



Knoxville Police Department

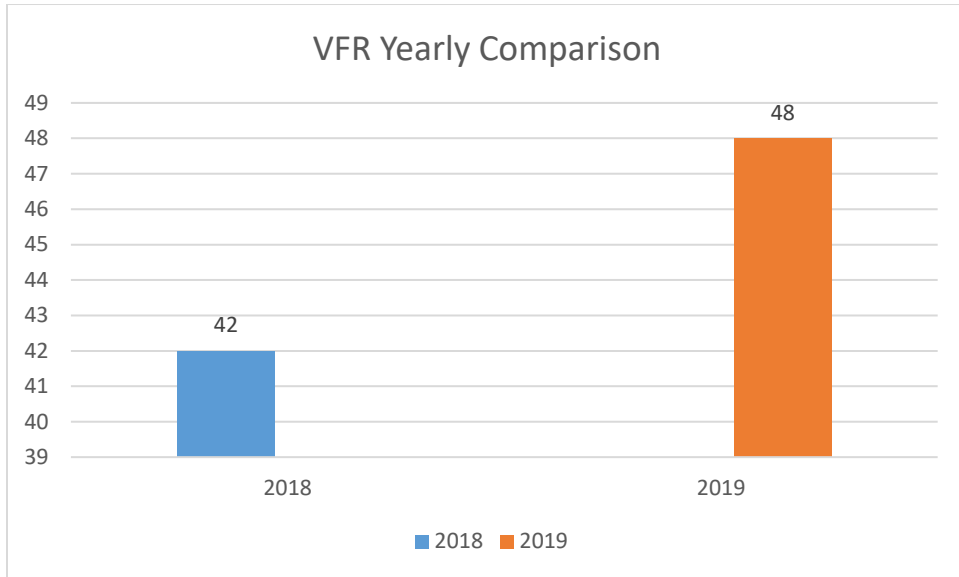
2019 Vehicle Flight Response Analysis

This is the 2019 Vehicle Flight Response (VFR) Analysis report that is required by CALEA Standard 41.2.2 and Knoxville Police Department policy. The report provides an overview for the department and training staff to examine police officers' actions, evaluate performance and identify areas where officers and supervisors may show deficiencies during a VFR.

In 2019, there were forty-eight vehicle flight response reports documented by the Knoxville Police Department. This is an Increase of six VFR's from the 2018 VFR report. The analysis also reflects a decrease in officer "initiated only" reports. In 2018 the department documented sixty-one "initiated only" reports compared to thirty in 2019.

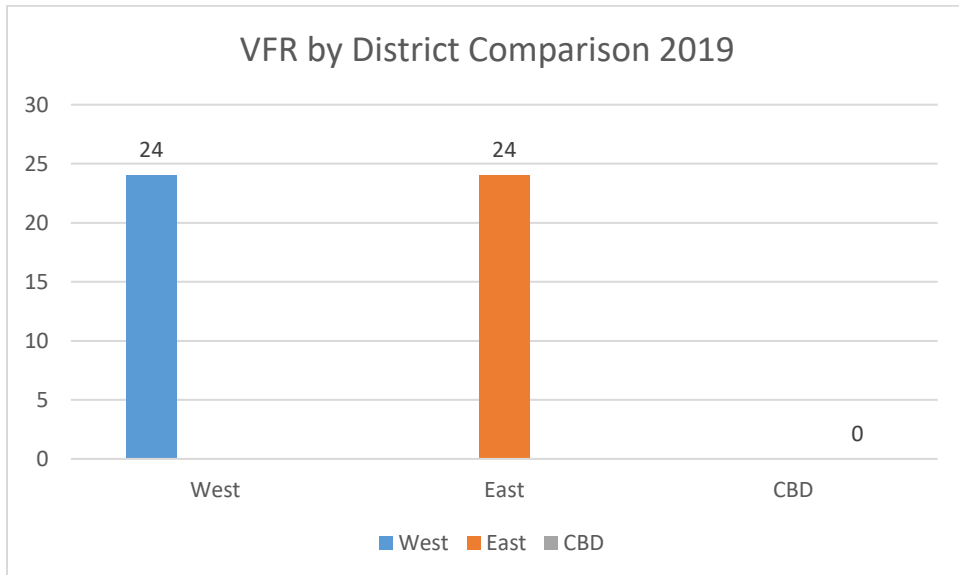
The following report displays graphs, charts and a brief synopsis of the statistics surrounding the actions and conditions officers encounter during a vehicle flight event. From this report, staff can identify areas where the department demonstrates proficiencies as well as areas of concern that need to be addressed with additional training.

During the calendar year of 2019, there were forty-eight documented VFRs. It should be noted that the number of VFRs in this graph does not include the “initiated only” reports.



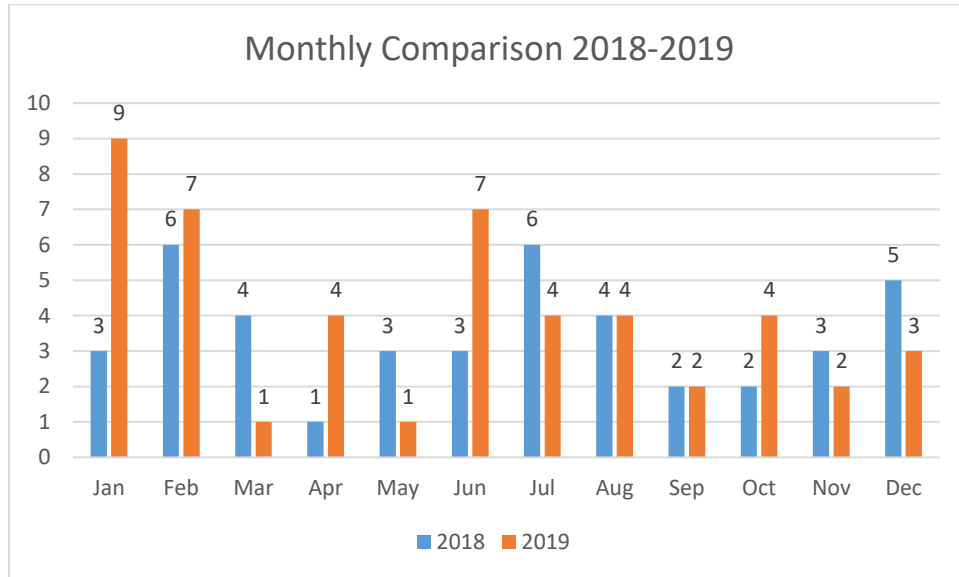
District Comparison

In 2019, of the total forty-eight VFRs, twenty-four occurred in the West District and twenty-four were in the East District. The Central Business District had zero VFRs in 2019 which was down from nine in 2018.



