KNOXVILLE POLICE DEPARTMENT

GENERAL MEMORANDUM

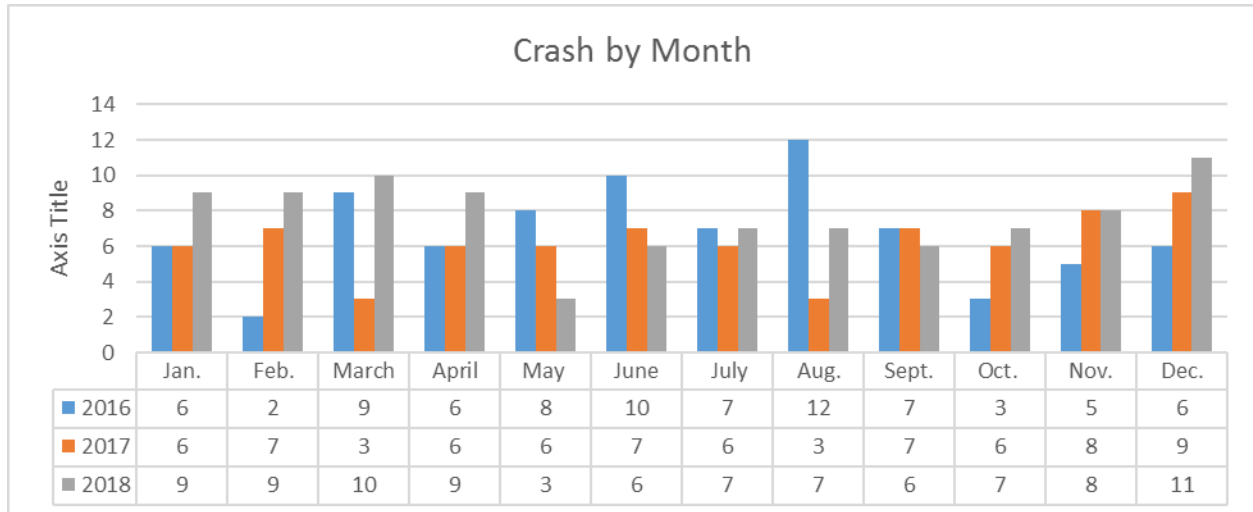| TO: Deputy Chief Ron Green	DATE: April 12, 2019
FROM: Officer Michele Goldsberry	DISTRIBUTION: Chief Eve Thomas Lt. Ryan Morrow Lt. Cheri Matlock Lt. Susan Coker Sgt. Tom Walker P.O.IV Matt Gentry P.O.IV Tim Chambers
SUBJECT: 2018 Crash Analysis of Employee Involved Crashes	

2018 Crash Analysis of Employee Involved Collisions

The following is an analysis of Knoxville Police Department employee involved crashes for the calendar year 2018.

