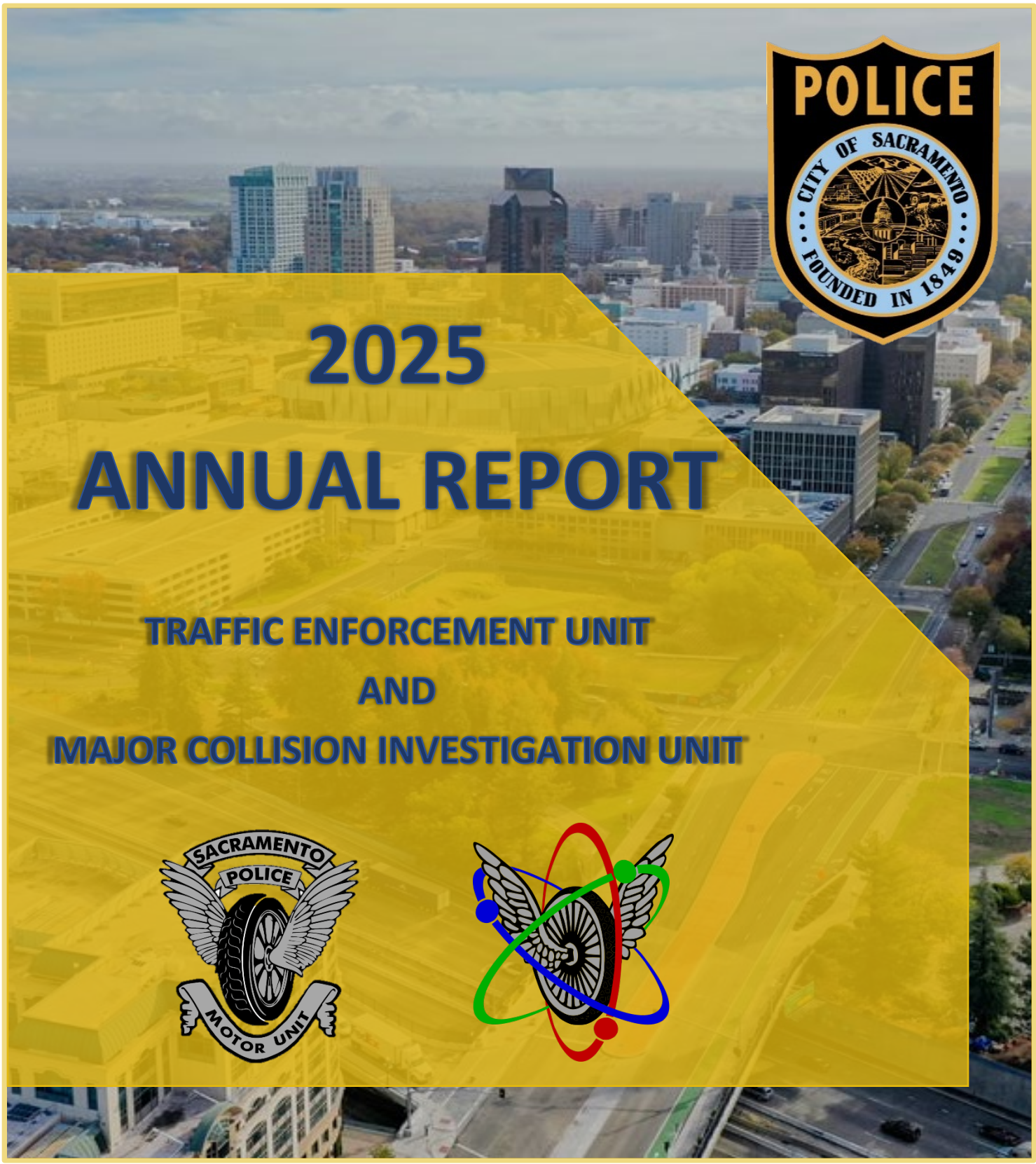
SACRAMENTO POLICE DEPARTMENT



2025 ANNUAL REPORT

TRAFFIC ENFORCEMENT UNIT AND MAJOR COLLISION INVESTIGATION UNIT

EXECUTIVE
SUMMARY

This **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 2026.

