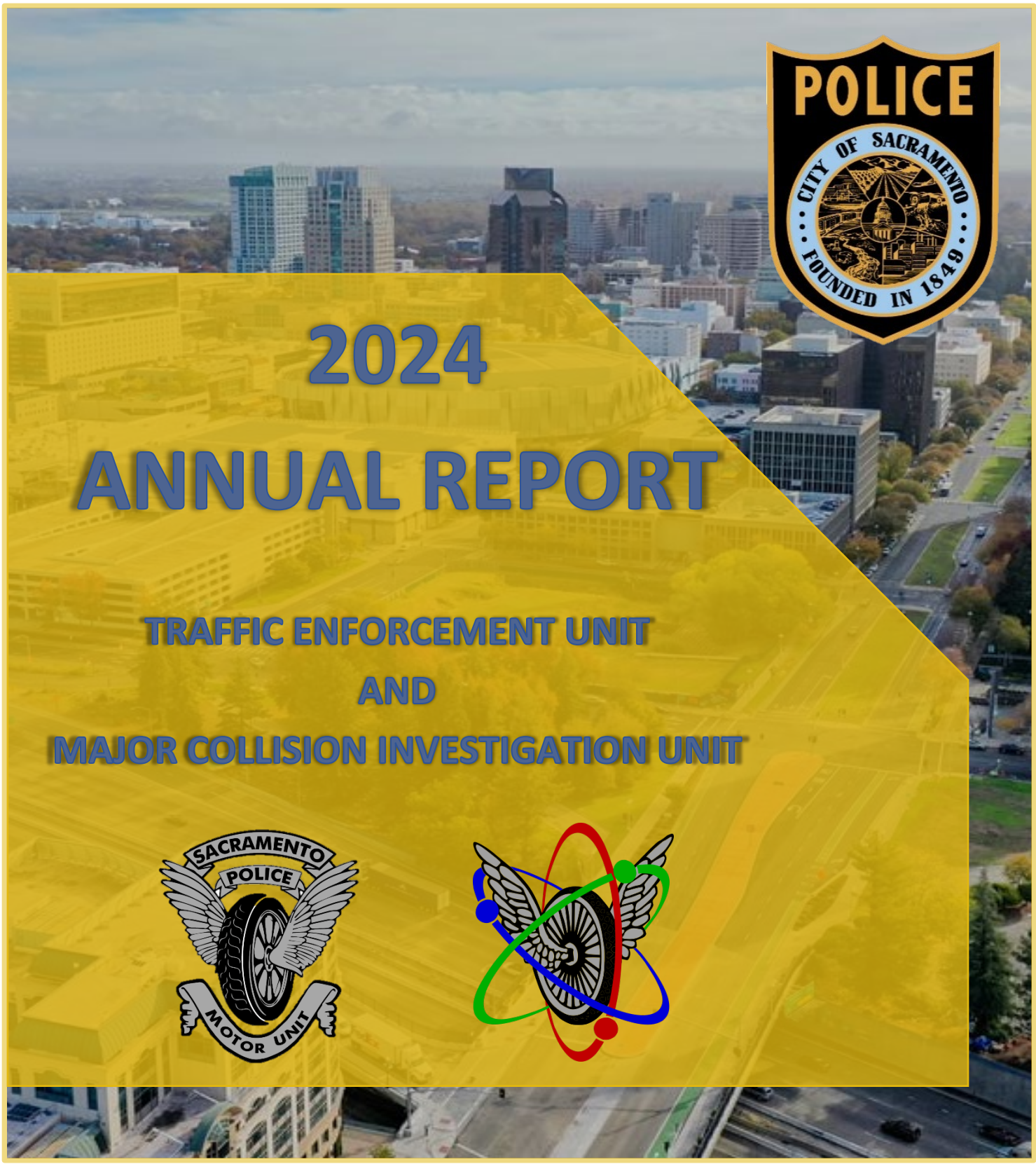
SACRAMENTO POLICE DEPARTMENT



2024 ANNUAL REPORT

TRAFFIC ENFORCEMENT UNIT AND MAJOR COLLISION INVESTIGATION UNIT

EXECUTIVE
SUMMARY

The **2024 Annual Report** provides an understanding of the Traffic Section's composition and its deployment strategy, and it provides statistical data for reference. It also includes analysis, recommendations, and what to expect in 2025.

The Mission of the Sacramento Police Department is to work in partnership with the Community to protect life and property, solve neighborhood problems, and enhance the quality of life in our City.

The Traffic Section supports the mission of the Sacramento Police Department (SPD) by enhancing traffic safety through Enforcement, Education, Engineering, and Engagement. These strategies seek to reduce collisions, DUI incidents, and illegal activities such as sideshows. Community partnerships are embraced, and technological innovations are paramount.

Vision and Focus: The Traffic Section's Vision is to work collaboratively with the community and provide ongoing support to the City of Sacramento and the SPD, emphasizing traffic safety as a shared responsibility. The focus is creating partnerships with community organizations, working collaboratively with city entities, and conducting high-visibility enforcement.

SPD
SERVICE - PROTECTION - DEDICATION
SINCE 1849

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LETTER FROM
TRAFFIC LIEUTENANT

Safe transportation is a priority for the SPD's Traffic Section in service to the community. Pedestrians, bicyclists, and automobile drivers all deserve to get where they are going safely and efficiently.

In 2024, to reduce traffic fatalities, the Traffic Section took a new approach. The enforcement team of motorcycle officers and the investigation team of detectives collaborated and came up with a focused deployment strategy which included a holistic methodology. The classic "three E's" of traffic: enforcement, education, and engineering, were revisited and expanded to include a "fourth E," engagement.

Rather than working as a silo, the Traffic Section has adopted a collaborative approach to support the SPD Mission and the safety concerns of the community. With our limited resources, this has not been a simple task. However, a directed deployment methodology and active engagement with City departments and community partners have yielded improved outcomes.

The Inaugural 2024 SPD Traffic Section Annual Report outlines our vision and focus, and simultaneously provides deployment data and statistical information that are key to strategy development and adjustments. This report is intended to be expanded upon as new ideas and technologies come forth, for the safety travels and security of the public.

Sincerely,

Lt. WJ Conner

DEPLOYMENT

STRATEGY

In 2024, the Traffic Section's Enforcement Team ("Motors") collaborated with the investigative team (MCIU) with the focus of making the City of Sacramento a safer place for motorists, bicyclists, and pedestrians. There are currently seven officers assigned to work enforcement and MCIU is comprised of six detectives. Together the Motor Team and MCIU will utilize a data-driven deployment method, work in collaboration with outside entities, and embrace innovation to reduce traffic fatalities within the City of Sacramento.

Deployment

1. There are seven patrol districts in the city, and the Motor team will rotate among them. This will provide additional visibility to the community, safety for the officers, and efficient enforcement efforts.
2. The primary method for determining monthly deployment strategies throughout the city will be based on an assessment of collision data. At the beginning of each calendar month, the supervisor of the Motor Team will gather and analyze the citywide traffic collision data from the previous month. The motor teams will conduct education and enforcement activities in the areas with the highest collision rates.
3. The secondary consideration for determining deployment strategies will be through data collected on neighborhood complaints. Information generated by the City Council, Area Commands, and directly from community members will allow the Traffic Section to be responsive to the needs of the public.
4. Each of the motor officers is assigned geographic responsibility for a patrol district. Each officer serves as a resource and liaison to the schools, businesses, neighborhood groups and area Police Captain in their assigned area. The officers approach their areas with community and problem-oriented policing philosophies, looking for ways to effectively maintain deterrent visibility and reduce reportable collisions through enforcement efforts. MCIU will work with Motors in recognizing engineering issues (striping, signage, etc.) and share that information with other City Departments and traffic partners.
5. The Office of Traffic Safety (OTS) has provided additional opportunities to increase traffic safety in 2024 through an annual Selective Traffic Enforcement Program (STEP) Grant. The supervisor of the Motor Team acts as the grant administrator and deploy officers consistent with the safety and in compliance with grant's requirements.

DEPLOYMENT

STRATEGY CONT.

Collaboration

1. Motors will assist Area Commands with statistical data, attend community meetings and school functions, and innovatively address traffic concerns.

2. The City of Sacramento has other departments, such as Traffic Engineering and Signs & Signals, which are also responsible for traffic safety. The SPD Traffic Section will continue to partner with these city entities to share information, collaborate on projects, and ultimately reduce collision fatalities.

3. The Traffic Section will work closely with community partners, businesses, and schools to identify and address traffic related concerns.

Innovation

1. The Traffic Section will continuously research and pilot new strategies and technology to improve how we address traffic concerns and conduct traffic enforcement within the City of Sacramento.