In 2018 there was a total of **(92)** employee involved crashes compared to **(74)** crashes in 2017, a 20% increase. The information given indicated that in 52 **(57%)** of the vehicle crashes KPD was "not at fault." In 40 **(43%)** of the vehicle crashes KPD employees were considered to be "at fault." Of the total crashes, 5 **(5%)** involved patrol units running emergency traffic, 3 **(60%)** were found to be "at fault," whereas 2 **(40%)** were found to be "not at fault."   The most common contributing factor in employee crashes were improper backing, 13 of the 40 **(14%).**
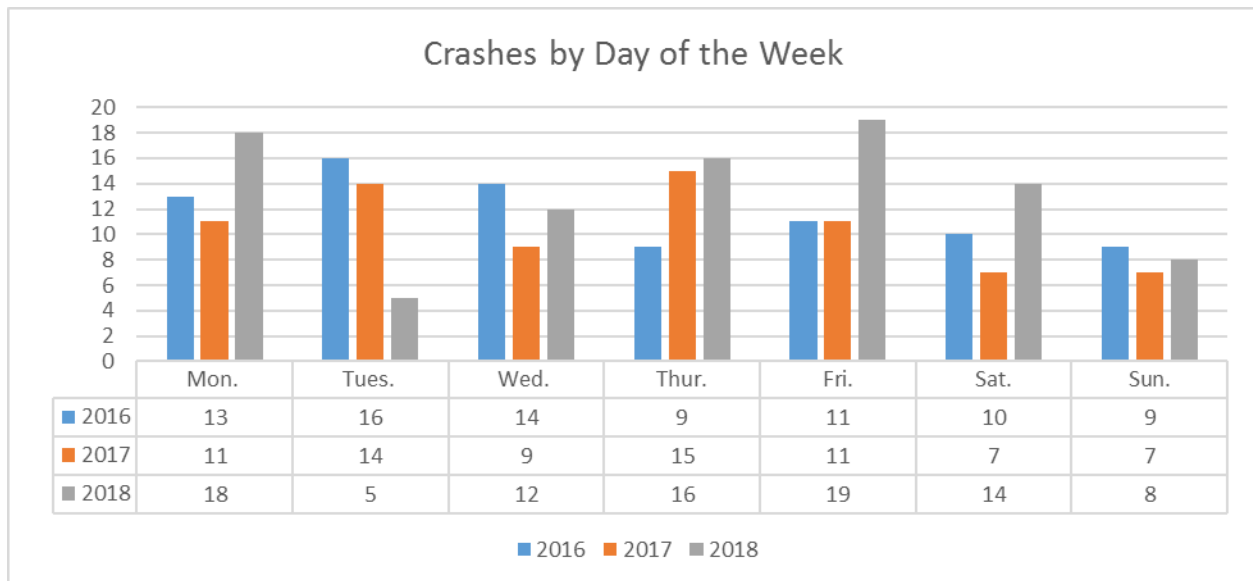
The following charts show DATA collected during 2018 compared with DATA from 2017 and 2016 where this DATA was available.
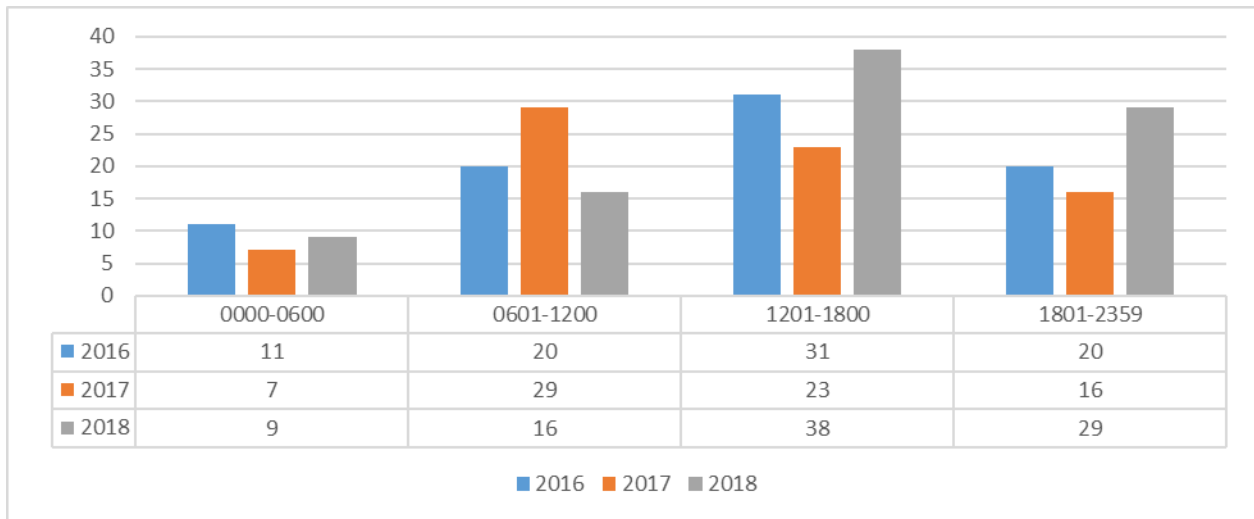
By Month

Crash by Month

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.
2016	6	2	9	6	8	10	7	12	7	3	5	6
2017	6	7	3	6	6	7	6	3	7	6	8	9
2018	9	9	10	9	3	6	7	7	6	7	8	11

December showed the highest month with 11, whereas December in 2017 had 9 and August in 2016 had 12.

