



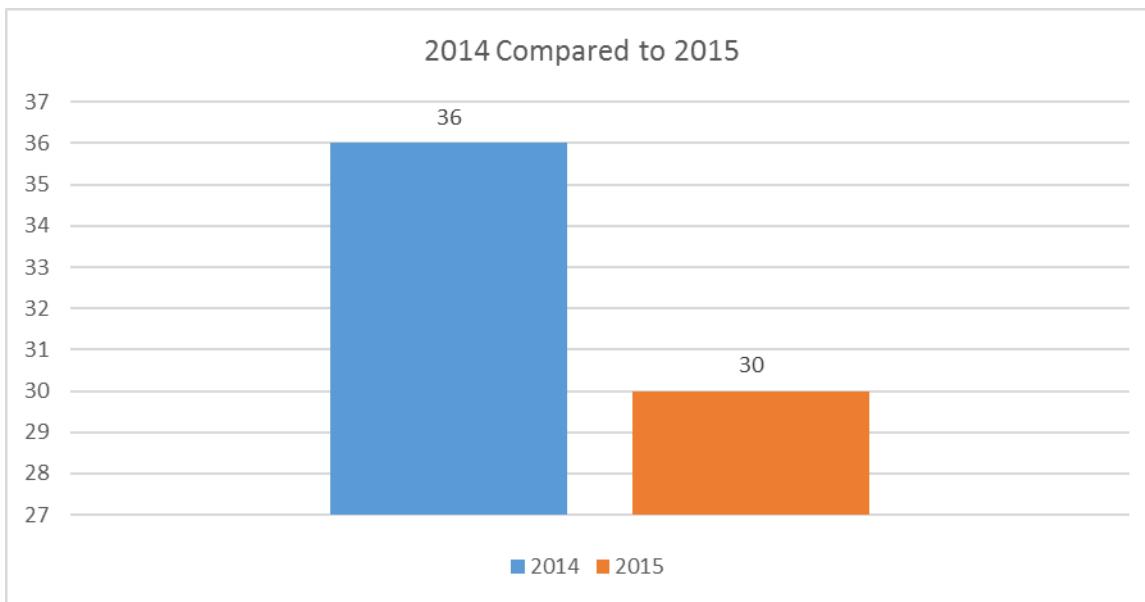
Knoxville Police Department

2015 Vehicle Flight Response Analysis

The following report is the 2015 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 2015 calendar year.

There were 30 Vehicle Flight Response Reports documented by officers of the Knoxville Police Department during 2015. There were an additional 6 reports that were marked as “Initiated Only” which brings the total of documented reports to 36. The number of VFRs in 2015 decreased by six in comparison with 2014, which had a total of thirty-six in addition to eighteen that were Initiated Only for a total of fifty-four. 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 30 in 2015. This is a direct result of our training emphasizing pursuit management and tactics.



Of the total Vehicle Flight Response Reports including Initiated Only, eighteen VFRs originated in the East District and eighteen originated in the West District. These numbers show a decrease in pursuits in both districts. There was a decrease in percentage of pursuits in the East District and an increase in percentage of pursuits in the West District reflecting a closer balance between the districts.

The decline in “Initiated Only” reports should be monitored by supervisors to ensure officers are filling out the reports.

District of Origination Comparison

2014 – East 63%, West 37%

2015 – East 50%, West 50%

Initiated Only Comparison (a 66% decrease from 2014 to 2015)

2014 – Initiated Only 18

2015 – Initiated Only 6

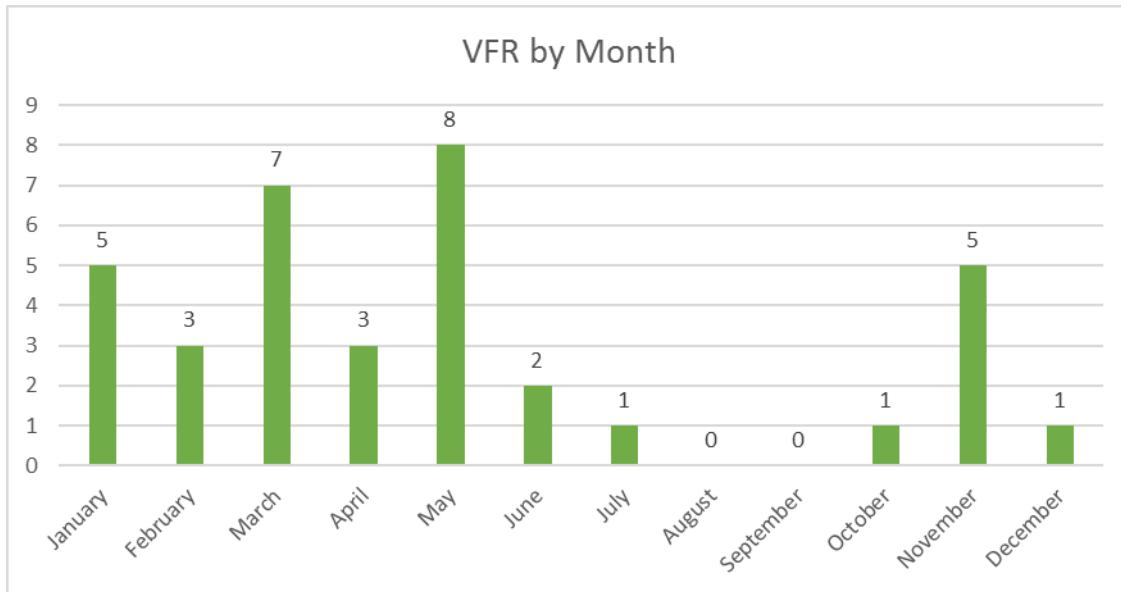
{Trends: Including Initiated Only Reports}

VFR by Month in Which They Occurred

In 2015, the month of May had the highest amount of VFRs with eight. March had the next highest with seven. The months of August and September had the least, both with zero. In 2014, May had the most VFRs with eight that month. The next highest months were January, July, November and December, all with six.

VFR by Month

January	5
February	3
March	7
April	3
May	8
June	2
July	1
August	0
September	0
October	1
November	5
December	1