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 welcomed.

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 2025, with the intention of reducing traffic collisions, the Traffic Section revised its approach. The enforcement team of motorcycle officers and the investigation team of detectives collaborated to create a new deployment strategy which included a holistic methodology. The approach to the "three E's" of traffic: enforcement, education, and engineering, was revised and continued to include the "fourth E," engagement.

2025 also saw the deployment of a new Nighttime Traffic Team, which was created to work in the evenings and on weekends. This was meant to supplement the existing daytime team and conduct consistent traffic enforcement during the evening commute, address DUI driving, and enhance sideshow enforcement efforts.

Including this new team, the Traffic Section has continued their 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 continued to yield improved outcomes.

This 2025 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 safe travels and security of the public.

Sincerely,

Lt. WJ Conner

DEPLOYMENT

STRATEGY

In 2025, the Traffic Section's Day Shift enforcement team (Team 70) and investigative team (MCIU) were augmented with a Nighttime Team (Team 80), with the intention of addressing issues in the evenings and on weekends. All three collaborated with the focus of making the City of Sacramento a safer place for motorists, bicyclists, and pedestrians. This year, Team 70 had seven officers and Team 80 had four officers working enforcement, and MCIU had six detectives assigned. Last year in 2024, the traffic teams successfully reduced fatalities as a result of traffic collisions in the city for the first time in several years. This year, we utilized a modified data-driven deployment method, worked in collaboration with outside entities, and increased innovation with the following goals:

Deployment

1. There are seven patrol districts in the city, and the Motor teams rotated their deployments among them daily. This provided additional visibility to the community, safety for the officers, and the most efficient enforcement efforts.
2. The primary method for determining monthly distribution strategies throughout the city was based on an assessment of recent collision data. At the beginning of each calendar month, the supervisor of the Motor Team gathered and analyzed the citywide traffic collision data from the previous three months. The motor teams then conducted education and enforcement activities in the areas with the highest collision rates.
3. The secondary consideration for determining deployment strategies was through data collected on neighborhood complaints. Information generated by the City Council, Area Commands, and directly from community members allowed the Traffic Section to be responsive to the needs of the public.
4. Each of the motor officers has been assigned geographic responsibility for a patrol district. Officers serve as a resource and liaison to the schools, businesses, neighborhood groups and the Police Captain in their assigned area. The officers have approached 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 has worked with Motors in recognizing engineering issues (striping, signage, etc.) and shared 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 2025 through an annual Selective Traffic Enforcement Program (STEP) Grant. The supervisor of the Motor Team acts as the grant administrator and has positioned officers consistent with the safety needs of the community and in compliance with grant's requirements. Additional grant fund sources were to be sought this year as well.

DEPLOYMENT

STRATEGY CONT.

Collaboration

1. Motors assisted Area Commands with statistical data in 2025, attended community meetings and school functions, and innovatively addressed traffic concerns.

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

3. The Traffic Section worked closely with outside agencies, 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, such as Artificial Intelligence (AI), to improve how we address traffic concerns and conduct traffic enforcement within the City of Sacramento.

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

3. Through collaboration with the Public Information Office, MCIU and Motors shared initiatives and items of public interest. The Traffic Section has continued to partner with Mothers Against Drunk Driving and other related entities to reduce traffic related deaths.

Analysis

1. The Traffic Section completes an annual assessment to assure deployment and educational strategies are effective and contemporary. Reducing all types of collisions in 2025 was the stated goal at the beginning of the year.