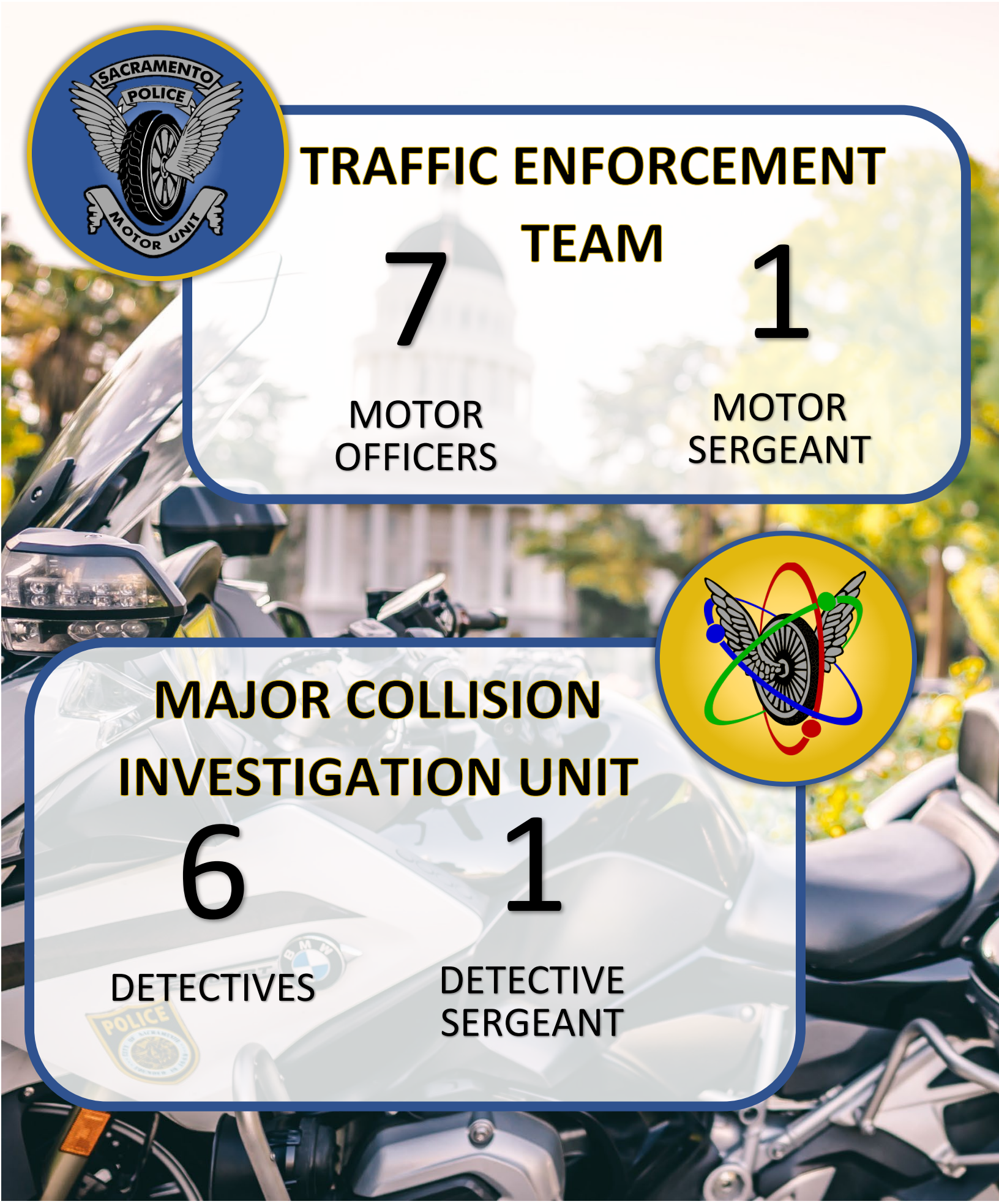
2. The Traffic Section will use data collected through our digital systems to develop enforcement and education strategies.

3. Through collaboration with the Public Information Office, MCIU and Motors will share initiatives and items of public interest. We will continue to partner with Mothers Against Drunk Driving, and other related entities to reduce traffic related deaths.

Analysis

1. The Traffic Section will complete an annual assessment to assure deployment, and educational strategies are effective and contemporary.

2. Fatal hit and run investigations, including investigative steps, call-out strategies, and comparative clearance rates, will be reviewed to assure efficiency and efficacy.



TRAFFIC ENFORCEMENT TEAM

7

MOTOR OFFICERS

1

MOTOR SERGEANT

MAJOR COLLISION INVESTIGATION UNIT

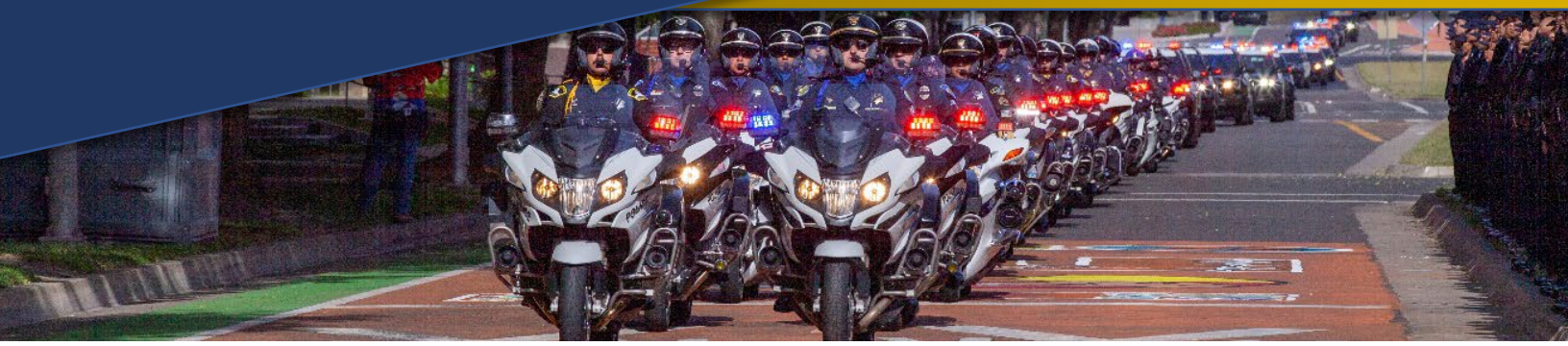
6

DETECTIVES

1

DETECTIVE SERGEANT

TRAFFIC ENFORCEMENT TEAM



The Traffic Enforcement Team is comprised of seven full-time officers and one sergeant. The primary focus of the Traffic Enforcement Team is enforcement of traffic laws throughout the city with a focus on the areas of the city with the highest collision rates.

Additionally, the Traffic Enforcement Team provides education to the community around issues of traffic law and driving safety. Traffic Enforcement Officers spend approximately eight hours each month engaging with the public both proactively and at organized events. Education at these events focuses on unsafe driving behaviors and DUI.

Internally, the Traffic Enforcement Team is responsible for instruction at the Sacramento Police Academy for the Traffic Enforcement Learning Domain, Standardized Field Sobriety Tests/DUI investigation, and the vehicle pullover Learning Domains. With two academy classes each year the team dedicates over one-hundred hours instructing recruits and recent graduates. Additionally, the enforcement team is comprised of subject-matter experts, who teach in-service classes like Advanced Roadside Impaired Driving Enforcement (ARIDE), an expanded sixteen-hour impaired driver detection and investigation course.

The Traffic Enforcement Sergeant is responsible for the administration of a Selective Traffic Enforcement Program (STEP) Grant, which is funded by the California Office of Traffic Safety (OTS). The Grant focuses on traffic safety and provides funding to conduct additional specialized enforcement and education activities aimed at reducing traffic-related injuries and fatalities. The Traffic Enforcement Team participates in numerous grant-funded operations in addition to their assigned duties and responsibilities.

The team is also responsible for major traffic plans related to special or significant events in the city. The team authors traffic mitigation plans, coordinates resources, and operates an assortment of occasions, including First Amendment activities, dignitary escorts, vehicle caravans, and large public events requiring traffic mitigation.