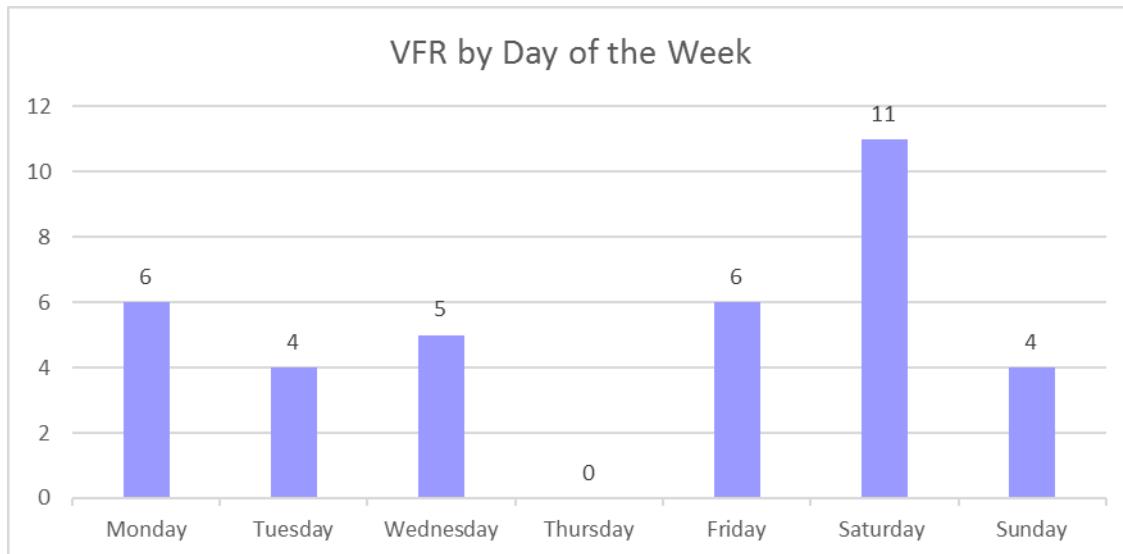


VFR by Day of the Week They Occurred

In 2015, Saturday had the highest number of documented VFRs with eleven followed by Monday and Friday, both with six. Thursday had the least with zero. In 2014, Friday had the most VFRs with fifteen, followed by Sunday with thirteen. Monday had the least with one.

Pursuits by Day of Week 2015

Monday	6
Tuesday	4
Wednesday	5
Thursday	0
Friday	6
Saturday	11
Sunday	4

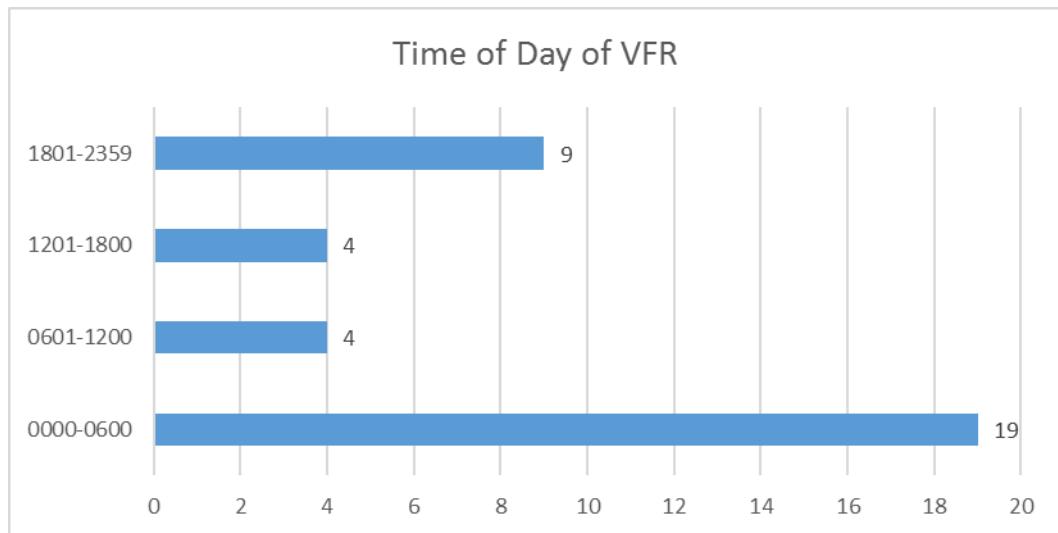


VFR by Time of Day

In 2015, the time frame of 0000-0600 had the highest number of VFRs with nineteen. In 2014, the time period of 0000-0600 hours had the highest number of VFRs with twenty.

Time of Day

0000 - 0600 hrs	19
0601 - 1200 hrs	4
1201 - 1800 hrs	4
1801 - 2359 hrs	9

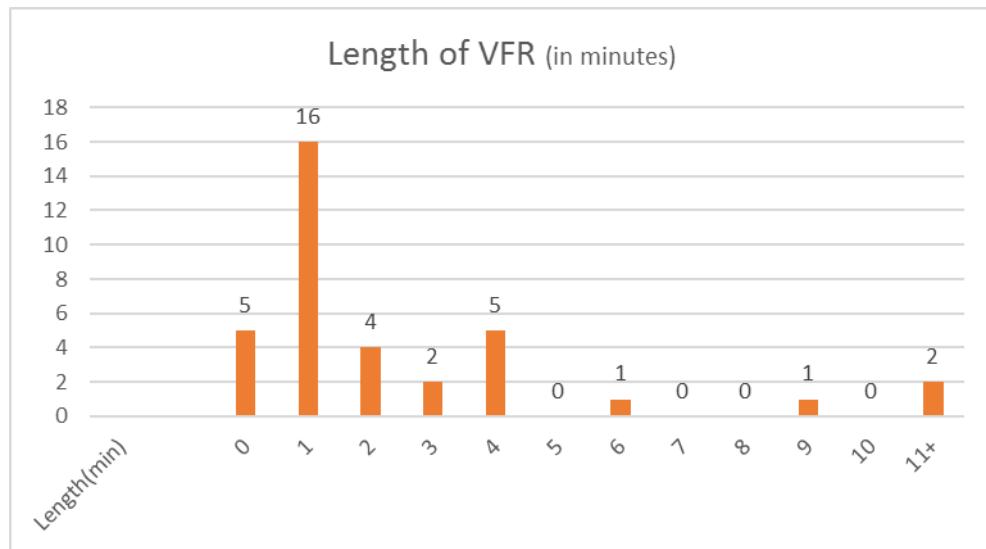


Length of VFR in Minutes

Twenty-six VFRs lasted two minutes or less. This accounted for 72% of all documented VFRs. The longest one lasted forty minutes which involved an armed robbery suspect. A traffic stop was performed along with undercover officers at which time the suspect fled from officers through Anderson County and eventually wrecked his car in Union County. The percentage went down 3% 2014 to 2015 for those lasting two minutes or less. This trend, while not alarming, needs to be monitored and VFR management revisited in roll call training to control the length of time.

Minutes VFR Lasted

Number of Minutes	Number of VFRs
0	5
1	17
2	4
3	2
4	5
5	0
6	1
7	0
8	0
9	1
10	0
11+	1

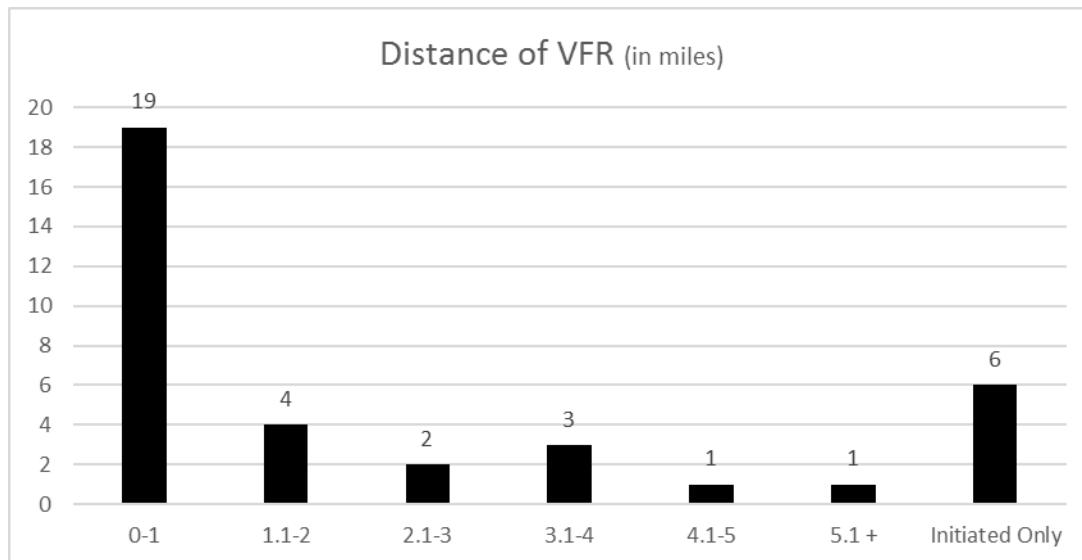


Distance of VFR

The longest distance of a VFR was 41.4 miles. This involved a suspect who was wanted for several armed robberies where the patrol officer was assisting undercover officers to try to apprehend the suspect. The suspect vehicle fled and took officers through Anderson and Union Counties where the suspect was taken into custody. The shortest was 0.1 mile. The longest distance did increase. 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)