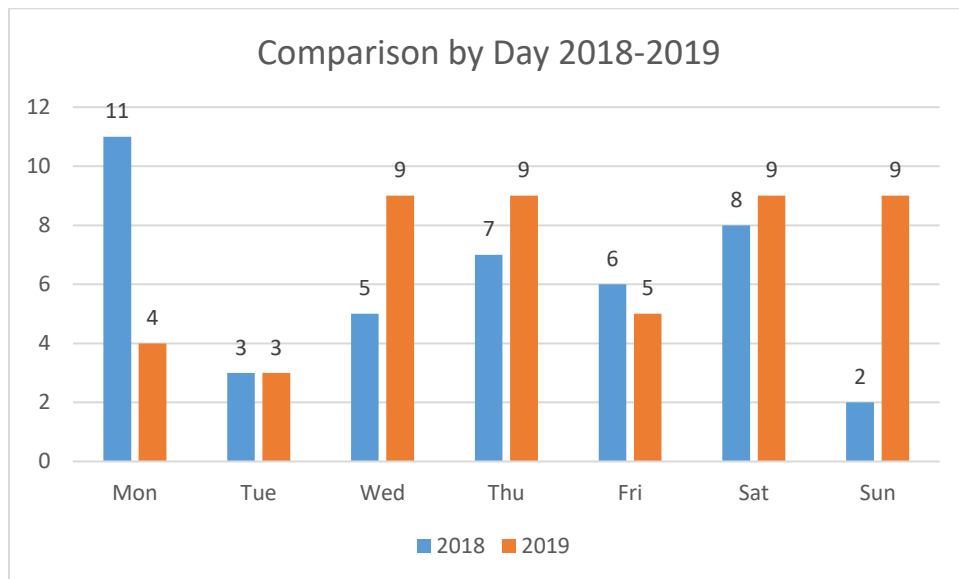
VFR by Month in which they occurred

In 2019, January had the highest number of VFRs with nine followed by February and June each with seven VFRs. April, July, August and October all came in third place with four each. December was fourth place with three followed by September and November in fifth place with two each. March and May were both the least amount per month with one each.



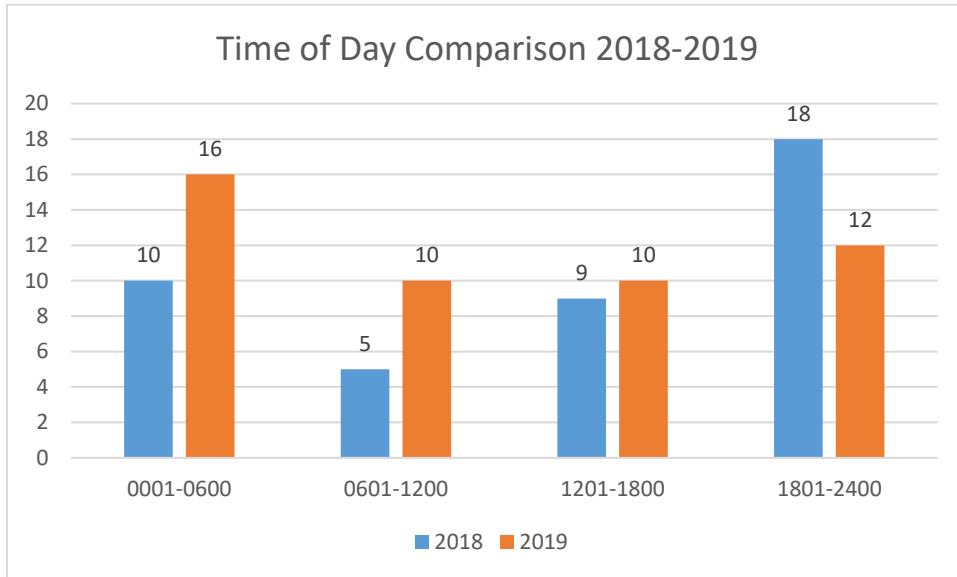
VFR By Day

In 2019, Wednesday, Thursday, Saturday, and Sunday all tied for the most VFRs on a day with nine each. Next was Friday with five VFRs, followed by Monday with four and Tuesday had the least with three VFRs.



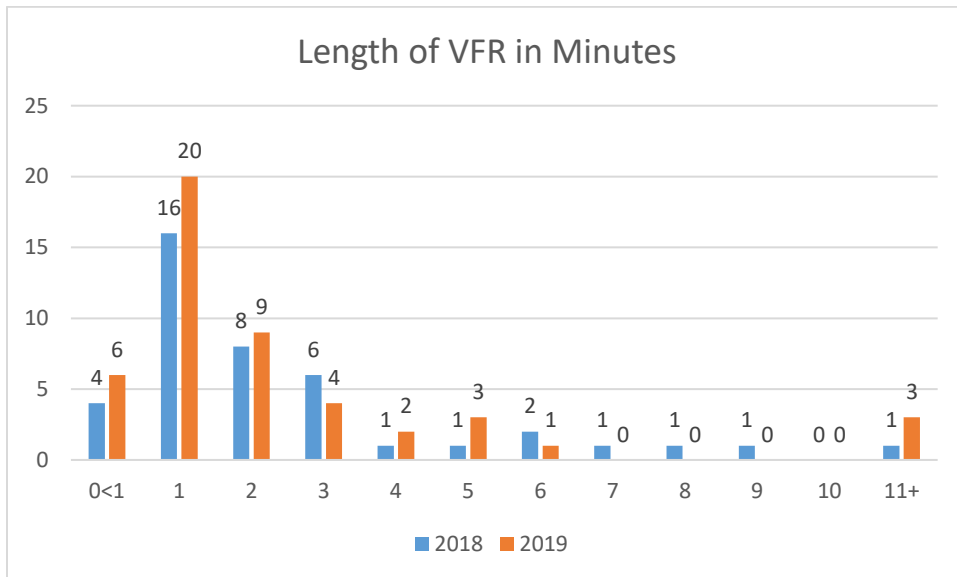
VFR By Time of Day

In 2019, the time frame of 0001-0600 hours had the highest number of VFR reports with sixteen. The time period from 1801-2400 hours was second place with twelve VFR's.



