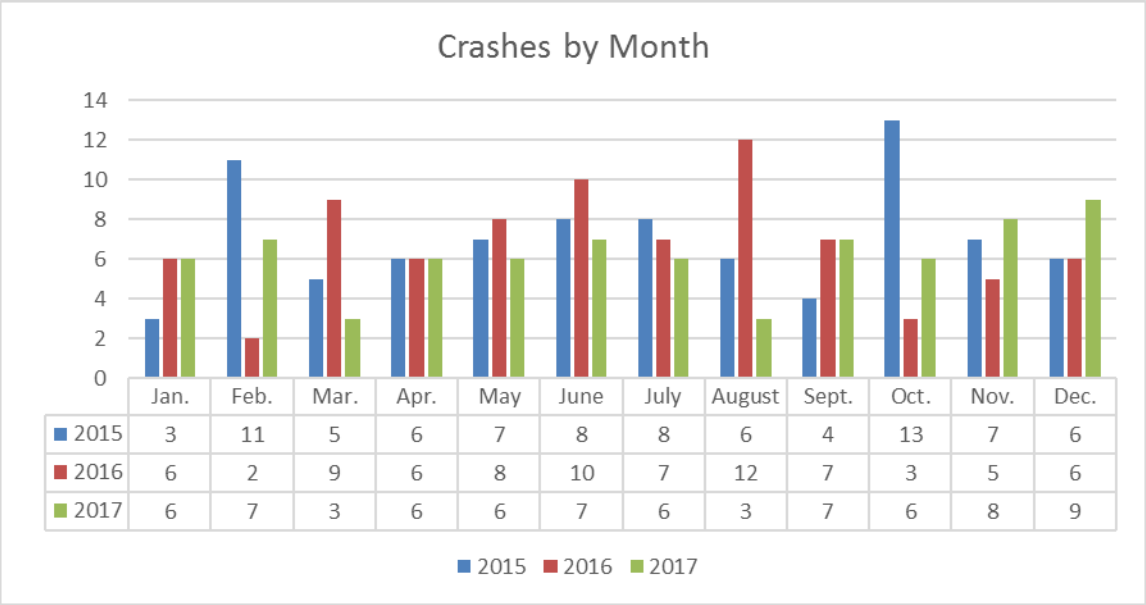
2017 Crash Analysis of Employee Involved Collisions

The following is an analysis of Knoxville Police Department employee involved crashes for the calendar year 2017.

In 2017 there was a total of **(74)** employee involved crashes compared to **(82)** crashes in 2016, a 9% decrease. The information given indicated that in 35 **(47%)** of the vehicle crashes KPD was "not at fault." In 39 **(53%)** of the vehicle crashes KPD employees were considered to be "at fault." Of the total crashes, 4 **(5%)** involved patrol units running emergency traffic, 3 **(75%)** were found to be "at fault," whereas 1 **(25%)** were found to be "not at fault**."** The most common contributing factor in employee crashes were improper backing 14 **(20%).** Of the 74 reported crashes 4 **(5%)** were parked when the crash occurred.