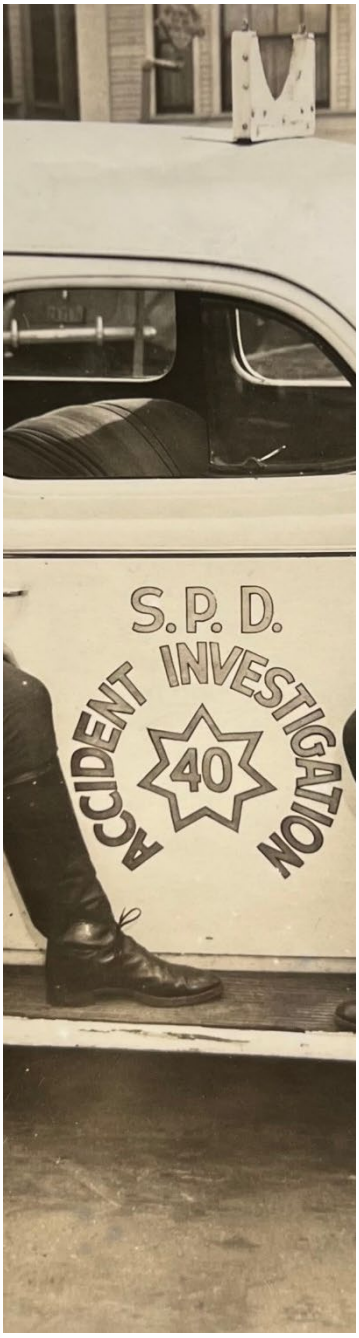
MAJOR COLLISION INVESTIGATION UNIT

MCIU is a team of six highly trained detectives. These investigators are responsible for documenting, investigating, analyzing, and reconstructing fatal vehicle collisions that occur in the City of Sacramento. Additional responsibilities include investigating hit & run collisions, vehicle pursuits, DUIs, writing & serving warrants, vehicle disassembly & inspections, tow hearings, expert courtroom testimony, and more.

Building an expertise in collision investigations requires several years of advanced training and experience. Detectives are responsible for skill-building in traditional investigative tactics, techniques, and procedure. They must also become proficient in nonconventional disciplines, such as physics, advanced mathematics, and computer-aided drafting. Detectives must be intimately familiar with human, environmental, and mechanical factors that directly influence and affect serious injury and fatal vehicle collisions.

Detectives use a variety of instruments and technology to aid in the investigative and reconstructive process including surveying equipment, vehicle data analysis tools, photography, video, digital scanners, and much more. Once this data is collected and analyzed, detectives have the expertise to provide an opinion on the sequence of events leading up to, during, and after the collision. This sequence is often measured in milliseconds however, the extensive work that goes into analyzing those milliseconds often takes weeks or even months to complete. Detectives use this information to determine the cause and fault, to hold people accountable and bring justice to victims and family members

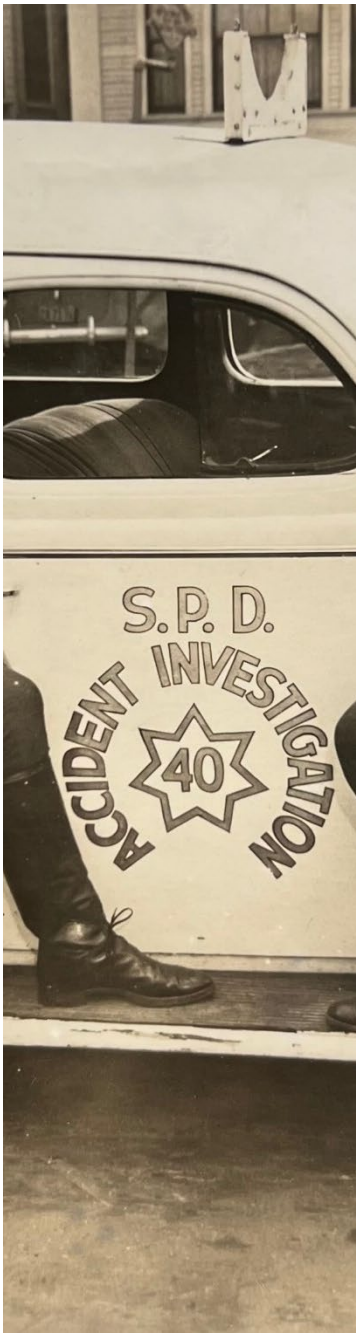
Besides carrying a heavy caseload of collision investigations and call outs, MCIU Detectives are responsible for developing and delivering the Basic Collision Investigations Course to all academy recruits, Community Service Officers (CSO), and police officers during in-service updates. They also assist with instruction of Standardized Field Sobriety Test (SFST) training as well as Advanced Roadside Impaired Driving Enforcement (ARIDE).



MAJOR COLLISION INVESTIGATION UNIT CONT.

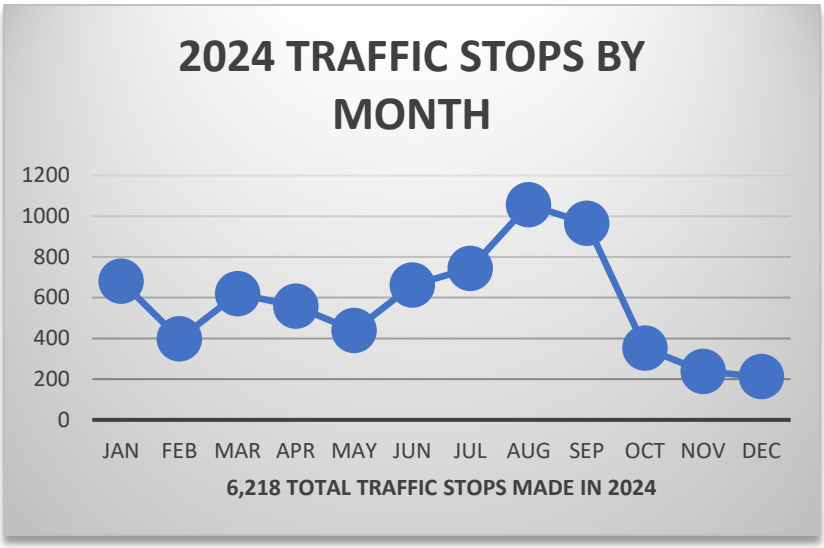
Becoming a proficient and competent MCIU Detective involves an advanced training curriculum. Those courses include, but are not limited to:

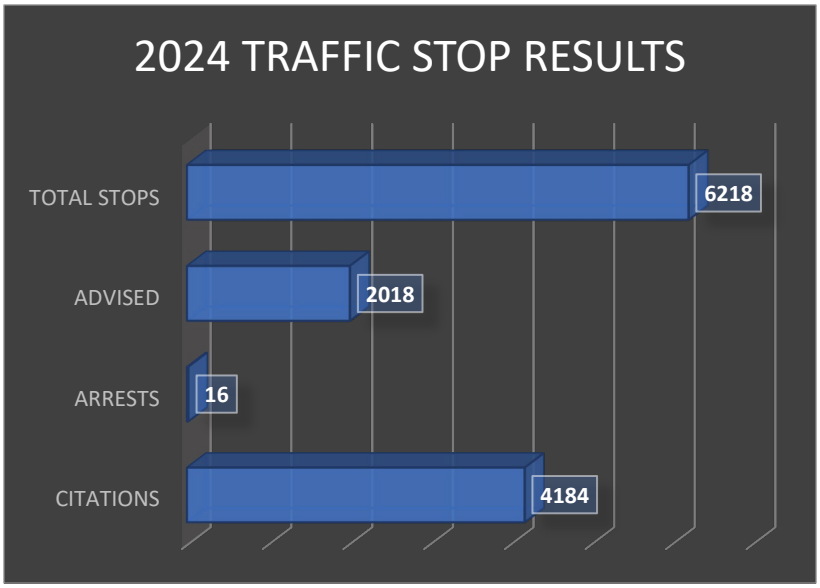
- Intermediate Collision Investigations
- Advanced Collision Investigations
- Institute of Criminal Investigation (ICI) Core Investigations Course
- Traffic Investigators Motor Vehicle Inspection Course
- Trimble Total Station hardware and software familiarization and training
- Leica 3D Scanner hardware and software familiarization and training
- Collision Reconstruction I
- Collision Reconstruction II
- Bike/Ped Collision Investigations
- Auto/Ped Collision Investigations
- Crush Energy Analysis
- Drug Recognition Expert (DRE) course and certification
- DRE Instructor Course
- Accreditation Commission for Traffic Accident Reconstruction (ACTAR) prep, test, and certification
- Other relevant training



ENFORCEMENT

STATISTICS





The Traffic Enforcement Unit made 6,218 traffic stops in 2024. Variations in total stops made through each month was particularly dependent on individual officer's schedules, non-enforcement team events, training, and grant cycles. For example, the OTS STEP Grant was completed in the end of September, which coincided with several special events and trainings scheduled in October. Some months also produced higher volumes of stops because of direct responses to increased collisions or collision related trends during that time.

