



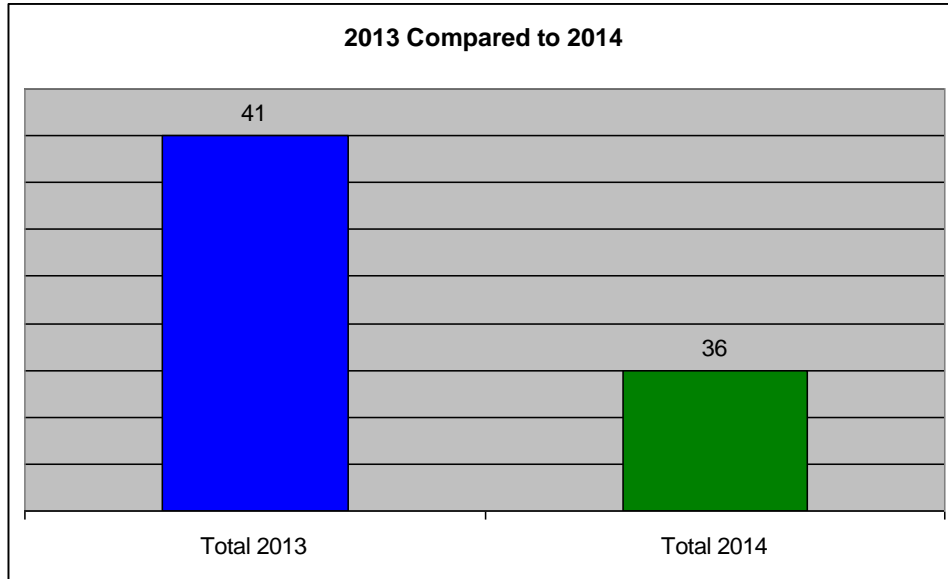
Knoxville Police Department

2014 Vehicle Flight Response Analysis

The following report is the 2014 Vehicle Flight Response Analysis in accordance with Departmental Policy and CALEA Standards. This report also serves as a review of the Vehicle Flight Response Reports involving the Knoxville Police Department officers during the 2014 calendar year.

There were 36 Vehicle Flight Response Reports documented by officers of the Knoxville Police Department during 2014. There were an additional 18 reports that were marked as “Initiated Only” which brings the total of documented reports to 54. The number of VFRs in 2014 decreased by three in comparison with 2013, which had a total of forty-one in addition to sixteen that were Initiated Only for a total of fifty-seven. This is a trend that shows our officers are responding to training in some cases, however, we need to keep emphasizing our pursuit management techniques during In-Service. We should have, based on the numbers of traffic and equipment violators pursued, finished with 13 more Initiated Only Pursuits.

We have experienced a significant drop in overall pursuits from 54 in 2009 to 36 in 2014. This is a direct result of our training emphasizing pursuit management and tactics.



Of the total Vehicle Flight Response Reports including Initiated Only, thirty-four (63%) VFRs originated in the East District and twenty (37%) originated in the West District. These numbers are within margin with 2013 having the same percentage as 2014, with 63% originating in the East District and 37% in the West.

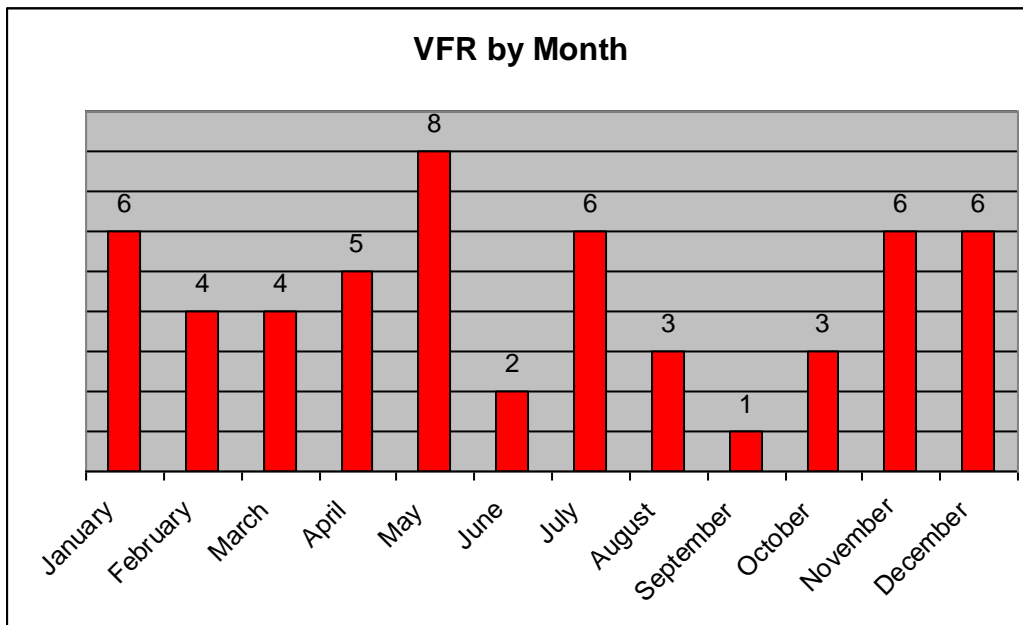
{Trends: Including Initiated Only Reports}

VFR by Month in Which They Occurred

In 2014, the month of May had the highest amount of VFRs with eight. January, July, November and December had the next highest, all with six. The month of September had the least with one followed by June with two. In 2013, May had the most VFRs with fourteen that month, followed by both September and November with seven.

VFR by Month

January	6
February	4
March	4
April	5
May	8
June	2
July	6
August	3
September	1
October	3
November	6
December	6

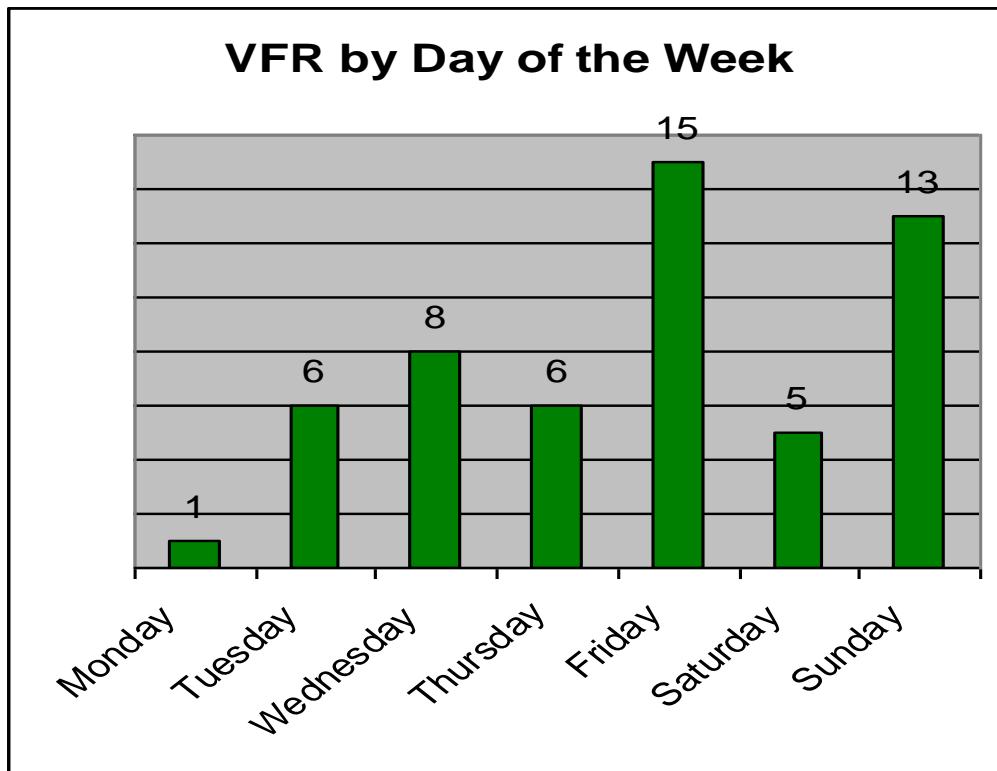


VFR by Day of the Week They Occurred

In 2014, Friday had the highest number of documented VFRs with fifteen followed by Sunday with thirteen. Monday had the least with one. In 2013, Saturday had the most VFRs with fourteen, followed by Monday with eleven. Wednesday, Thursday and Friday had the least with six each.