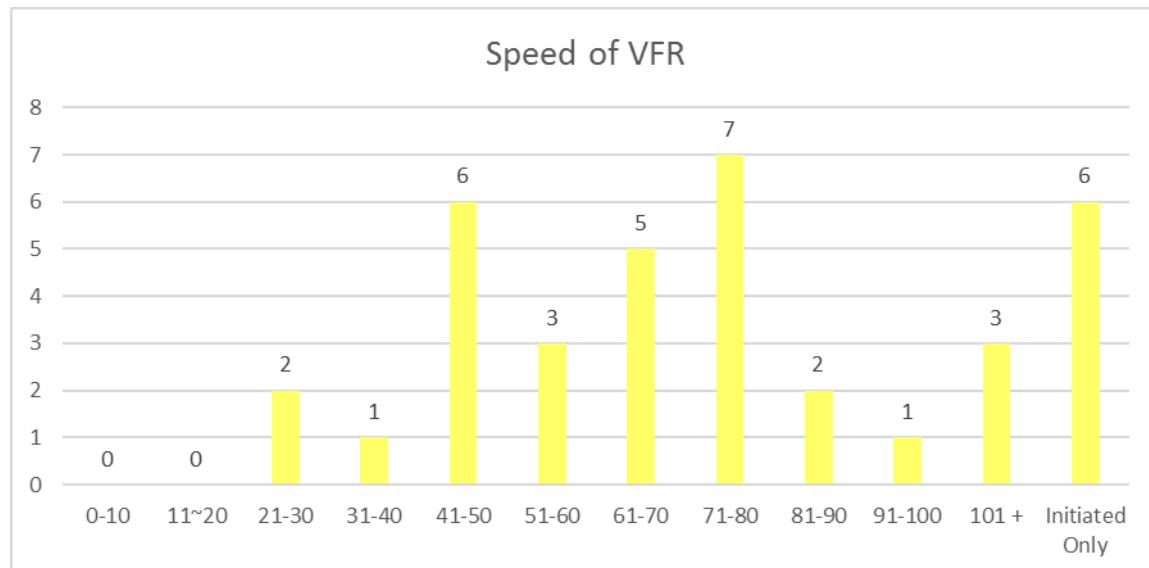
0 - 1 miles	19
1.1 - 2 miles	4
2.1 - 3 miles	2
3.1 - 4 miles	3
4.1 - 5 miles	1
5.1+ miles	1
Initiated Only	6



Speed of VFR

Speeds reached in the VFRs ranged from 28 MPH up to 109 MPH. There were nine under 50 MPH and twenty-one with speeds over 50 MPH. Three VFRs exceeded 101 MPH. Six were Initiated Only. In 2014 speeds ranged from 10 MPH up to 125 MPH. There were fourteen under 50 MPH and twenty-two with speeds over 50 MPH. Three exceeded 101 MPH and eighteen 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	0
11 - 20 mph	0
21 - 30 mph	2
31 - 40 mph	1
41 - 50 mph	6
51 - 60 mph	3
61 - 70 mph	5
71 - 80 mph	7
81 - 90 mph	2
91 - 100 mph	1
101+ mph	3
Initiated Only	6

