



**Knoxville Police Department**  
**Annual Vehicle Flight Report Analysis**  
**2018**



**Prepared by**  
**Lt. Jerry L. Armstrong**



# Knoxville Police Department

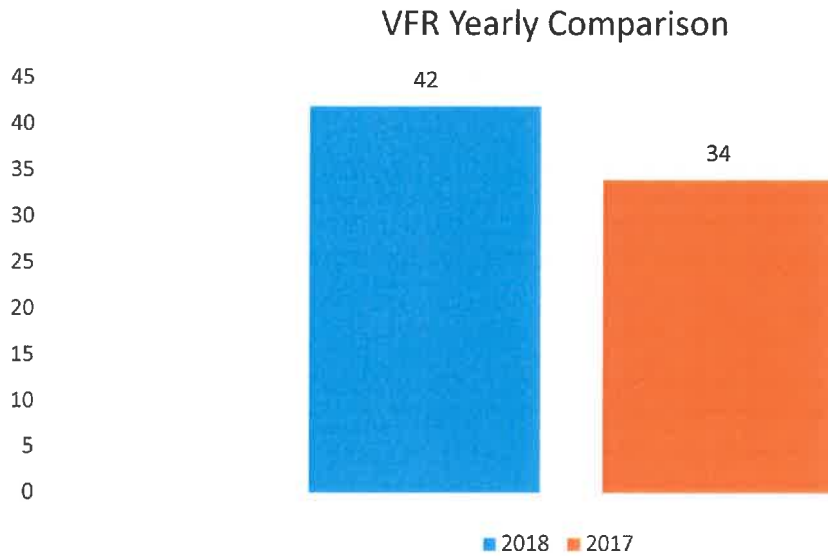
## 2018 Vehicle Flight Response Analysis

This is the 2018 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 2018, there were (42) vehicle flight response reports documented by the Knoxville Police Department. This is an Increase of (8) VFR's from the 2017 VFR report. The analysis also reflects an increase in officer "initiated only" reports. In 2017 the department documented (51) "initiated only" reports compared to (61) in 2018.

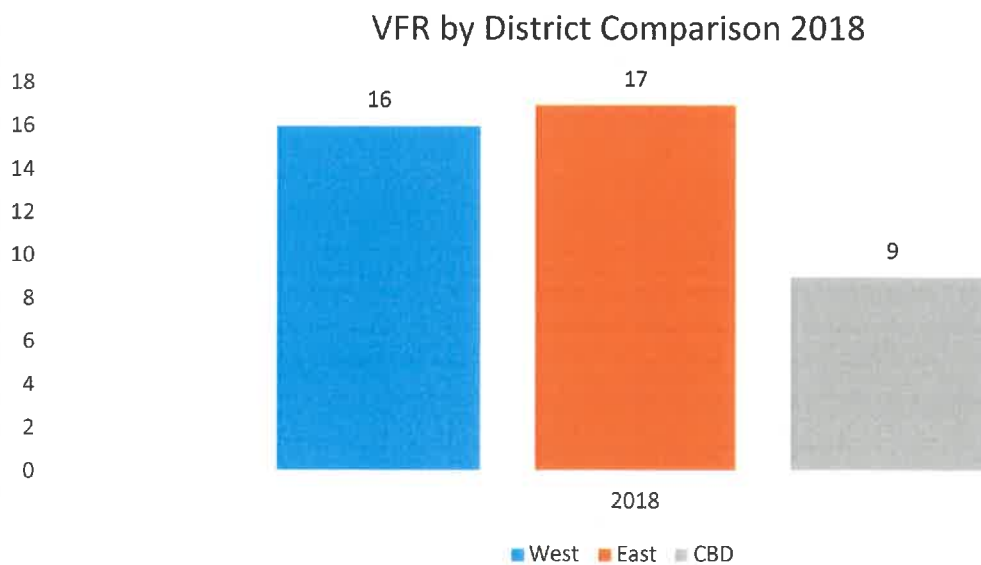
The following report displays graphs, charts and a brief synopsis of the statistics surrounding the actions and conditions officers encounter during a vehicle flight event. From this report, staff can identify areas where the department demonstrates proficiencies as well as areas of concern that need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

During the calendar year of 2018, there were (42) documented VFRs. It should be noted that the number of VFRs in this graph does not include the “initiated only” reports. Of the (42) VFRs, (16) were in the West District, (17) were in the East District while the Central Business District had (9).