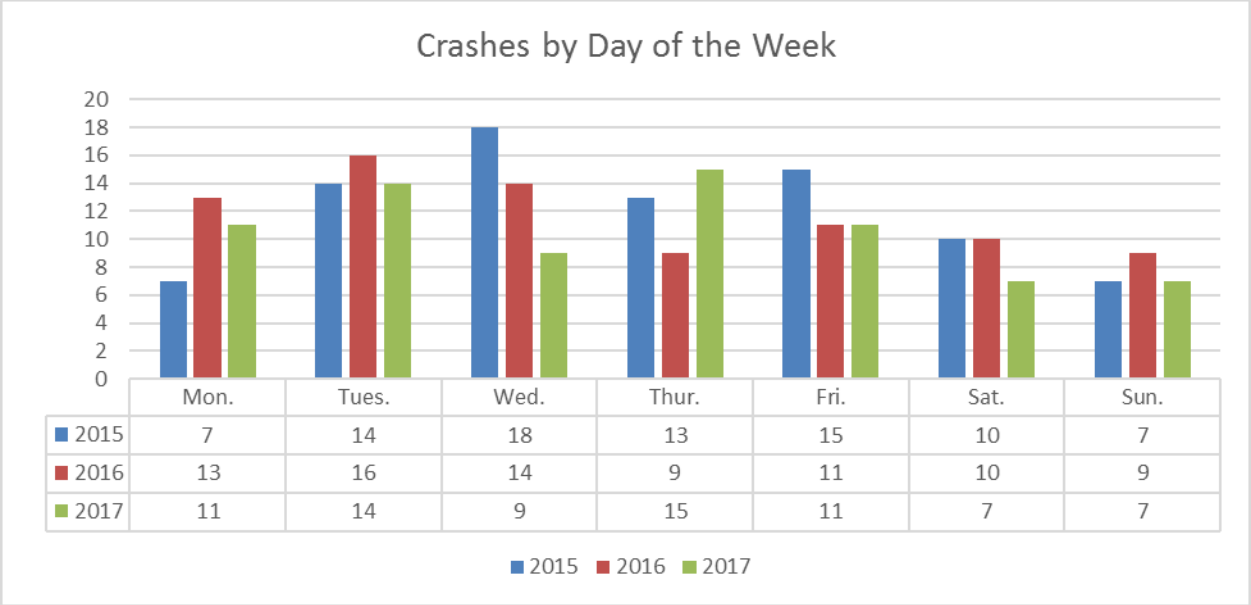
The following charts show DATA collected during 2017 compared with DATA from 2016 and 2015 where this DATA was available.

By Month



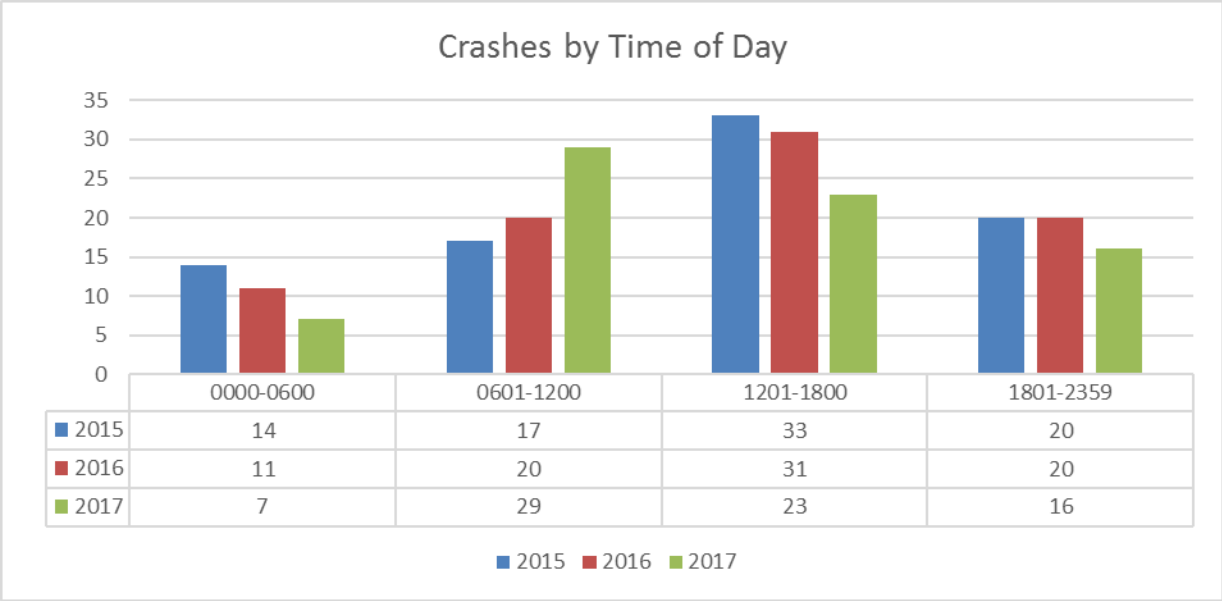
December showed the highest month with 9, whereas August in 2016 had 12 and October in 2015 had 13.