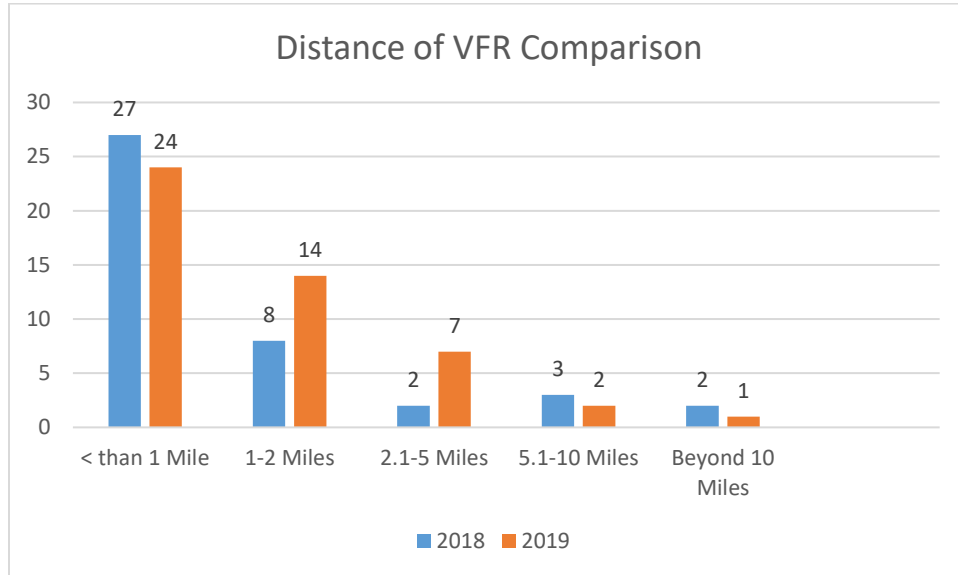
VFR by minutes

In 2019, twenty-six VFR's were less than two minutes in length, which accounted for 54% of the VFR reports for the entire year. Only seven VFRS were 5 minutes or greater which accounted for 14% of the yearly VFR total.



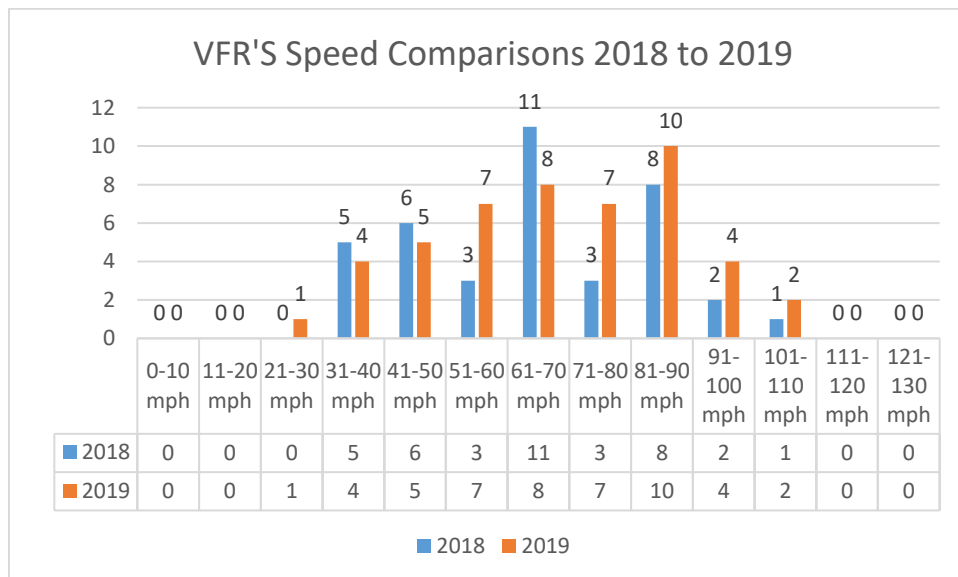
Distance of VFR

In 2019, twenty-four of the forty-eight VFRs or 50% of the VFRs were less than one mile in distance.



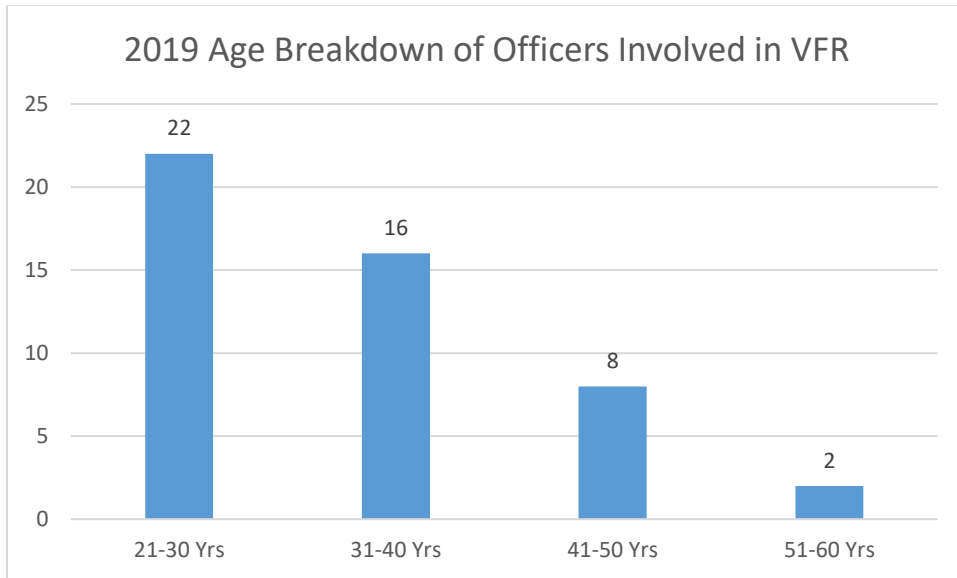
MPH VFR

During 2019, the speed of VFR's ranged from unknown low speed to 108 mph. The greatest number of VFR's were represented in the 81 mph to 90 mph range with ten. The second highest number comes in the 61 mph – 70 mph category with eight. There were sixteen VFR's that were greater than 81 mph in 2019, which is an increase from the eleven reported in 2018.