#### District Comparison

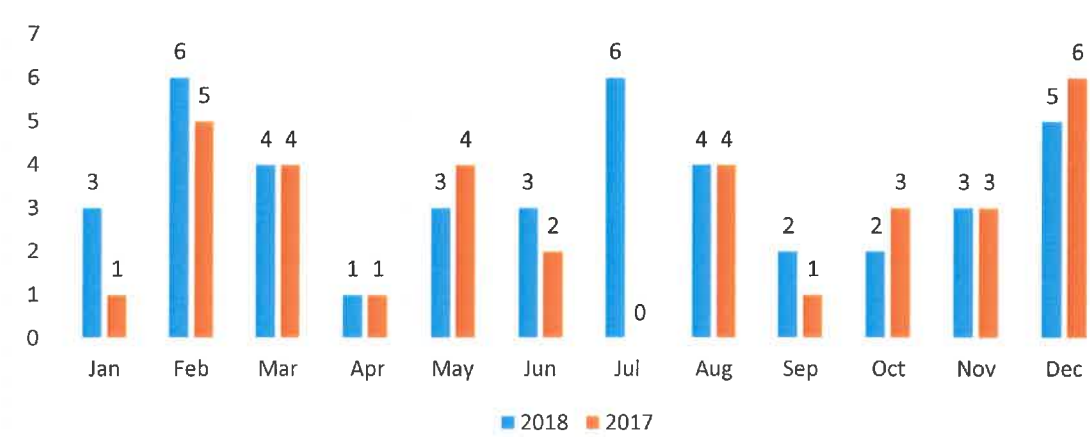
In 2017, of the total (34) VFRs, (11) occurred in the West District and (23) were in the East District. The Central Business District VFRs were included in the West District stats in 2017. In 2018, the CBD is no longer listed under the West Districts stats.



### VFR by Month in which they occurred

In 2018, February and July had the highest numbers of VFRS with (6) each with December in second place with (5). Third place went to March and August with (4) VFRs followed by January, May, June, and November each with (3) VFRS. Fifth place went to September and October, each with (2). The remaining month (April) had only (1).

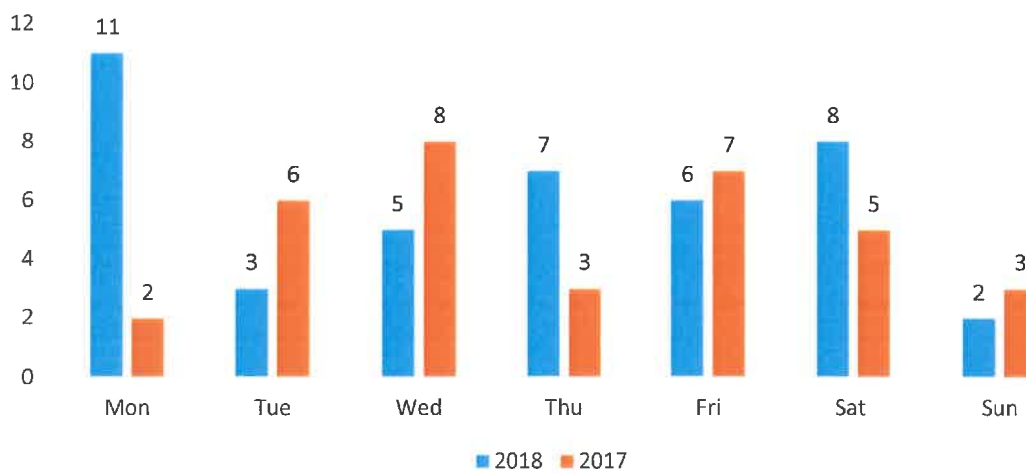
Monthly Comparison 2017 - 2018



### VFR By Day

In 2018, Monday had the highest number of documented VFR reports of (11), followed by Saturday with (8). In third place was Thursday with (7), Friday had (6) and Wednesday had (5). Tuesday and Sunday had the least number of VFRS with Tuesday having (3) and Sunday with (2).

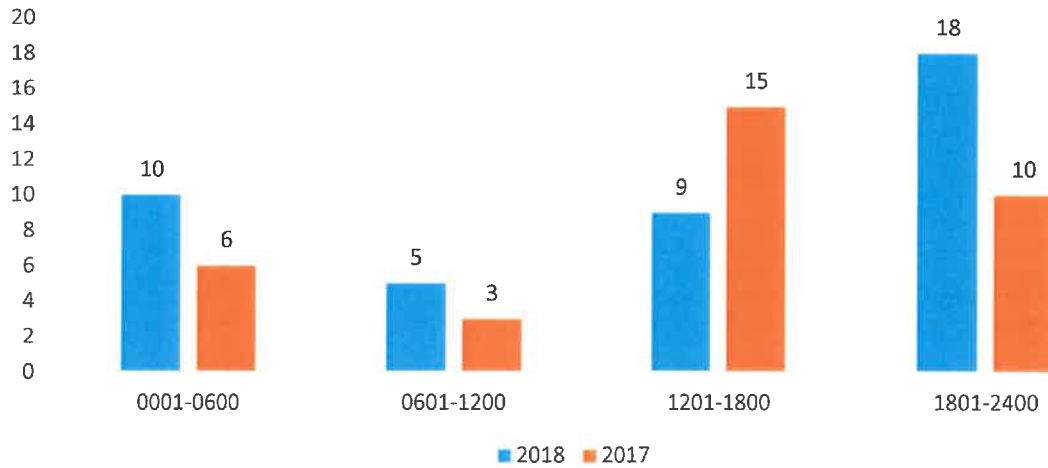
Comparison by Day



### VFR By Time of Day

In 2018, the time frame of 1801 – 2400 hours had the highest number of VFR reports with (18). The time period from 0001 – 0600 hours was second place with (10) VFR's.