Day of the Week Comparison



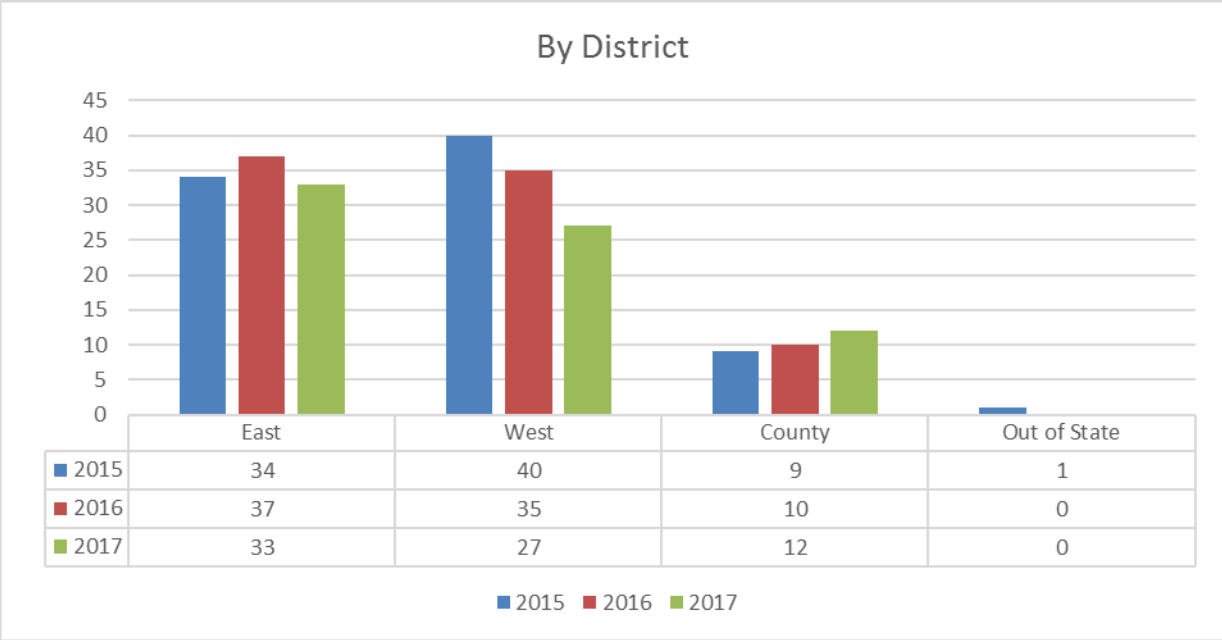
Thursday seems to have the most number of crashes for 2017 compared to Tuesdays in 2016 and Wednesday in 2015.

