



Roll Call Training Bulletin

Produced by: Sgt. Adam Vassallo, Training Division-EVOC
Prepared by: Officer Nick Bassett, PSU

Katherine Lester, Chief of Police
Volume 25-11

Deployment of Stop Sticks for Traffic Control Purposes 5-29-2025

The Sacramento Police Department (SPD) is authorizing the deployment of Stop Stick tire-deflation devices as an option for scene protection during traffic control events. Although Stop Sticks will not stop a high-speed vehicle in most circumstances, their use does offer an additional level of deterrence and protection during most traffic control events performed by the SPD. The information listed below outlines considerations for deployment, reporting requirements, and applicable codes for enforcement.

Considerations for deployment of Stop Sticks for traffic control:

- Officers shall not deploy Stop Sticks as the first barrier when performing traffic control. The Stop Sticks shall be placed behind a vehicle, cone line, or flare pattern. Basically, for a motorist to drive over a Stop Stick, they will have already disobeyed the traffic closure. (Example Below)





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- The officer deploying the Stop Sticks is responsible for them and shall maintain visual contact with them to minimize accidental incidents with members of the public and other officers.
- Unless the deployment of Stop Sticks at their traffic control point are part of a pre-planned Incident Action Plan, employees shall voice over the radio that they have been deployed, so responding officers and additional resources, such as the Sacramento Fire Department, are aware.
- Supervisors shall acknowledge the deployment.
- Dispatch shall note the deployment and removal on an appropriate CAD call and notify relevant outside agencies.

Officers should consider deploying Stop Sticks for their safety and for the safety of the public whenever they perform a closure of a roadway. A supervisor may also direct officers to utilize Stop Sticks during an incident at critical traffic closure points.

The deployment of Stop Sticks should especially be considered during events requiring traffic control for extended road closures such as:

- Special events such as marathons or concerts.
- Crime scenes requiring traffic control due to roadway closures.
- Traffic collision scenes with multiple involved vehicles or extensive scene clean up.

Documentation and enforcement action

- If a member of the public punctures a tire by driving over a Stop Stick, a City of Sacramento Public Injury/Property Loss Report Form RM3 (Red Border) shall be completed.
- If no enforcement action is taken an information report shall be completed.
- If an enforcement action is taken a crime or information report shall be completed.
- Listed below are two common applicable codes for reference:
 1. Vehicle Code § 2818 makes it unlawful to traverse an electronic beacon pattern, a flare pattern, cone pattern, or combination of electronic beacon, flare, or cone patterns, provided for the regulation of traffic, or provided in a situation where public safety personnel are engaged in traffic control or emergency scene management.
 - Enforcement of this section would require the Stop Sticks to be located behind such cone, flare, or beacon pattern so that the driver would have first violated the statute prior to the damage of the vehicle's tires.
 2. Vehicle Code § 2800(a) makes it unlawful to willfully fail or refuse to comply with a lawful order, signal, or direction of a peace officer, when that peace officer is in uniform and is performing duties pursuant to any of the provisions of this code.
 - Enforcement of this section would require the officer to be out of their vehicle directing traffic, giving clear direction to drivers; and the driver would need to willfully disobey the direct order or direction.



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- If another officer or city vehicle punctures a tire, a City of Sacramento Vehicle Accident Report Form RM2 (Blue Border) should be completed and routed appropriately.

CSOs are authorized to utilize Stop Sticks for traffic control after having completed a presentation by the traffic unit or the training division on proper and safe deployment.