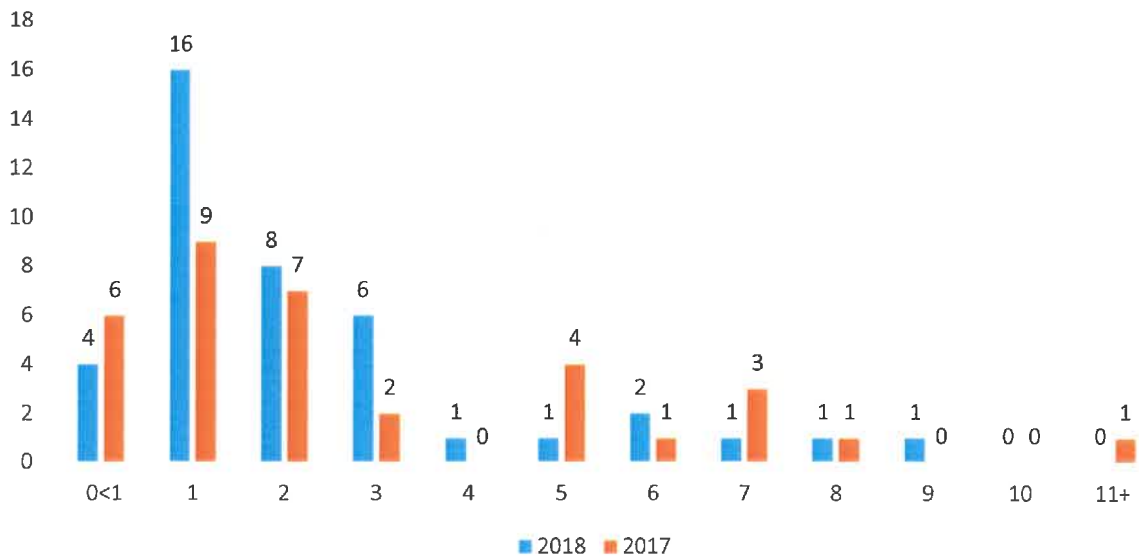
Time of Day Comparison 2017 - 2018



### VFR by minutes

In 2018, (20) VFR's were less than (2) minutes in length, which accounted for 48% of the VFR reports for the entire year. Only (6) VFRS were 5 minutes or greater which accounted for 14% of the yearly VFR total.

Length of VFR in Minutes



### Distance of VFR

In 2018, (27) of the (42) VFRs or 64% of the VFRs were less than one mile in distance.

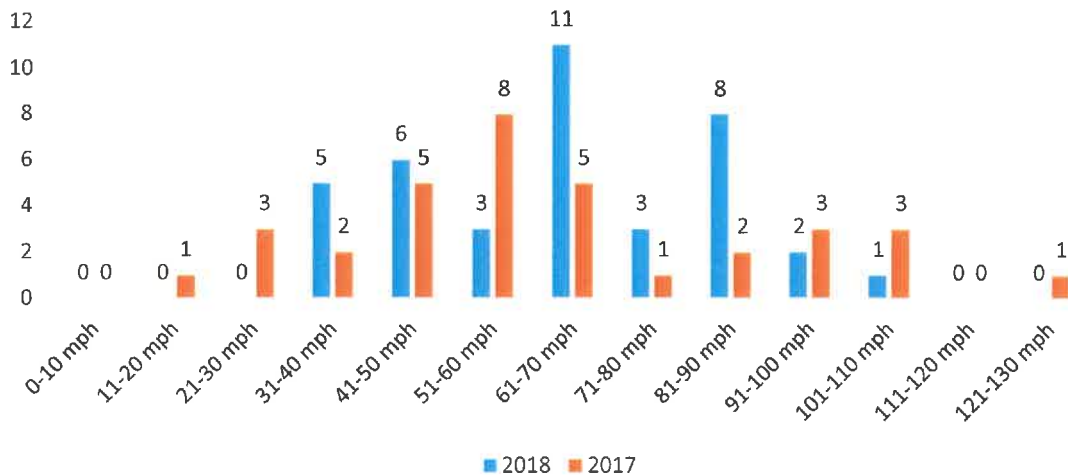
#### Distance of VFR Comparison



### MPH VFR

During 2018, the speed of VFR's ranged from unknown low speed to 105 mph. The greatest number of VFR's were represented in the 61 mph to 70 mph range with (11). The second highest number comes in the 81 mph – 90 mph category with (8). There were (11) VFR's that were greater than 81 mph in 2018, which is an increase from the (9) reported in 2017.

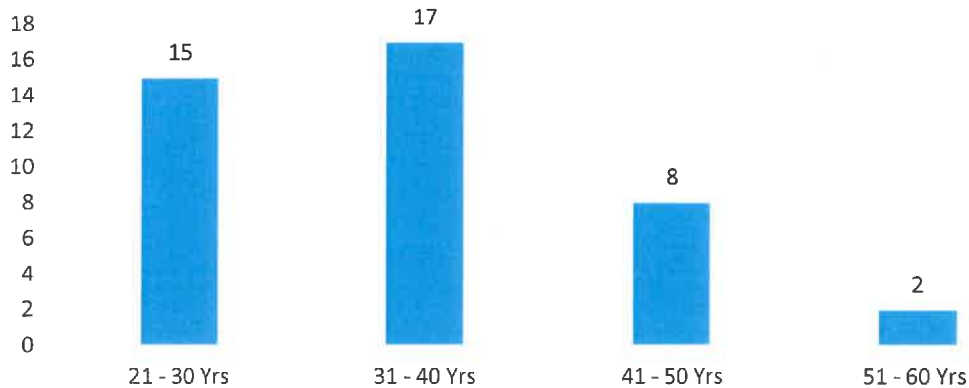
#### VFR's Speed Comparisons 2017 to 2018



### Age of Officers involved in VFR

The highest number of officers involved in VFR's were in the age range of 31 – 40 years of age. Officers within the age range of 41- 50 and 51 - 60 years of age reflected the lowest number of officers involved in VFRs. Officers between the age of 21 – 40 accounted for (32) or 76% of the Vehicle Flight Reports.