Time of Day

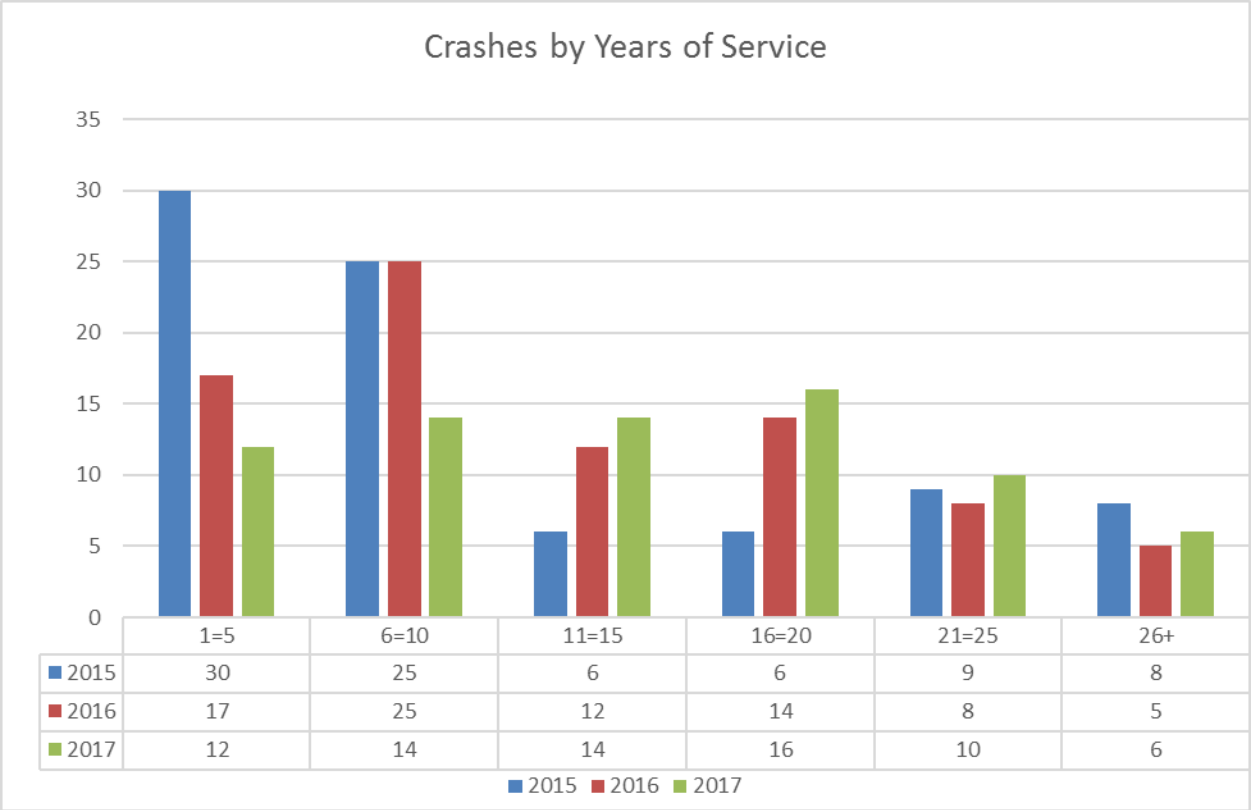


Morning hours was the most common time to be involved in a crash in compared to early afternoon in 2016 and 2015.