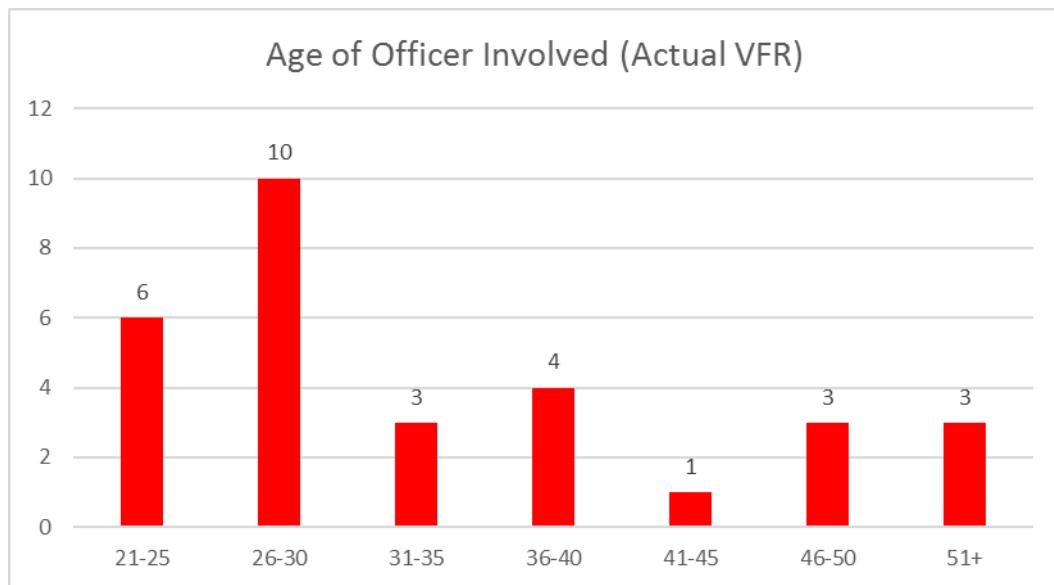


{Officer Involvement}

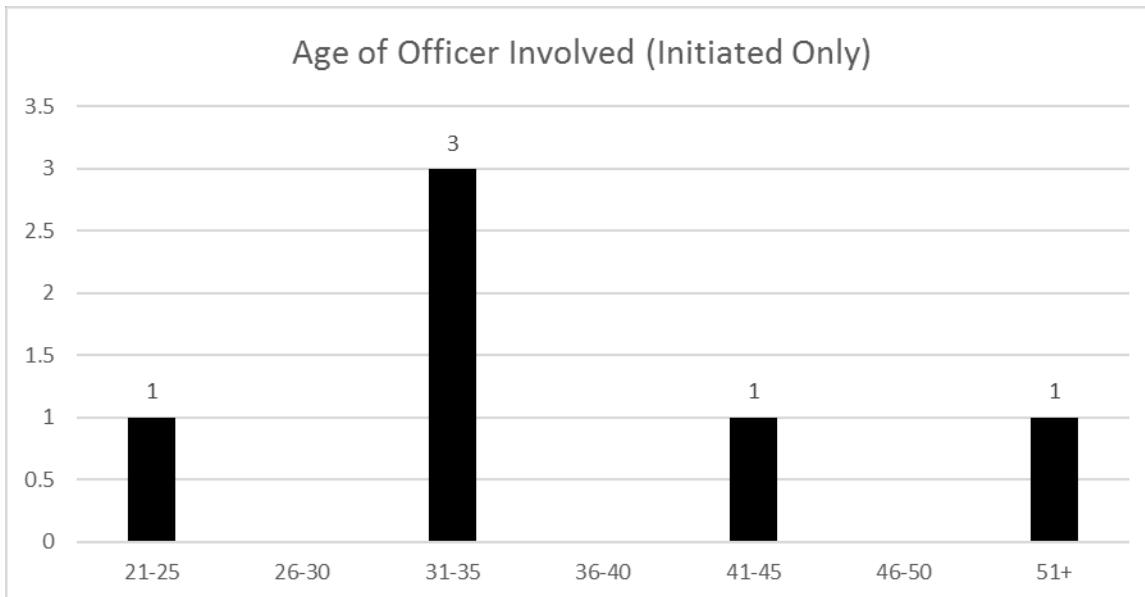
Age of Primary Officer Involved in VFR

The largest number of officers involved in pursuits was 26-30 years of age. The lowest number was officers who were 41-45 years of age. This is consistent with the age demographics of officers assigned to patrol.

Age of Officer (actual VFRs)	
21 - 25 years old	6
26 - 30 years old	10
31 - 35 years old	3
36 - 40 years old	4
41 - 45 years old	1
46 - 50 years old	3
51+ years old	3



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

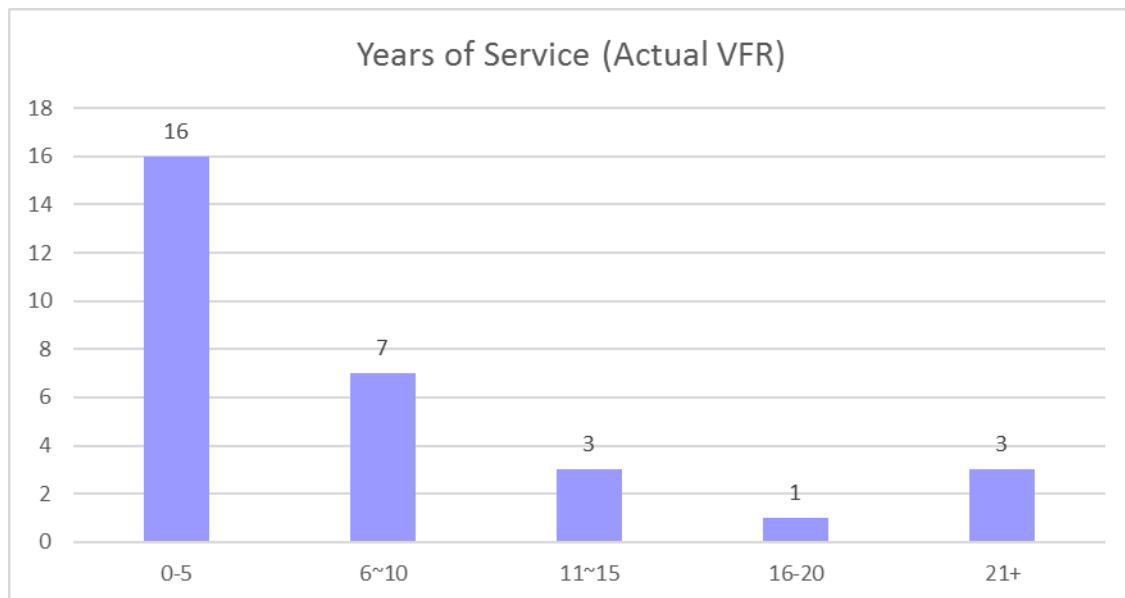


This table reflects the basic demographics of patrol, however it is encouraging that our largest group of Initiated Only reports comes from our younger officers. This shows that our training is having an effect on our newest officers.

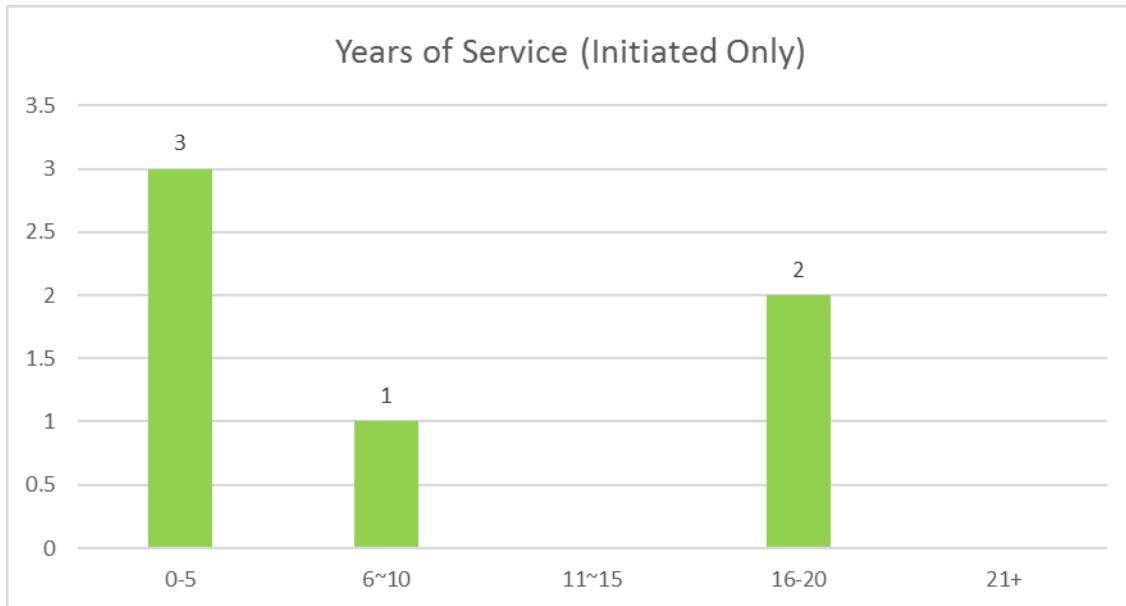
Years of Service for Primary Officer Involved in VFR

Officers who had 0 to 5 years of service accounted for sixteen (53%) of documented VFRs. Also, officers who had 0 to 5 years of service accounted for the majority of Initiate Only reports at 3 (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	7
11 - 15 years	3
16 - 20 years	1
21 + years	3



Years of Service (Initiated Only)	
0 - 5 years	3
6 - 10 years	1
11 - 15 years	0
16 - 20 years	2
21 + years	0