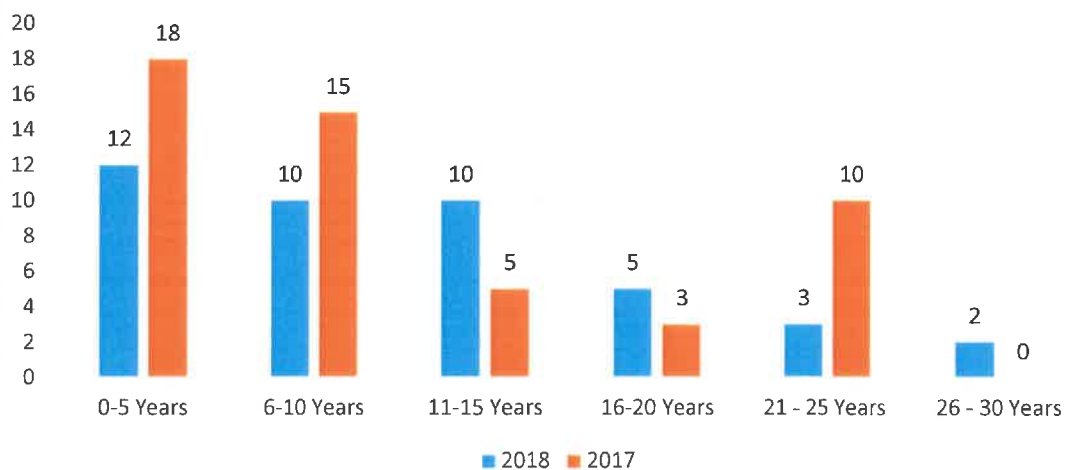
2018 Age Breakdown of Officers Involved in VFR



### Years of Service of Primary officer in VFR

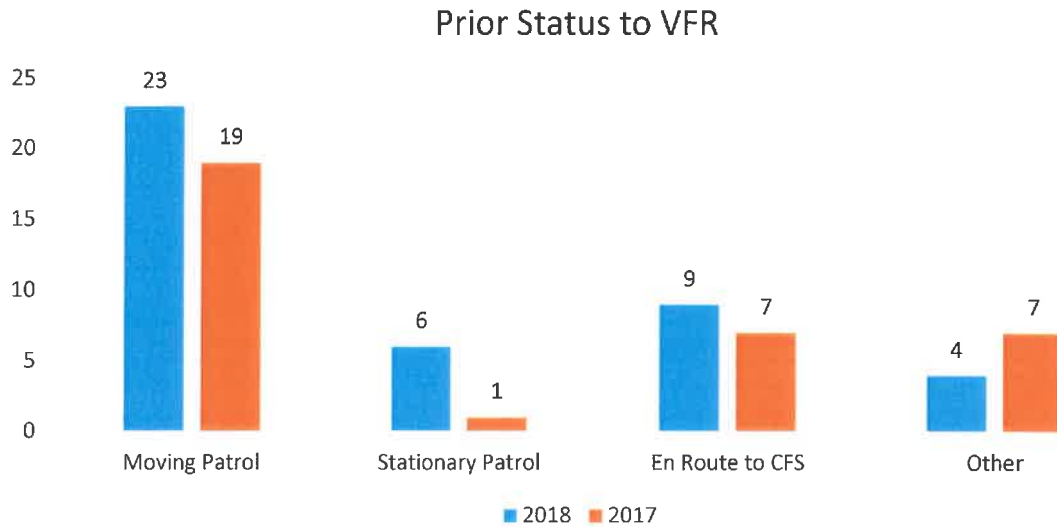
Officers between 0 – 5 years of service accounted for (12) of the VFR's in 2018, while officers between 6 -10 years and 11 – 15 years accounted for (10) each. Officers with 16 – 20 years accounted for (5) VFRs. Officers with 0 – 15 years of service accounted for 76% of the VFRs in 2018, while those with 16 or more years of service accounted for only (10) VFRs or 24% of the total.

Years of Service Comparison 2017 - 2018



### Patrol Status Prior to VFR

In 2018, (23) of the VFR's began when the officer was moving while on patrol. There were (9) officers en route to a call for service when the VFR began. In (6) of the incidents, the officers were stationary while on patrol, such as running radar or special assignment.



### Type of Unit used in VFR

In 2018, of the (42) VFR's, (39) involved marked units, while only (3) involved unmarked police cars. In comparison to the (34) VFRs in 2017, (30) involved marked units while only (4) involved unmarked police cars.