By District



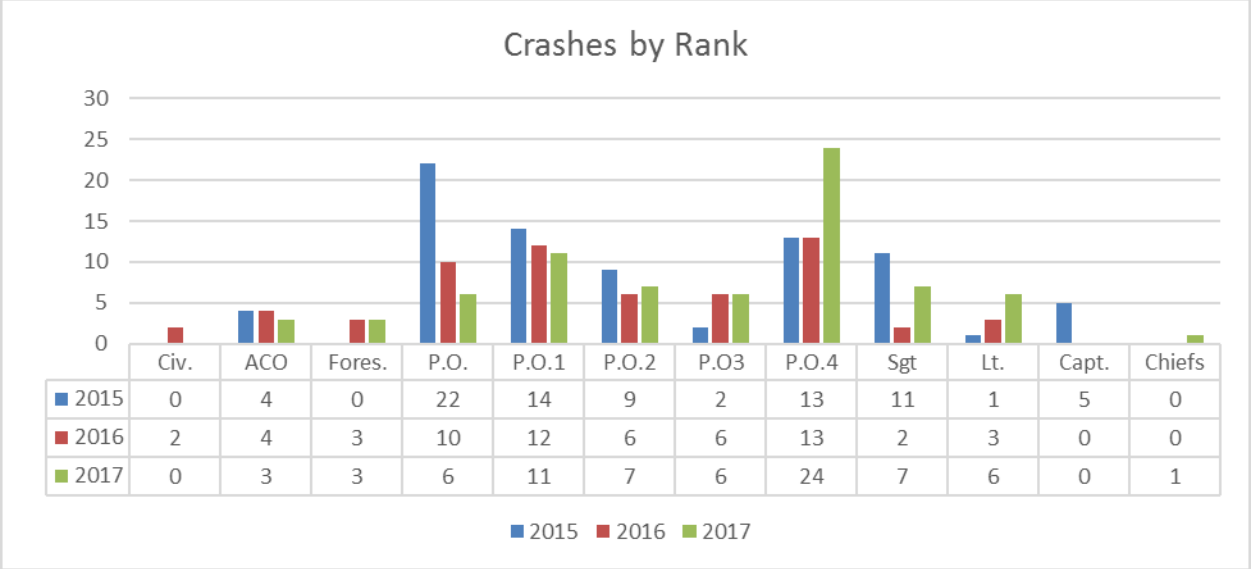
Crashes by Years of Service



	1=5	6=10	11=15	16=20	21=25	26+
2015	30	25	6	6	9	8
2016	17	25	12	14	8	5
2017	12	14	14	16	10	6

The data shows that employees are more likely to be involved in a collision between 16-20 years of service in 2017.

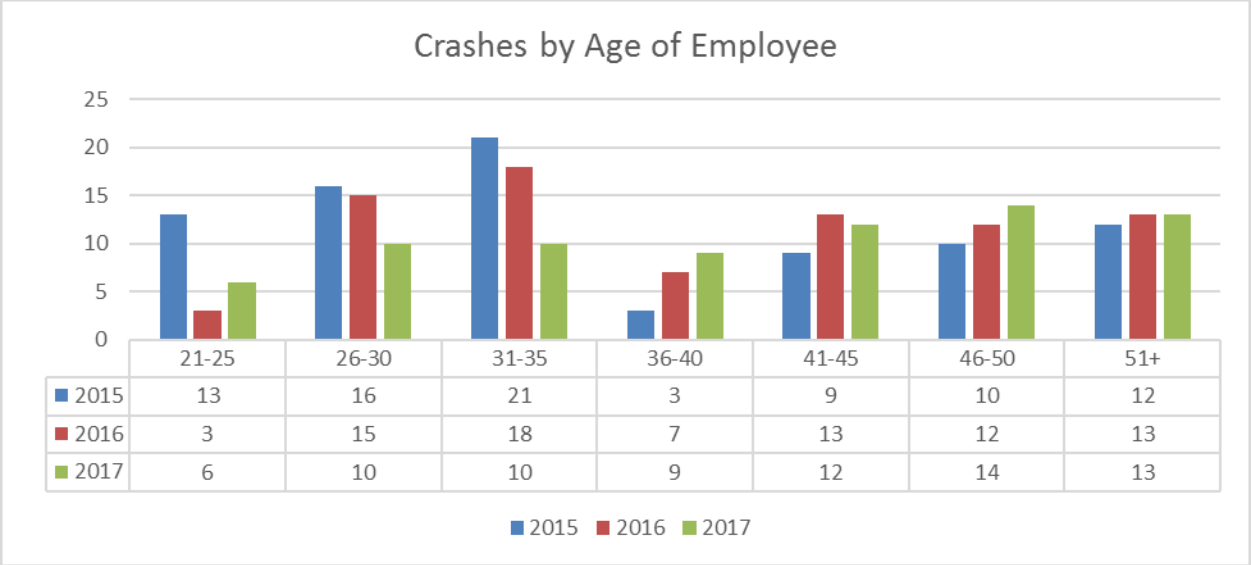
Crashes by Rank



	Civ.	ACO	Fores.	P.O.	P.O.1	P.O.2	P.O3	P.O.4	Sgt	Lt.	Capt.	Chiefs
2015	0	4	0	22	14	9	2	13	11	1	5	0
2016	2	4	3	10	12	6	6	13	2	3	0	0
2017	0	3	3	6	11	7	6	24	7	6	0	1

