



Knoxville Police Department

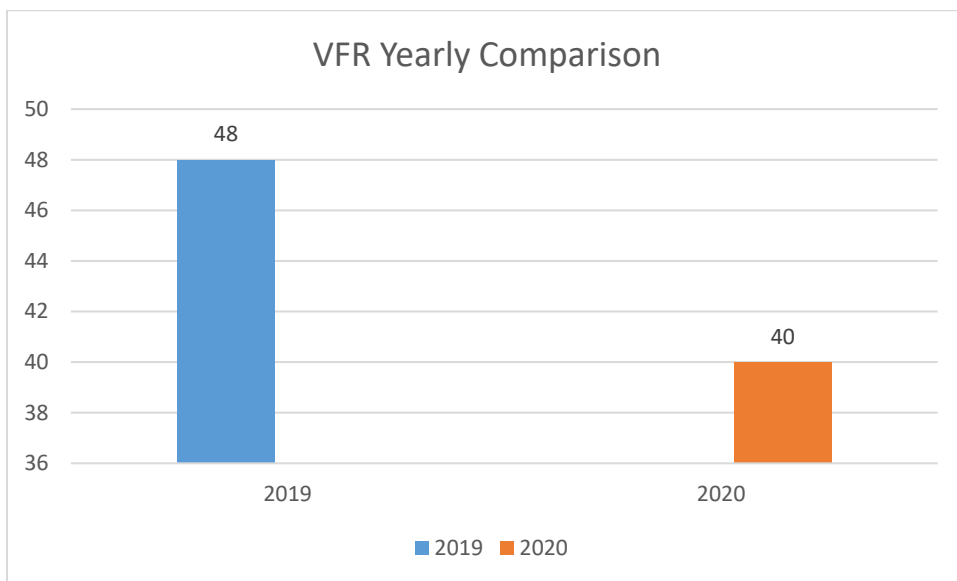
2020 Vehicle Flight Response Analysis

This is the 2020 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 2020, there were forty vehicle flight response reports documented by the Knoxville Police Department. This is a decrease of eight VFR's from the 2019 VFR report. The analysis also reflects an increase of two officer "initiated only" reports. In 2019 the department documented thirty "initiated only" reports compared to thirty-two in 2020.

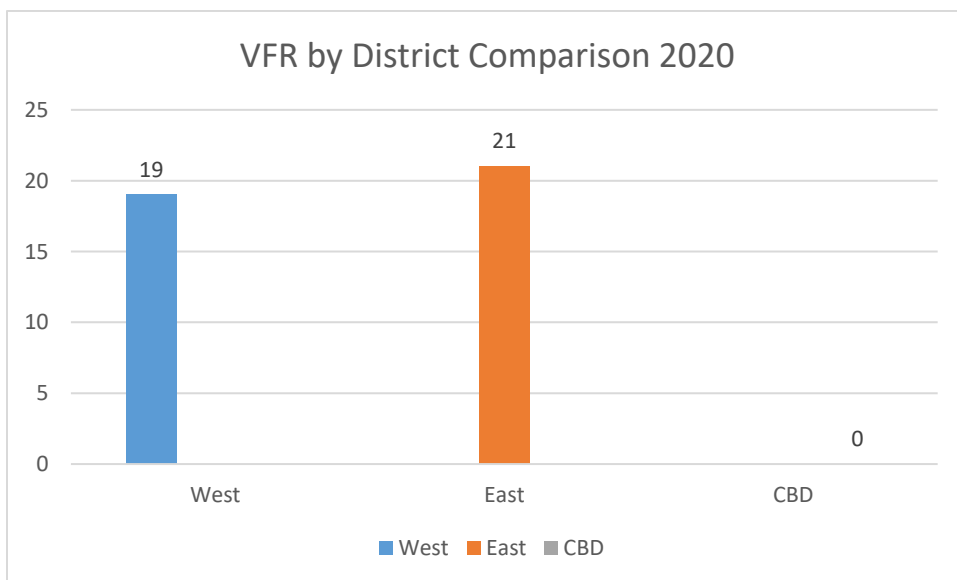
The following report displays graphs, charts and a brief synopsis of the statistics surrounding the actions and conditions officers encounter during a vehicle flight event. From this report, staff can identify areas where the department demonstrates proficiencies as well as areas of concern that need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

During the calendar year of 2020, there were forty documented VFRs. This total was down 17% from the 2019 numbers. It should be noted that the number of VFRs in this graph does not include the “initiated only” reports.



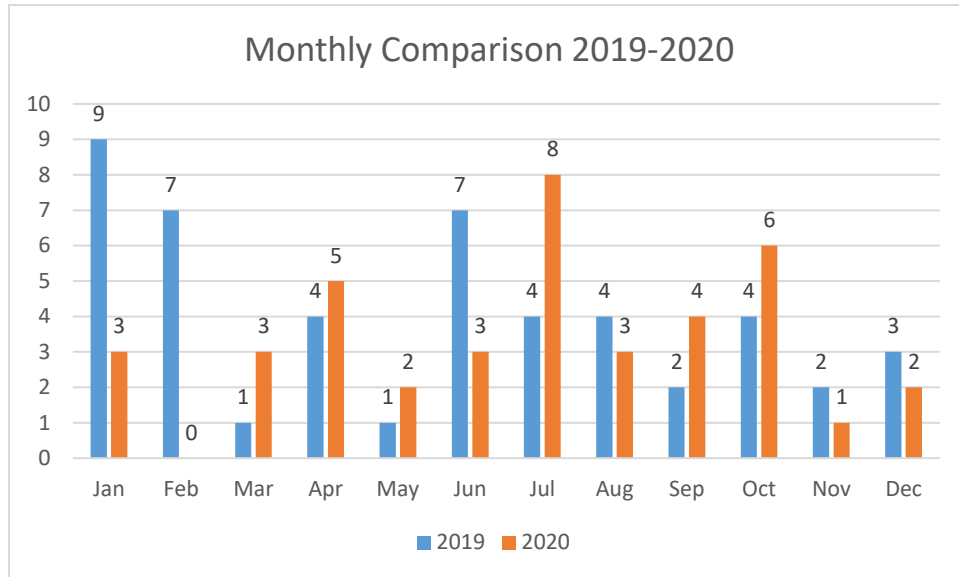
District Comparison

In 2020, of the total forty VFRs, nineteen occurred in the West District and twenty-one were in the East District. The Central Business District had zero VFRs in 2020 which was the same that occurred in 2019.