Pursuits by Day of Week 2013

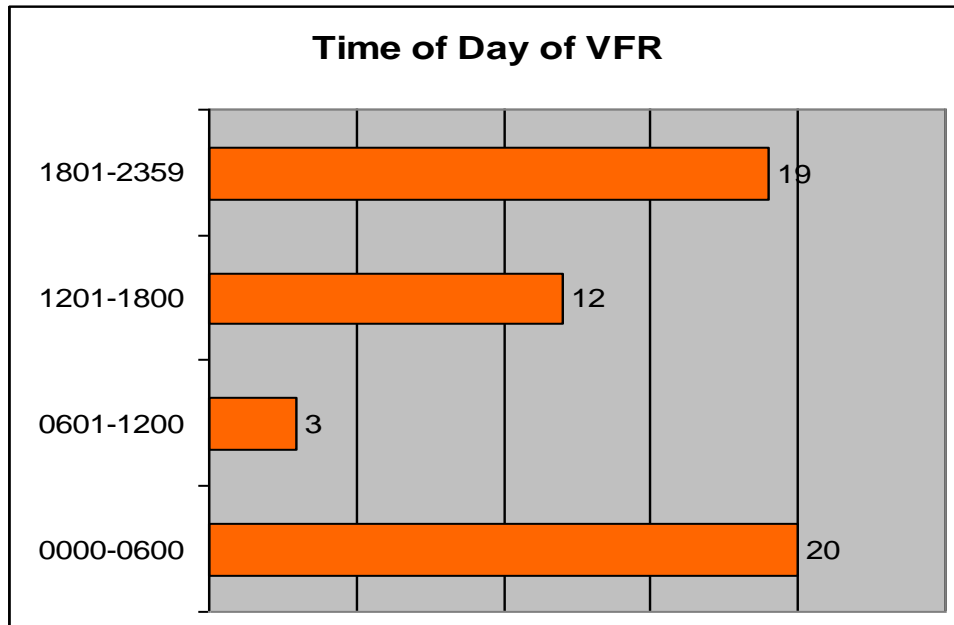
Monday	1
Tuesday	6
Wednesday	8
Thursday	6
Friday	15
Saturday	5
Sunday	13



VFR by Time of Day

In 2014, the time frame of 0000-0600 had the highest number of VFRs with twenty. In 2013, the time period of 0000-0600 hours had the highest number of VFRs with nineteen.

Time of Day	
0000 - 0600 hrs	20
0601 - 1200 hrs	3
1201 - 1800 hrs	12
1801 - 2359 hrs	19

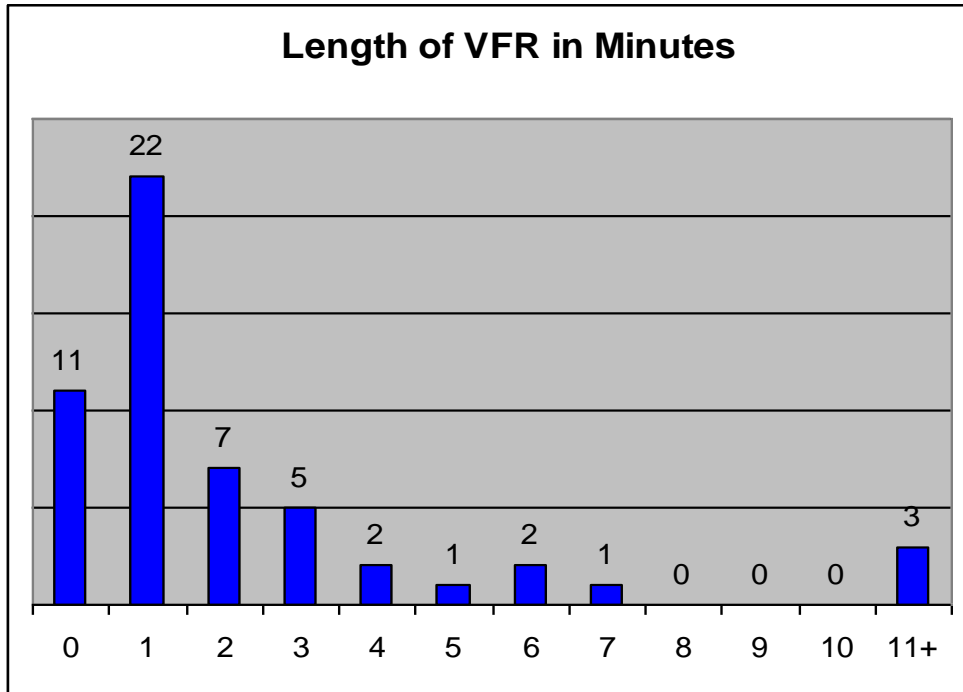


Length of VFR in Minutes

Forty VFRs lasted two minutes or less. This accounted for 74% of all documented VFRs. The longest one lasted twenty-seven minutes which involved a driver involved in a hit and run accident where a driver was witnessed leaving the scene by the officer pursuing him. That driver's vehicle was disabled from damage sustained during the accident at which time he was arrested for leaving the scene of the accident and DUI. The percentage remained the same from 2013 to 2014 for those lasting two minutes or less.

Minutes VFR Lasted (in minutes)

Number of Minutes	Number of VFRs
0	11
1	22
2	7
3	5
4	2
5	1
6	2
7	1
8	0
9	0
10	0
11+	3

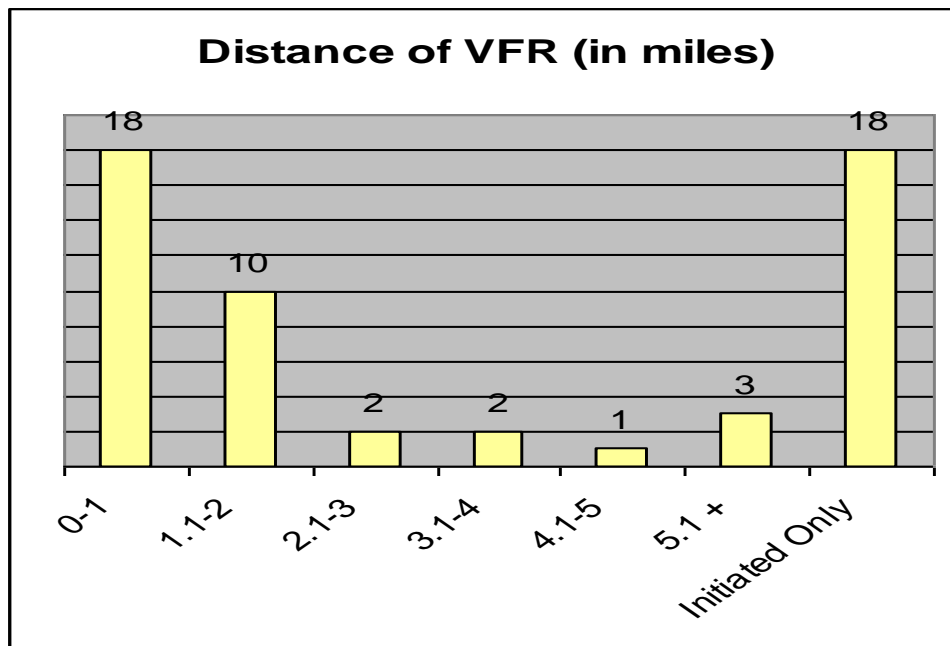


Distance of VFR

The longest distance of a VFR was 16.8 miles. This involved a suspect who was identified as someone who had a large amount of narcotics and was part of a large scale narcotics distribution investigation. The shortest was 0.2 mile. The longest distance did increase. Also, the number of VFRs that lasted five miles or more in 2014 decreased by two, from five in 2013 to three in 2014. The increase in shorter distance pursuits and decrease in longer distance pursuits reflects an improvement in pursuit management by officers and supervisors. These numbers are broken down between actual pursuits and Initiated Only.