Day of the Week Comparison

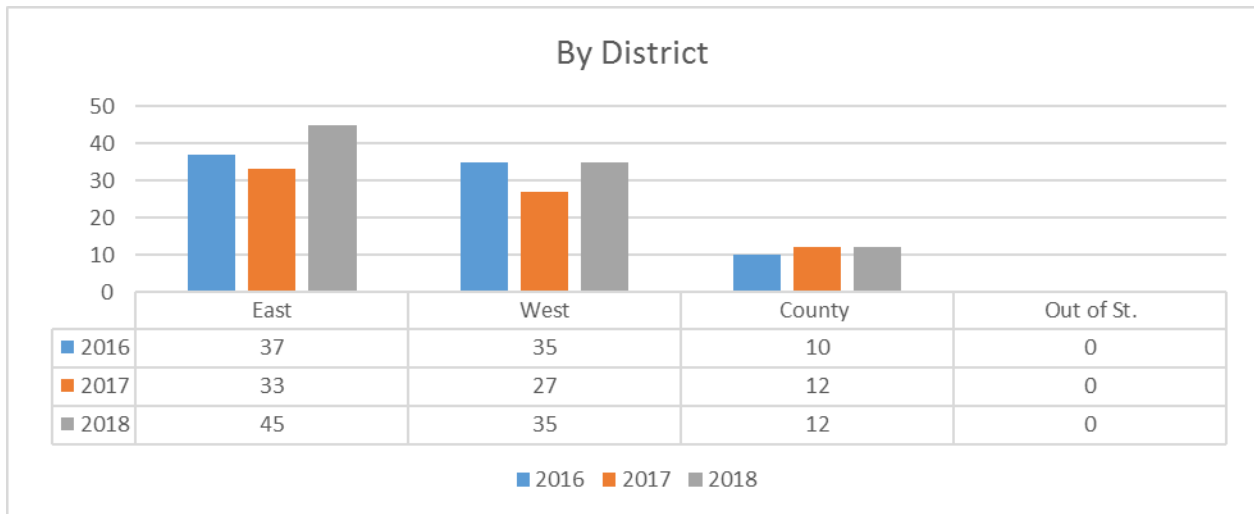### Crashes by Day of the Week

	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Sun.
2016	13	16	14	9	11	10	9
2017	11	14	9	15	11	7	7
2018	18	5	12	16	19	14	8

Friday seems to have the most number of crashes for 2018 compared to Thursday in 2017 and Tuesday in 2016.

Time of Day

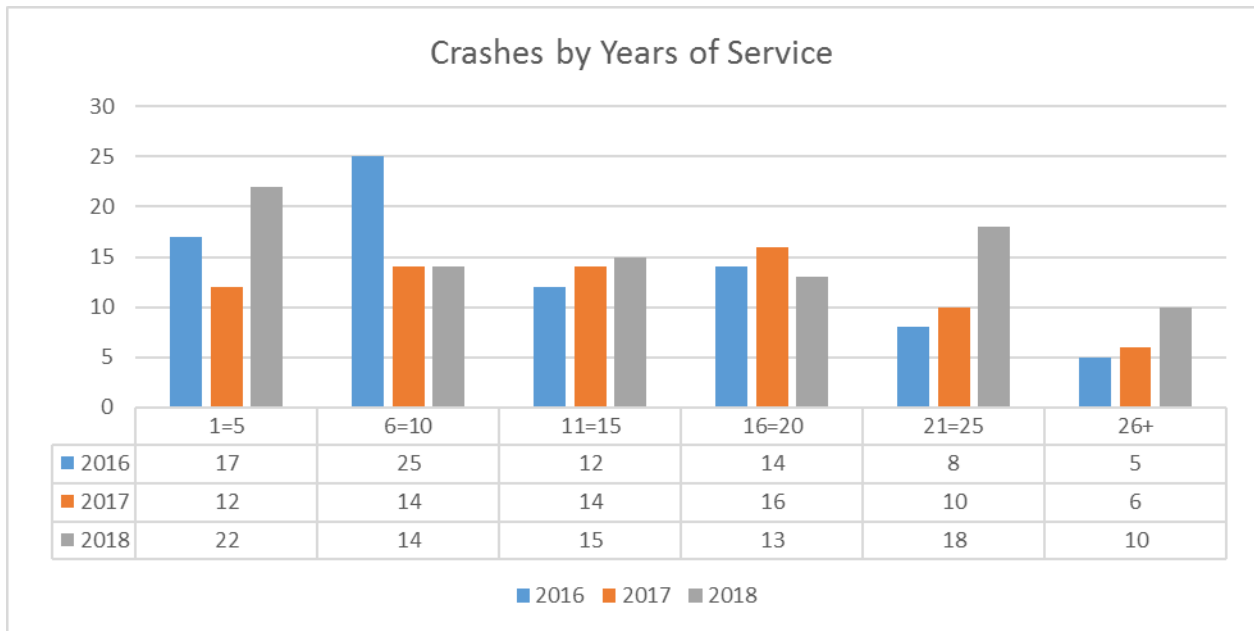|	0000-0600	0601-1200	1201-1800	1801-2359
2016	11	20	31	20
2017	7	29	23	16
2018	9	16	38	29