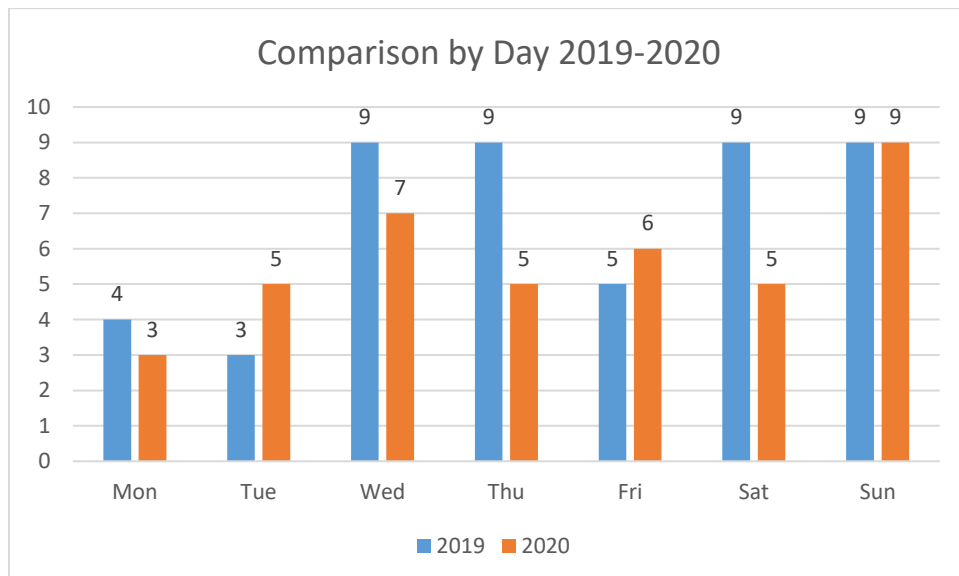
VFR by Month in which they occurred

In 2020, July had the highest number of VFRs with eight followed by October with six. April had five. September had four VFRs. January, March, June and August all had three VFRs each. May and December each had two VFRs. November had one VFR and February actually had none.



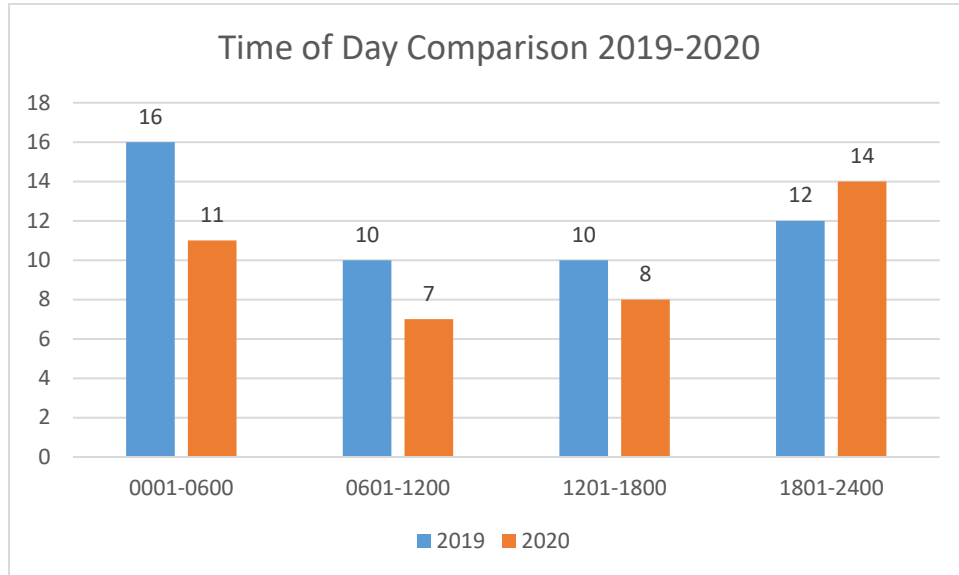
VFR By Day

In 2020, Sunday had the most VFRs with nine. This was followed by Wednesday with seven and Friday with six. Tuesday, Thursday and Saturday all had Five VFRs. Monday had the least VFRs of any day with just three.



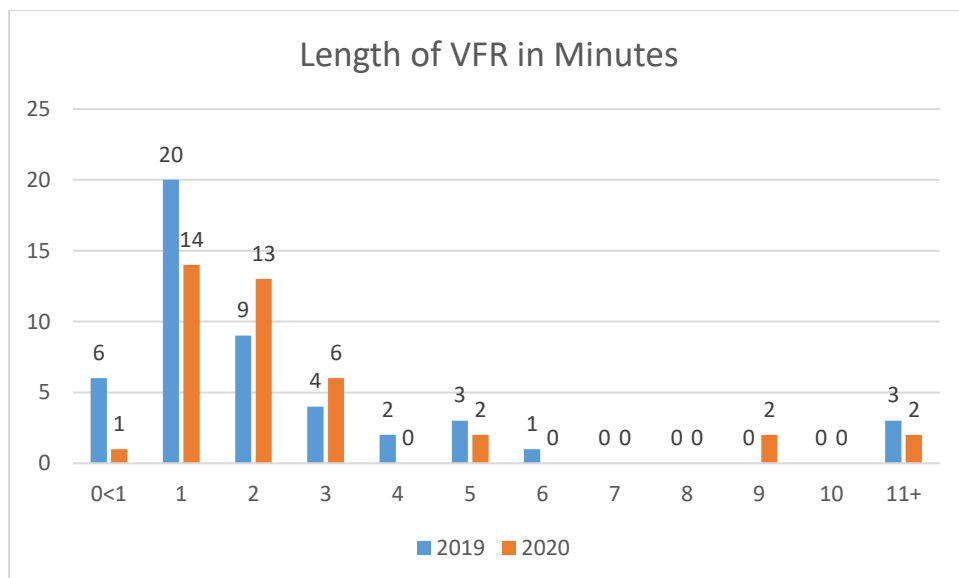
VFR By Time of Day

In 2020, the time frame of 1801-2400 hours had the highest number of VFR reports with fourteen. The time period from 0001-0600 hours was second place with eleven VFR's.