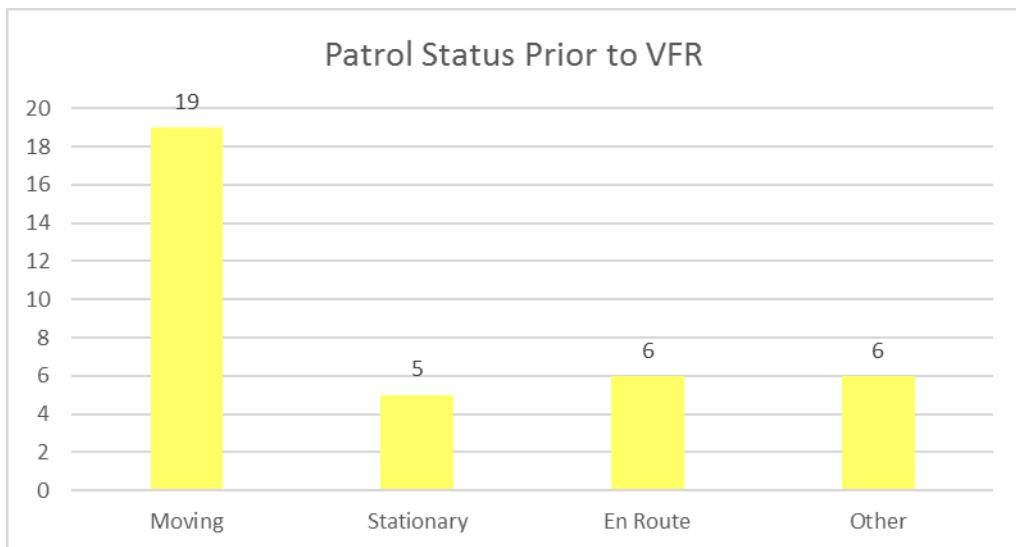
Once again this is a strong indicator that our annual training is effective. We need to continue to emphasize the importance of this area. As we see in other charts we still have room to improve in this area.

{Conditions}

Patrol Status Prior to VFR

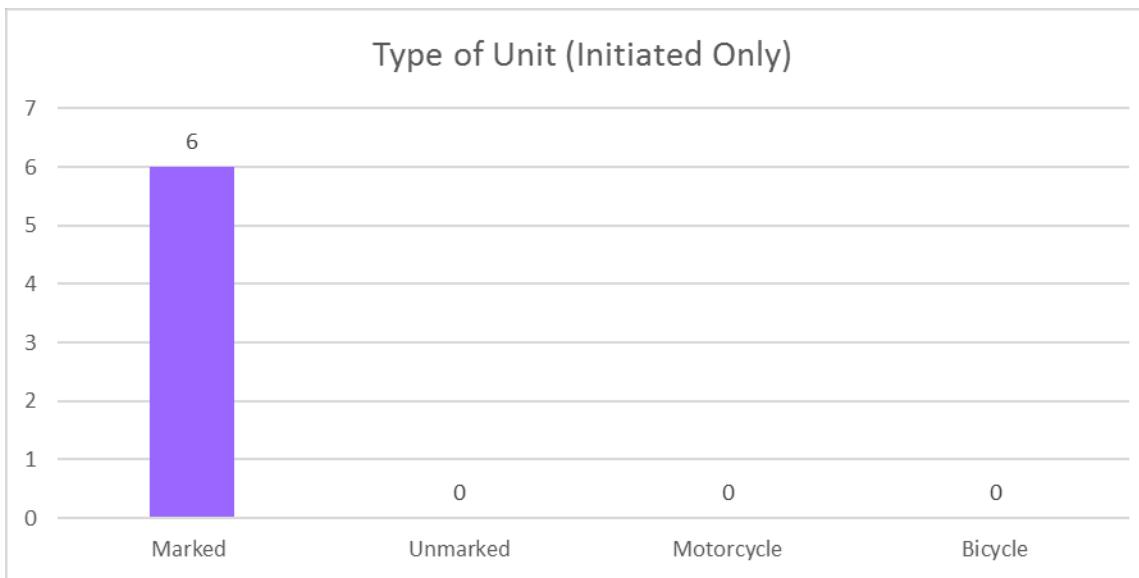
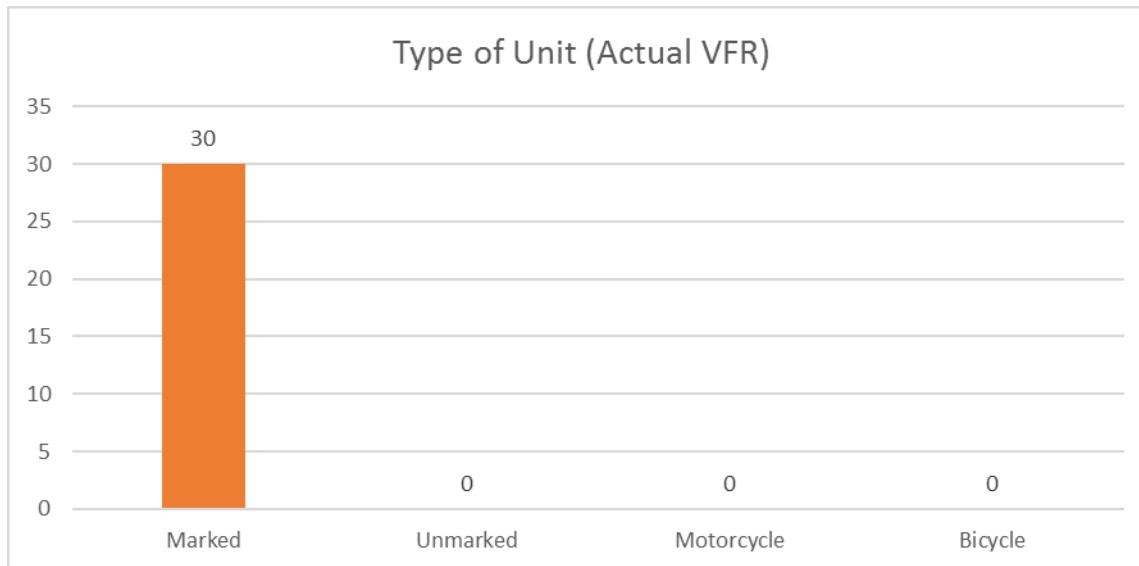
In 2015, the highest number of VFRs began while the officer was on moving patrol at nineteen (52%). Five (14%) of the VFRs consisted of the officer being on stationary patrol, six (17%) were en route to another call and six (17%) were “other”. Other could include things such as being on a traffic stop and witnessing a violation. In 2014, the numbers were 59% while on moving patrol & 18% en-route to a call.

Status Prior to VFR	
Moving Patrol	19
Stationary Patrol	5
En Route	6
Other	6



Type of Unit Used in VFR

The most common police vehicle involved in VFRs in 2015 was the marked patrol car. A marked unit was used in all of the VFRs that occurred. Of the six Initiated Only reports, all of those were in a marked patrol car as well.

