



# Chattanooga Police Department

Lt. Andrew Peker #753

Training Division - Director of Training

3200 Amnicola Highway  
Chattanooga, Tennessee 37406

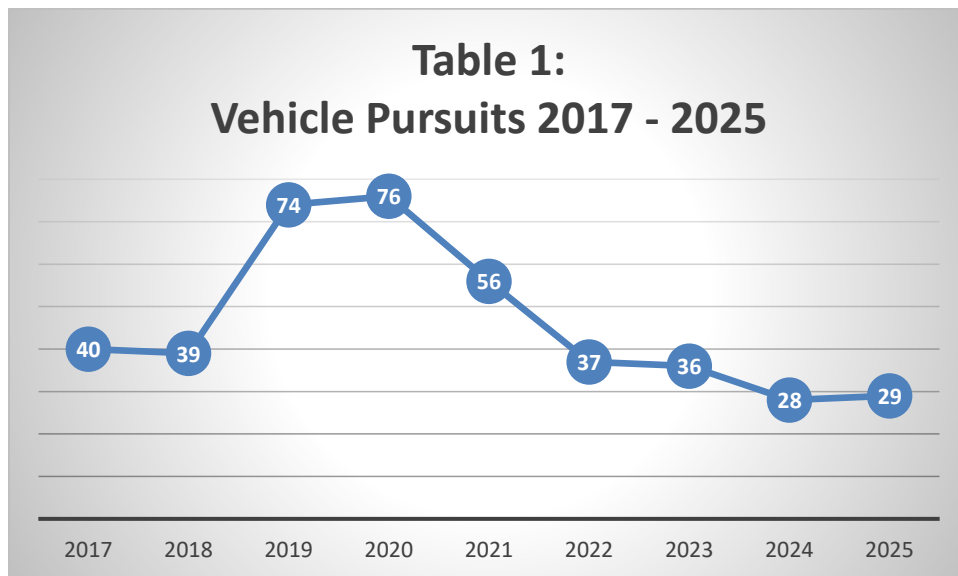


January 23, 2026

Chief of Police John Chambers  
Chattanooga Police Department  
3410 Amnicola Highway  
Chattanooga, TN 37406

## Vehicle Pursuits Report (2025)

In 2025, the Chattanooga Police Department recorded 29 vehicle pursuits, representing a 4% increase from the 28 pursuits reported in 2024. These incidents are governed by Policy OPS-02 (Pursuit Driving), which is reviewed annually by the Policy Review Committee to ensure best practices. All sworn personnel are required to review and electronically sign the policy and any subsequent updates each year. According to IAPro findings, compliance with the pursuit policy improved to 97% in 2025, up from 93% in 2024.<sup>1</sup>



In 2025, the CPD was involved in 29 reported pursuits, with 97% (28) initiated by the CPD and 3% (1) initiated by the Red Bank Police Department. Analysis of pursuit outcomes shows that 34% (10) ended due to a suspect vehicle crash, while 31% (9) concluded when the suspect voluntarily stopped the vehicle. Additionally, 17% (5) of these pursuits ended when they were successfully transitioned to another agency. Collectively, these figures suggest that while most pursuits result in a definitive stop or jurisdictional transfer, the prevalence of suspect vehicle

<sup>1</sup> This report was compiled, analyzed, and authored by Dr. Kyle Irwin, Data Analyst for Internal Affairs.