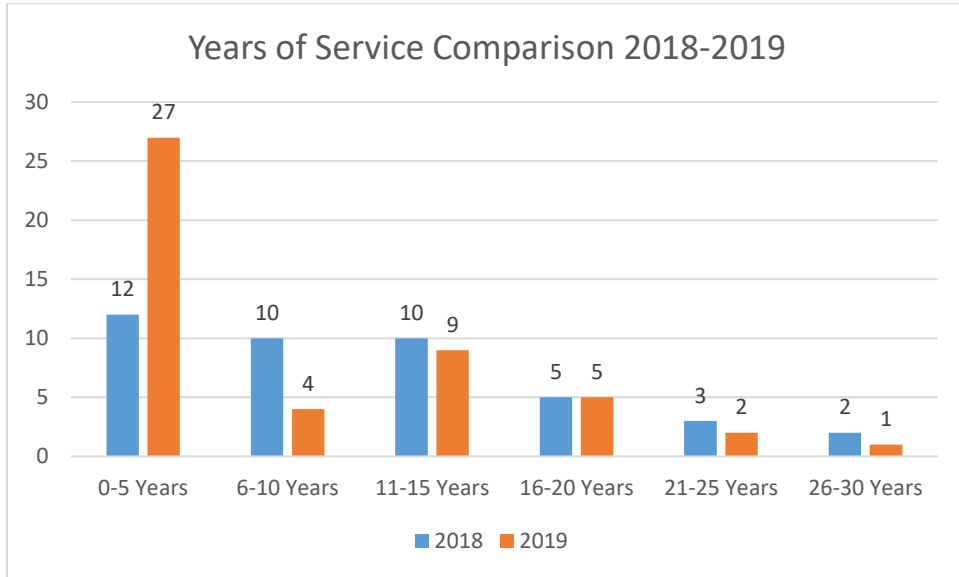
Age of Officers involved in VFR

The highest number of officers involved in VFR's were in the age range of 21 – 30 years of age. Officers within the age range of 51- 60 reflected the lowest number of officers involved in VFRs. Officers between the age of 21 – 40 accounted for thirty-eight or 79% of the Vehicle Flight Reports. As can be seen, the older the Officer, the less likely he/she will be involved in vehicle pursuit.



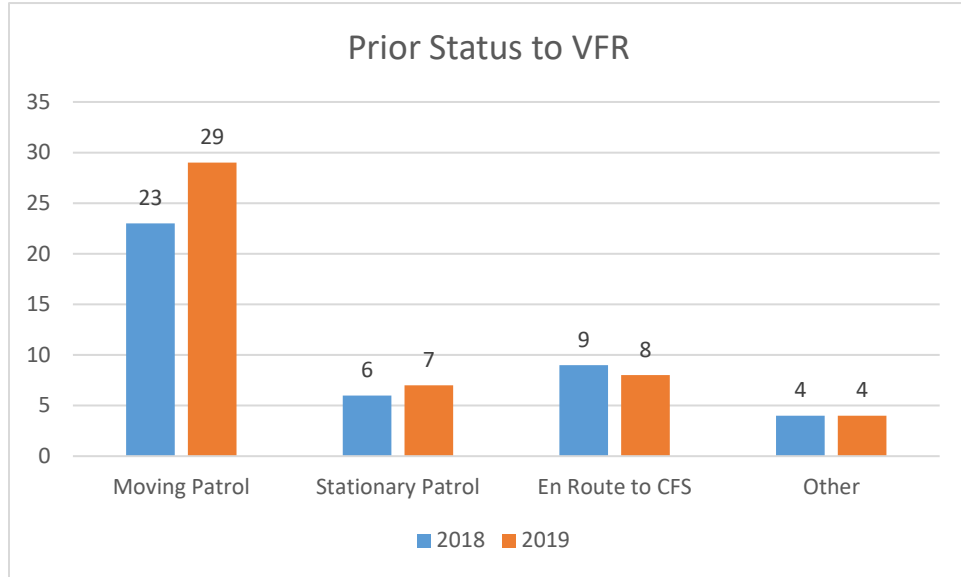
Years of Service of Primary officer in VFR

Officers between 0 – 5 years of service accounted for twenty-seven of the VFR’s in 2019, while officers between 6 -10 years and 11 – 15 years accounted for a total of thirteen. Officers with 16 – 20 years accounted for five VFRs. Officers with 0 – 15 years of service accounted for 83% of the VFRs in 2019, while those with 16 or more years of service accounted for only eight VFRs or 16% of the total. Twenty-seven or 56% of all the VFRs for 2019 were from Officers with 0-5 years of service.



Patrol Status Prior to VFR

In 2019, twenty-nine of the VFR's began when the officer was moving while on patrol. There were eight officers en-route to a call for service when the VFR began. In seven of the incidents, the officers were stationary while on patrol, such as running radar or special assignment.

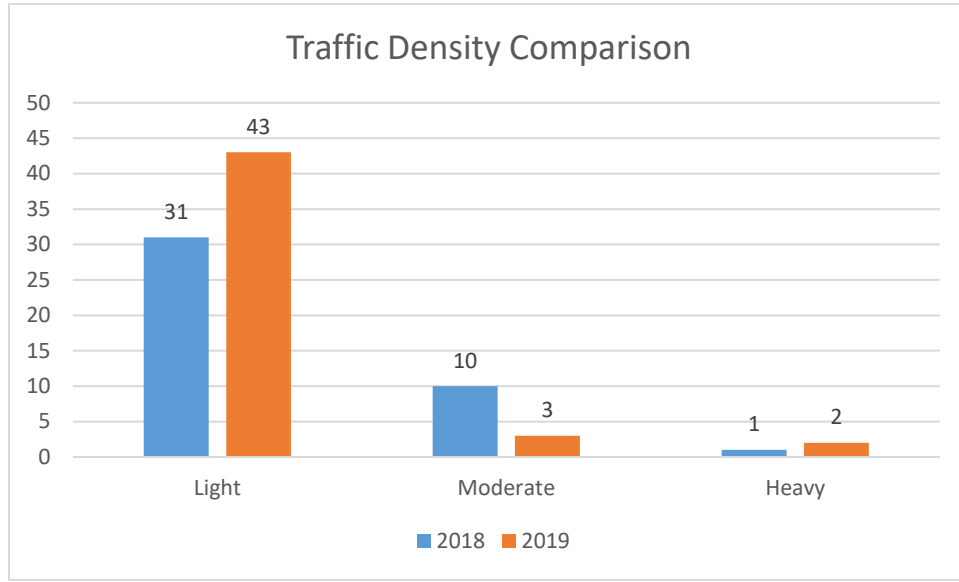


Type of Unit used in VFR

In 2019, of the forty-eight VFR's, all involved marked units as the primary vehicle when pursuit began. In comparison to the forty-two VFRs in 2018, which had thirty-nine marked units with three unmarked police cars.