Distance of VFR (in miles)

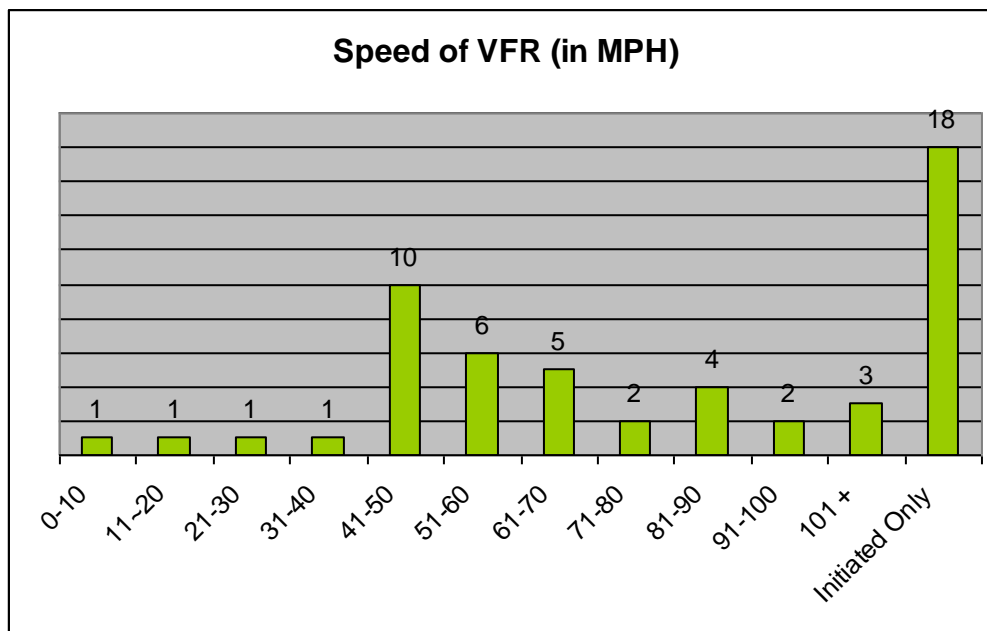
0 - 1 miles	18
1.1 - 2 miles	10
2.1 - 3 miles	2
3.1 - 4 miles	2
4.1 - 5 miles	1
5.1+ miles	3
Initiated Only	18



Speed of VFR

Speeds reached in the VFRs ranged from 10 MPH up to 125 MPH. There were fourteen under 50 MPH and twenty-two with speeds over 50 MPH. Three VFRs exceeded 101 MPH. In 2013 speeds ranged from 25 MPH up to 128 MPH. There were fourteen under 50 MPH and twenty-seven with speeds over 50 MPH. Four exceeded 101 MPH and sixteen were Initiated Only. While we showed some improvement here continued emphasis on VFR management training is suggested to reduce this number.

Highest Speeds of VFRs	
0 - 10 mph	1
11 - 20 mph	1
21 - 30 mph	1
31 - 40 mph	1
41 - 50 mph	10
51 - 60 mph	6
61 - 70 mph	5
71 - 80 mph	2
81 - 90 mph	4
91 - 100 mph	2
101+ mph	3
Initiated Only	18

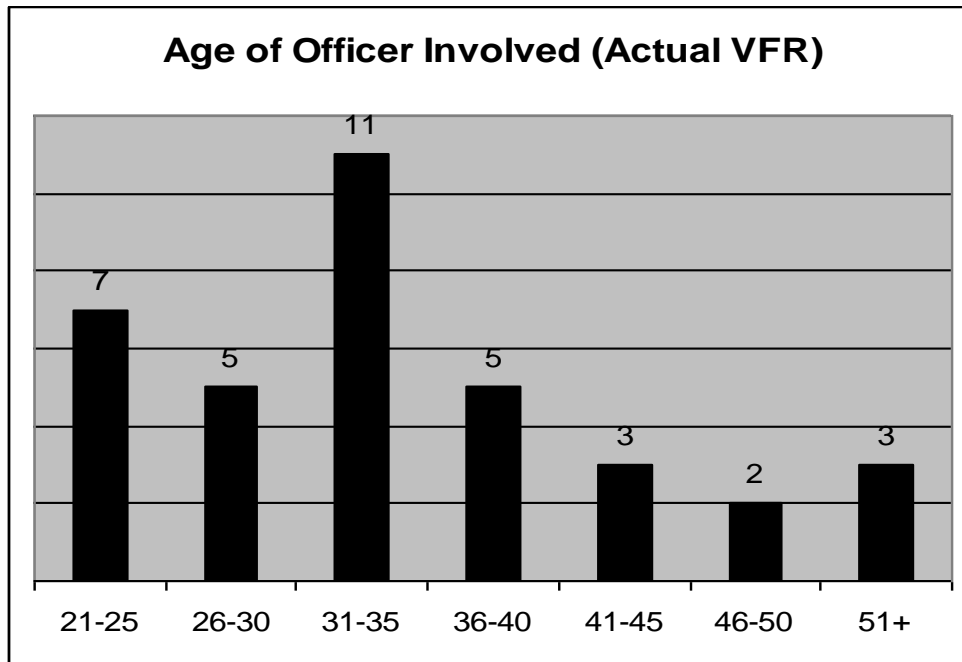


{Officer Involvement}

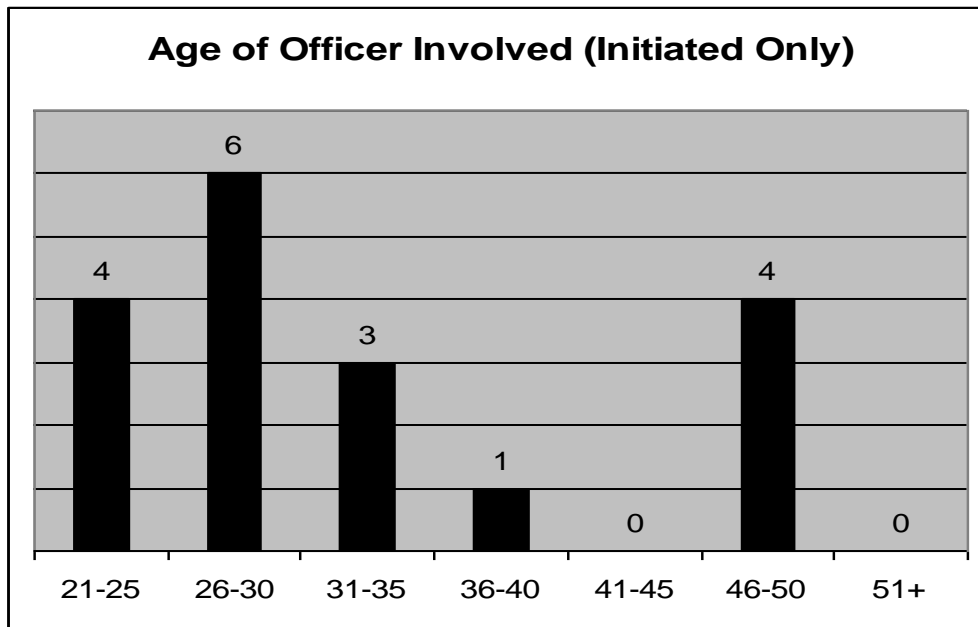
Age of Primary Officer Involved in VFR

The largest number of officers involved in pursuits was 31 to 35 years of age. The lowest number was officers who were 46-50 years of age. This is consistent with the age demographics of officers assigned to patrol.