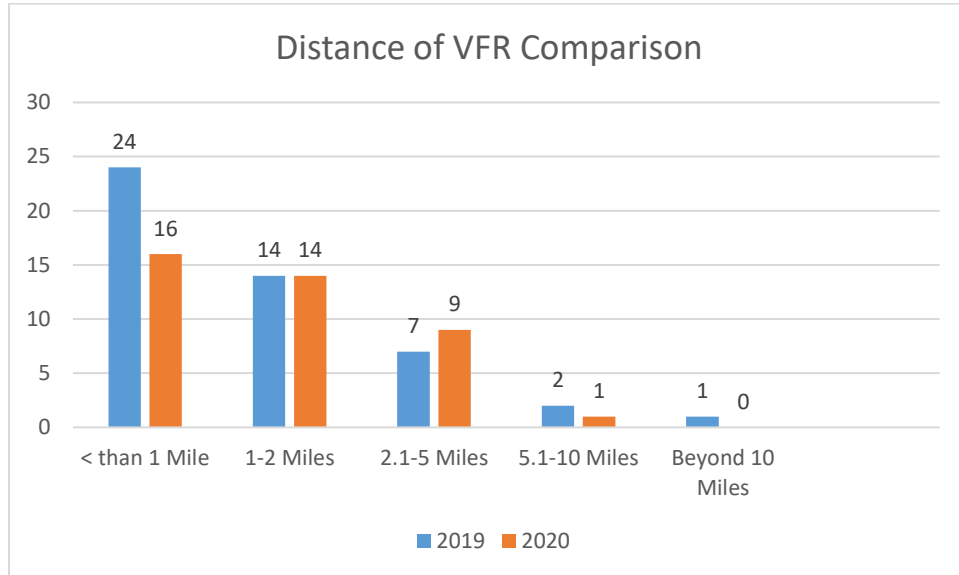
VFR by minutes

In 2020, fifteen VFR's were less than two minutes in length, which accounted for 38% of the VFR reports for the entire year. Taking that one step farther, twenty-eight of the total forty reported VFRs were two minutes or less. This was 70% of the total. Only six VFRs were 5 minutes or greater which accounted for 15% of the yearly VFR total.



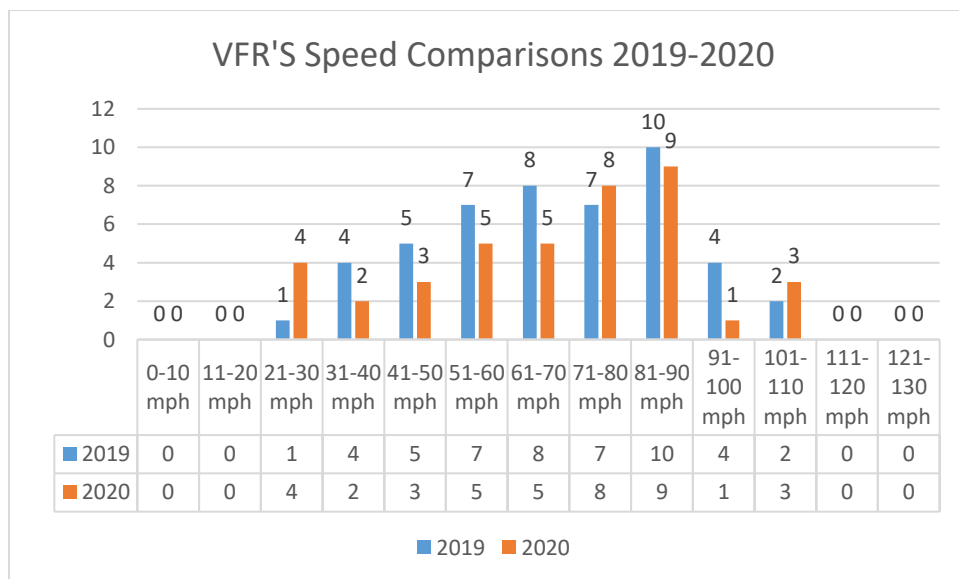
Distance of VFR

In 2020, sixteen of the forty VFRs or 40% of the VFRs were less than one mile in distance.