2. With the Nighttime Traffic Team created in 2025, sideshow response and impact will be reviewed.

3. Efforts to incorporate the use of AI and other emerging technologies in enforcement and education will be outlined.

TRAFFIC ENFORCEMENT TEAMS

DAY TIME MOTORS

7 MOTOR OFFICERS

1 SERGEANT

NIGHTTIME MOTORS

4 MOTOR OFFICERS

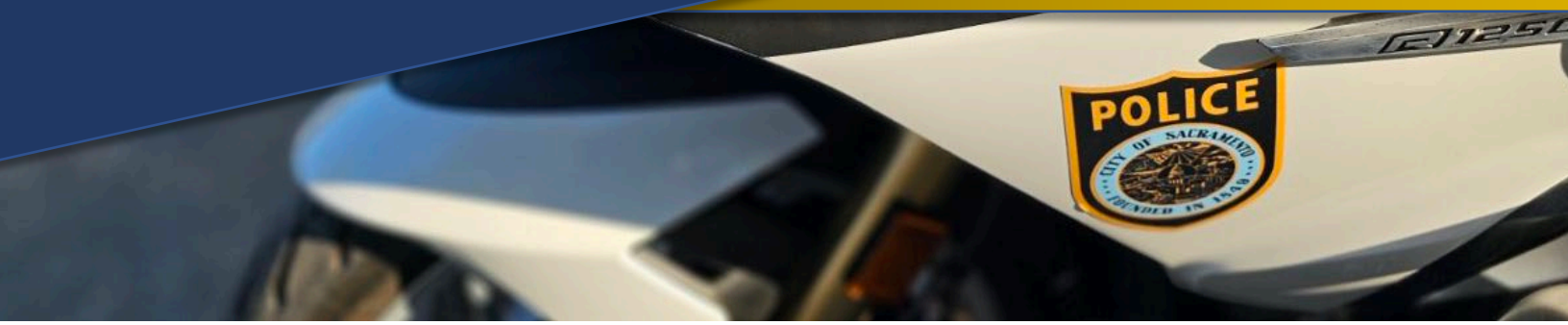
1 SERGEANT

MAJOR COLLISION INVESTIGATION UNIT

6 DETECTIVES

1 DETECTIVE SERGEANT

TRAFFIC ENFORCEMENT TEAM



The Sacramento Police Department's Traffic Section has two Traffic Enforcement Teams. The Daytime Traffic Enforcement Team (Team 70) and the Nighttime Traffic Enforcement Team (Team 80).

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

In addition, the Daytime Traffic Enforcement Team provides education to the community around issues of traffic law and driving safety. The Daytime Traffic Enforcement Officers each 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 Daytime Traffic Enforcement Team is responsible for instruction at the Sacramento Police Academy for the traffic enforcement / direction learning domain, Standardized Field Sobriety Tests/DUI investigation, and the vehicle pullover / traffic stop 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 Nighttime Traffic Enforcement Team is comprised of four full-time officers and one sergeant. The primary focus of the Nighttime Traffic Enforcement Team is enforcement of traffic laws throughout the city with a focus on the areas of the city with the highest DUI collision and arrest rates. The Nighttime Traffic Enforcement Team handles the evening commute, sideshow activity, and DUIs.

Additionally, the Nighttime Traffic Enforcement Team provides education to the community around issues of traffic law and driving safety. Education at these events focuses on basic driving information, unsafe driving behaviors, and DUI.

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

TRAFFIC ENFORCEMENT TEAM

The Traffic Enforcement Sergeants are 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 educational activities aimed at reducing traffic-related injuries and fatalities. Annually, the Traffic Enforcement Teams participate in numerous grant-funded operations in addition to their assigned duties and responsibilities.

The Traffic Enforcement Sergeants are also responsible for the administration of a Cannabis Tax Fund Grant Program (CTFGP), which is funded by the California Highway Patrol (CHP). This grant focuses on traffic safety and provides funding to conduct additional specialized enforcement and education activities aimed at reducing impaired driving related issues on California roadways.

Becoming a proficient and competent Motor Officer on both the Daytime and Nighttime Traffic Enforcement Teams involves an advanced training curriculum. Those courses include, but are not limited to:

- Electric Motorcycle School
- Motorcycle School
- Motorcycle Instructor Course
- Basic Collision Investigation
- Intermediate Collision Investigation
- Advanced Collision Investigation
- Radar/LIDAR Certification
- Modified Vehicle Enforcement
- ARIDE (Advanced Roadside Impaired Driving Enforcement)
- DRE (Drug Recognition Expert)