Age of Officer (actual VFRs)	
21 - 25 years old	7
26 - 30 years old	5
31 - 35 years old	11
36 - 40 years old	5
41 - 45 years old	3
46 - 50 years old	2
51+ years old	3



Age of Officer (Initiated Only)	
21-25 years old	4
26-30 years old	6
31-35 years old	3
36-40 years old	1
41-45 years old	0
46-50 years old	4
51 + years old	0

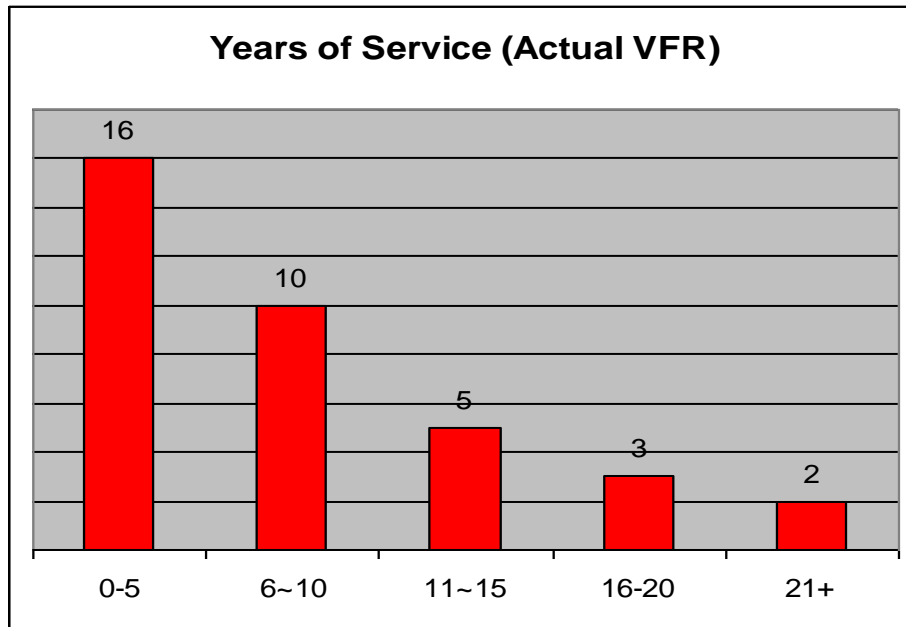


This table reflects the basic demographics of patrol, however it is encouraging that our largest group of Initiated Only reports comes from our younger officers. This shows that our training is having an effect on our newest officers.

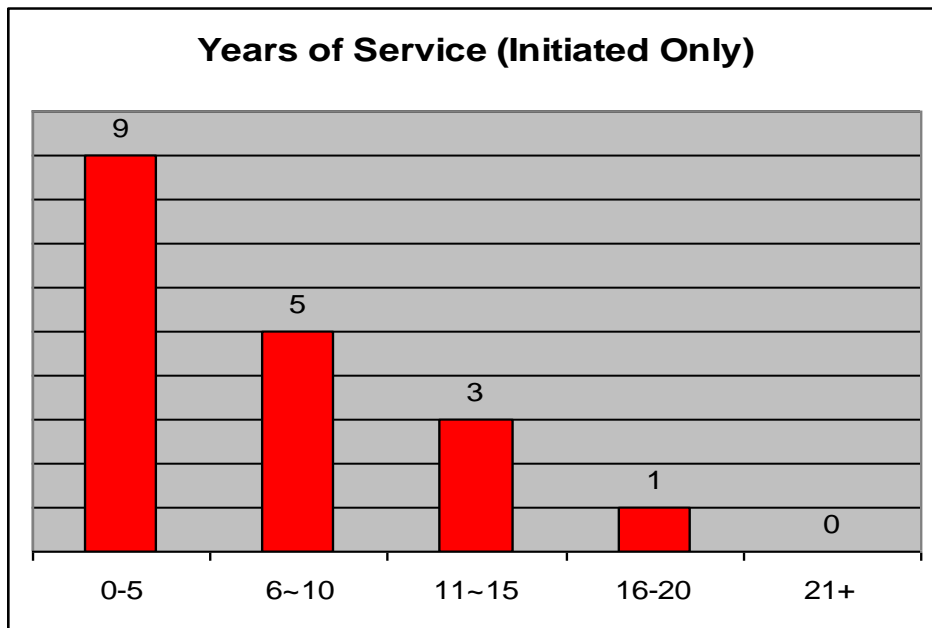
Years of Service for Primary Officer Involved in VFR

Officers who had 0 to 5 years of service accounted for sixteen (44 %) of documented VFRs. Also, officers who had 0 to 5 years of service accounted for the majority of Initiate Only reports at 9 (50%). This is also consistent with the age demographics of officers assigned to patrol.

Years of Service (Actual VFR)	
0 - 5 years	16
6 - 10 years	10
11 - 15 years	5
16 - 20 years	3
21 + years	2



Years of Service (Initiated Only)	
0 - 5 years	9
6 - 10 years	5
11 - 15 years	3
16 - 20 years	1
21 + years	0



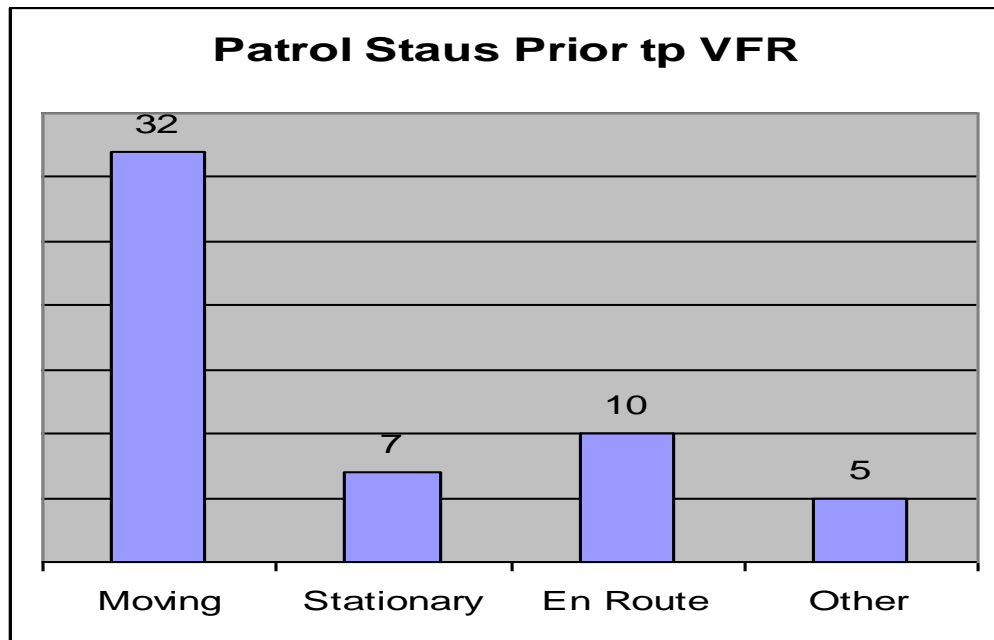
Once again this is a strong indicator that our annual training is effective. We need to continue to emphasize the importance of this area. As we see in other charts we still have room to improve in this area.