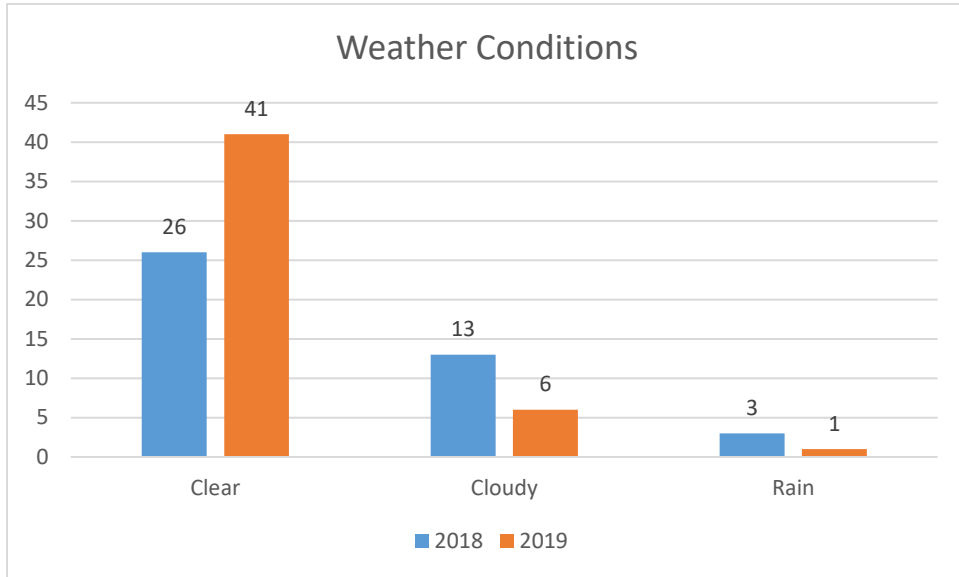
Traffic Density

Of the forty-eight VFR's for 2019, forty-three occurred when traffic conditions were light. There were three VFR's that occurred when traffic conditions were considered to be medium and only two occurred when condition were considered heavy.



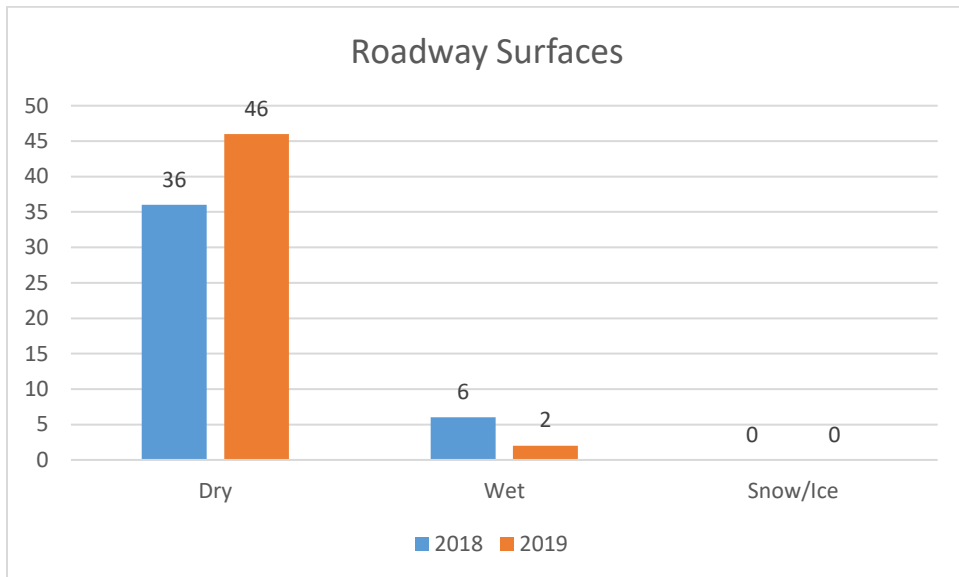
Weather Conditions

The most common weather condition during the VFR's in 2019 was during clear conditions, which occurred forty-one times. There were six VFR's when it was cloudy and one VFR when it was raining.



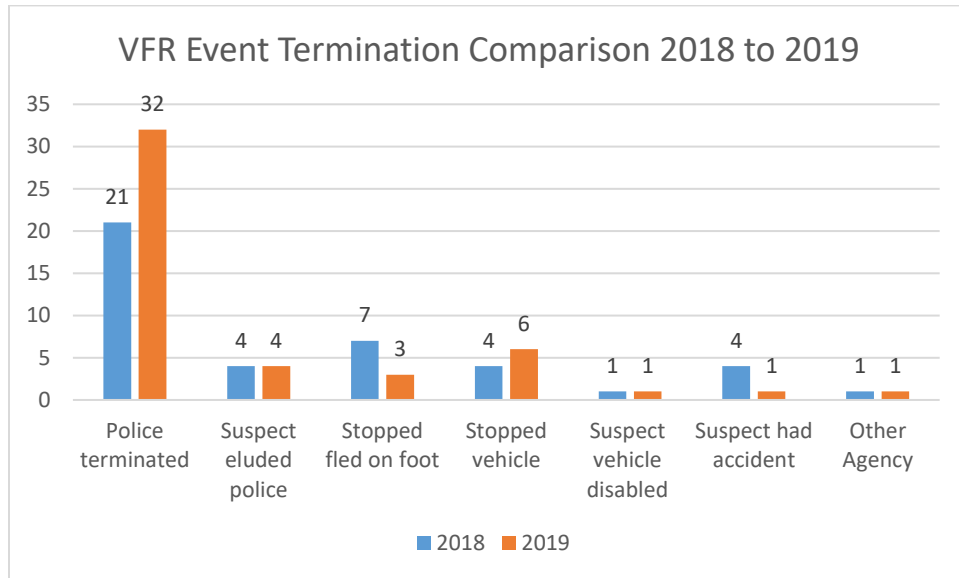
Surface Conditions

In 2019, of the forty-eight documented VFR's, forty-six occurred when the roadway surface was dry, while only two occurred while the surface was wet. These numbers showed a higher percentage of total VFRs for 2019 were conducted in dry conditions than in 2018.