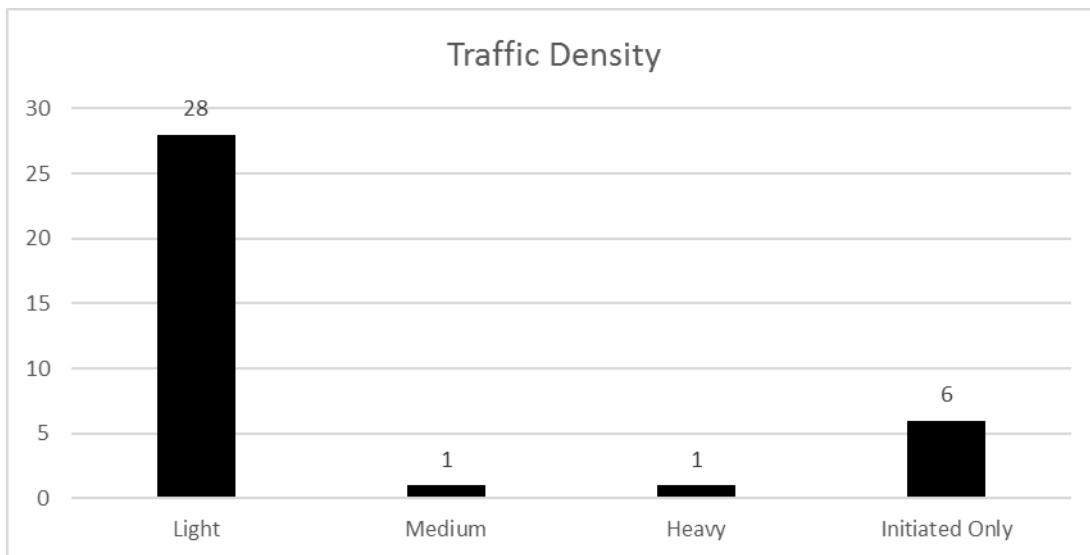


Use of Siren

In 2015, none of the VFRs were documented as not using their siren. Six 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 2014 where one 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 2015 the majority of VFRs occurred when light traffic conditions existed with twenty-eight. There was one that occurred during medium traffic and one that occurred during heavy traffic. Six were Initiated Only. There was a decrease by five of VFRs that occurred in light traffic conditions from 2015 to 2014. There was a decrease by three in 2015 from 2014 when there were four VFRs occur in medium traffic. We should continue to focus on our training efforts on Vehicle Flight Response Management in Traffic.

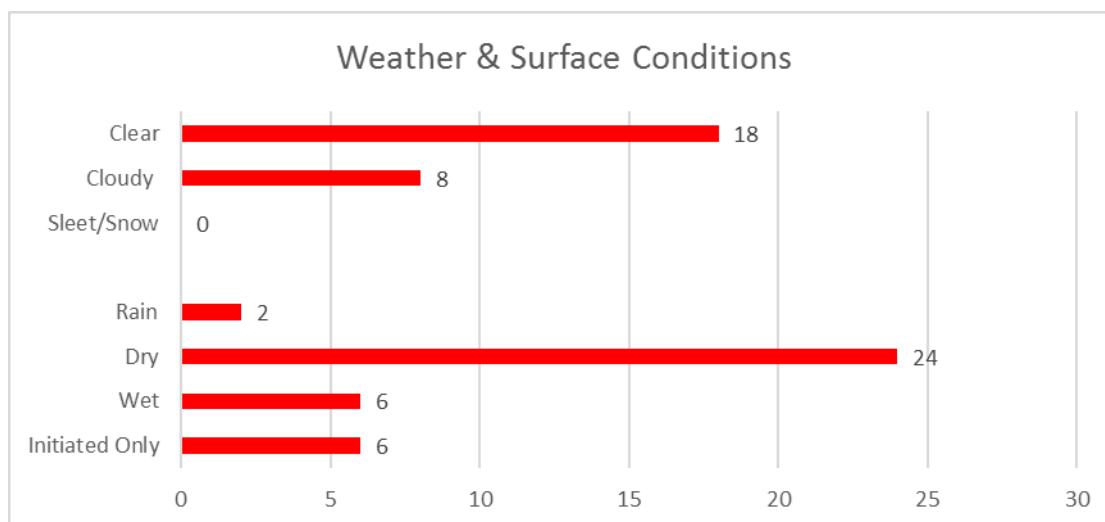


Weather Conditions During VFR

The most common weather condition during VFRs in 2015 was clear at eighteen. Eight occurred when it was cloudy, two in the rain and two in foggy conditions. Six were Initiated Only Reports. Weather was not a factor in any of the Initiated Only reports.

Surface Conditions

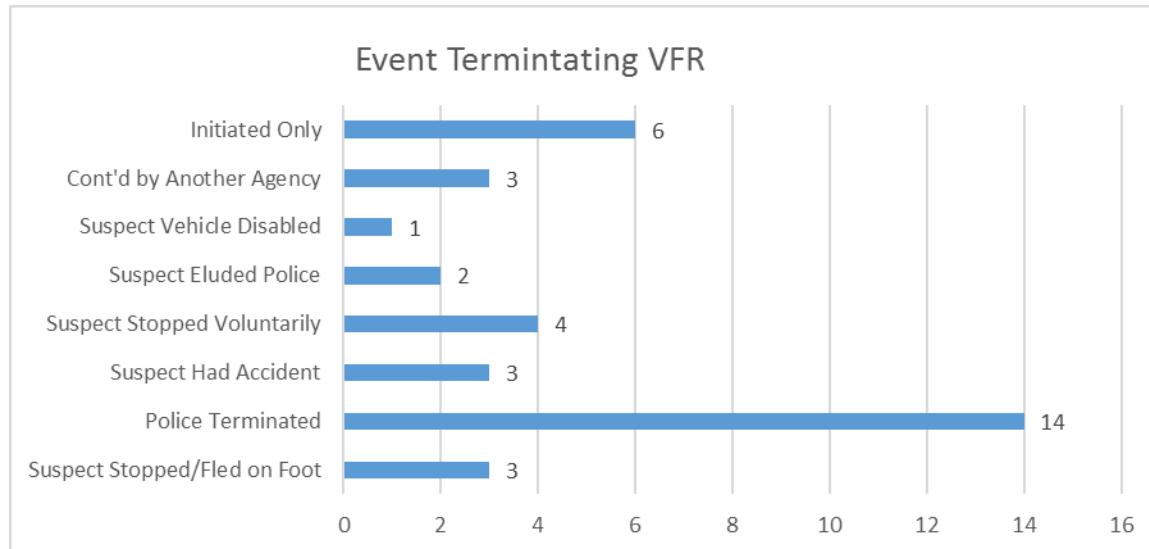
Of the 29 documented pursuits, twenty-four (80%) of the pursuits occurred on dry surfaces, six (21%) occurred on wet surfaces and zero (0%) on snow/ice. Six were Initiated Only.



{Termination}

Events Terminating Vehicle Flight Response

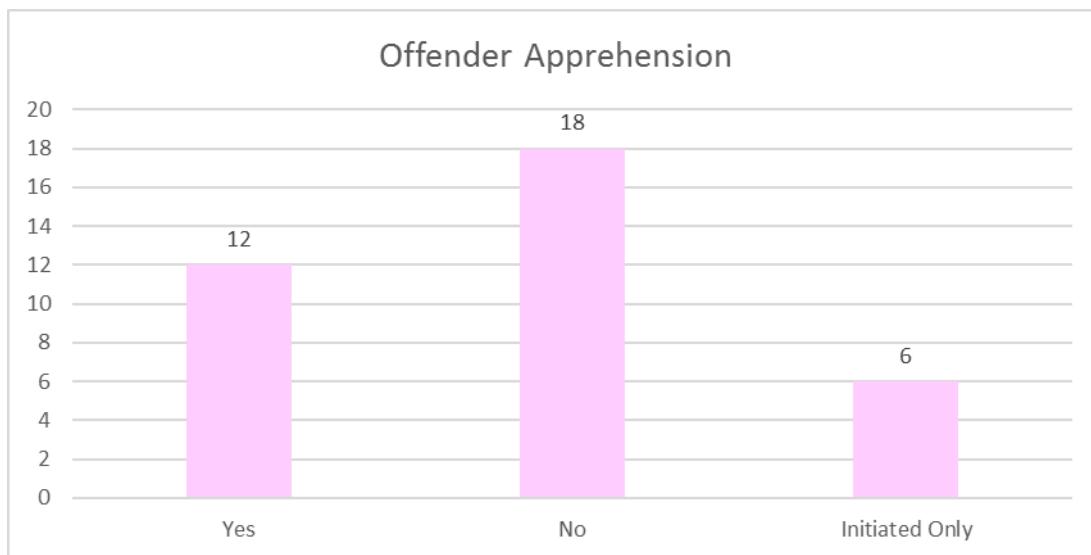
Fifteen (52%) of the VFRs that were terminated by the suspect happened when the suspect's vehicle was disabled, the suspect stopped voluntarily, fled on foot, had an accident, or they eluded police. Fourteen of the VFRs were terminated by the police, the officer or their supervisor. One was terminated when the pursuit was continued by another agency after a KPD officer was asked to assist for a short time until the other agency's officer arrived. Six were Initiated Only Reports.