{Conditions}

Patrol Status Prior to VFR

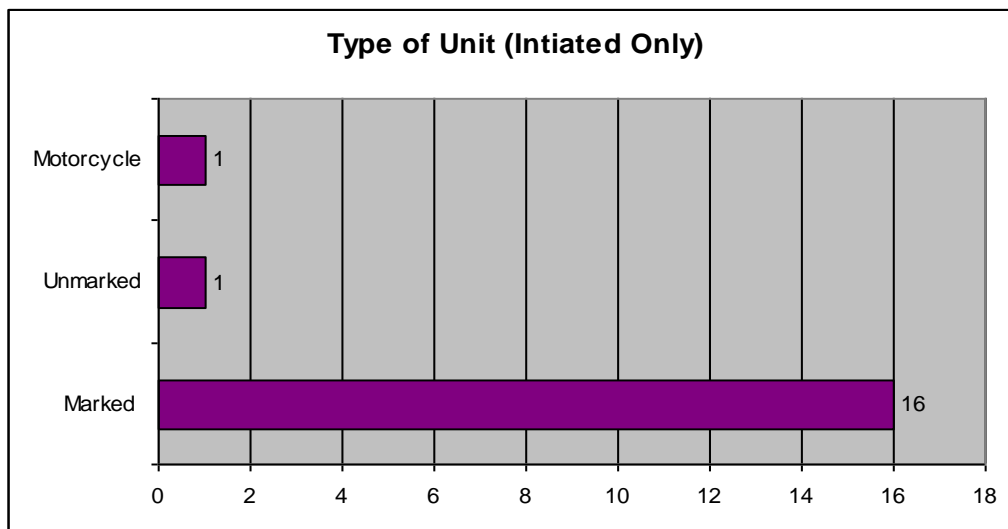
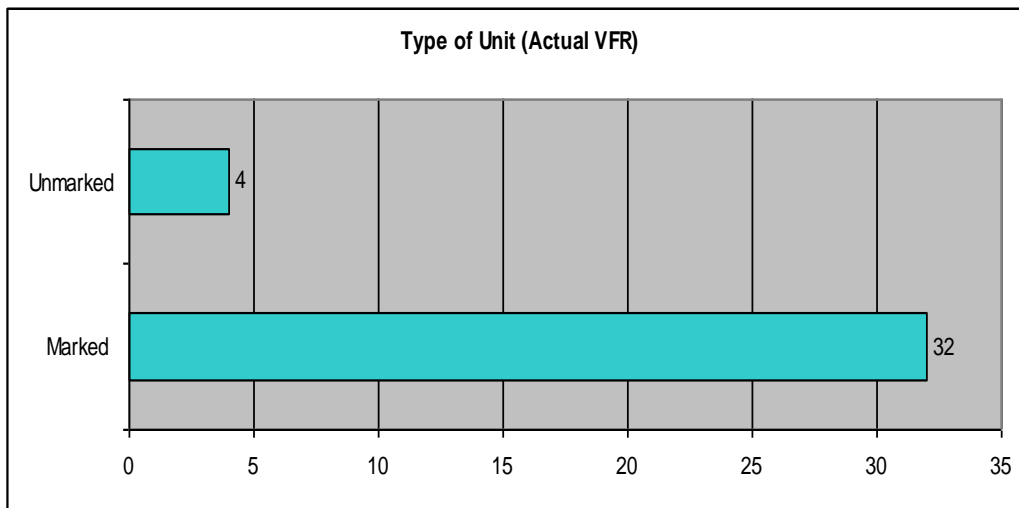
In 2014, the highest number of VFRs began while the officer was on moving patrol at thirty-two (59%). Seven (13%) of the VFRs consisted of the officer being on stationary patrol, ten (18%) were en route to another call and five (10%) were “other”. Other could include things such as being on a traffic stop and witnessing a violation. In 2013, the numbers were 19% while on stationary patrol & 12% en-route to a call.

Status Prior to VFR	
Moving Patrol	32
Stationary Patrol	7
En Route	10
Other	5



Type of Unit Used in VFR

The most common police vehicle involved in VFRs in 2013 was the marked patrol car. A marked unit was used in 32 of the VFRs that occurred. Of the eighteen Initiated Only reports, sixteen were in a marked unit, one was in an unmarked unit and one was on a motorcycle.

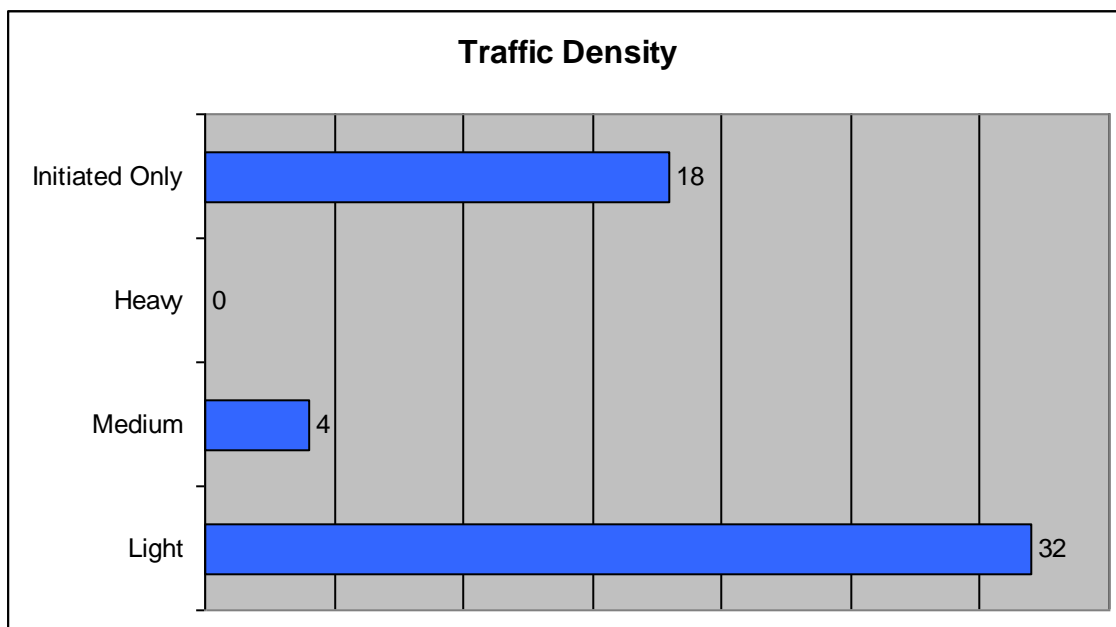


Use of Siren

In 2014, there was one VFRs documented as not using their siren. Sirens were used in thirty-five of the thirty-six VFRs that occurred. Eighteen were Initiated Only. The one report where an officer did not use their siren was due to another agency actually being in pursuit of the vehicle with their emergency equipment activated. This number is down from 2013 where seven did not use their siren. To help with the other issues and increase compliance we need to emphasize pursuit initiation tactics in training.