**Traffic Density**

Of the (42) VFR's for 2018, (31) occurred when traffic conditions were light. There were (10) VFR's that occurred when traffic conditions were considered to be medium and only (1) occurred when condition were considered heavy.

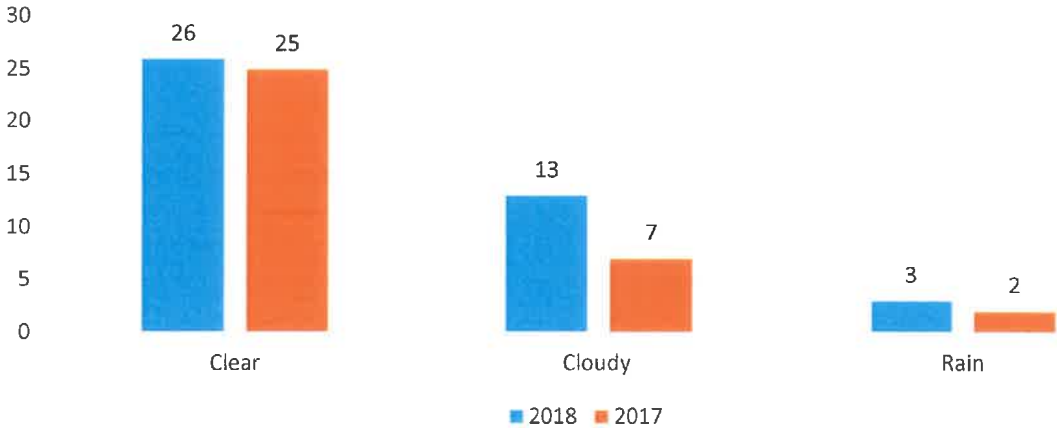
Traffic Density Comparison



**Weather Conditions**

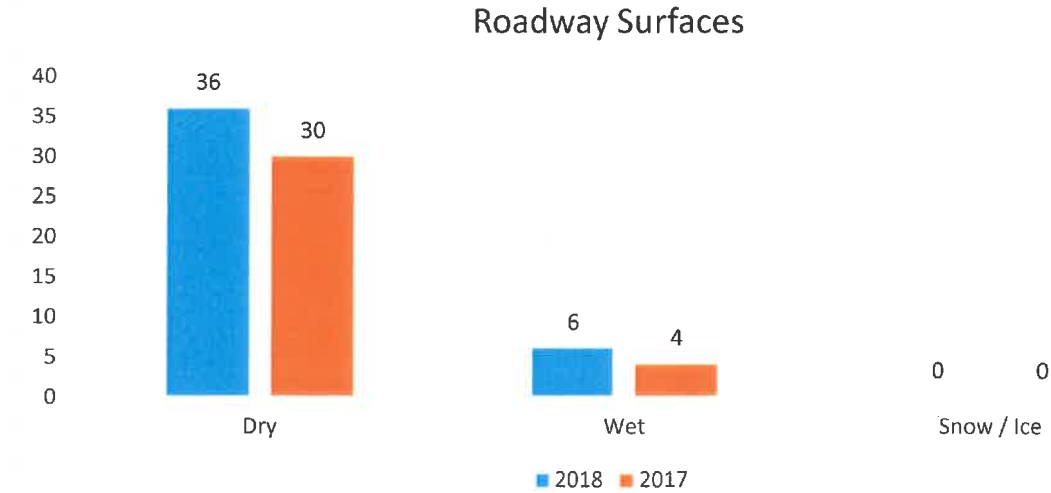
The most common weather condition during the VFR's in 2018 was during clear conditions, which occurred (26) times. There were (13) VFR's when it was cloudy and (3) VFR's when it was raining.

Weather Conditions



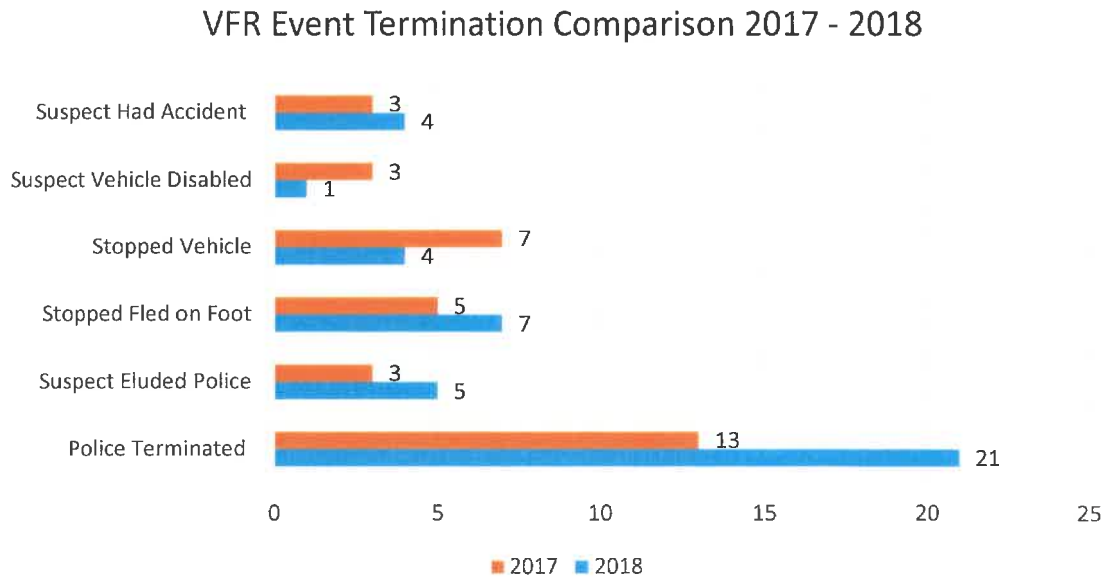
## Surface Conditions

In 2018, of the (42) documented VFR's, (36) occurred when the roadway surface was dry, while only (6) occurred while the surface was wet. These numbers are consistent with the 2017 report.