In 2015 nine of the VFRs were terminated by a supervisor and five by the officer involved for a total of fourteen. In 2014 seven of the VFRs were terminated by a supervisor and six by the officer involved, for a total of 13.

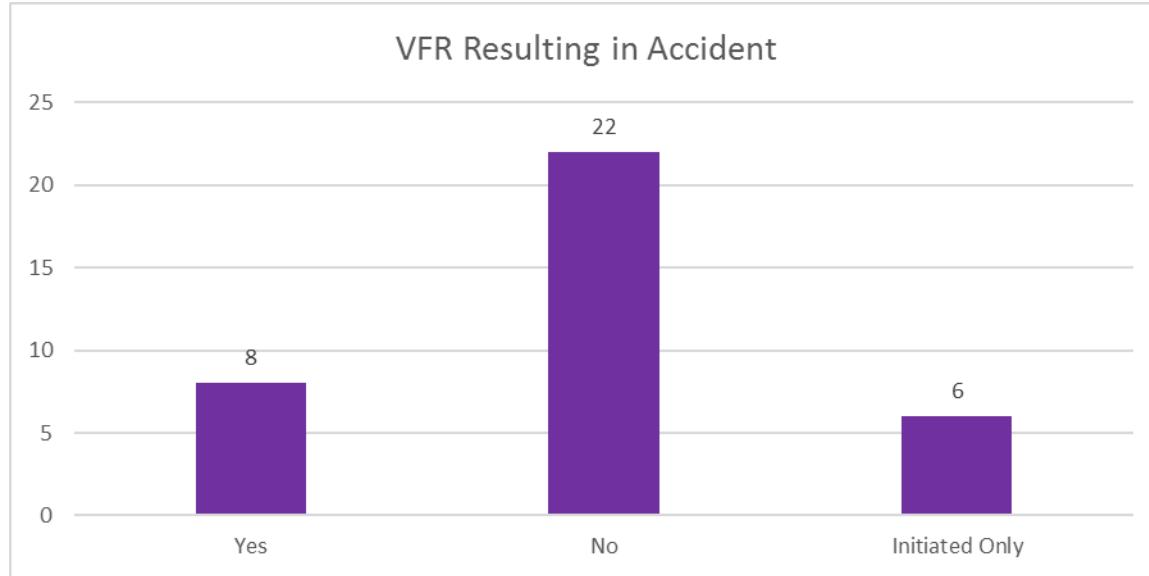
Offender Apprehension

The suspect was arrested in twelve (40%) of the VFRs. This reflects a 16% decrease in suspect apprehension from 2014, which was 56%.



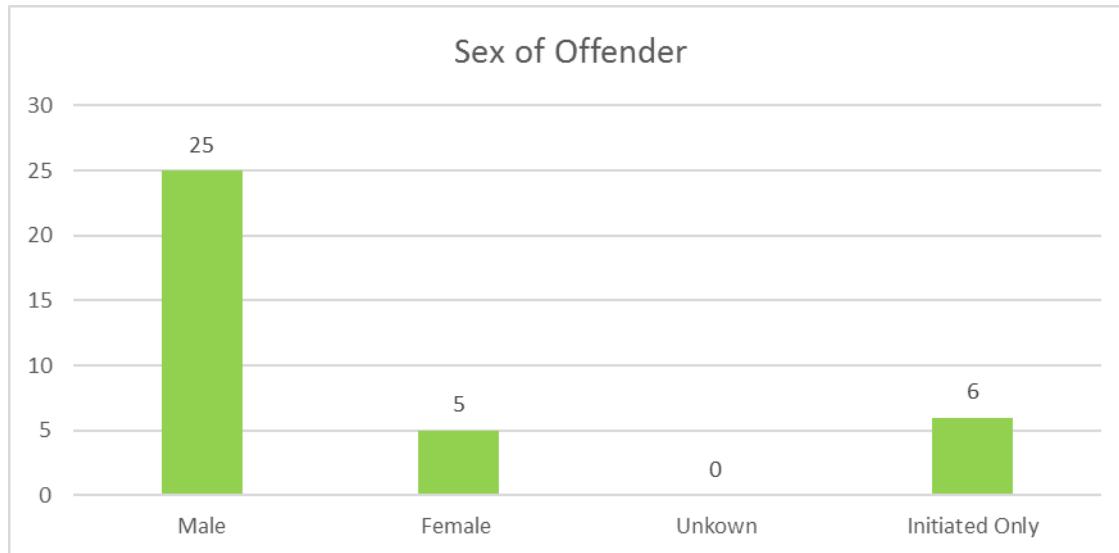
Accident as a Result of a VFR

Of the thirty documented VFRs in 2015, eight resulted in an accident which was an increase of five from 2014. There were no officers involved in an accident. There were several different reasons for the eight accidents that did occur when the suspects were involved. One suspect drove through a chain link fence then fled on foot. One disregarded a stop sign and struck an unoccupied parked car. Another ran off the road to go around the police car and hit a fence then continued down an embankment where the car got stuck. There was one injury to a suspect and there were no officers or third party injured as a result of those accidents. In 2014 there were three VFRs where an accident occurred.