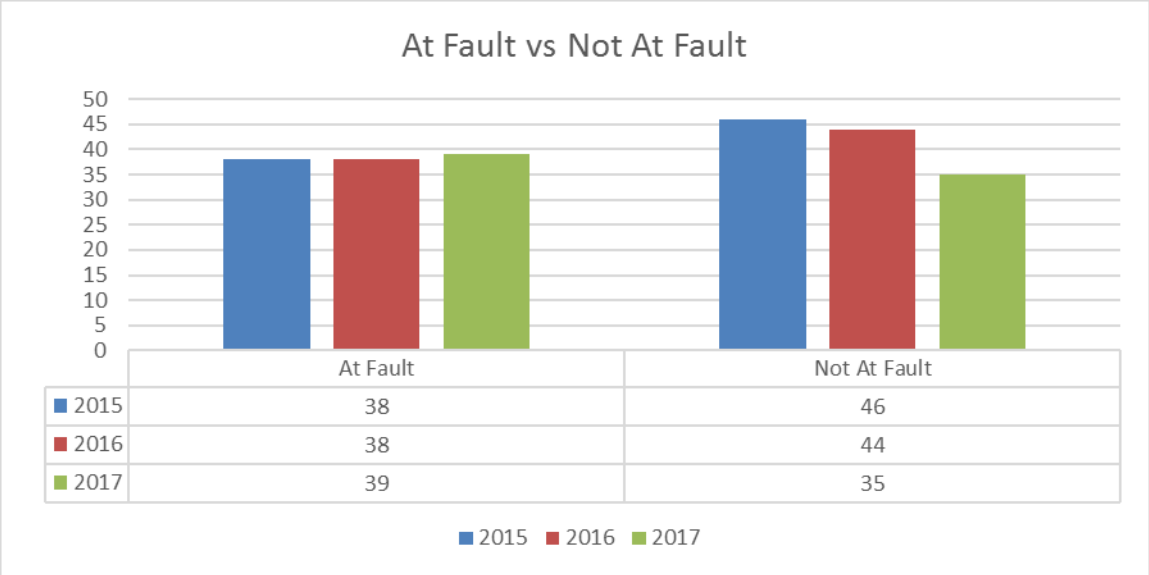
68 crashes **(92%)** in 2017 involved sworn Officers and 6 crashes **(8%)** involved non- sworn employees. Out of the 74 crashes 24 **(32%)** involved Officers with the rank of P.O.4

Crashes by Age of Employee



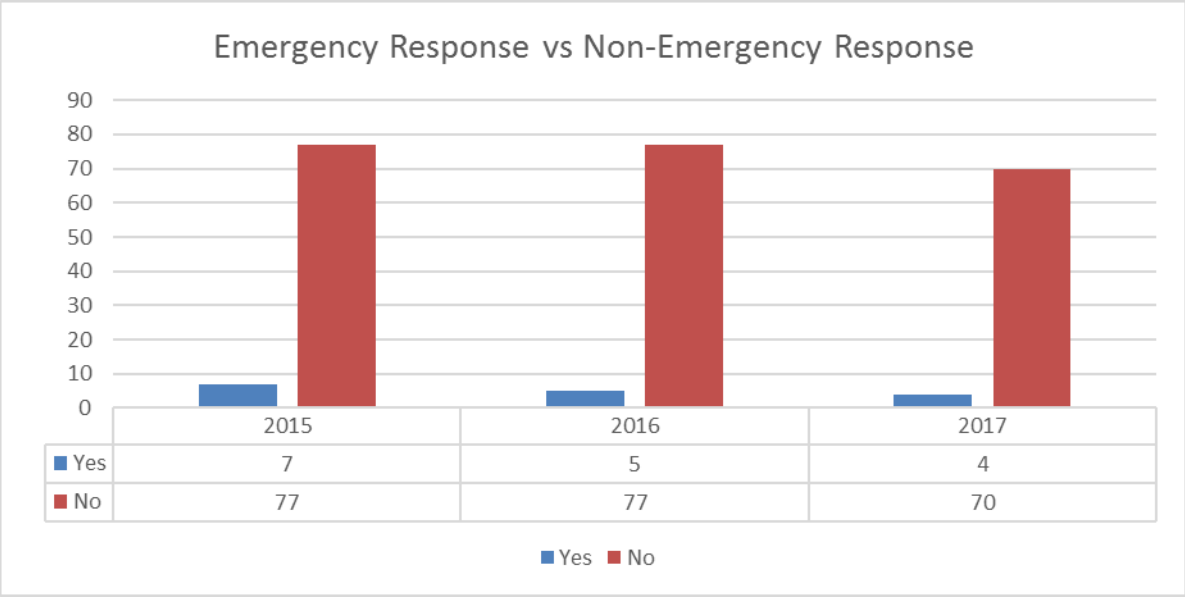
Data shows that the highest age range is 46-50 with 14 crashes **(20%)** compared to 6 **(8%)** with the age range of 21-25.