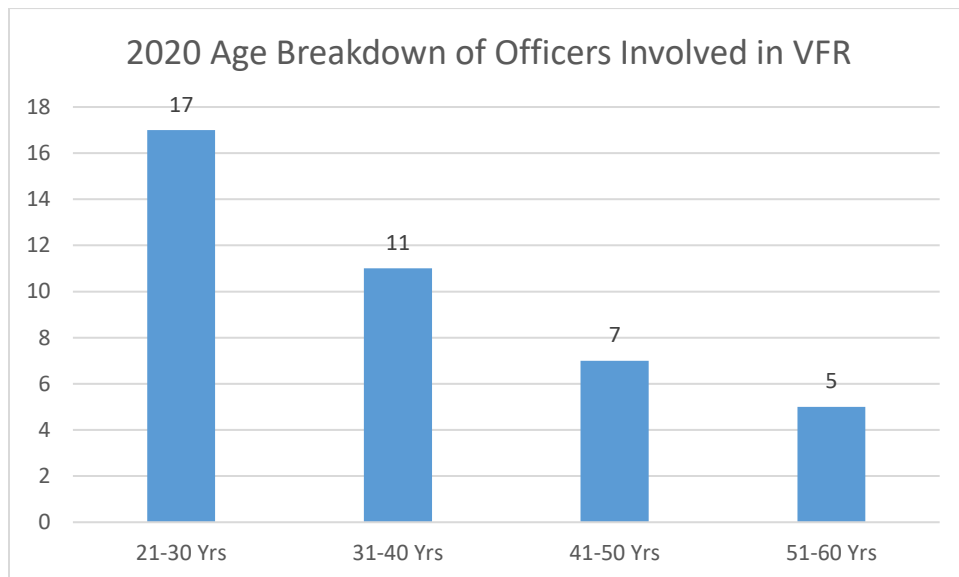
MPH VFR

During 2020, the speed of VFR's ranged from unknown low speed to three different instances where the highest speed obtained was between 101-110 mph. The greatest number of VFR's were represented in the 81 mph to 90 mph range with nine. The second highest number comes in the 71 mph – 80 mph category with eight. There were thirteen VFR's that were greater than 81 mph in 2020, which is a decrease of three VFRs from the sixteen reported in 2019.



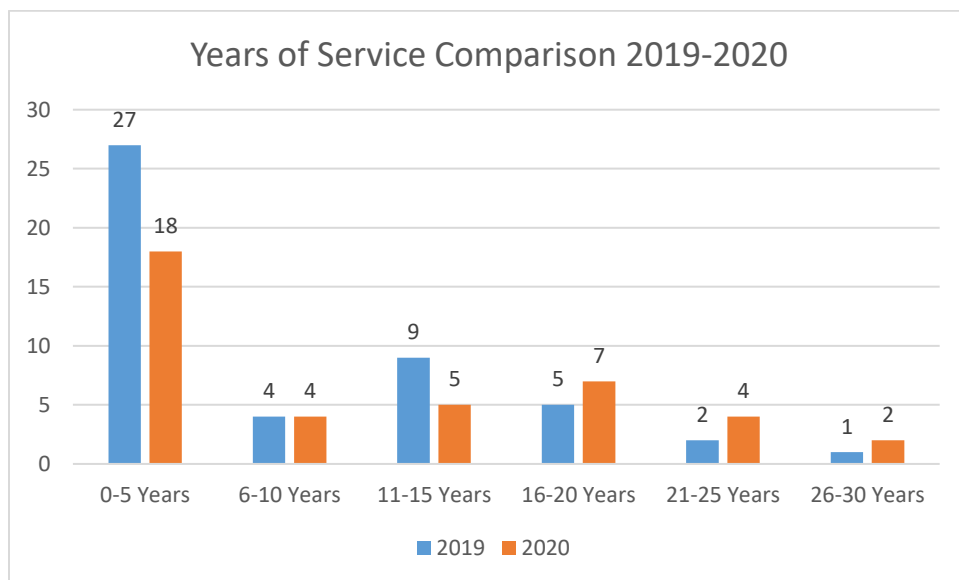
Age of Officers involved in VFR

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 twenty-eight or 70% of the Vehicle Flight Reports. As can be seen, the older the Officer, the less likely he/she will be involved in vehicle pursuit. This was very consistent with the numbers from 2019.



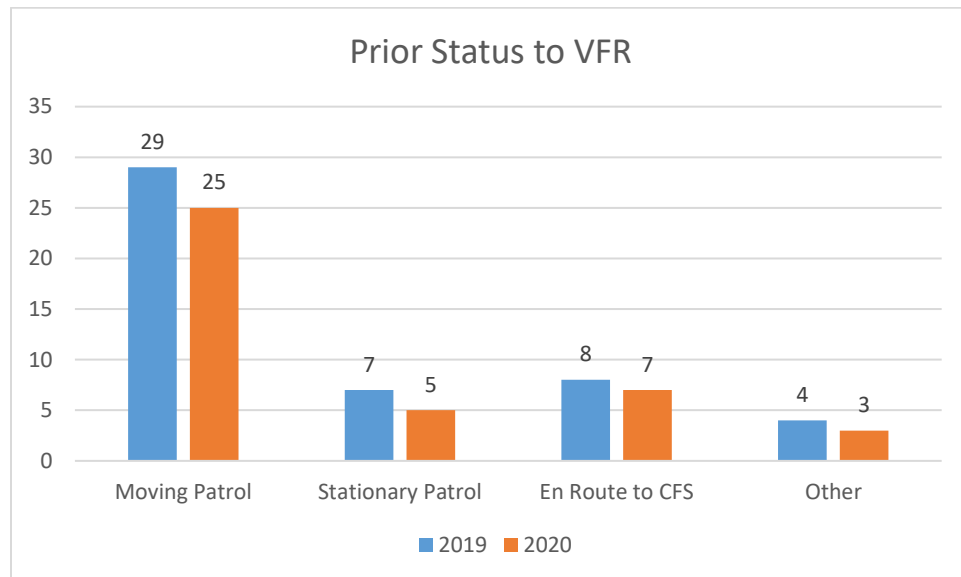
Years of Service of Primary officer in VFR

Officers between 0 – 5 years of service accounted for eighteen of the VFR's in 2020, while officers between 6 -10 years and 11 – 15 years accounted for a total of nine. Officers with 16 – 20 years accounted for seven VFRs. Officers with 0 – 15 years of service accounted for 68% of the VFRs in 2020, while those with 16 or more years of service accounted for thirteen VFRs or 32% of the total. Eighteen or 45% of all the VFRs for 2020 were from Officers with 0-5 years of service.



Patrol Status Prior to VFR

In 2020, twenty-five of the VFR's began when the officer was moving while on patrol. There were seven officers in-route to a call for service when the VFR began. In five of the incidents, the officers were stationary while on patrol, such as running radar, surveillance or a special assignment.