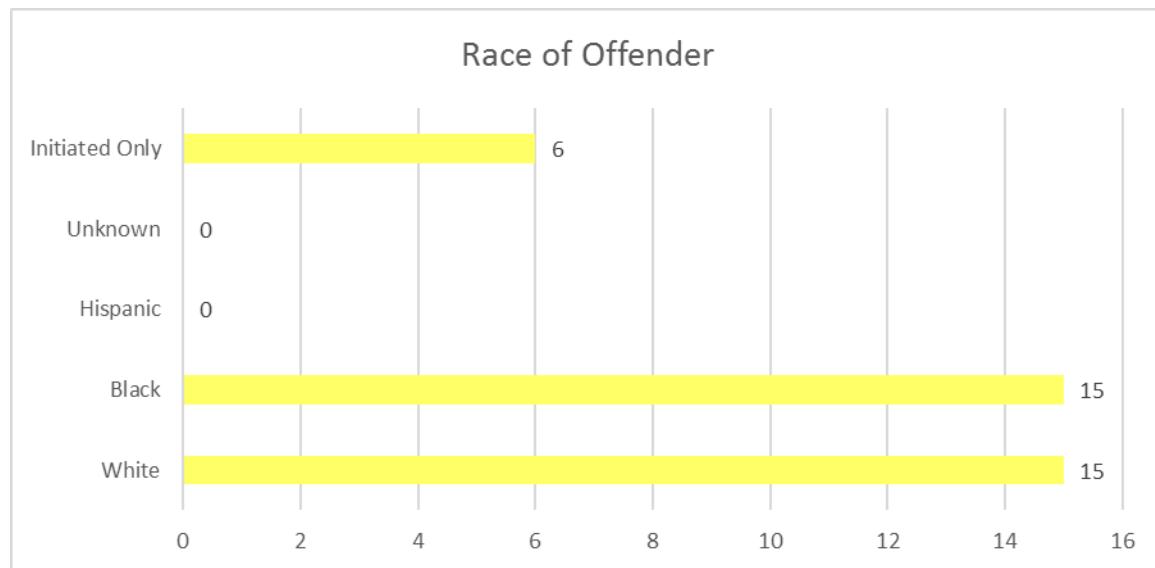


{Suspect Information}

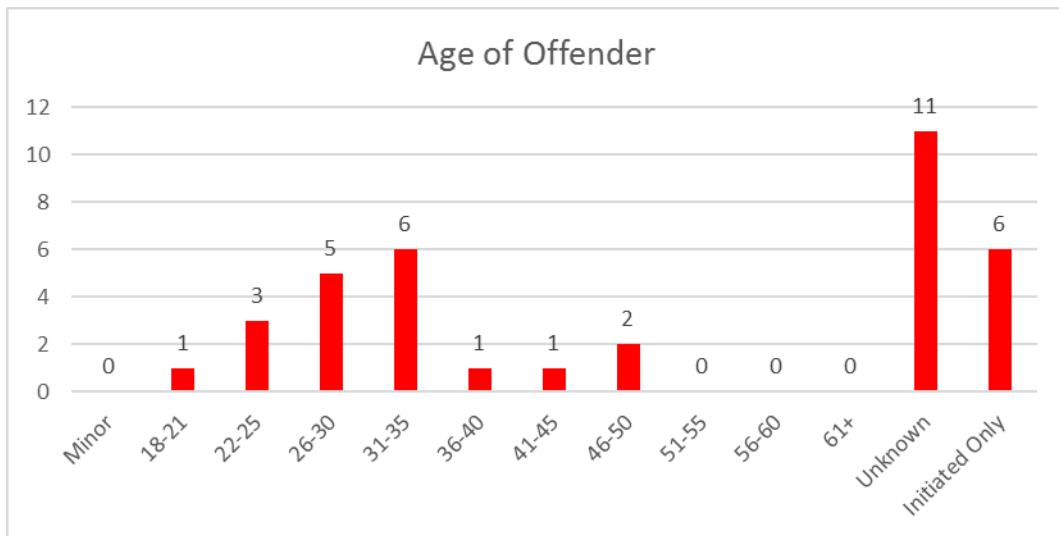
Sex of the Offender



Race of Offender



Age of Offender

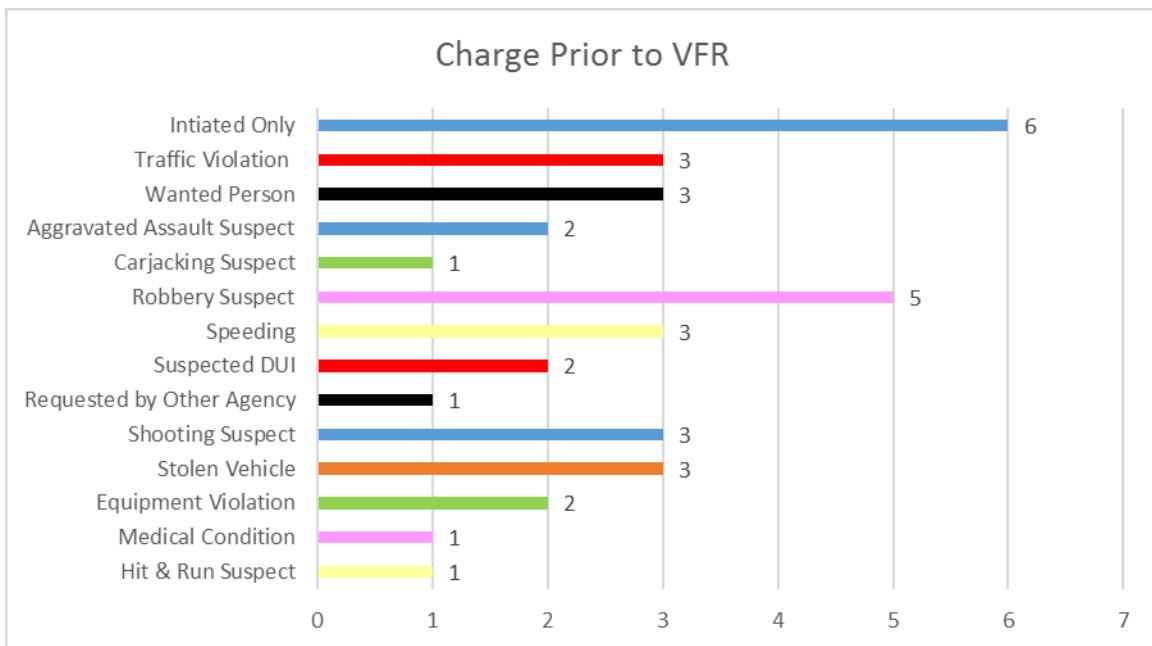


Suspect's Original Charge Prior to Vehicle Flight Response

The original charge with the highest occurrence prior to the VFR being initiated was robbery suspect with five. The next highest were traffic violations, wanted persons, speeding, shooting suspect and stolen vehicles all with three. Six were Initiated Only.

Original Charge	
Traffic Violation	3
Wanted Person	3
Aggravated Assault Suspect	2
Carjacking Suspect	1
Robbery Suspect	5
Speeding	3
Suspected DUI	2
Requested by Other Agency	1
Shooting Suspect	3
Stolen Vehicle	3
Equipment Violation	2
Medical Condition	1
Hit & Run Suspect	1
Initiated Only	6

There were eight of the VFRs initiated for technical violations or minor traffic violations. Three were misdemeanors, seventeen were felonies and two were other (one for a request from another agency and the other for a medical condition). Six 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. 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.



{Policy}

Policy Violations

Of the thirty documented Vehicle Flight Response Reports in 2015, seventeen (57%) conformed to policy, while thirteen (43%) were found to have been in violation of General Order 1.8. Six were Initiated Only. According to the VFR reports, supervisors documented that the violations included pursuing a vehicle for a traffic violation, following a suspect traveling in the wrong direction (westbound in an eastbound lane), not advising dispatch or a supervisor the officer was in pursuit, failing to activate their siren during the pursuit, and failing to use primary and secondary equipment during the pursuit. All five of the officers that were in violation were disciplined accordingly with training, counseling or other disciplinary action. This was a slight increase by just one in policy conformation from 2014 where four of the VFRs had policy violations.

Policy Review

As part of the 2015 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.

Vehicle Flight Response Report

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