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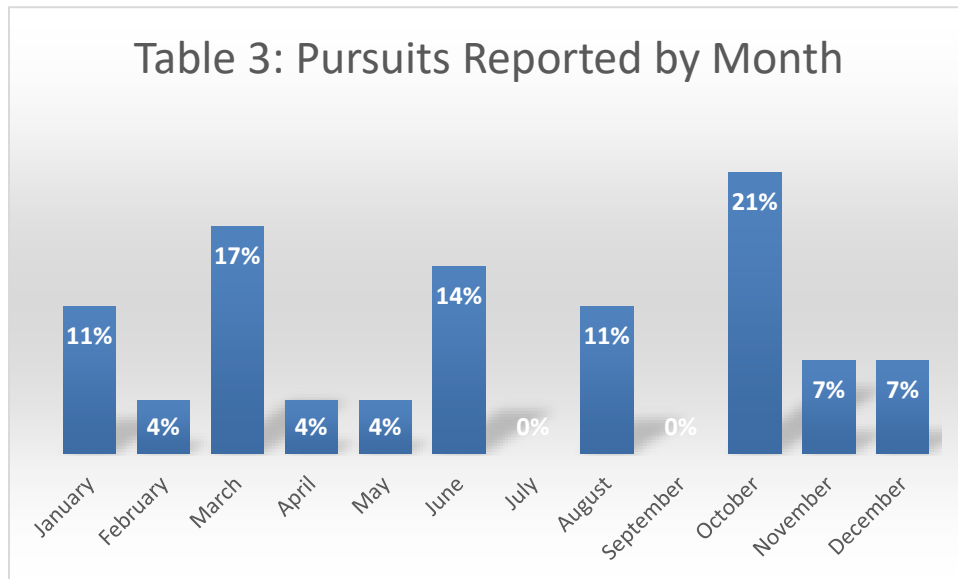
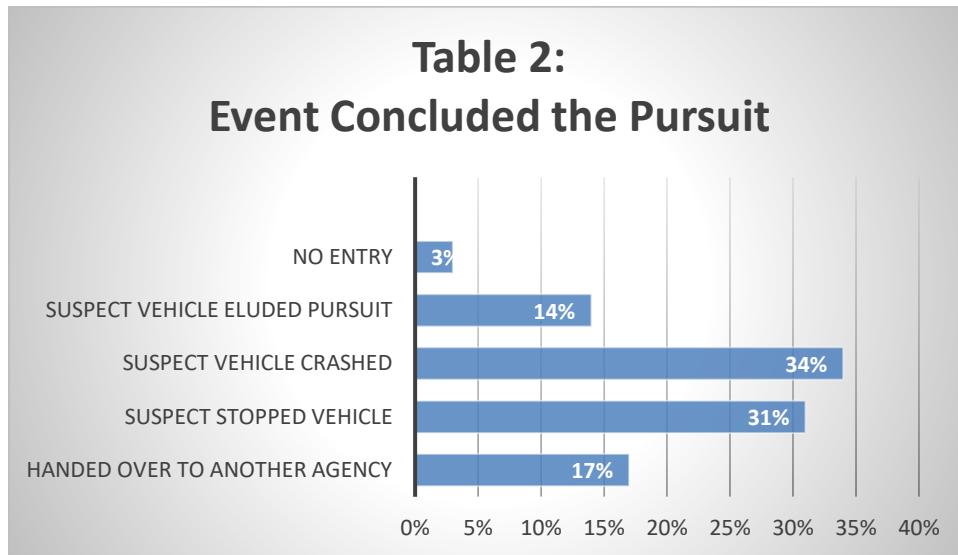
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crashes highlights the ongoing importance of the Policy Review Committee's annual oversight and safety updates.



Regarding seasonal distribution, pursuit activity in 2025 peaked in October and March, which accounted for 21% and 17% of the annual total, respectively. In contrast, the months of July and September saw no reported pursuits (0%). This distribution marks a shift from 2024, where the highest concentration of pursuit activity occurred in January, representing 24% of that year's total.



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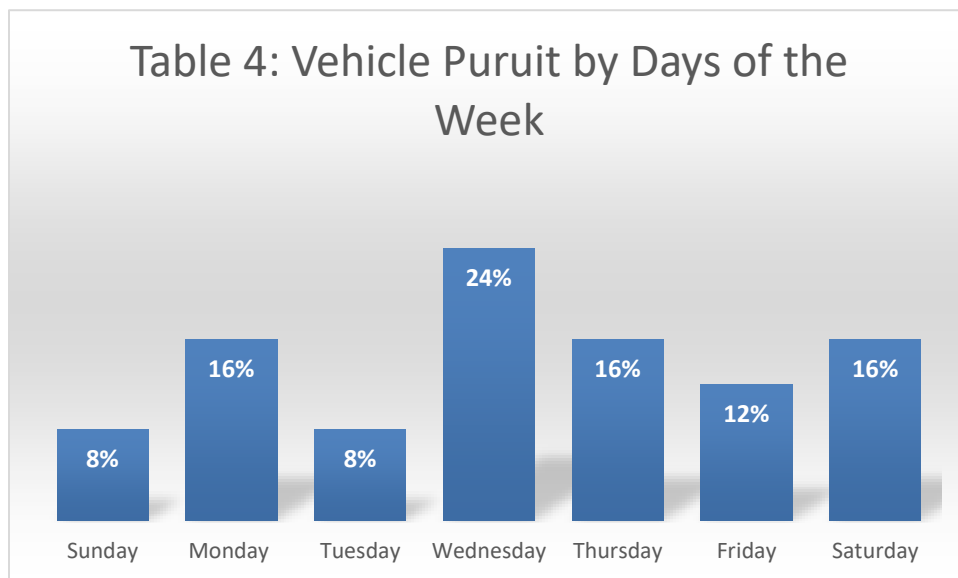
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In 2025, vehicle pursuits occurred most frequently on Wednesdays (24%), followed by Mondays and Saturdays at 16% each. This represents a shift from 2024, when Saturdays saw the highest frequency of activity at 28%. Conversely, the lowest activity in 2025 was recorded on Sundays and Tuesdays, each accounting for only 8% of the total. Ultimately, a longitudinal review of this data suggests that pursuit occurrences do not follow a consistent weekly pattern over time, as the peak days continue to vary significantly from year to year.