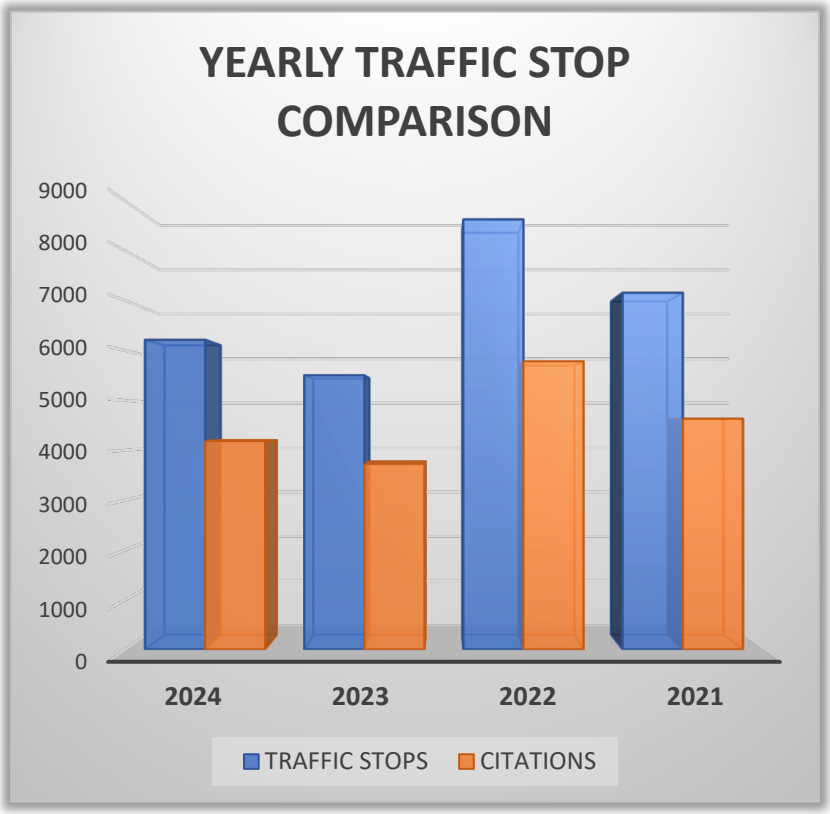
Included in these figures are additional OTS grant-funded operations which attributed to higher output of stops due to directed enforcement in areas. During those operations, traffic officers were relieved of ancillary functions like handling collision investigations, leaving more time directed at enforcement efforts.

The Traffic Stop Results chart shows the total stops conclusion type:

- Driver Advised/Education
- Custodial Arrests
  - Misd. and Felony
- Driver – Citation
  - Infraction Cite

ENFORCEMENT

STATISTICS



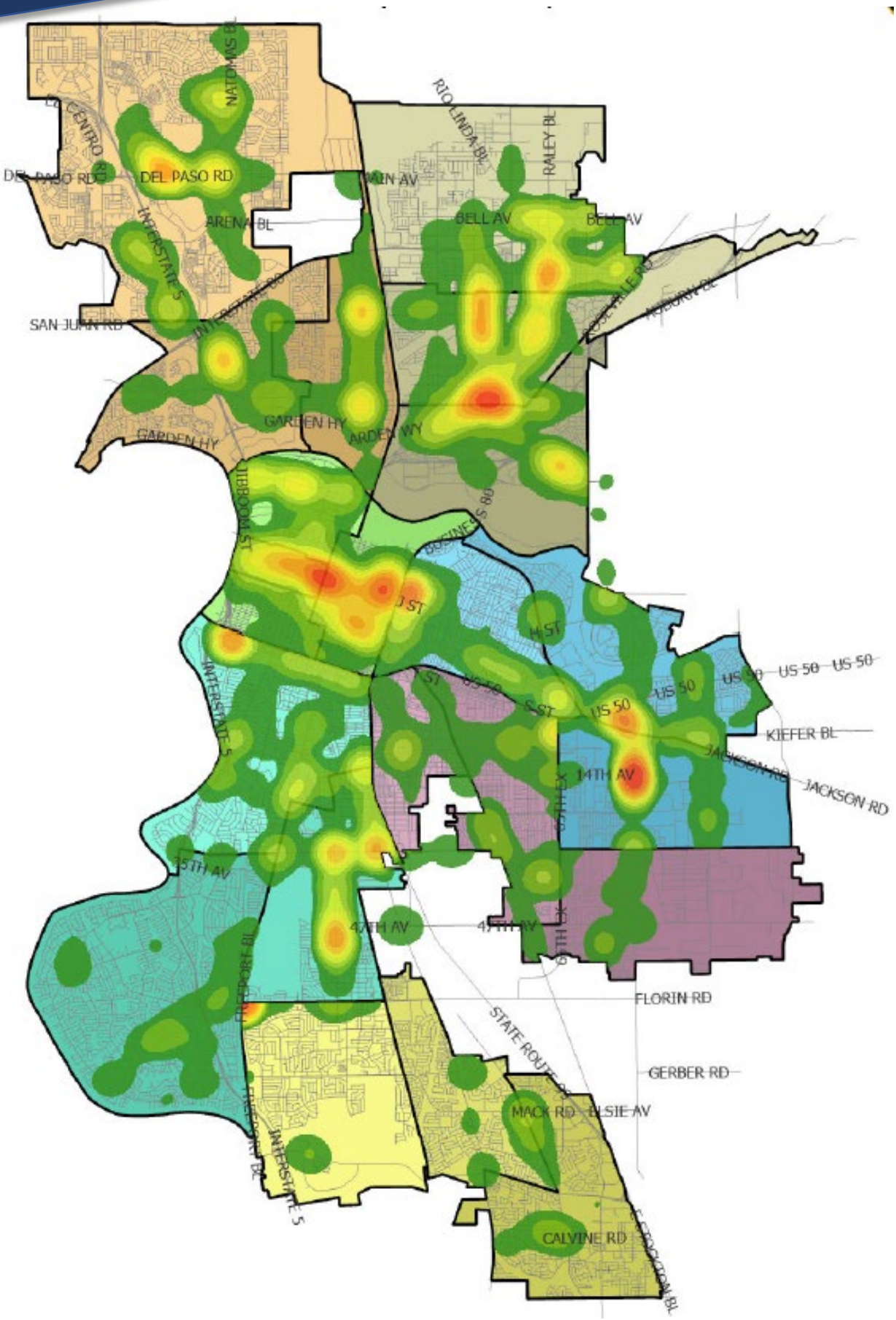
Variations in total stops made through each year was particularly dependent on the number officers on the team at the time, the individual officer's schedule, non-enforcement team events, (i.e. demonstrations / protests) and training. In 2024, the Unit worked more non-enforcement events during regular shift hours than in the previous two years.

In 2024 and 2023, the Traffic Enforcement Unit was composed of seven officers and one sergeant. In 2022, there were eight officers and in 2021, there were nine.