2016 2017 2018

Afternoon hours was the most common time to be involved in a crash compared to morning hours in 2017 and afternoon hours in 2016.
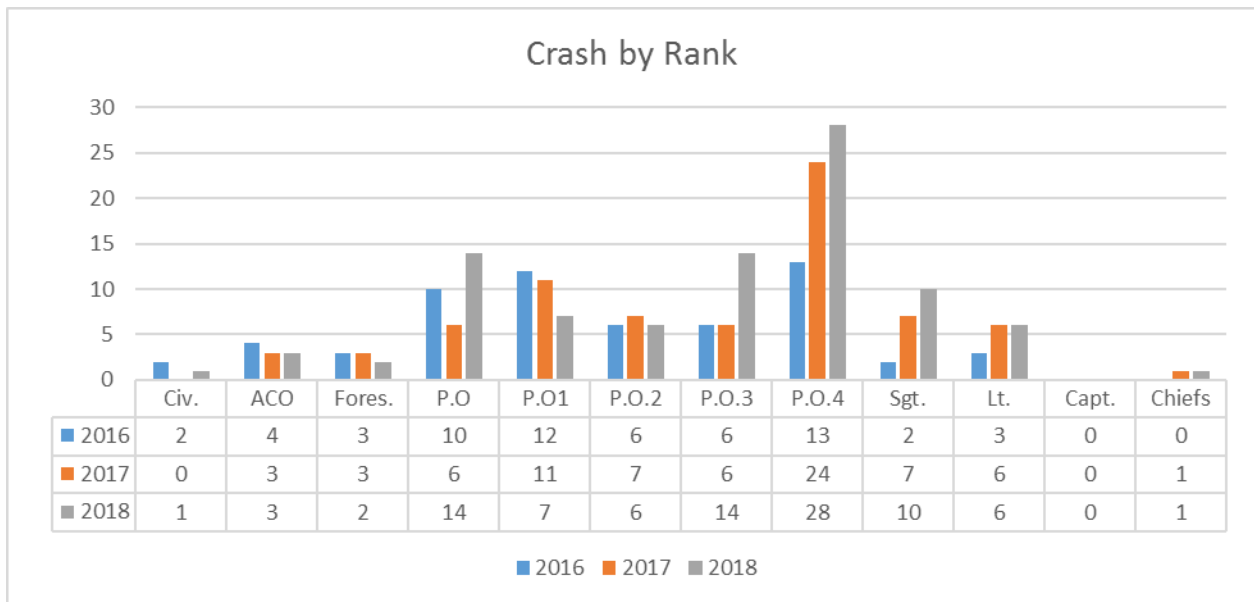
By District