At-Fault



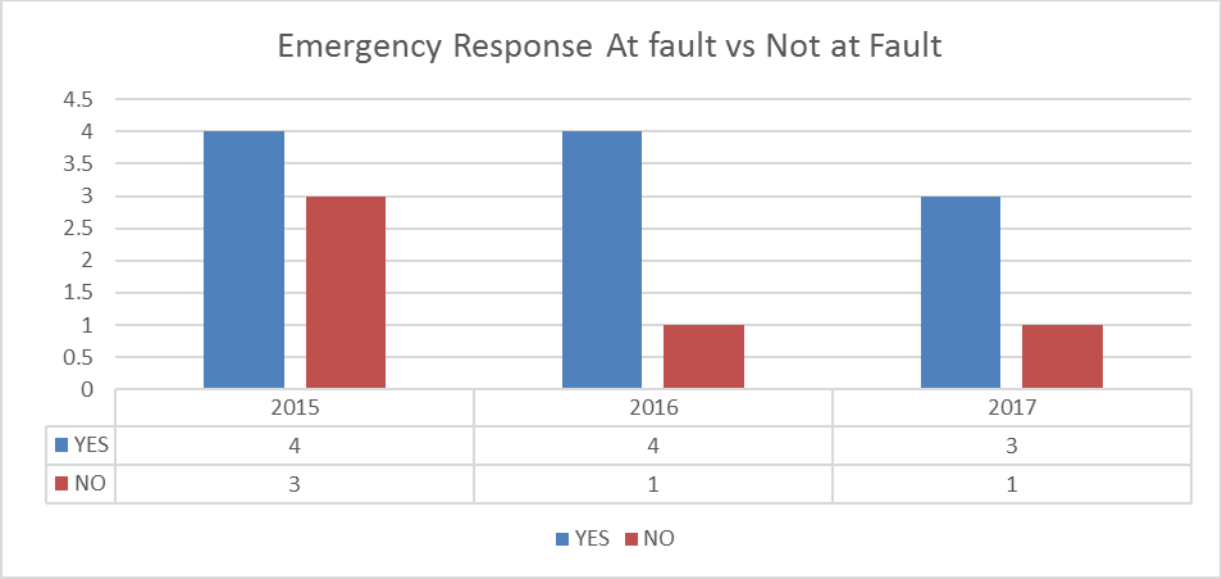
The Data shows that 39 **(53%)** of the vehicle crashes KPD employees were considered to be "At Fault". In 34 **(47%),** KPD employees were "Not at Fault".