TRAFFIC ENFORCEMENT TEAM

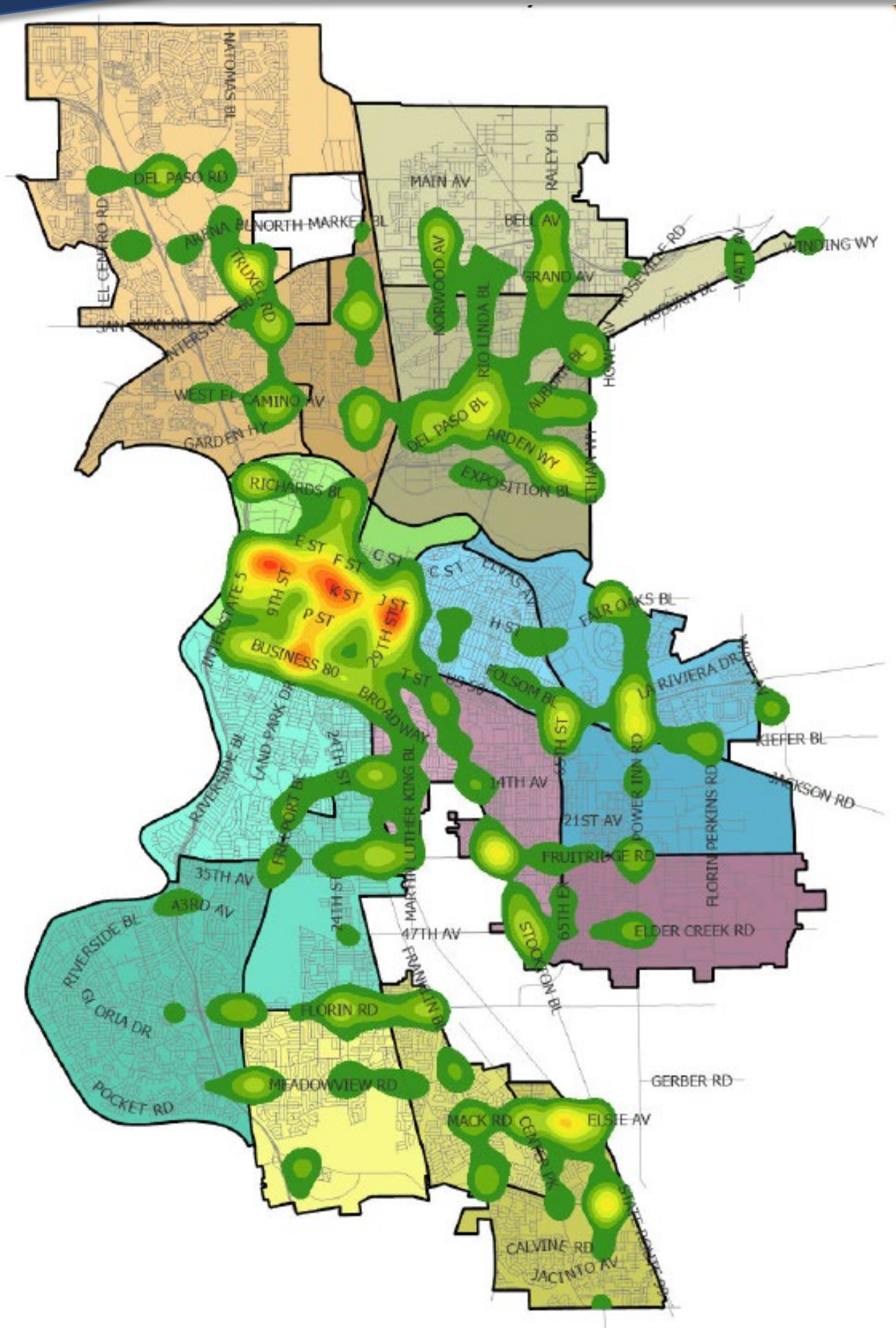
STOP DENSITY

2024



ALL COLLISIONS
BY DENSITY

2024



TOP COLLISIONS
BY DISTRICT
2024

#	District 1	Count
1	Truxel Rd / Gateway Park Blvd	33
2	San Juan Rd / Truxel Rd	24
3	Northgate Blvd / San Juan Rd	23
4	Truxel Rd / W El Camino Ave	21
5	Del Paso Rd / E Commerce Way	18

#	District 2	Count
1	1689 Arden Way	25
2	Auburn Blvd / Watt Ave	23
3	Arden Way / Ethan Way	22
4	Arden Way / Blumenfeld Dr	21
5	Jessie Ave / Norwood Ave	21

#	District 3	Count
1	16Th St / W St	23
2	16Th St / J St	21
3	2801 L St	20
4	300 Richards Blvd	18
5	Richards Blvd / Bercut Dr	17

#	District 4	Count
1	Franklin Blvd / Fruitridge Rd	26
2	Florin Rd / 24Th St	20
3	Freeport Blvd / Florin Rd	19
4	Fruitridge Rd / 28Th St	16
5	16Th St / X St	15

#	District 5	Count
1	Cosumnes River Blvd / Bruceville Rd	60
2	Mack Rd / Stockton Blvd	32
3	Mack Rd / La Mancha Way	32
4	Cosumnes River Blvd / Franklin Blvd	28
5	6600 Bruceville Rd	27

#	District 6	Count
1	Stockton Blvd / Fruitridge Rd	38
2	Stockton Blvd / 47Th Ave	35
3	Power Inn Rd / Elder Creek Rd	19
4	Stockton Blvd / Lemon Hill Ave	16
5	Fruitridge Rd / Martin Luther King Jr Blvd	16

#	District 7	Count
1	Howe Ave / Folsom Blvd	44
2	Folsom Blvd / Watt Ave	30
3	Fruitridge Rd / Power Inn Rd	25
4	Howe Ave / American River Dr	24
5	Howe Ave / Fair Oaks Blvd	22

These charts show the five locations that experienced the highest number of traffic collisions in each patrol district for 2024. The numbers in red are the five locations that experienced the highest number of all traffic collisions in the city for 2024. Based on the 2024 deployment plan, similar charts for a one-month timeframe were generated, and officers were deployed to the top locations in each district based on the numbers for the previous month.

TOP COLLISIONS
CITYWIDE
2024

#	Location	Accidents
1	Cosumnes River Blvd / Bruceville Rd	60
2	Howe Ave / Folsom Blvd	44
3	Stockton Blvd / Fruitridge Rd	38
4	Stockton Blvd / 47Th Ave	35
5	Truxel Rd / Gateway Park Blvd	33
6	Stockton Blvd / Mack Rd	32
7	Mack Rd / La Mancha Way	32
8	Folsom Blvd / S Watt Ave	30
9	Cosumnes River Blvd / Franklin Blvd	28
10	6600 Bruceville Rd	27

This chart shows the ten locations that experienced the highest number of all traffic collisions in the city for 2024.

HIT & RUN REPORTS

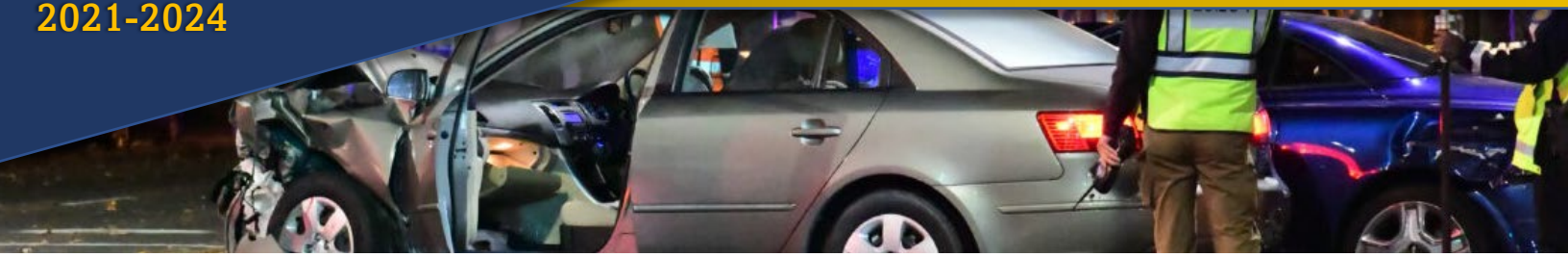
CITYWIDE

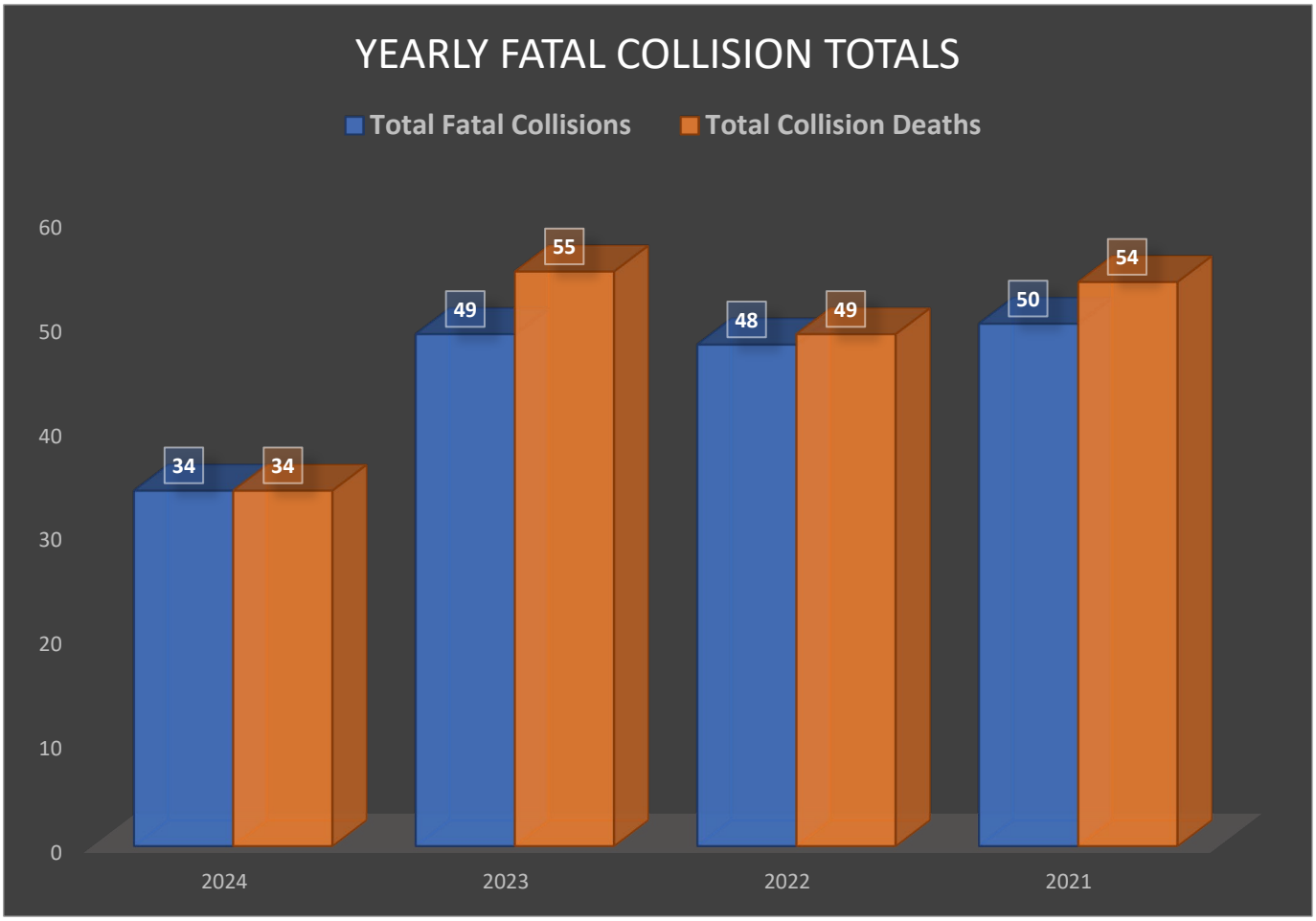
2024

Year	Hit & Run Reports
2021	1,300
2022	1,222
2023	1,521
2024	1,517
Grand Total	**5,560**

This chart shows all reported hit and run incidents, annually from 2021-2024. See also, pp. 29-30 related to fatal collision follow up by MCIU.