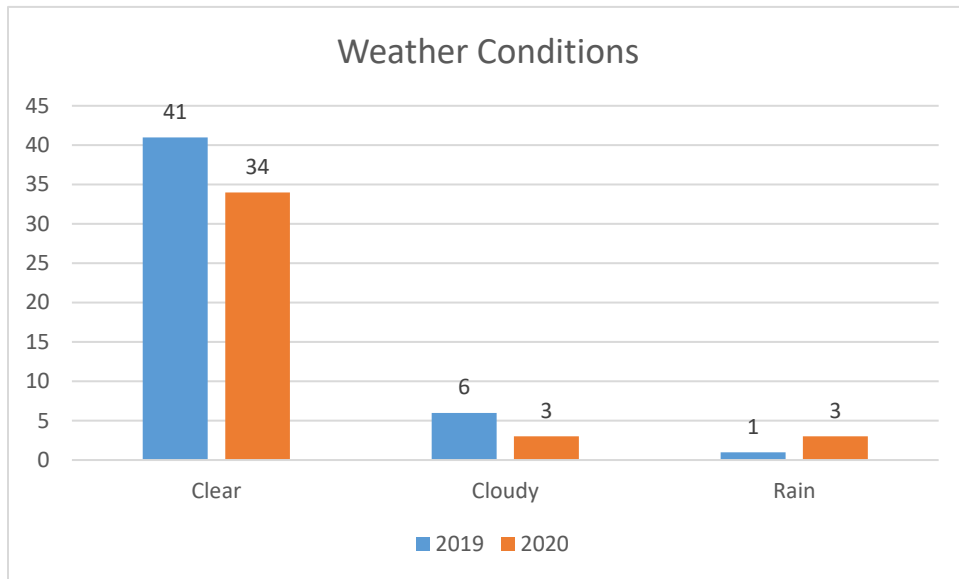


Type of Unit used in VFR

In 2020, thirty-six VFR's involved marked units as the primary vehicle when pursuit began. Four VFR's were started by unmarked cars. In 2019 all forty-eight VFR's were marked units.

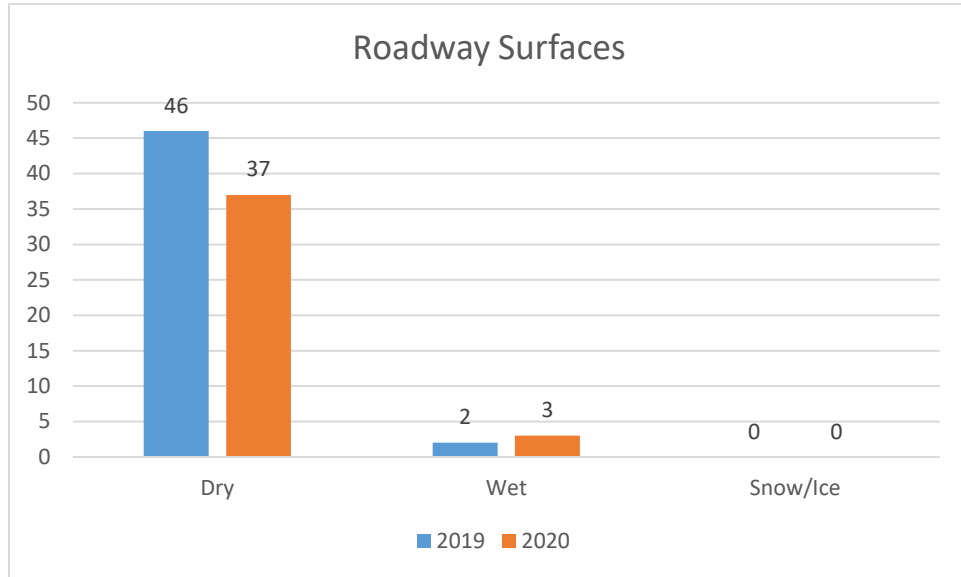
Weather Conditions

The most common weather condition during the VFR's in 2020 was during clear conditions, which occurred thirty-four times. There were three VFR's when it was cloudy and three VFR's when it was raining.



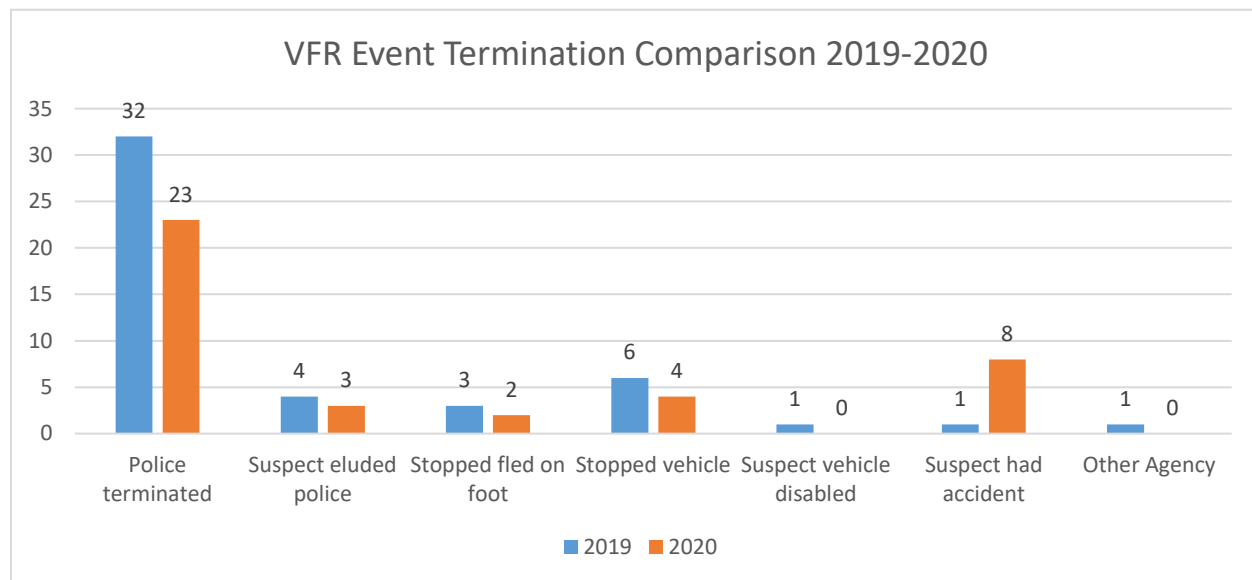
Surface Conditions

In 2020, of the forty documented VFR's, thirty-seven occurred when the roadway surface was dry, while only three occurred while the surface was wet.