## Event Termination VFR

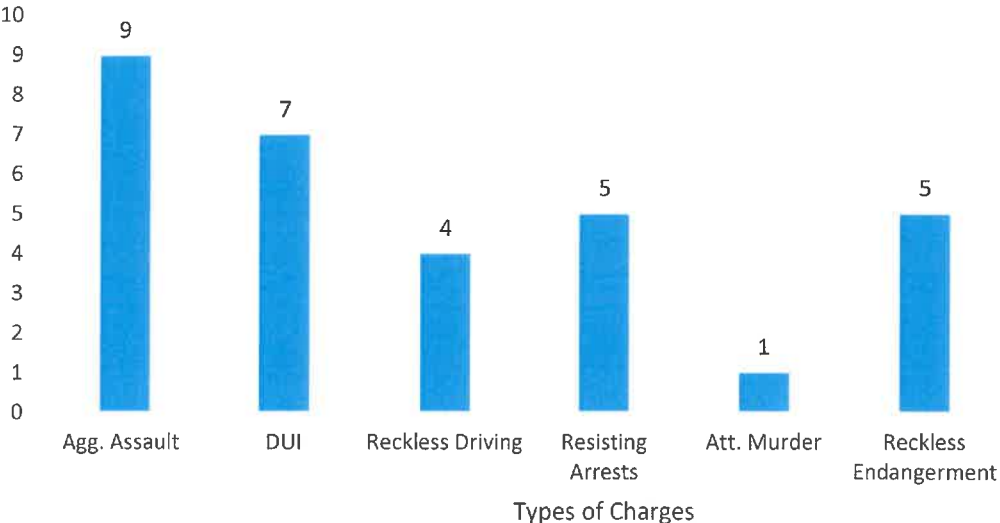
In 2018, (21) of the (42) VFR's were terminated by the police, which represented 50% of the VFRs. The second cause of termination was where the suspect stopped their vehicle and fled on foot which accounted for (7) incidents. Third place was where the suspect eluded officers which occurred (5) times.



**Charges Resulting from VFR Event**

In 2018, aggravated assault and DUI's were the top primary charges that resulted from VFRs. The chart below reflects some of the charges placed on individuals (suspects) involved in VFRs. Some of the charges even though not listed on the graph include, carjacking and kidnapping as reasons for fleeing. One of the VFRs originated when a suspect shot at a federal officer. Some suspects chose to flee because of minor charges such as no driver's license or shoplifting.

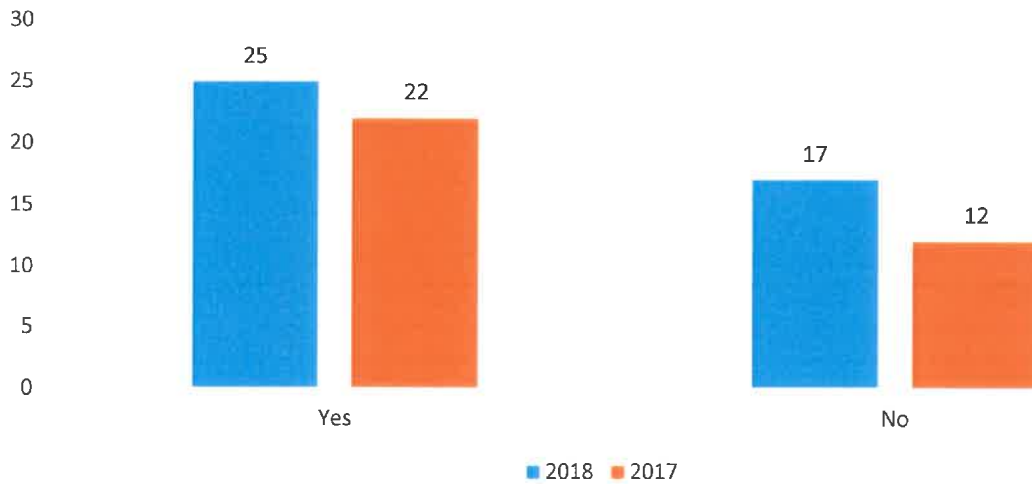
Types of Charges Resulting from 2018 VFR's



### Offender Apprehended

In 2018, the suspects were apprehended in (25) of the (42) VFRs or 60% of the total VFRs. In 2017, the suspects were apprehended in twenty two (22) or 64.7% of the VFR's. This is a slight decrease in the apprehension rate from 2017.