By District

	East	West	County	Out of St.
2016	37	35	10	0
2017	33	27	12	0
2018	45	35	12	0

2016 2017 2018

Crashes by Years of Service

Crashes by Years of Service

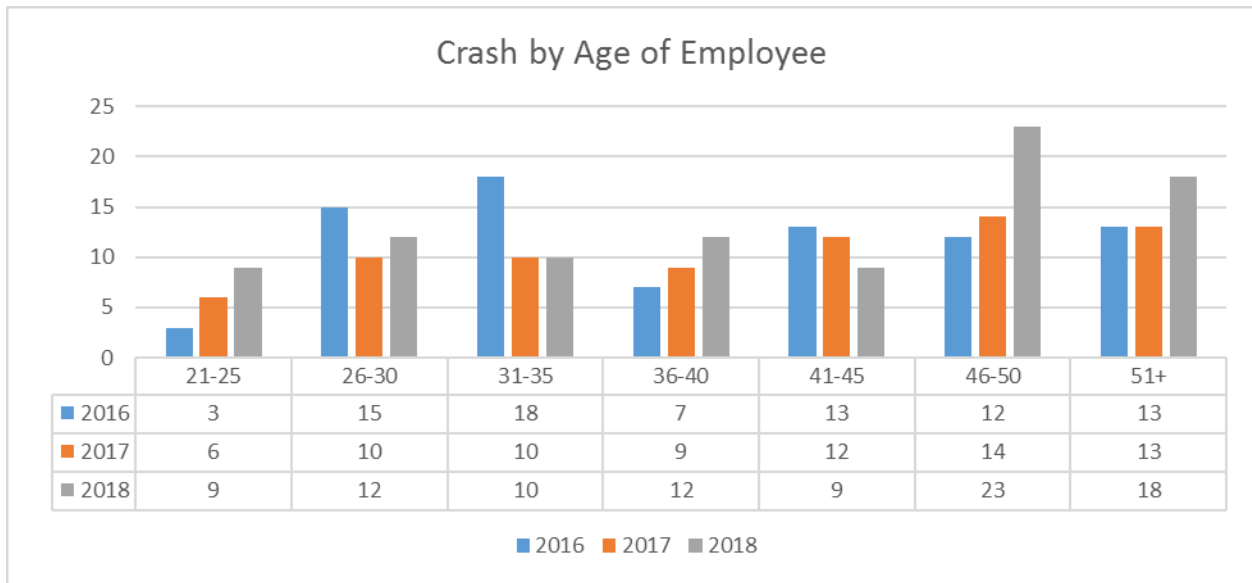|	1=5	6=10	11=15	16=20	21=25	26+
2016	17	25	12	14	8	5
2017	12	14	14	16	10	6
2018	22	14	15	13	18	10

■ 2016 ■ 2017 ■ 2018

The data shows that employees are more likely to be involved in a collision between 1-5 years of service in 2018.

Crashes by Rank

Crash by Rank

|	Civ.	ACO	Fores.	P.O	P.O1	P.O.2	P.O.3	P.O.4	Sgt.	Lt.	Capt.	Chiefs
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
2018	1	3	2	14	7	6	14	28	10	6	0	1

■ 2016 ■ 2017 ■ 2018

86 crashes **(93%)** in 2018 involved sworn officers and 6 crashes **(7%)** involved non- sworn employees. Out of the 86 crashes 28 **(33%)** involved officers with the rank of P.O.4

Crashes by Age of Employee

Crash by Age of Employee

	21-25	26-30	31-35	36-40	41-45	46-50	51+
2016	3	15	18	7	13	12	13
2017	6	10	10	9	12	14	13
2018	9	12	10	12	9	23	18

■ 2016 ■ 2017 ■ 2018

Data shows that the highest age range is 46-50 with 23 crashes (**25%**) compared to 9 (**10%**) with the age range of 21-25.

At-Fault

|	2016	2017	2018
At Fault	38	39	40
Not At Fault	44	35	52

■ At Fault ■ Not At Fault
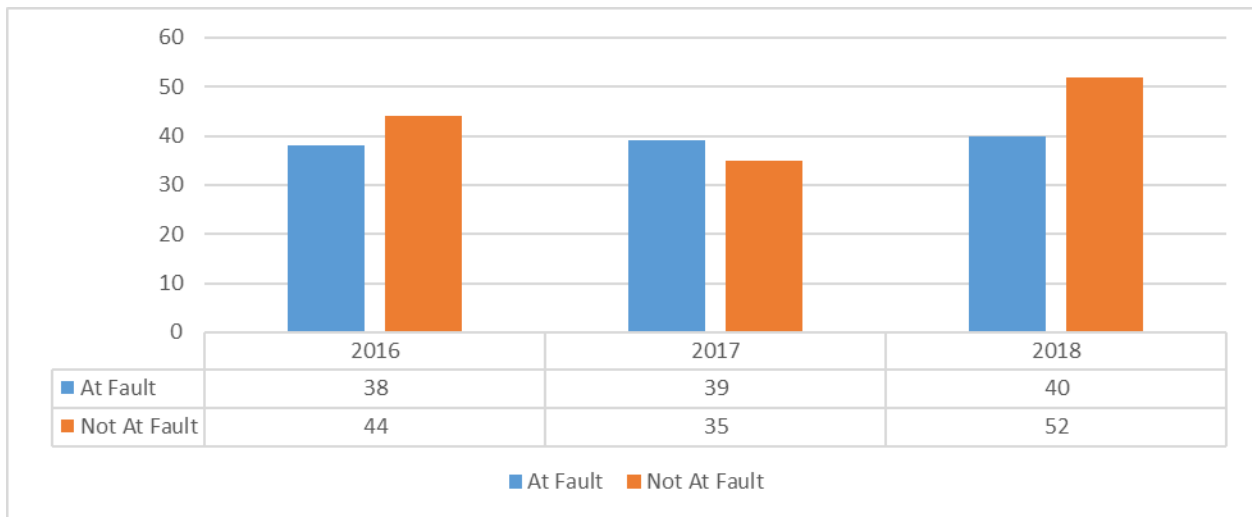
The data shows that 40 (**43%**) of the vehicle crashes KPD employees were considered to be "at fault." In 52 (**57%**), KPD employees were "not at fault."