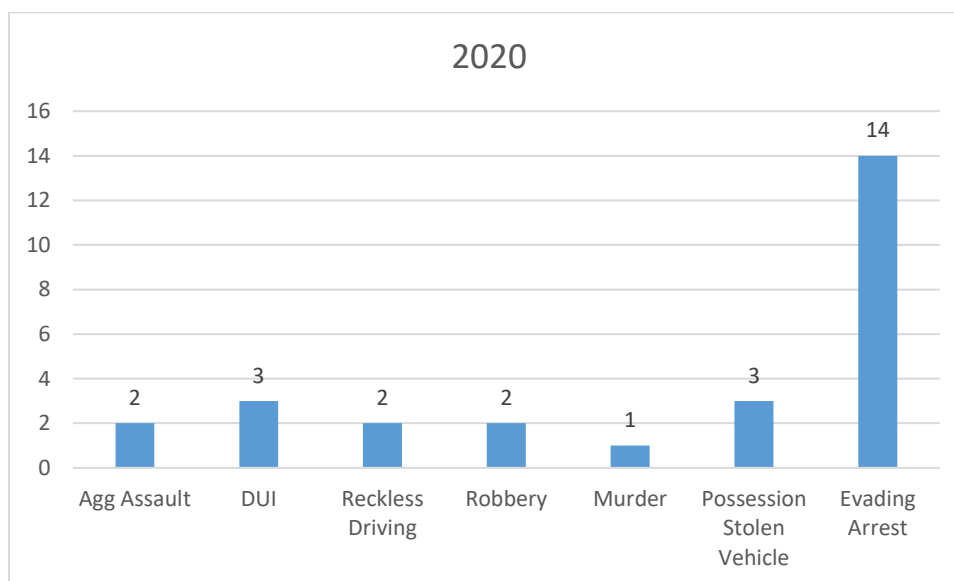
Event Termination VFR

In 2020, twenty-three of the forty VFR's were terminated by the police, which represented 58% of the VFRs. The second place cause of termination was where the suspect had an accident which accounted for eight incidents. Third place was where the suspect stopped their vehicle and were taken into custody, which occurred four times. This does not include where suspects stopped and then fled on foot, which occurred twice. There was also one occasion where the officer had an accident which ended pursuit.



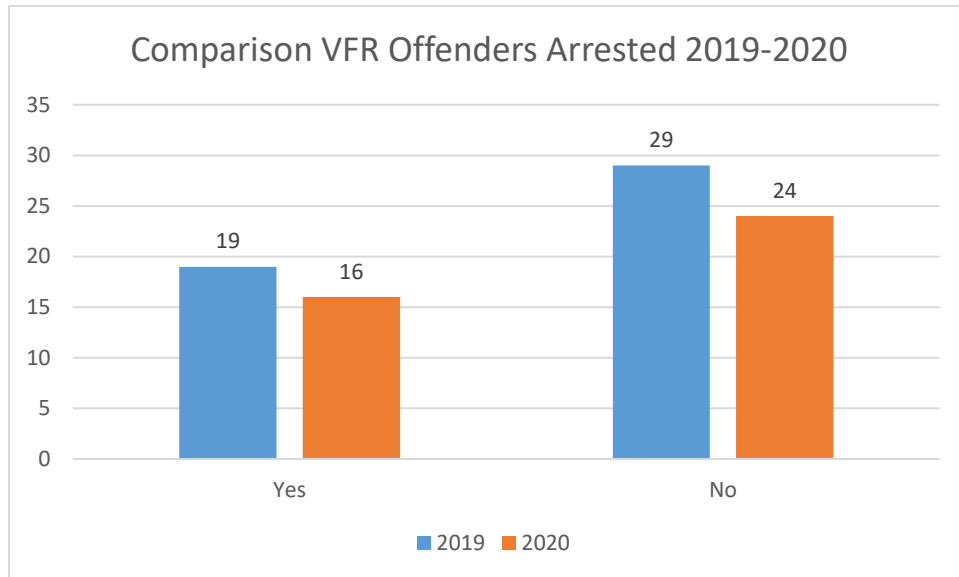
Charges Resulting from VFR Event

In 2020, evading arrest was the number one charge placed on suspects after pursuit. This was similar to the charges placed in 2019. 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.