Traffic Density During VFR

In 2014 the majority of VFRs occurred when light traffic conditions existed with thirty-two (89%). There were four (11%) that occurred during medium traffic and zero (0%) that occurred during heavy traffic. Eighteen were Initiated Only. There was a increase by one of VFRs that occurred in light traffic conditions from 2014 to 2013. There was a decrease by four in 2014 from 2013 when there were eight VFRs occur in medium traffic. We should continue to focus on our training efforts on Vehicle Flight Response Management in Traffic.

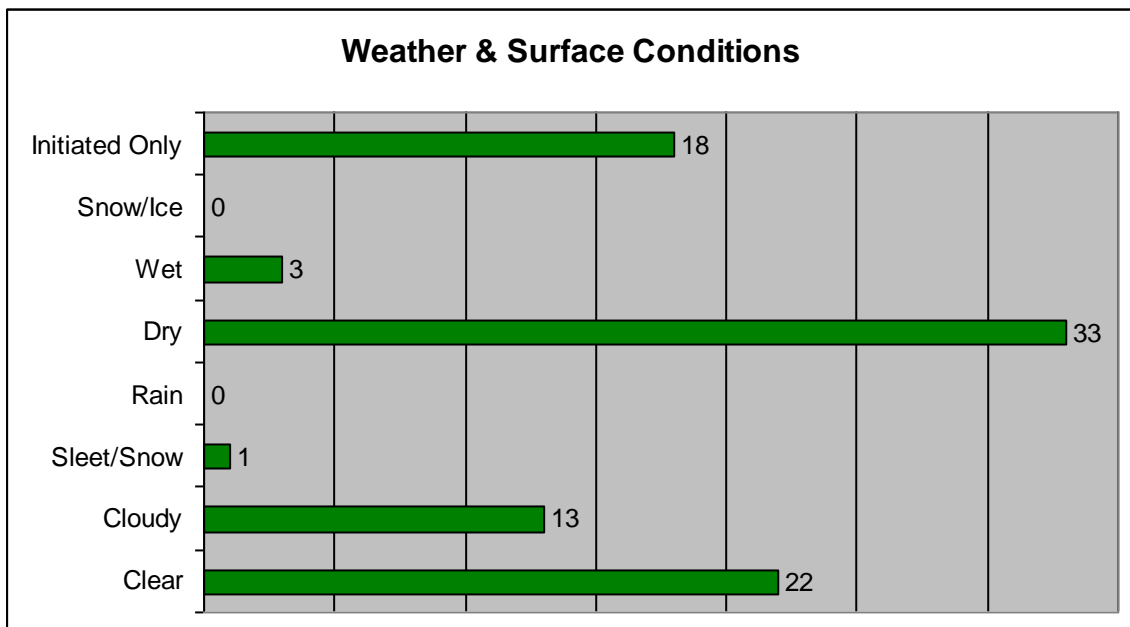


Weather Conditions During VFR

The most common weather condition during VFRs in 2014 was clear at twenty-two (61%). Thirteen (36%) occurred when it was cloudy and one in sleet/snow (3%). Eighteen were Initiated Only Reports. Weather was not a factor in any of the Initiated Only reports.

Surface Conditions

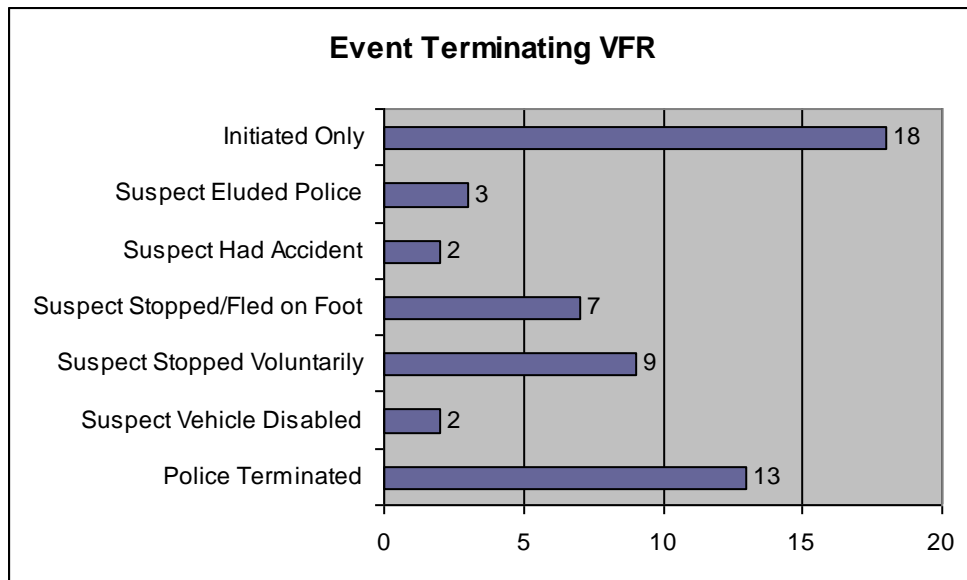
Of the 36 documented pursuits, thirty-three (92%) of the pursuits occurred on dry surfaces, three (8%) occurred on wet surfaces and zero (0%) on snow/ice. Eighteen were Initiated Only.



{Termination}

Events Terminating Vehicle Flight Response

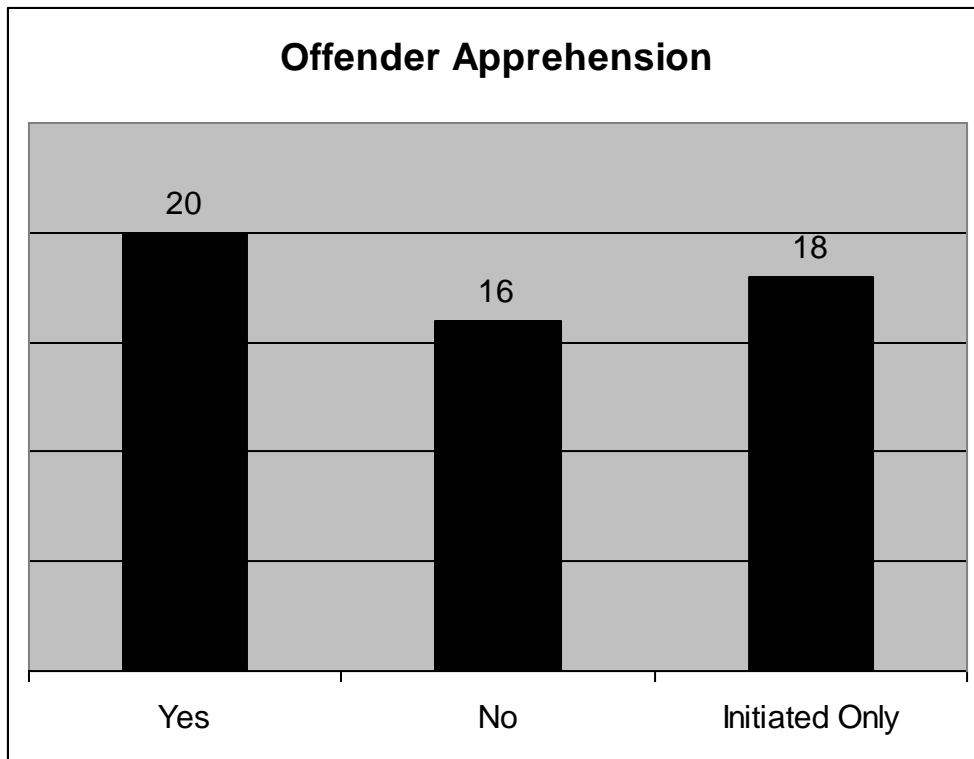
Twenty-three (64%) of the VFRs that were terminated by the suspect happened when the suspect's vehicle was disabled, the suspect stopped voluntarily, fled on foot, had an accident, or they eluded police. Thirteen (36%) of the VFRs were terminated by the police, the officer or their supervisor. Eighteen were Initiated Only Reports.