From a geographic perspective, Sector Charlie consistently accounted for the highest volume of initiated pursuits, increasing from 40% in 2024 to 44% in 2025. In contrast, Sector Baker recorded the lowest in 2025, representing 24% of the total. While the current year’s data focuses on primary sectors, 2024 data reflected a broader distribution of involvement across specialized units, including Traffic Operations, Violent Crime, Organized Crime, and the Family Justice Center, which collectively accounted for 12% of pursuits.



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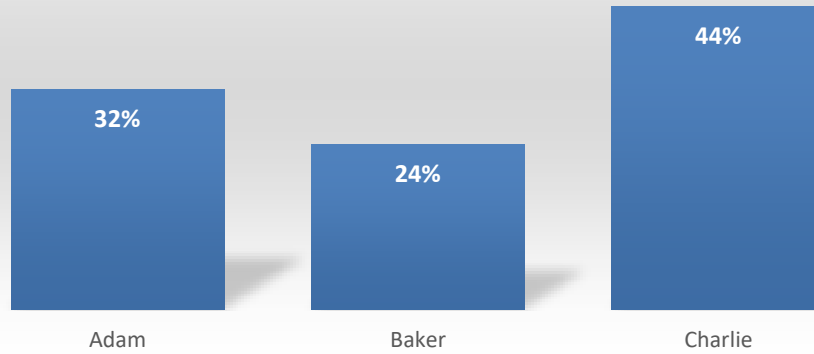
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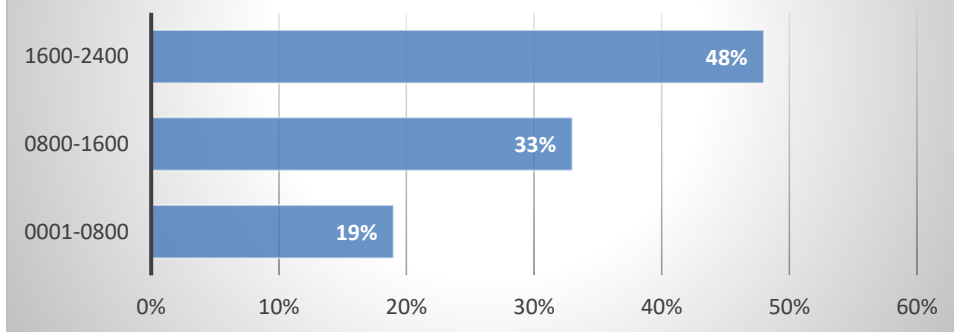


### Table 5: Pursuit Reported by Sector/Zone



In 2025, the CPD recorded 45% of its vehicle pursuits between the hours of 1600 and 2400. This trend aligns with data from 2024, when 62% of initiated pursuits occurred during this same timeframe. Ultimately, a longitudinal review of the department's data indicates that, regardless of the year, pursuit activity consistently peaks during the afternoon and nighttime hours.