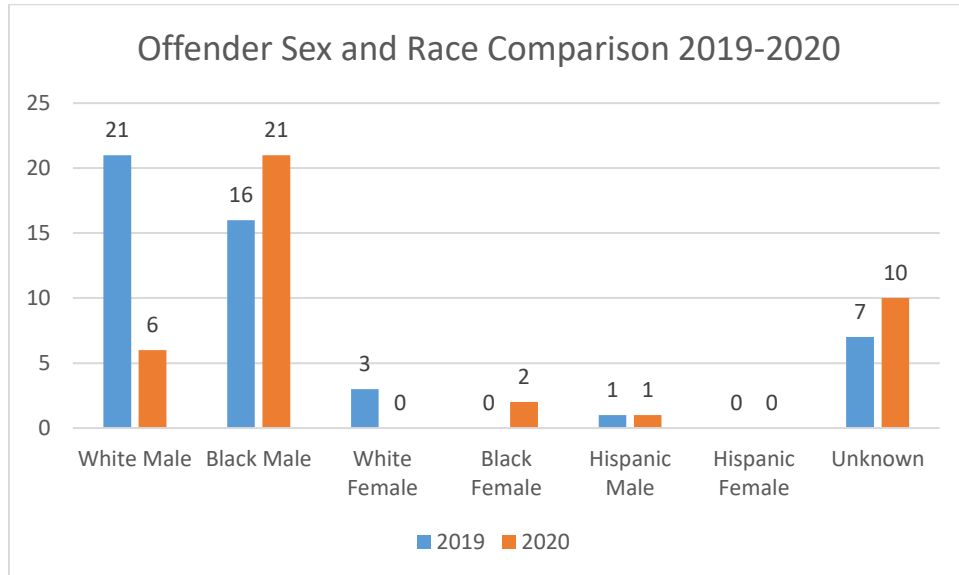
Offender Apprehended

In 2020, the suspects were apprehended in sixteen of the forty VFRs or 40% of the total VFRs. In 2019, the suspects were apprehended in nineteen or 39% of the VFR's. This mirrors the apprehension rate for 2020.



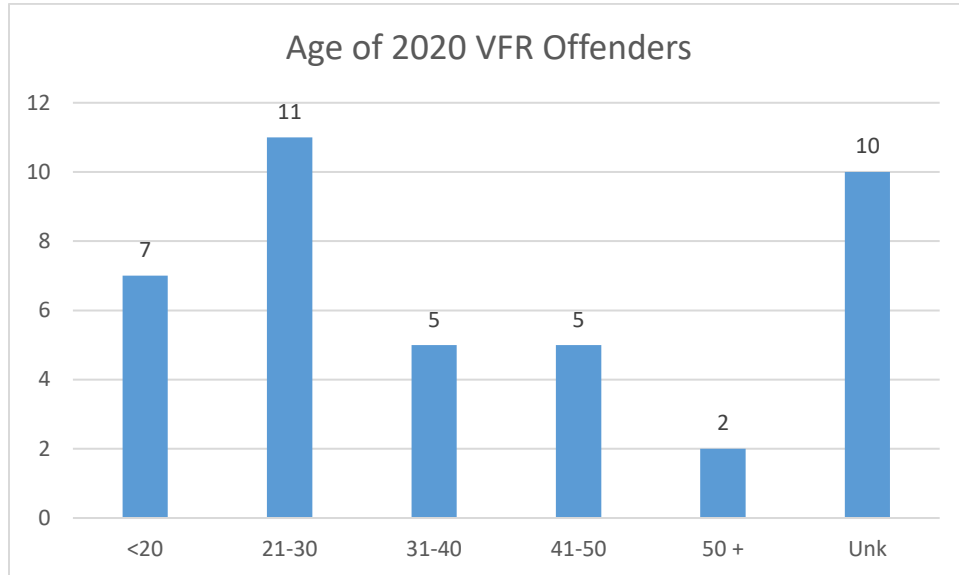
Offender Sex and Race

In 2020, the statistics for the offenders' sex and race showed a decrease in white males for twenty-one in 2019 to six in 2020, a decrease of fifteen. Black males increased from sixteen in 2019 to twenty-one in 2020. An increase of five. Ten or 25% of the total race was unknown as these suspects eluded officers. One of these however was listed as Bi-Racial.



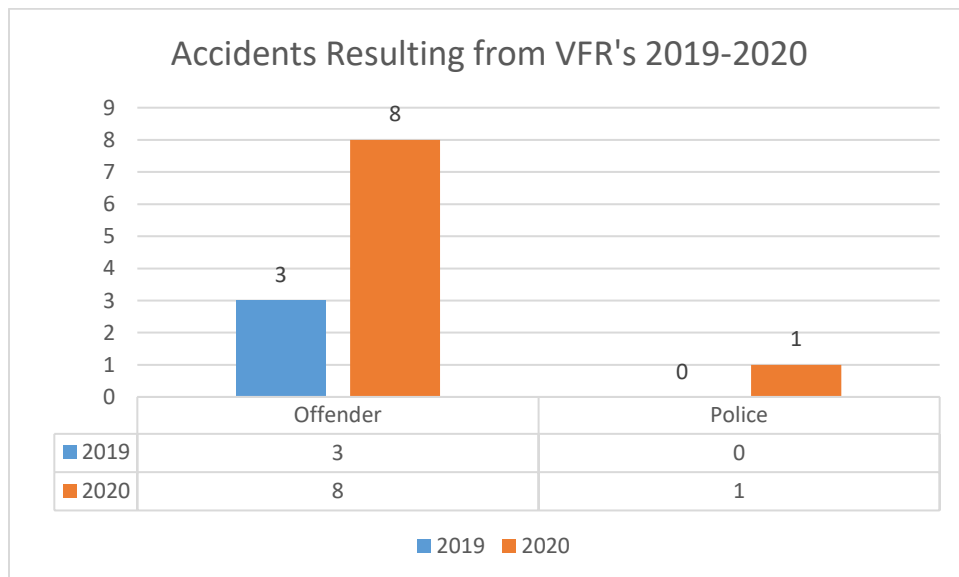
Offenders Age

In 2020, sixteen or 40% 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 ten out of a total of forty VFRs was unknown.