In 2014 seven of the VFRs were terminated by a supervisor and six by the officer involved, for a total of 13. In 2013 there were nineteen total terminated by either a supervisor or the officer involved.

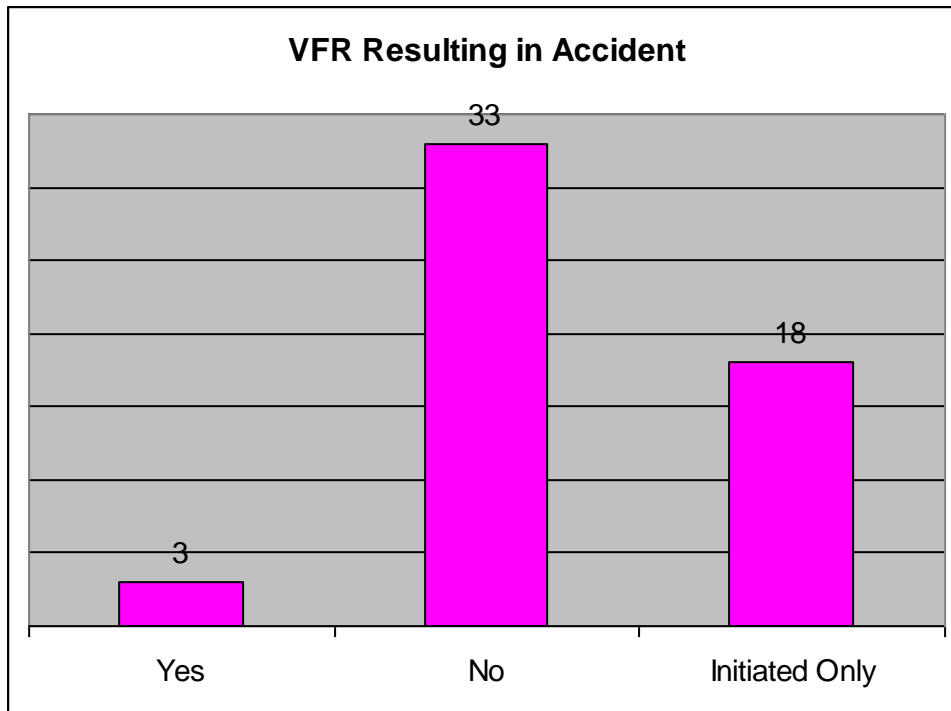
Offender Apprehension

The suspect was arrested in twenty (56%) of the VFRs. This reflects a 10% increase in suspect apprehension from 2013, which was 46%.



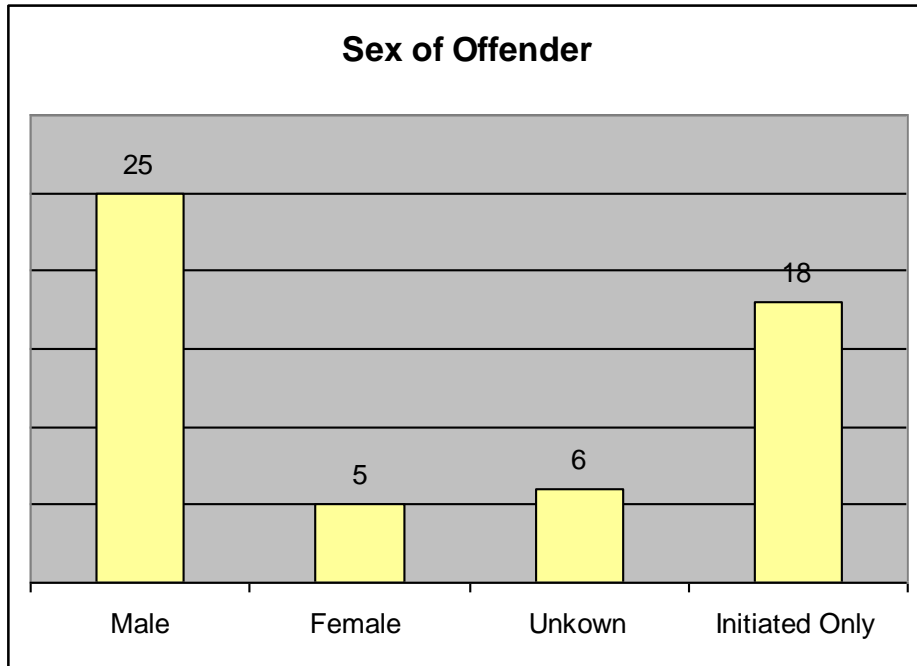
Accident as a Result of a VFR

Of the 36 documented VFRs in 2014, three resulted in an accident which was a decrease by six from 2013. There were no officers involved in an accident. Of the three accidents that did occur were when the suspects were involved in an accident, one suspect jumped out of his car without putting it in park and it rolled back and struck the officer's police car. The second suspect drove off the end of the road into a river and the third suspect had a wreck due to reckless driving. There were no injuries to the suspects or third party as a result of those accidents. In 2013 there were nine VFRs where an accident occurred.