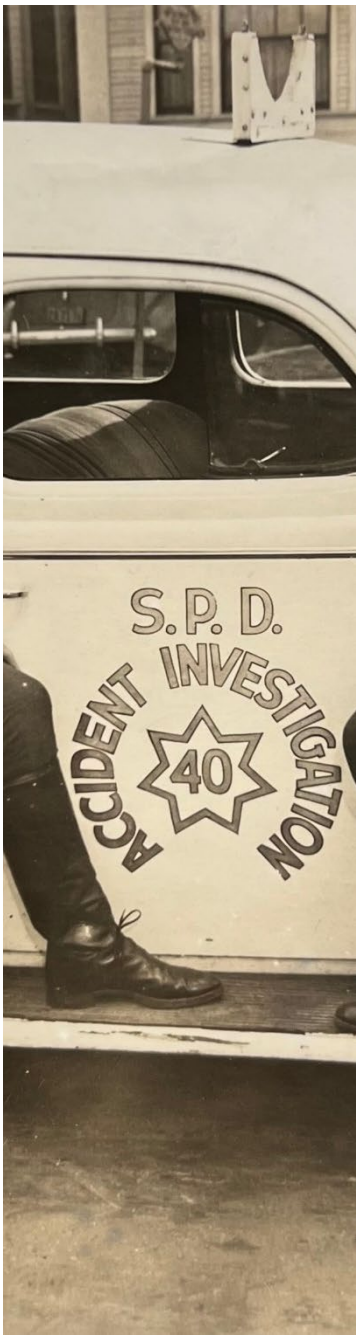
MAJOR COLLISION INVESTIGATION UNIT

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 expertise in collision investigations requires several years of advanced training and experience. Detectives are responsible for skill-building in traditional investigative tactics, techniques, and procedures. 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.

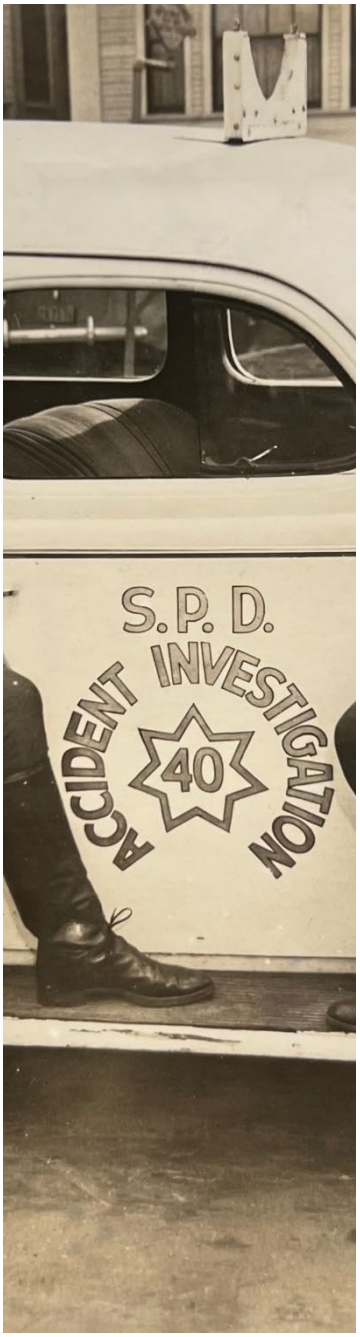
Besides carrying a heavy caseload of collision investigations and call outs, MCIU Detectives are responsible for developing and delivering the Basic Collision Investigations Course to all academy recruits, Community Service Officers (CSO), and police officers during in-service updates. They also assist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



MAJOR COLLISION INVESTIGATION UNIT CONT.