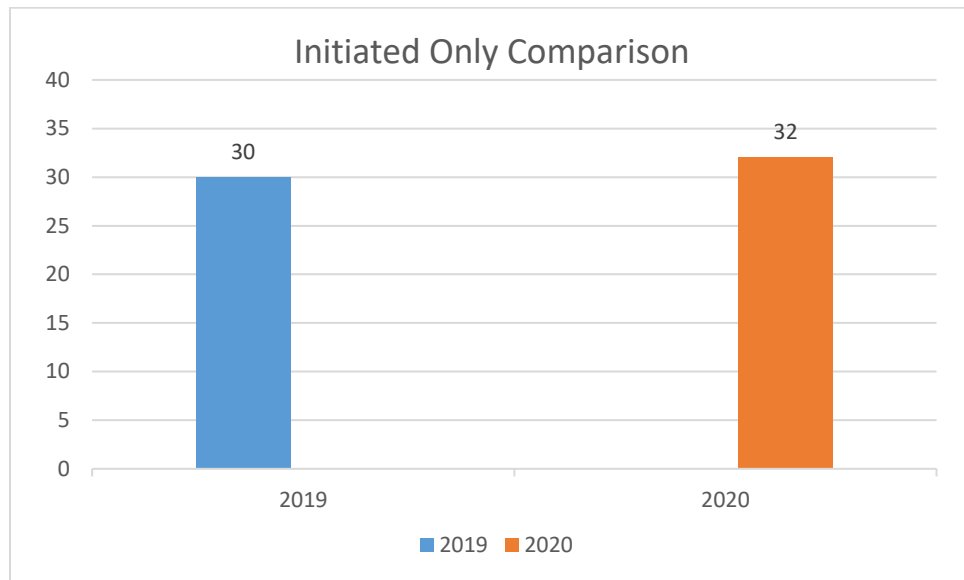
Accident as a Result from VFR

In 2020 there were a total of nine accidents resulting from VFR's. Of these accidents eight involved the suspect's vehicle and one involved a police unit. When compared to 2019, there was an increase of five accidents involving suspects and an increase in one accident involving a police unit.



Officer Initiated Only

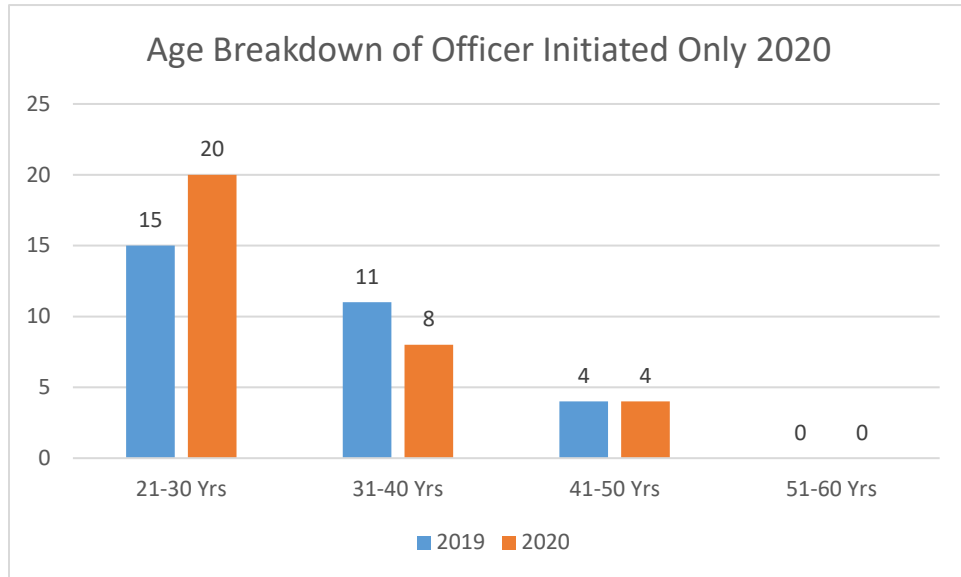
In 2020 there was an increase of two “Officer Initiated Only” VFR’s from 2019.



This increase of two “Officer Initiated Only” VFRs was a 7% increase. 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.

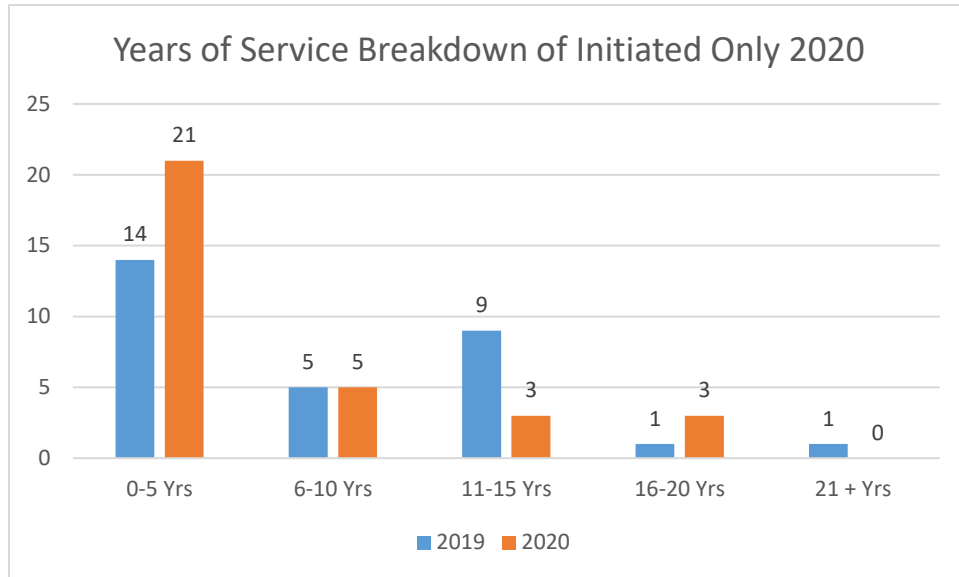
Age of Officers in “Initiated Only”

The graph comparing the age of the officers involved in “initiated only” reflects that younger officers (age 21-30 years) are more likely to be involved in a “initiated only” VFR, as they were in regular VFRs also.



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 Vehicle Flight Reports in 2020, there was one oral reprimand for policy violations regarding General Order 1.8 (Emergency Equipment and Vehicle Flight Response Driving). In several 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.

Policy Review

As part of the 2020 Vehicle Flight analysis, General Order 1.8 was reviewed 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, the same recommendation for 2019 continues to be valid for 2020. 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.