### Table 6: Time of Day Where Vehicle Pursuits Occur



In 2025, the most common pursuit distances ranged between 2.1 and 5 miles, accounting for 31% of all reported incidents, followed closely by distances of 5.1 to 10 miles at 28%. These findings are consistent with data from 2024, where the 2.1 to 5-mile range was also the most frequently reported distance at 32%. Collectively, these findings show that vehicle pursuits rarely exceed 10



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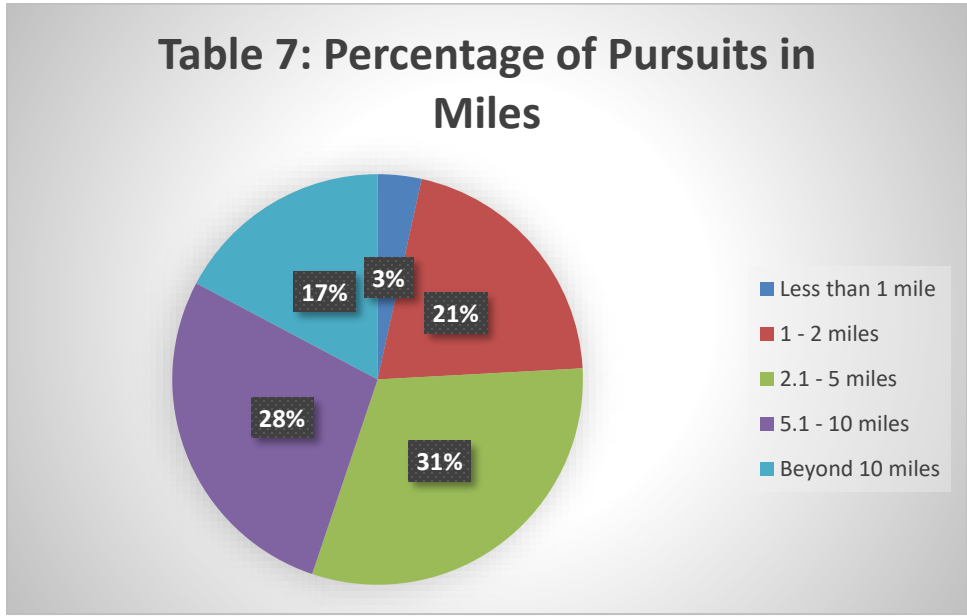
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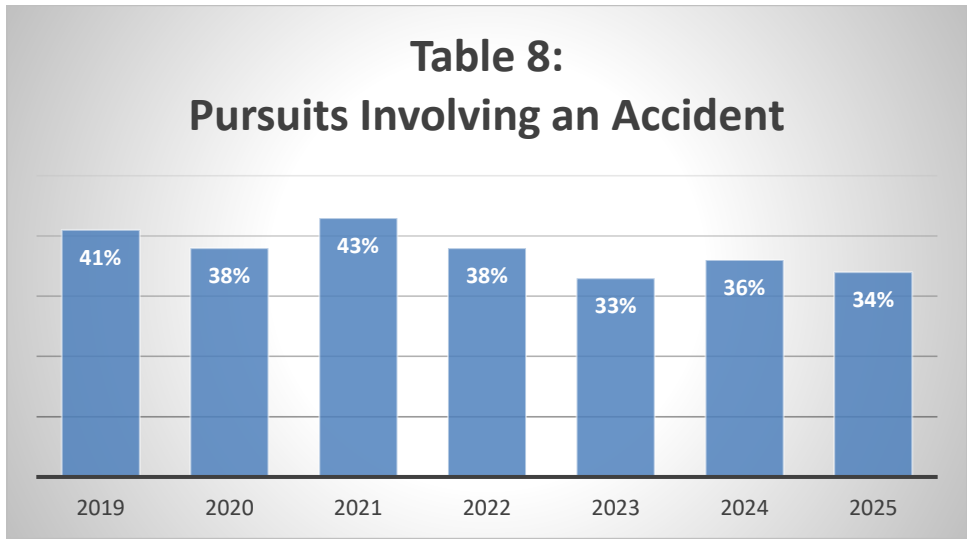
miles, suggesting that current pursuit tactics are effective and relatively efficient in reaching a resolution within a limited distance.

### Table 7: Percentage of Pursuits in Miles



In 2025, 34% of reported vehicle pursuits resulted in some type of accident, a figure that aligns with historical data. Over the past several years, the percentage of crashes has remained notably consistent, with no significant increases or decreases recorded over time. Ultimately, these findings indicate that despite fluctuations in total pursuit volume, the overall number of crashes remains stable.