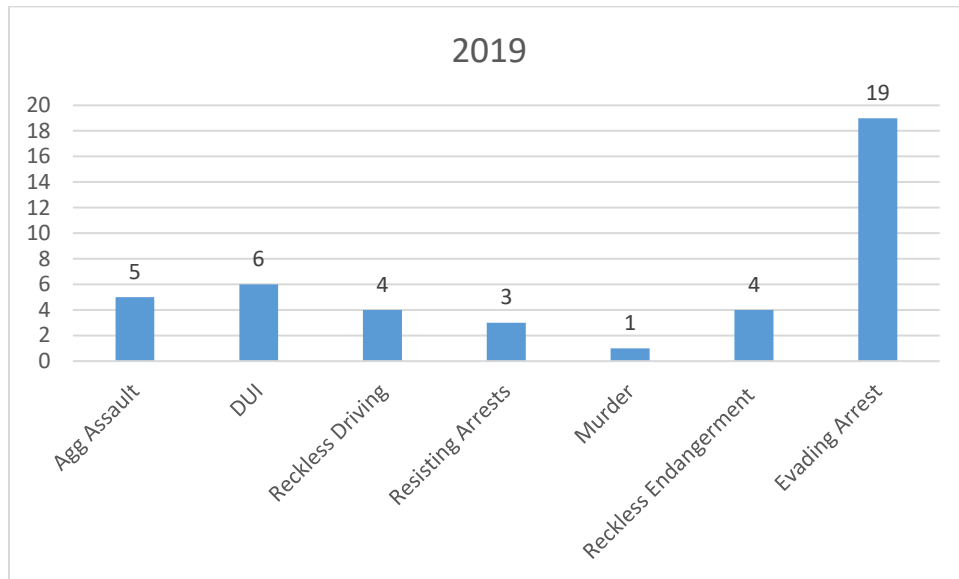
Event Termination VFR

In 2019, thirty-two of the forty-eight VFR's were terminated by the police, which represented 66% of the VFRs. The second place cause of termination was where the suspect stopped their vehicle which accounted for six incidents. Third place was where the suspect eluded officers which occurred four times. There was only one incident in both 2018 and 2019 where the pursuit was taken over by another agency.



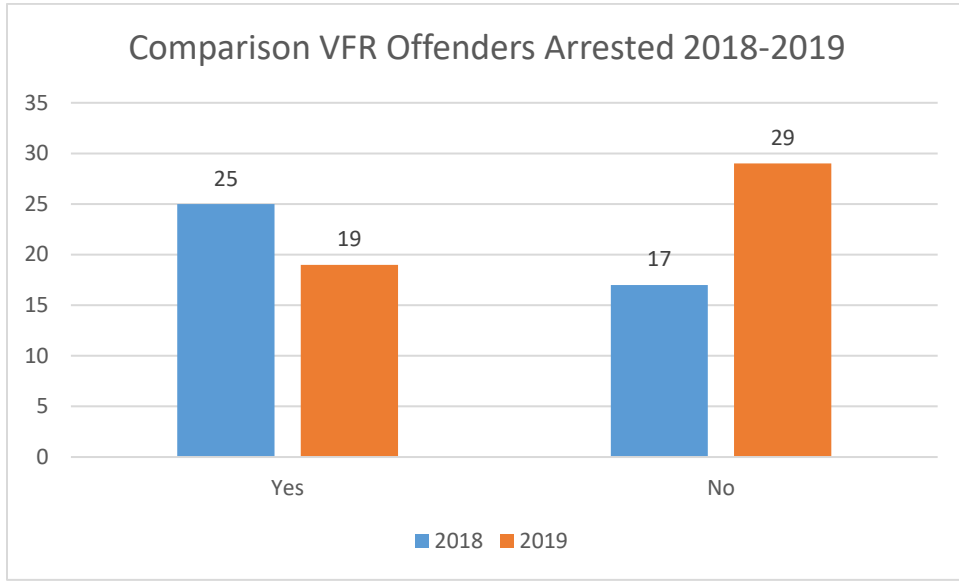
Charges Resulting from VFR Event

In 2019, evading arrest was the number one charge placed on suspects after pursuit. It should be noted that these numbers were based on when suspects were taken into custody at end of pursuit and also when they eluded Officers, but their identity was known. Not all pursuits resulted in suspects apprehended and charges placed. This chart does not cover all charges placed, but with the exception of the murder charge, represents many of the most common charges placed on suspects. Charges ranged from felonies to minor traffic charges. Most arrests resulted in numerous charges placed on the suspect.



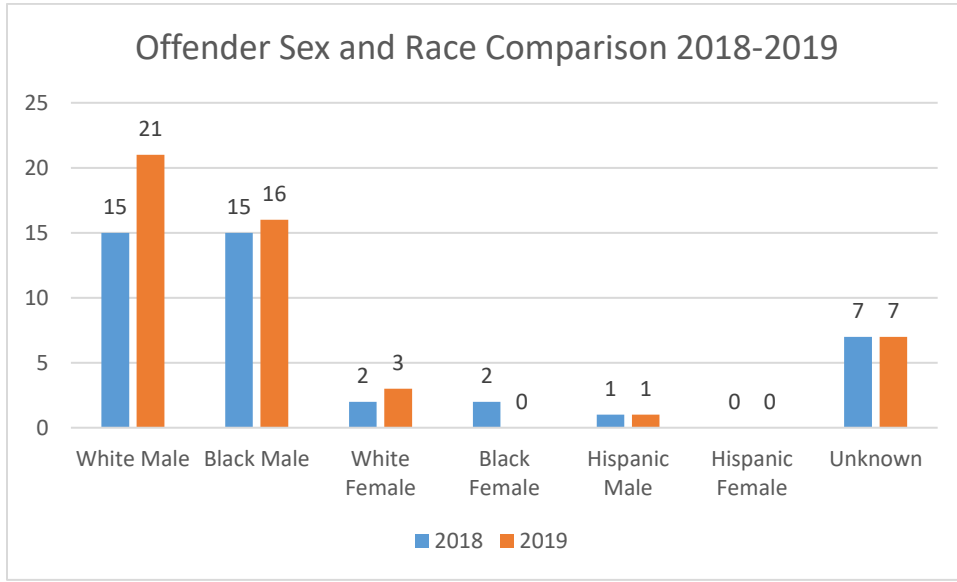
Offender Apprehended

In 2019, the suspects were apprehended in nineteen of the forty-eight VFRs or 39% of the total VFRs. In 2018, the suspects were apprehended in twenty-five or 59% of the VFR's. This is a decrease in the apprehension rate from 2018.