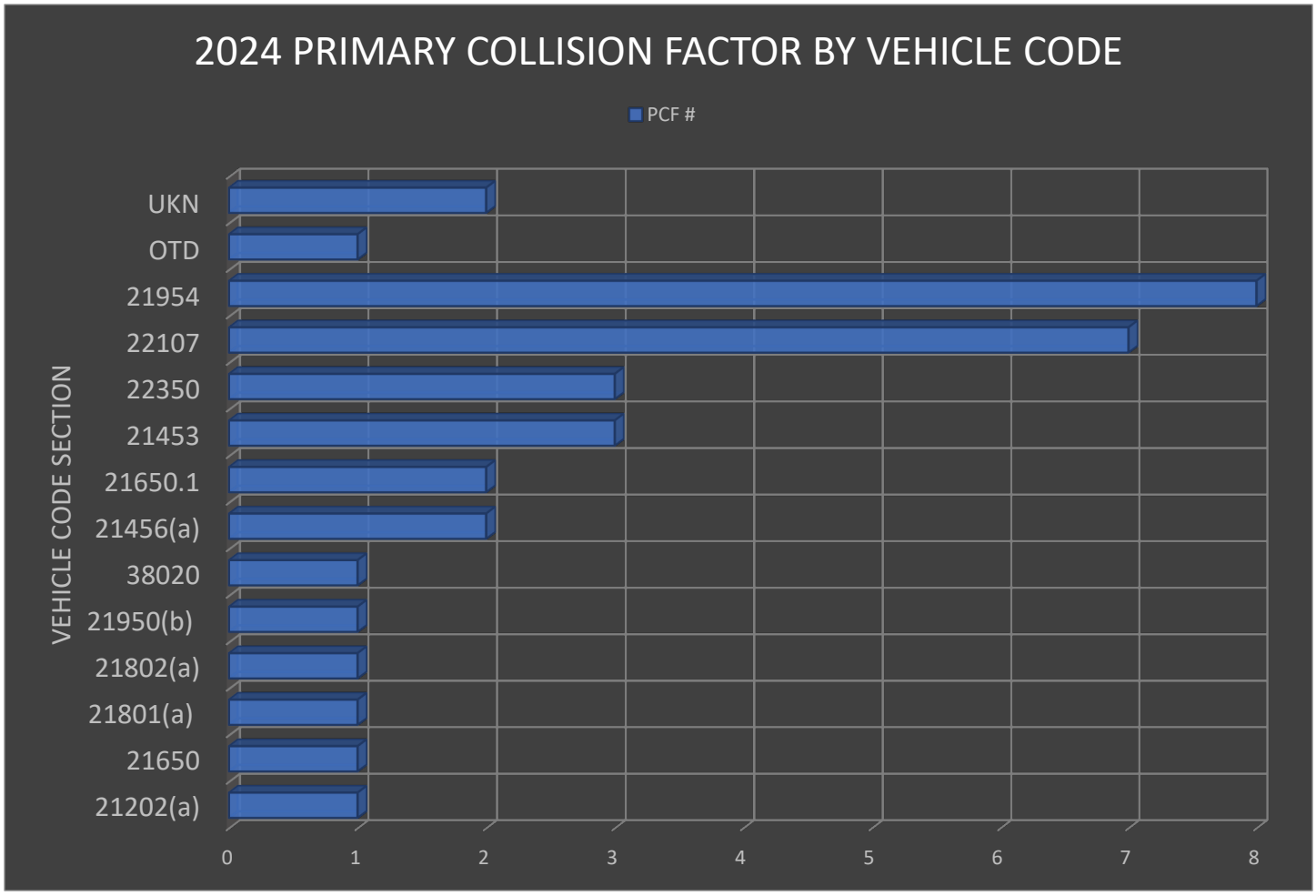
COLLISION
STATISTICS
2021-2024





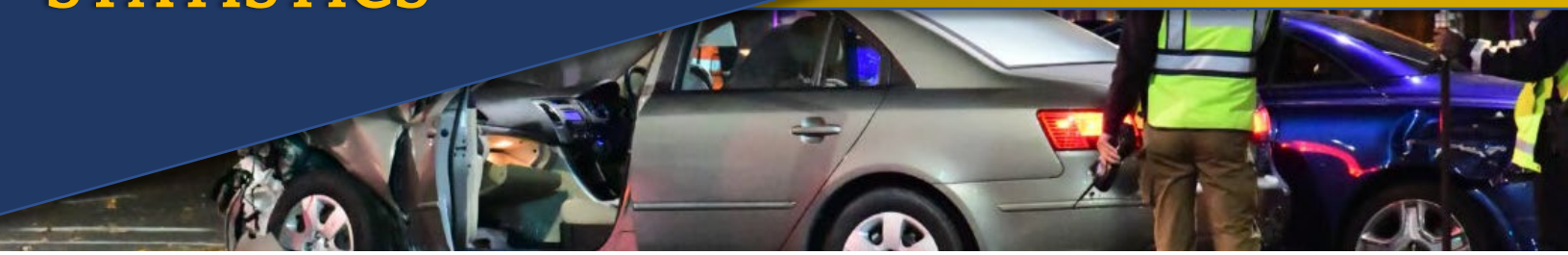
The above chart outlines the number of fatal collisions over the past four years with a side-by-side comparison of the number of fatal collisions and the total count of all deaths resulting from the collisions.