### Table 8: Pursuits Involving an Accident





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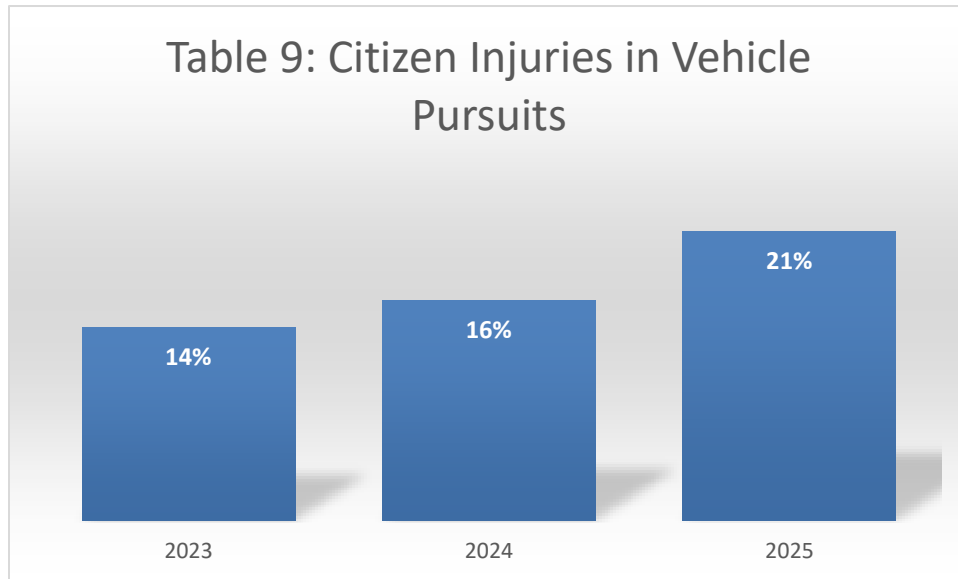
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According to IAPro canned reports, no officer or civilian injuries were officially recorded in vehicle pursuits between 2023 and 2025. However, a more detailed analysis of the raw data reveals an increase in injuries among civilians directly involved in pursuit-related crashes (drivers or passengers) in the fleeing vehicles going from 14% in 2023 and 16% in 2024 to 21% in 2025.



## OVERVIEW

### **Training and Certification**

Every cadet at the Chattanooga Police Department becomes a certified Emergency Vehicle Operator during the police academy. In compliance with TN POST Commission mandates, cadets undergo 40 hours of combined classroom and practical training. During this course, EVOC instructors cover the Pursuit Driving Policy (OPS-02) in comprehensive detail.

The Pursuit Driving Policy includes limitations on criteria that would warrant a vehicle pursuit. A vehicle pursuit, according to this policy, can only be initiated for the following reasons:

- Murder / Manslaughter
- Aggravated Assault
- Robbery
- Rape
- Aggravated Kidnapping
- Child Sexual Assault
- Aggravated Arson
- Felony Reckless Endangerment



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To ensure continued proficiency, all sworn personnel participate in Annual EVOC Training during mandatory In-Service sessions. This involves four hours of instruction and practical application on a driving course. During this time, training staff review Policy OPS-02 with all personnel. Notably, the policy strictly prohibits certain maneuvers; under Section V (Stopping Techniques), Part B, it states: *“Roadblocks are not an authorized technique for stopping vehicles and shall not be employed to end a pursuit [41.2.3a].”* All officers are required to electronically acknowledge the latest policy revision via the PowerDMS system annually.

## Reporting and Supervisory Review

Following a vehicle pursuit, the initiating officer is required to complete a formal report in the BlueTeam system before the conclusion of their shift. Supervisors then have 24 hours to review and approve these submissions. To maintain integrity, accountability, and consistency, supervisors must review all in-car and body-worn camera (BWC) footage associated with the pursuit.

If a pursuit is determined to be non-compliant with department policy, the Chain of Command (COC) initiates an administrative investigation to review the incident and recommend appropriate disciplinary action.

## Data Integrity and Analysis

In previous years, incomplete reporting fields restricted the accuracy of departmental data analysis. However, data integrity has improved significantly since 2021, with the internal data analyst now able to capture all relevant data points for this report. To maintain this standard, supervisors must continue to reject incomplete reports and require officers to amend them for thoroughness and accuracy.

## Conclusion

This comprehensive analysis indicates that there are currently no trends or patterns suggesting major policy violations, abuse, or systemic reporting failures regarding vehicle pursuits at the Chattanooga Police Department.