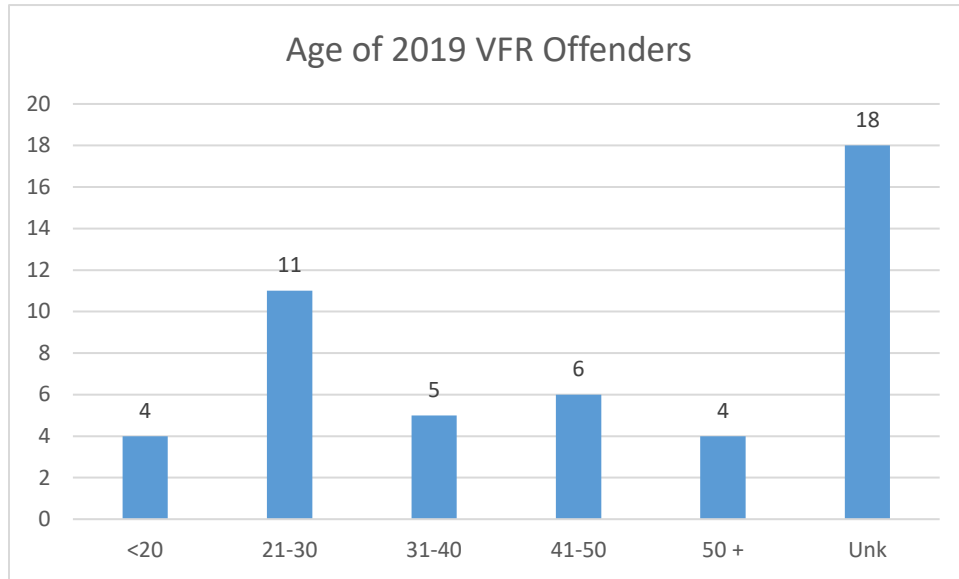
Offender Sex and Race

In 2019, the statistics for the offenders' sex and race were similar to those in 2018 with the exception of white males showing an increase of eight percent. 2018 had fifteen of forty-two VFRs involving white males (35%). In 2019 twenty-one of forty-eight VFRs were white males (43%).



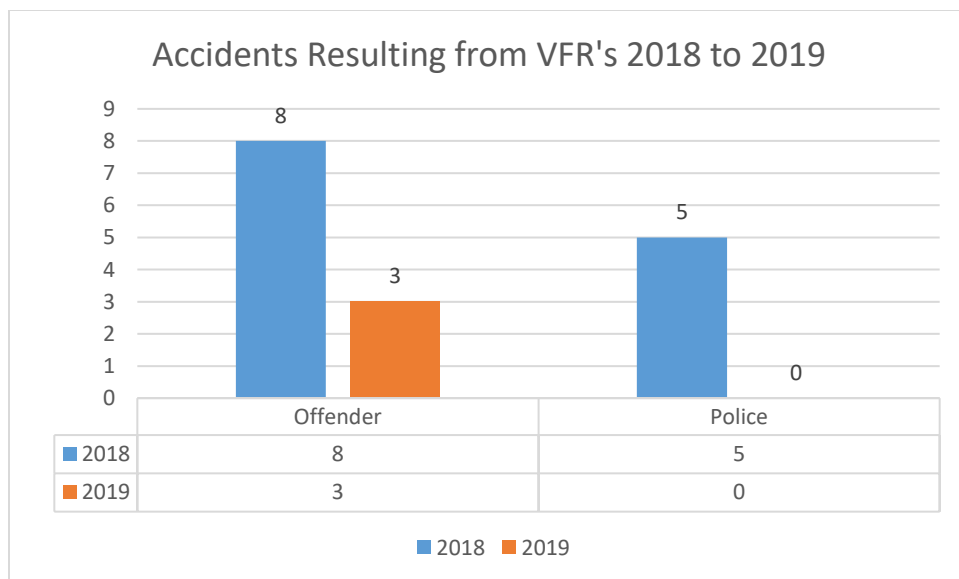
Offenders Age

In 2019, sixteen or 33% of the offenders were between the age of 21 and 40 years of age. This does not give a confirmed percentage as the age of offenders in eighteen out of a total of forty-eight VFRs was unknown.



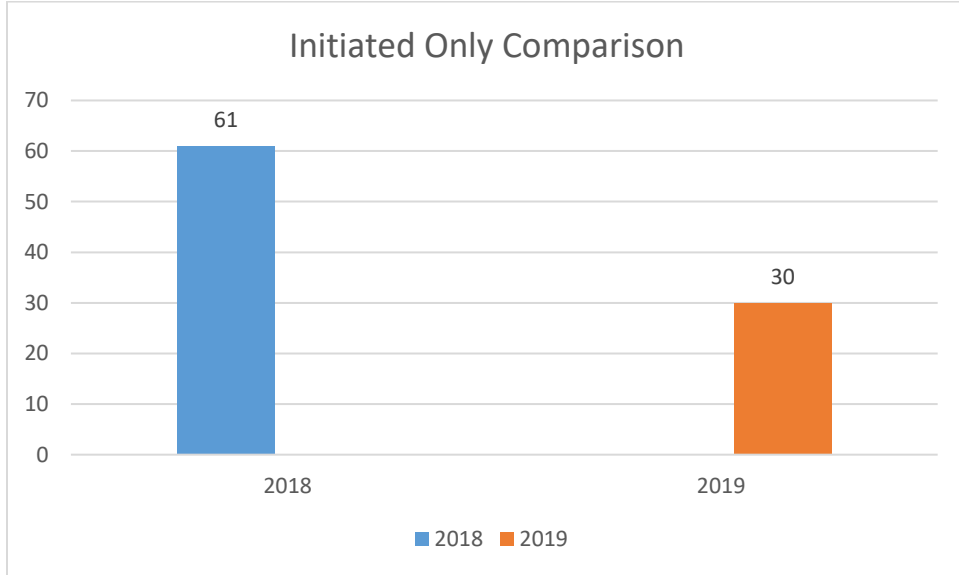
Accident as a Result from VFR

In 2019 there were a total of three accidents resulting from VFR's. Of these accidents all three involved the suspect's vehicle. When compared to 2018, there was a decrease of five accidents involving suspects and a decrease in officer accidents from five to zero.