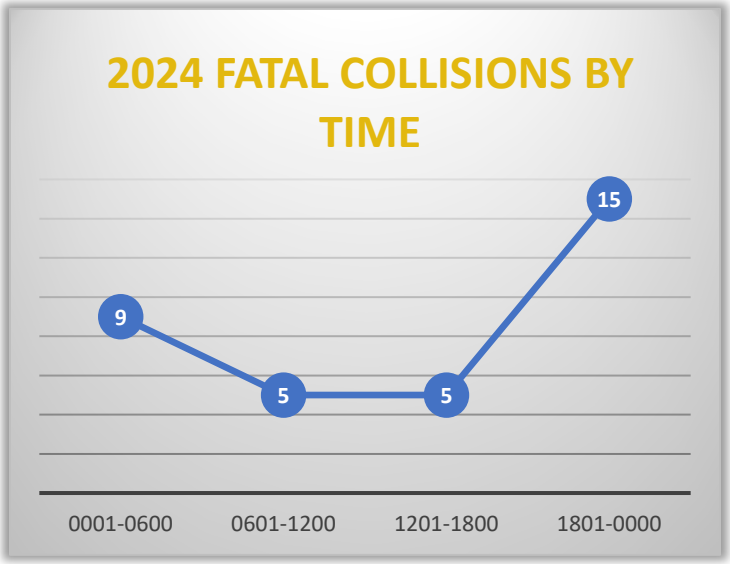
COLLISION
STATISTICS

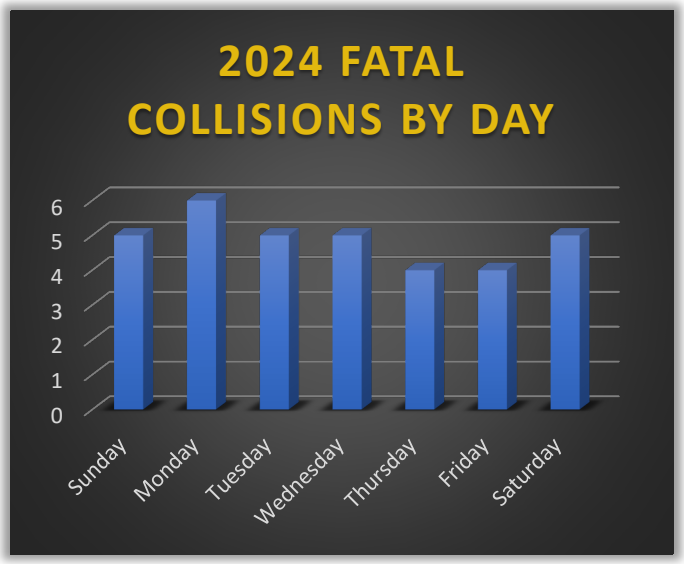


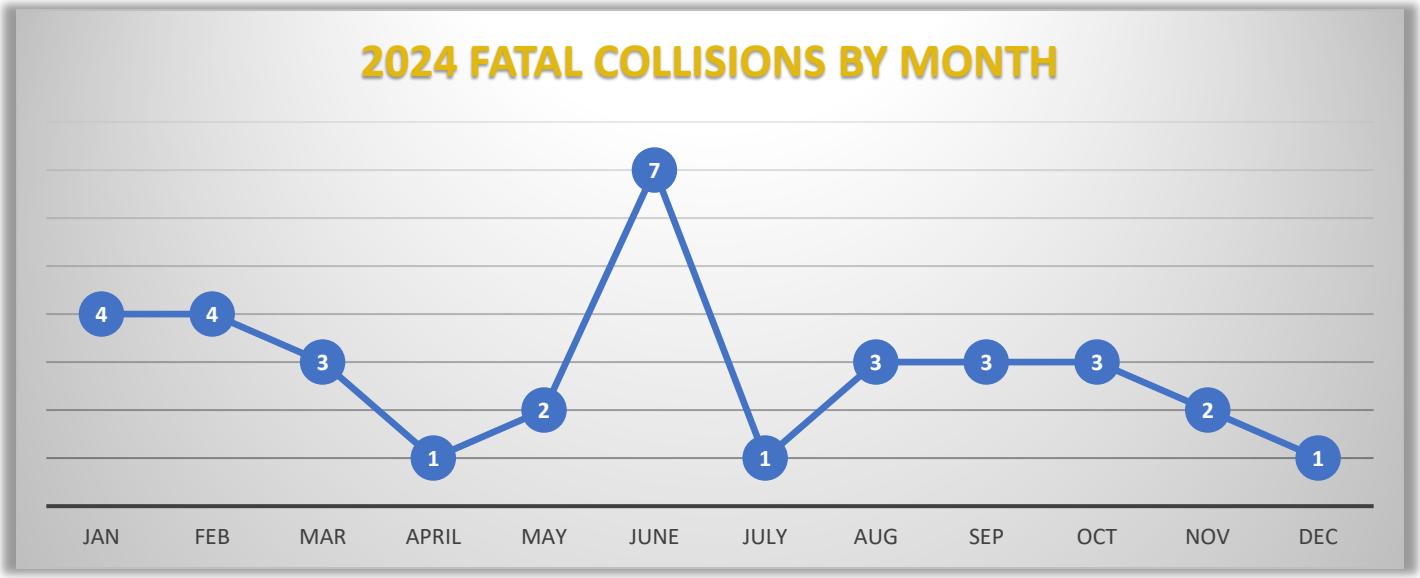
The California Highway Patrol's Collision Investigation Manual (CIM) is the statewide standard for law enforcement agencies having responsibility for collision investigations. In accordance with the CIM, investigating officers must determine the one element or driving action that best describes the main cause of the collision, this is called the Primary Collision Factor (PCF), which is generally demonstrated in a Vehicle Code (VC) infraction. Unknown (UKN) and Other than Driver (OTD) are notable exceptions. Code Definitions: VC 21954 – Pedestrian in roadway and VC 22107 – Unsafe turning movement were the most common causes of fatal collisions in 2024. VC 22350 – Unsafe speed and VC 21453(a) – Red Light were a distant second, causing three collisions each. VC 21650.1 – Wrong way, bicycle, and VC 21456(b) – Pedestrian crossing against a signal each caused two fatal collisions each, and the remainder of the thirty-four fatal collisions are individually listed above.

COLLISION
STATISTICS





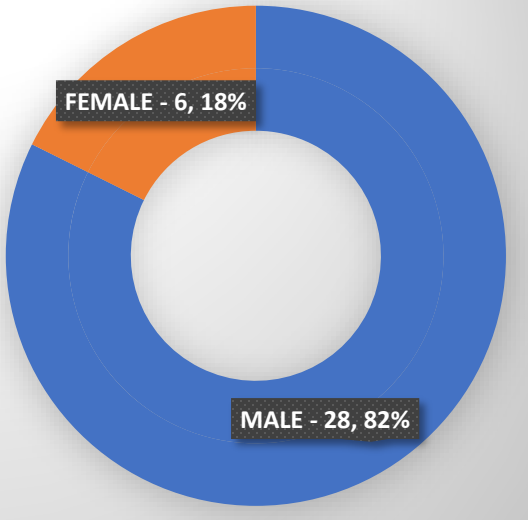


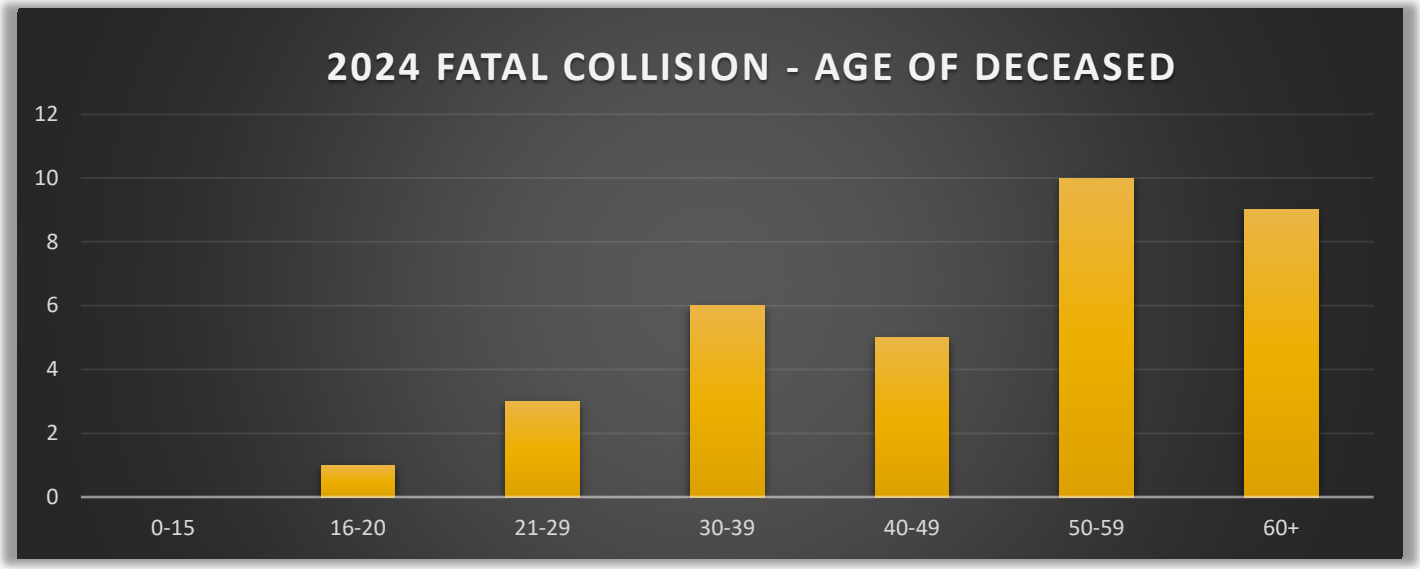


In reviewing temporal data, fatal collisions in 2024 occurred consistently throughout the week and year. A notable exception was June 2024, which saw several unrelated fatal collisions occurring in a short time span. Over the course of the twenty-four-hour day, fatal collisions are significantly more likely to occur in the evening and night (after 6 PM and before 6 AM) than during the day.