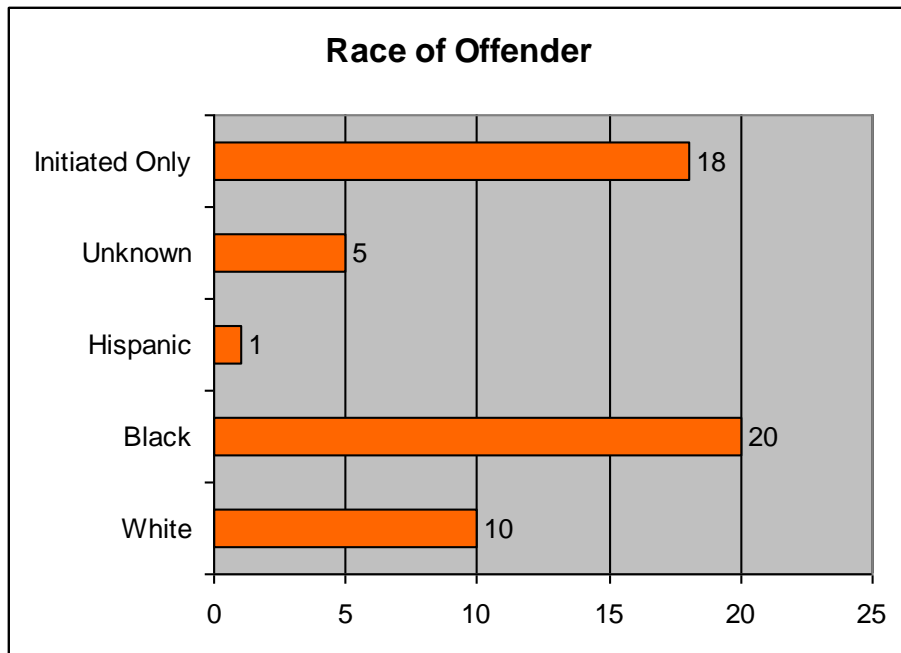


{Suspect Information}

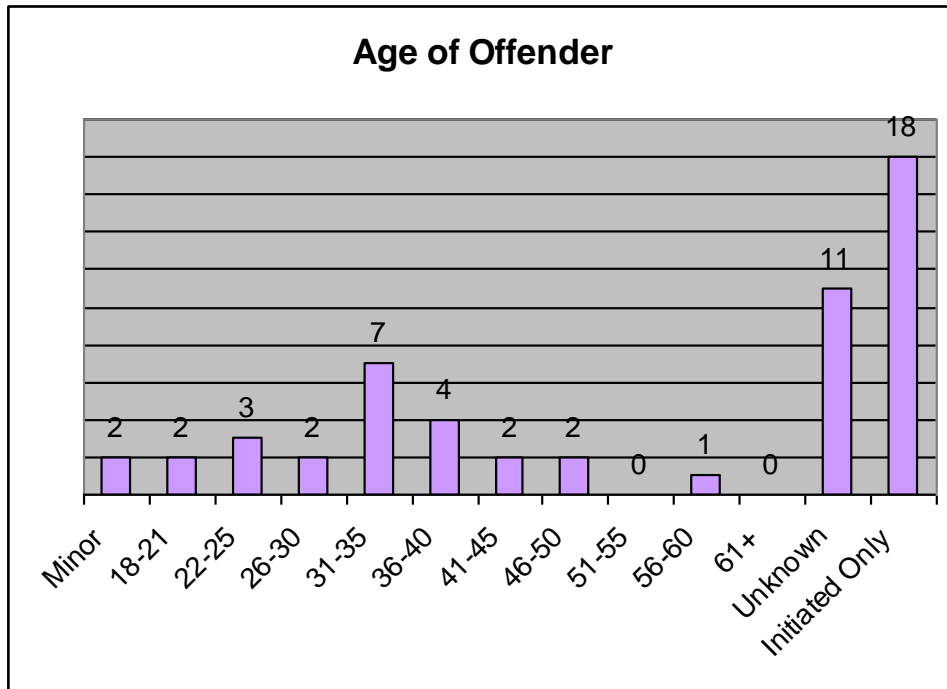
Sex of the Offender



Race of Offender



Age of Offender



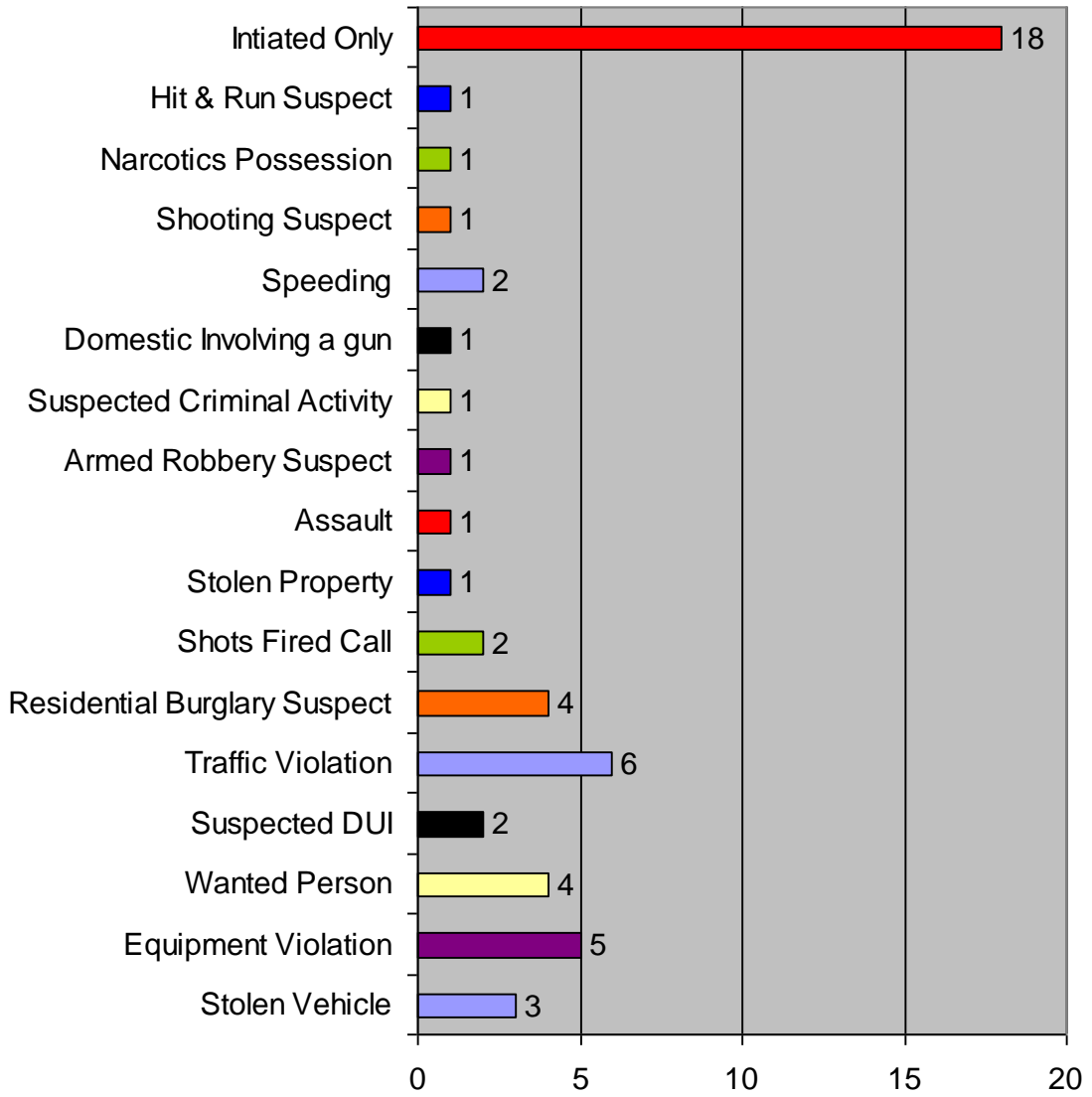
Suspect's Original Charge Prior to Vehicle Flight Response

The original charge with the highest occurrence prior to the VFR being initiated were traffic violations with six followed by equipment violations with five. There were several charges totaling one.

Original Charge	
Stolen Vehicle	3
Equipment Violation	5
Wanted Person	4
Suspected DUI	2
Traffic Violation	6
Residential Burglary Suspect	4
Shots Fired Call	2
Stolen Property	1
Assault	1
Armed Robbery Suspect	1
Suspected of Criminal Activity	1
Domestic Incident	1
Speeding	2
Shooting Suspect	1
Narcotics Violation	1
Hit & Run Suspect	1
Initiated Only	18

There were thirteen (36%) of the VFRs initiated for technical violations or minor traffic violations. Six were misdemeanors (17%) and seventeen (47%) were felonies. Eighteen were Initiated Only where the officer chose not to pursue the suspect. This shows a need for emphasis in training of our pursuit initiation policy. Policy dictates that we only pursue felony or serious misdemeanor charges. This is a decrease of seven from last year where we had twenty initiated for traffic offenses. Continued training and counseling of officers is recommended to continue to improve this area. Focus needs to remain on officer self-termination in these cases.

Charge Prior to VFR



{Policy}

Policy Violations

Of the thirty-six documented Vehicle Flight Response Reports in 2014, thirty-two (89%) conformed to policy, while four (11%) were found to have been in violation of General Order 1.8. Eighteen were Initiated Only. According to the VFR reports, supervisors documented that the violations included failing to activate their siren, striking a curb causing minimal damage to their police vehicle, not terminating the pursuit when it should have been, failing to re-engage their seatbelt after attempting to get out of their vehicle, failing to properly clear intersections and not notifying dispatch at any time that they were in a pursuit. All four of the officers that were in violation were disciplined accordingly. This was a significant decrease in policy conformation from 2013 where eleven of the VFRs had policy violations.

Policy Review

As part of the 2014 Pursuit Analysis General Order 1.8 was reviewed as well to determine if any issues with policy or reporting procedures 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 points of our continued training should be supervisors management of VFRs, reasons for initiation, and tactics used during the VFR.

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