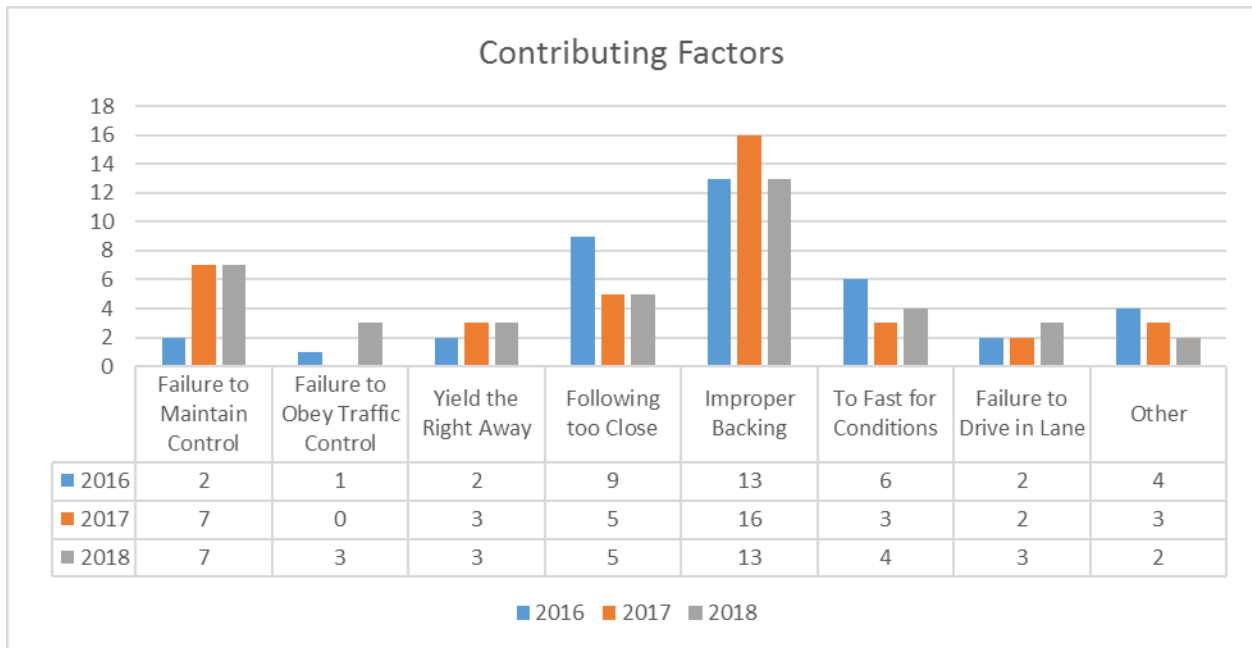## Emergency Response vs. Non-Emergency Response
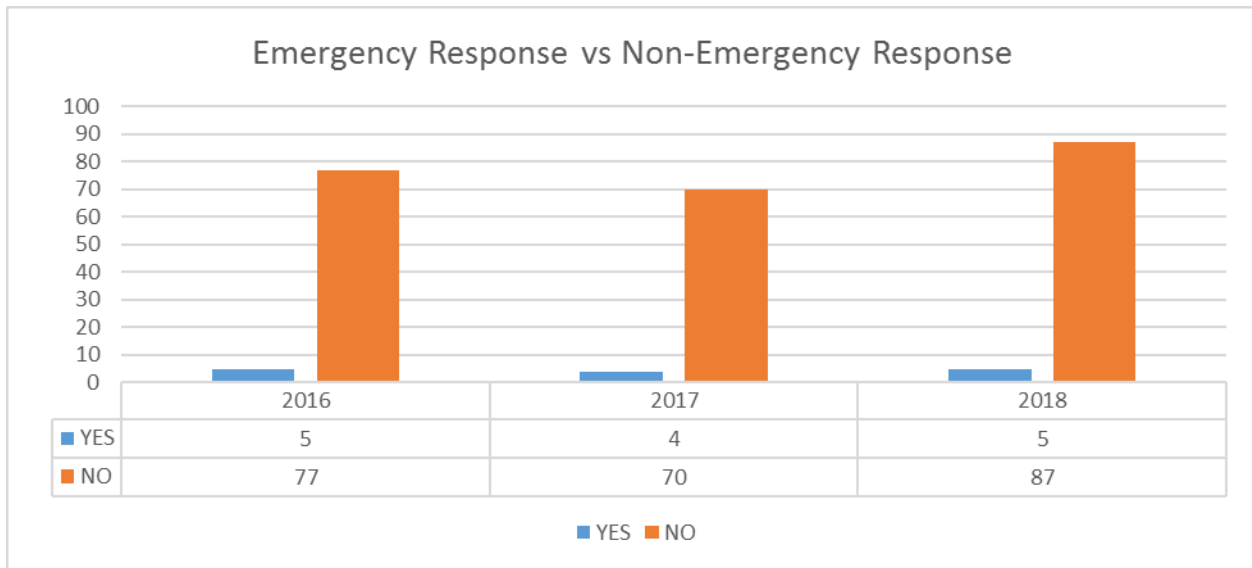
Of the 92 crashes, 5 **(5%)** were running emergency lights and siren and 87 **(95%)** were not.