COLLISION
DEMOGRAPHICS

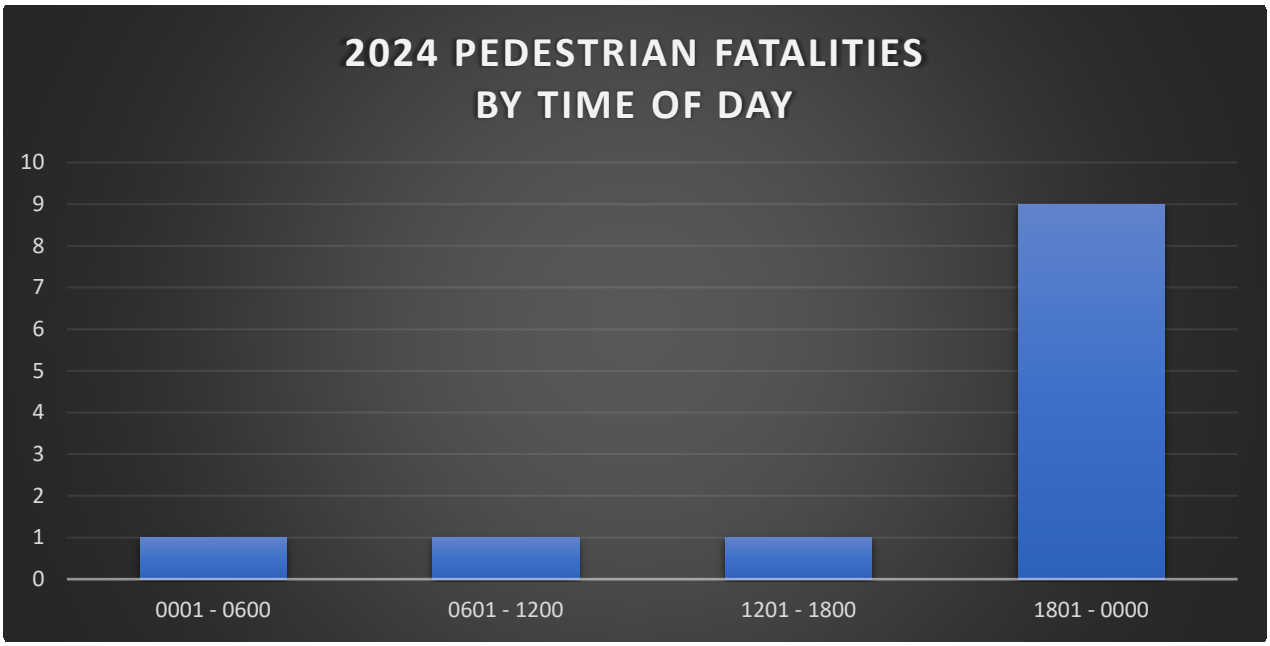
2024 FATAL COLLISION GENDER OF DECEASED

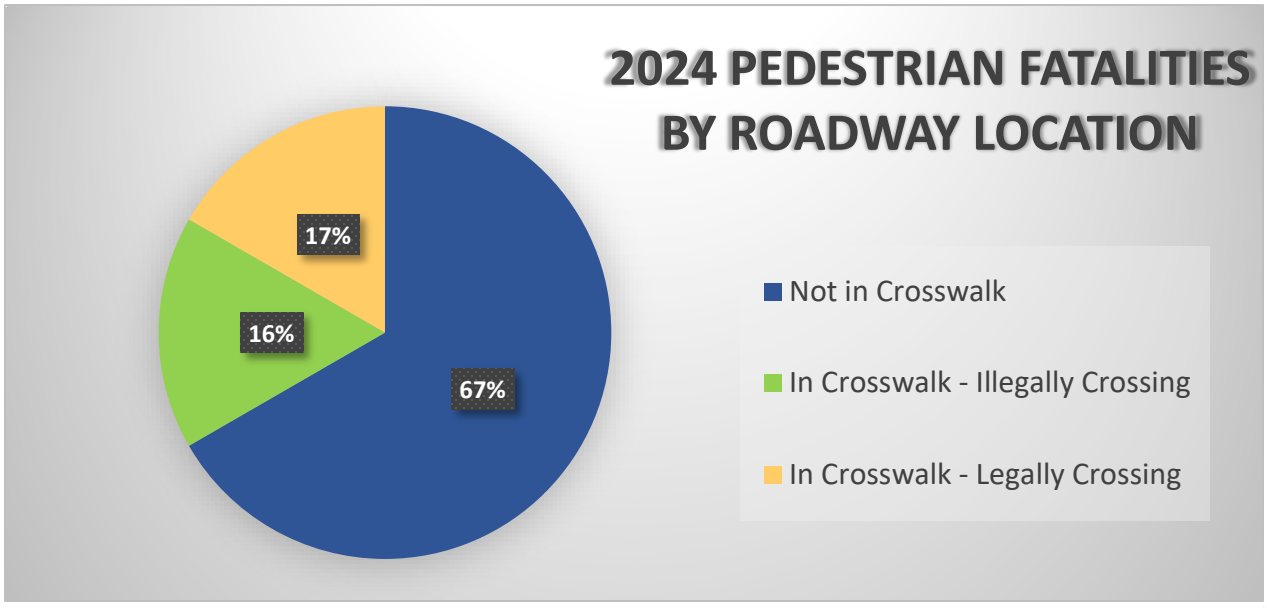




Male parties to collisions, regardless of their mode of transportation (pedestrian, bicyclist, driver, etc.), were killed in collisions more than four times as often as female parties. Additionally, older parties to collisions were far more likely to be killed than younger parties, regardless of their party type.

PEDESTRIAN
STATISTICS





Pedestrians were found to be involved in the highest number of fatal collisions in 2024. Two areas of note are the time of day, with evening hours overwhelmingly represented, and the pedestrians' locations when struck. A significant number of the pedestrians involved in fatal collisions were "not in a crosswalk" or "in a cross walk crossing illegally." Crossing outside of a crosswalk is not by itself always illegal, and pedestrians are required to obey signals regardless of whether they are inside a crosswalk.

ANALYSIS & RECOMMENDATIONS

Analysis:

In January 2024, the Traffic Section implemented strategy changes for the year using a data-driven approach. As noted on page 5 of this report, the following two areas were evaluated:

Conclusions:

1. At year-end an assessment of this strategy will be reported, and the plan will be revised and refined as needed.

- 2024 saw an increase in collaboration between the Traffic Section and other areas of SPD, city entities, and community groups. Motors and MCIU provided more updates on cases and created weekly statistical releases for area commands. Social media was used in conjunction with the Public Information Office (PIO), in creating media publications. Collaboration with Mothers Against Drunk Driving (MADD) to create victim impact videos, and in-house educational videos was well received. Media coverage of large game plans, live interviews, and Nextdoor posts kept traffic safety on the forefront. Lasting partnerships were created with the city's Traffic Engineers, exploring the efficacy of the city's Vision Zero Plan, and understanding "quick builds" and other strategies. Additionally, community outreach provided an understanding of the overall approach to traffic safety, reinforcing that it is everyone's concern and responsibility. 2024 saw the beginning of these partnerships with Mothers Against Drunk Driving (MADD) and Traffic Engineers, and the Traffic Section will continue to expand upon them in 2025.

- In January of 2024, the Traffic Section set a goal of reducing fatal collisions and positioned resources based on all collisions (as opposed to a specific subset, such as "injury collisions"). In doing so, the daily traffic deployments focused on all areas where collisions were occurring to make the greatest impact. This reduced the number of fatal collision and resulted in a small decline in other types of collisions. More traffic stops were conducted, and more citations were also written in the city, but there were limitations, such as consistently enforcing during the evening commute, DUI, and sideshow enforcement.

ANALYSIS & RECOMMENDATIONS

- In early 2024, a new nighttime traffic team was created by Chief Lester and will be operational in 2025. These officers will address those limitations listed above (consistently enforcing during the evening commute, DUI, and sideshow enforcement) and will work weekends during swing shift hours. Additionally, this revised strategy will consider the new team and seven-day coverage.

  In analyzing the fatal collision data, pedestrians and bicyclists have been shown to have been involved in the highest number of crashes. More than half of all fatal collisions involved these modes of transportation, and pedestrians accounted for about two thirds of them. A significant number of the pedestrian-involved fatalities were caused by the pedestrian. Additionally, three scooter-involved fatal collisions transpired in 2024, and all three were determined to be the fault of the scooter rider. This data will be combined to create external educational opportunities in 2025.

  2. Fatal hit and run investigations, including investigative steps, work investments, call out strategies, and comparative clearance rates, will be reviewed.

- In 2024, the Traffic Section created a comprehensive and collaborative deployment plan, which included examining the clearance / solve rate of fatal hit-and-run investigations.

- The Traffic Section began with a collaborative approach with patrol officers. MCIU detectives implemented a “rapid notification and response” model for serious injury hit and run collisions. The idea was to gather pertinent information regarding the collision in the shortest amount of time. This involved cooperation at the patrol level where responding officers would quickly notify MCIU detectives when a serious hit-and-run occurred. This allowed detectives to follow up in a timely manner.

ANALYSIS & RECOMMENDATIONS

- Detectives provided suspect information to motor officers so that they could actively search for hit- and-run suspect vehicles throughout the city. On several occasions, suspect vehicles were located ultimately leading to the identification and arrest of hit-and-run suspects. Using motor officers to augment MCIU duties significantly increased MCIU detectives' ability to focus on other investigative steps while increasing our ability to identify and locate hit-and-run suspects in the field. MCIU also worked closely and in collaboration with the Real Time Information Center (RTIC) detectives to quickly identify and download any video pertinent to serious and fatal hit-and-run collisions from a variety of sources. Having access and being trained on their video technology and data proved critical to identifying hit-and-run suspect vehicles and ultimately the drivers themselves.

- With progress and refinement made over the course of the year, fatal hit and run clearance rates were significantly increased in 2024. Out of the seven fatal hit-and run-collisions in 2024, MCIU detectives solved all but one resulting in a clearance rate of 85.7%.

Recommendations:

1. Continue efforts to develop collaboration within the Traffic Section and outside entities.
2. Establish the Nighttime Traffic Team and expand the data-driven strategy for traffic enforcement and education.
3. Pilot and evaluate new technologies to support, augment, and supplement our efforts.
4. Create educational content to address and reduce pedestrian, bicyclist, and scooter-involved collisions.

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