Officer Initiated Only

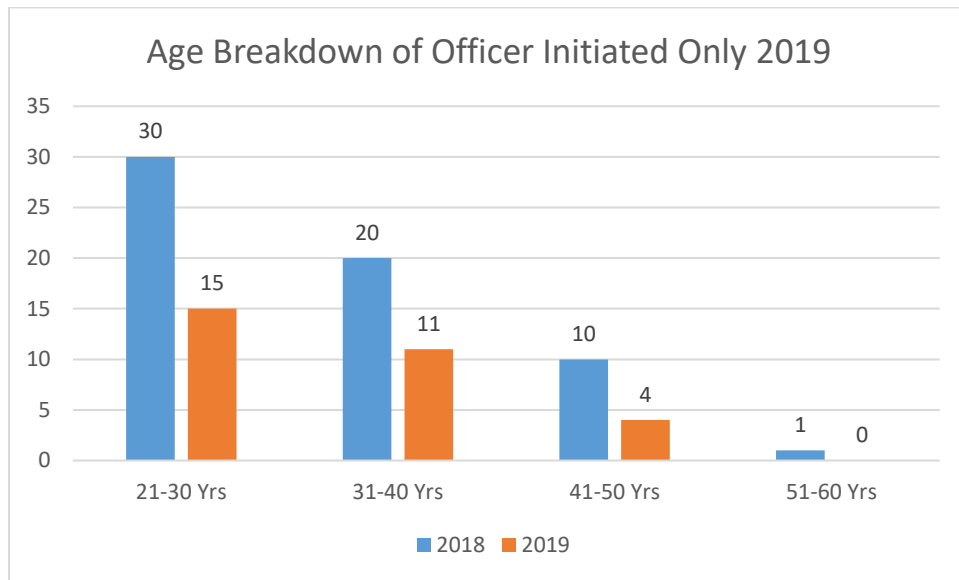
In 2019 there was a significant decrease in “Officer Initiated Only” VFR’s from 2018.



This decrease was from sixty-one in 2018 to thirty in 2019, showing a 51% decrease. Initiated only is defined as an interaction with a vehicle by a police unit that resulted in the vehicle fleeing, but the officer not giving chase, only initiating emergency equipment.

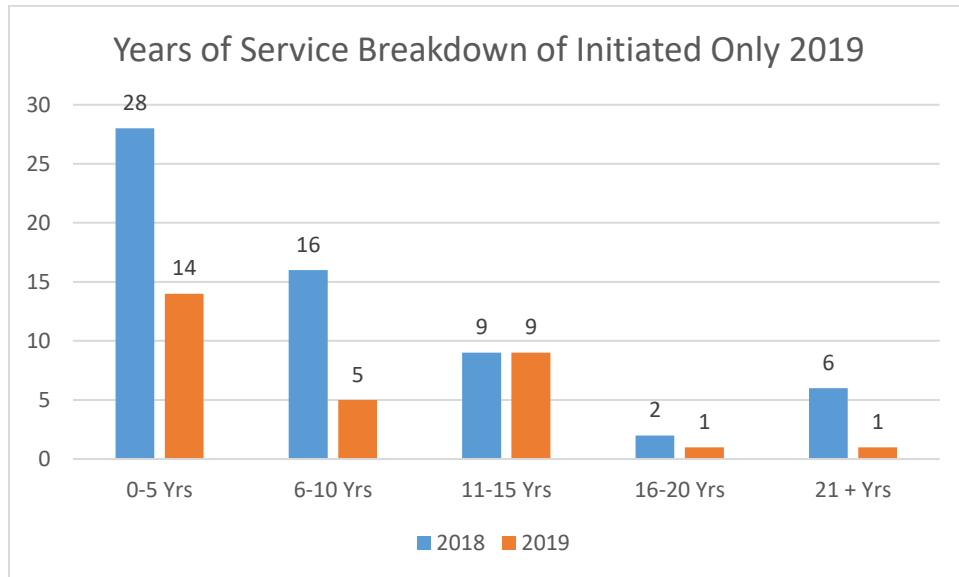
Age of Officers in “Initiated Only”

The graph comparing the age of the officers involved in “initiated only” reflects a decrease across the board agewise in “initiated only” incidents.



Years of Service Officer initiated only

Just as the previous graphs indicate, younger Officers are more likely to be involved in VFRs and “Initiated Only” incidents. Likewise, newer Officers (service time) are more likely to be involved in VFRs and “Initiated Only” incidents.



Policy Violations:

Of the forty-eight Vehicle Flight Reports in 2019, there was one oral reprimand for policy violations regarding General Order 1.8 (Emergency Equipment and Vehicle Flight Response Driving). In fourteen incidents, Supervisors noted and counseled officers for violations such as failure to activate both primary and secondary devices, failure to activate in-car camera and microphone, having too many police vehicles in VFR and pursuing for minor traffic offenses. One VFR was investigated by the Internal Affairs Unit and outcome is still pending at time of this report.

Policy Review

As part of the 2019 Vehicle Flight analysis, General Order 1.8 was reviewed as well to determine if any issues with policy or reporting procedure needed to be addressed. The review determined the policy met department needs. 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 should be on supervisor management of VFR's, reasons for initiation, speeds, thorough documentation of the vehicle flight and officer's tactics used during the VFR. Quarterly analysis and training may be a way to stay ahead of negative trends and address issues before they become problems. Quarterly training for supervisors would help to address promptness of reporting and documenting policy violations.