Emergency Response vs. Non-Emergency Response



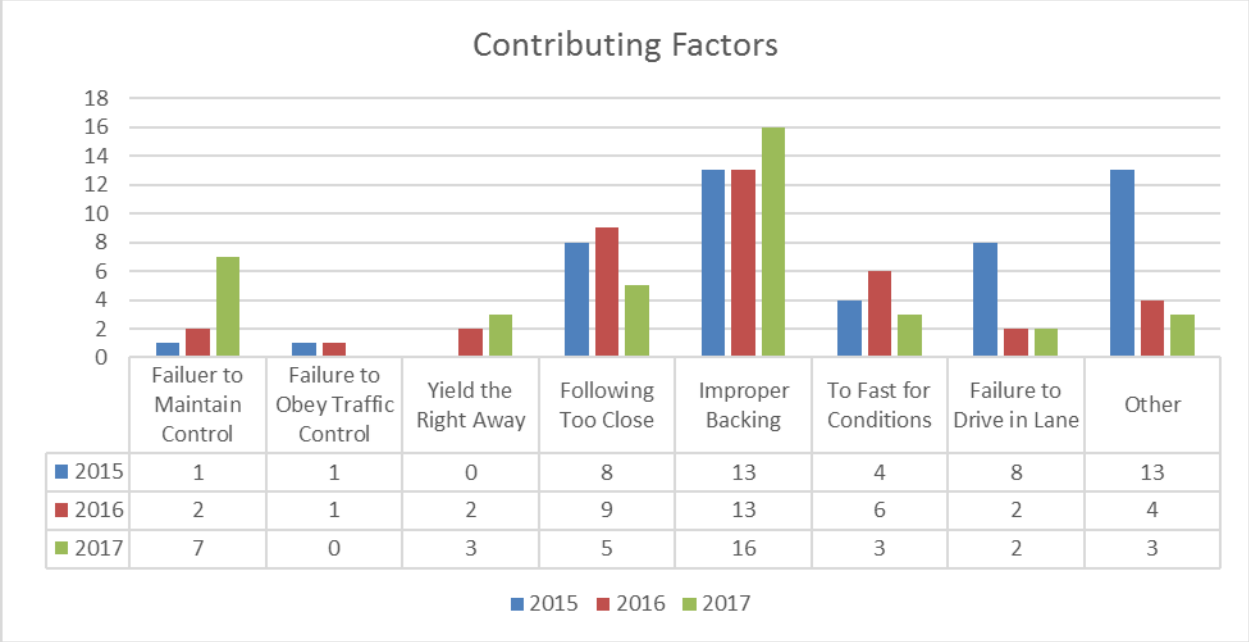
Of the 74 crashes, 4 **(5%)** were running emergency lights and siren and 70 **(95%)** were not.

Emergency Response At Fault vs. Not at Fault



Of the total crashes, 4 **(5%)** involved patrol units running emergency traffic, 3 **(75%)** were found to be "at fault," 1 **(25%)** "Not at fault**."** Of the 3 that were at fault, 2 **(66%)** were responding to a crash and the other 1 (**34%)** was responding to a burglary in progress to a residence.

Contributing Factors



	Failuer to Maintain Control	Failure to Obey Traffic Control	Yield the Right Away	Following Too Close	Improper Backing	To Fast for Conditions	Failure to Drive in Lane	Other
2015	1	1	0	8	13	4	8	13
2016	2	1	2	9	13	6	2	4
2017	7	0	3	5	16	3	2	3

The most common contributing factor in employee crashes were improper backing 16 **(41%).** Of the 16 incidents, 8 **(50%)** were backing from a garage or down a driveway and hit a fixed object; 5 **(31%)** were backing from or into a parking space; the remaining 3 **(19%)** were backing in a parking lots/road and struck a fixed object (fire hydrants, planter, and a low pole). This has been consistent for all 3 years.

Summary

When comparing data from the last three years the results tell us that we have had a 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. It is also recommended that officers being issued new vehicles receive familiarization training in order to properly adapt to their newly issued equipment. Officers receiving new vehicles are going from a rear-wheel drive vehicle to an all-wheel drive vehicle with electronic stability control. 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.