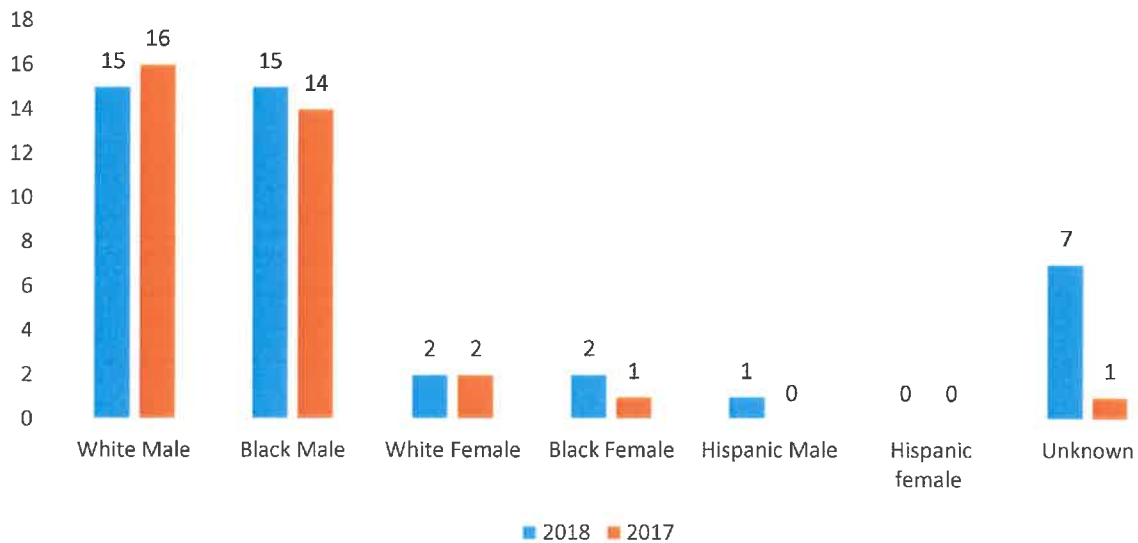
#### Comparison VFR Offenders Arrested 2017 - 2018



### Offender Sex and Race

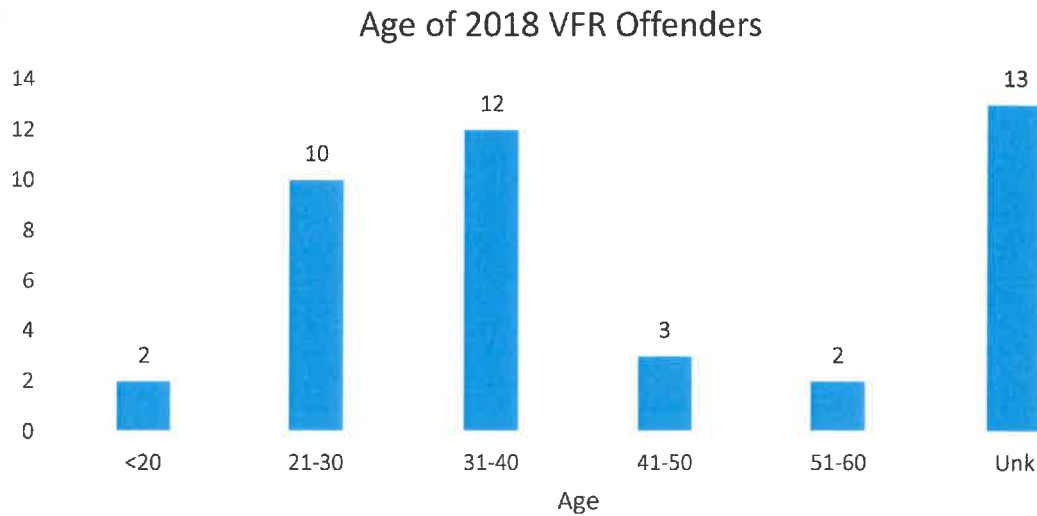
In 2018, the statistics for the offenders' sex and race are almost identical to 2017.

#### Offender Sex and Race Comparison 2017 - 2018



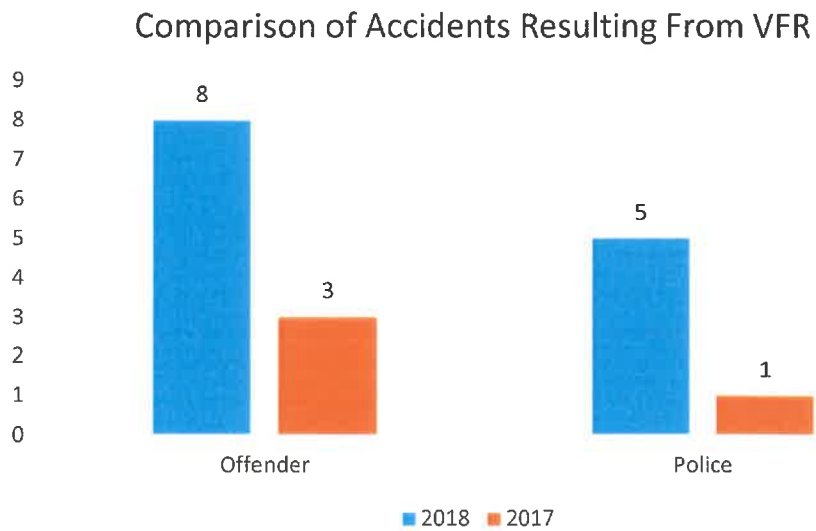
## Offenders Age

In 2018, (22) or 52% of the offenders were between the age of 21 and 40 years of age.