Emergency Response At Fault vs. Not at Fault
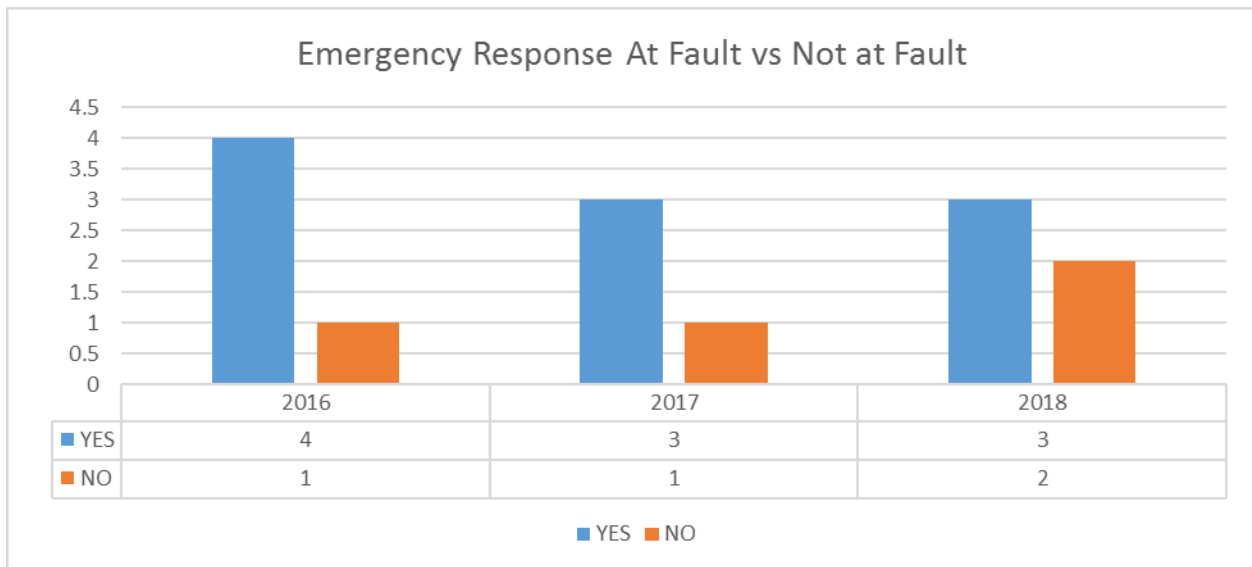
Of the total crashes, 5 **(5%)** involved patrol units running emergency traffic, 3 **(60%)** were found to be "at fault," 2 **(20%)** "not at fault."

Contributing Factors

The most common contributing factor in employee crashes were improper backing 13 **(38%)**. Of the 13 incidents, 5 **(38%)** were backing from a garage or down a driveway and hitting a fixed object; 4 **(31%)** were backing from or into a parking space; the remaining 4 **(31%)** 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 an increase 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.