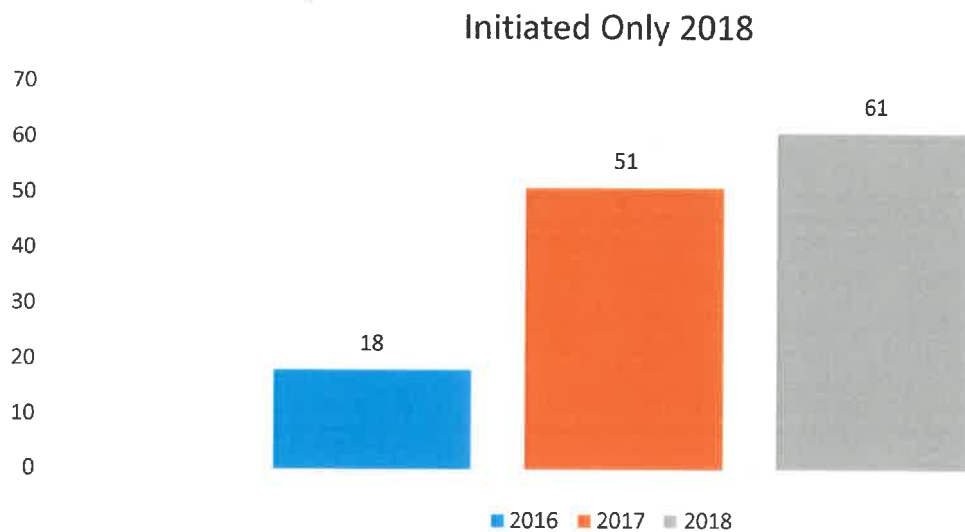
## Accident as a Result from VFR

In 2018 there were a total of (13) accidents resulting from VFR's. Of these accidents (8) involved the suspect's vehicle, while officers accounted for (5) accidents resulting from VFR's. When compared to 2017, there was an increase of (5) accidents from suspects. There was an increase in the number of accidents involving officers, from one (1) to (5).



## Officer Initiated Only

There was an increase in "Officer Initiated Only" VFR's in 2018, compared to 2016 and 2017.

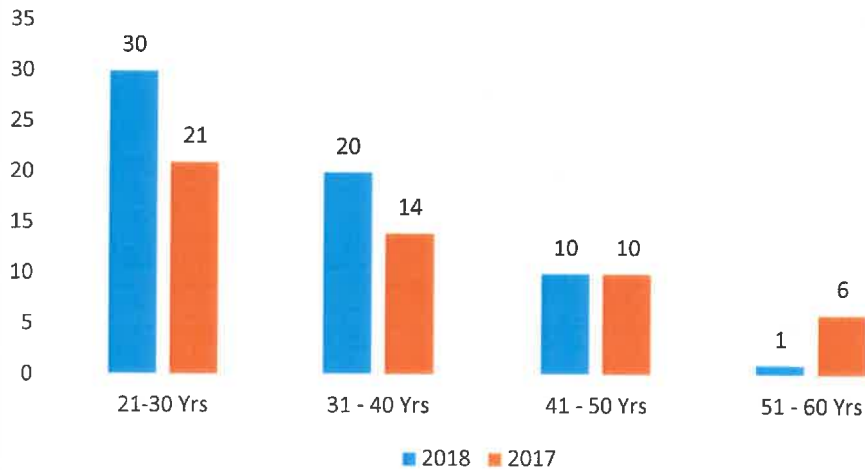


In 2016, the department had only eighteen (18) "Initiated Only" reports compared to fifty one (51) one in 2017. In 2018, there was an increase of (10) "initiated only" reports from the previous year. Initiated only is defined as an interaction with a vehicle by a police unit that resulted in the vehicle fleeing, but the officer not giving chase, only initiating emergency equipment. The increase in "Initiated Only" reports show the officers and supervisors are responding positively to the pursuit management training they receive during their annual in-service training.

### Age of Officers in "Initiated Only"

The graph comparing the age of the officers involved in "initiated only" reflect the demographics of the department. It shows that those that account for the highest number are the younger officers in the department. It also shows that training concerns pertaining to VFRs (pursuit driving) is having an effect.

#### Age Breakdown of Officer Initiated Only 2018



### Years of Service Officer initiated only

Just as the graph above indicates age as a factor of the officers involved in "initiated only" VFR's, the graph below reflects that (44) of the (61) "Initiated Only" VFR's involved officers with less than 10 years' experience.

#### Years of Service Breakdown of Initiated Only 2018



**Policy Violations:**

Of the (42) Vehicle Flight Reports in 2018, there was (1) written reprimand and (1) oral reprimand for policy violations regarding General Order 1.8 (Emergency Equipment and Vehicle Flight Response Driving). In (10) incidents, Supervisors noted and counseled officers for 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.

**Policy Review**

As part of the 2018 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 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 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.