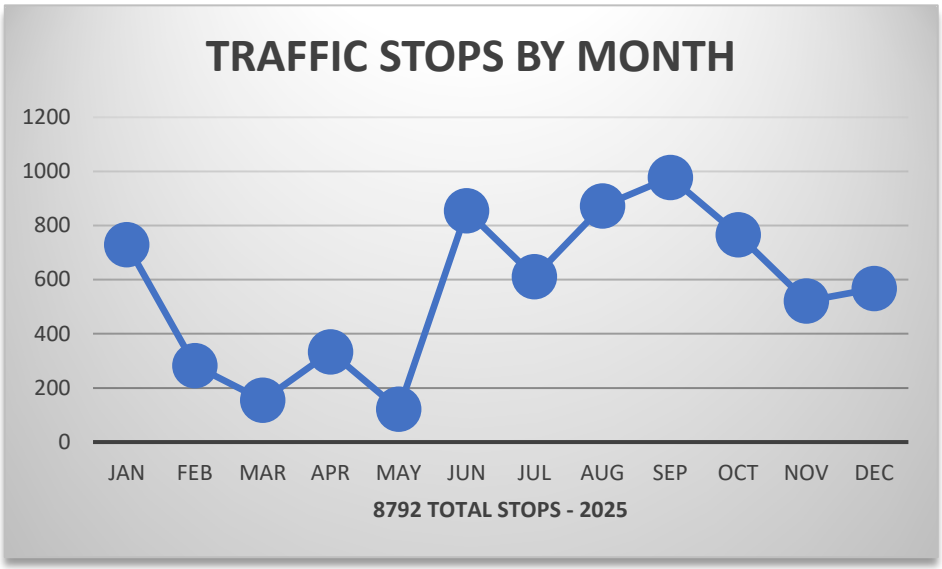
Becoming a proficient and competent MCIU Detective involves an advanced training curriculum. Those courses include, but are not limited to:

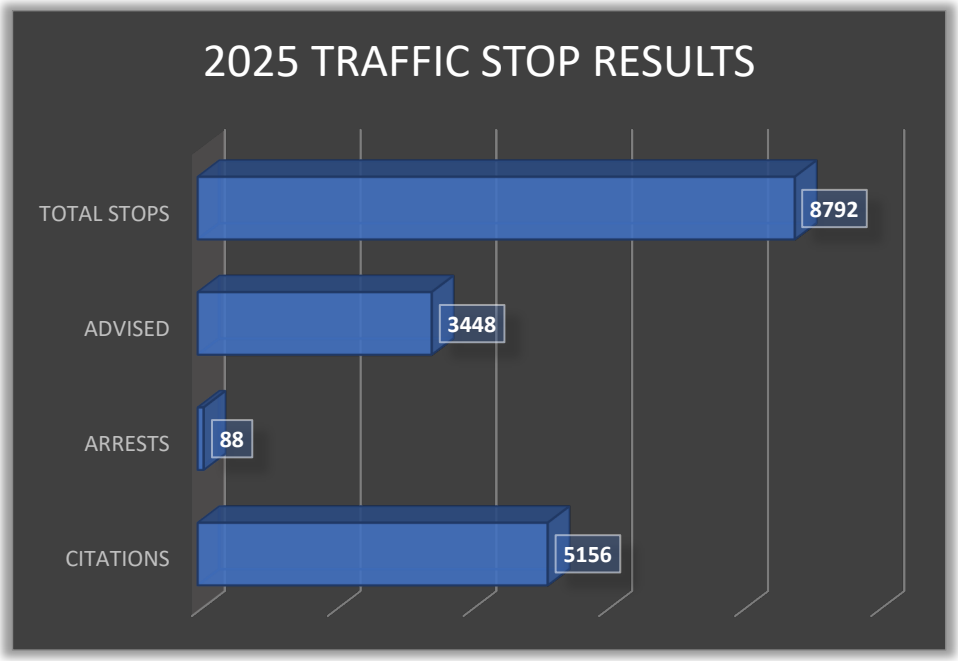
- Intermediate Collision Investigations
- Advanced Collision Investigations
- Institute of Criminal Investigation (ICI) Core Investigations Course
- Traffic Investigators Motor Vehicle Inspection Course
- Trimble Total Station hardware and software familiarization and training
- Leica 3D Scanner hardware 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



ENFORCEMENT

STATISTICS





The Traffic Enforcement Unit made 8,792 traffic stops in 2025. Variations in total stops made through each month were particularly dependent on individual officer's schedules, non-enforcement team events, training, and grant cycles. The launch of the new team required extensive training commitments from both instructors (Team 70) and attendees (Team 80).

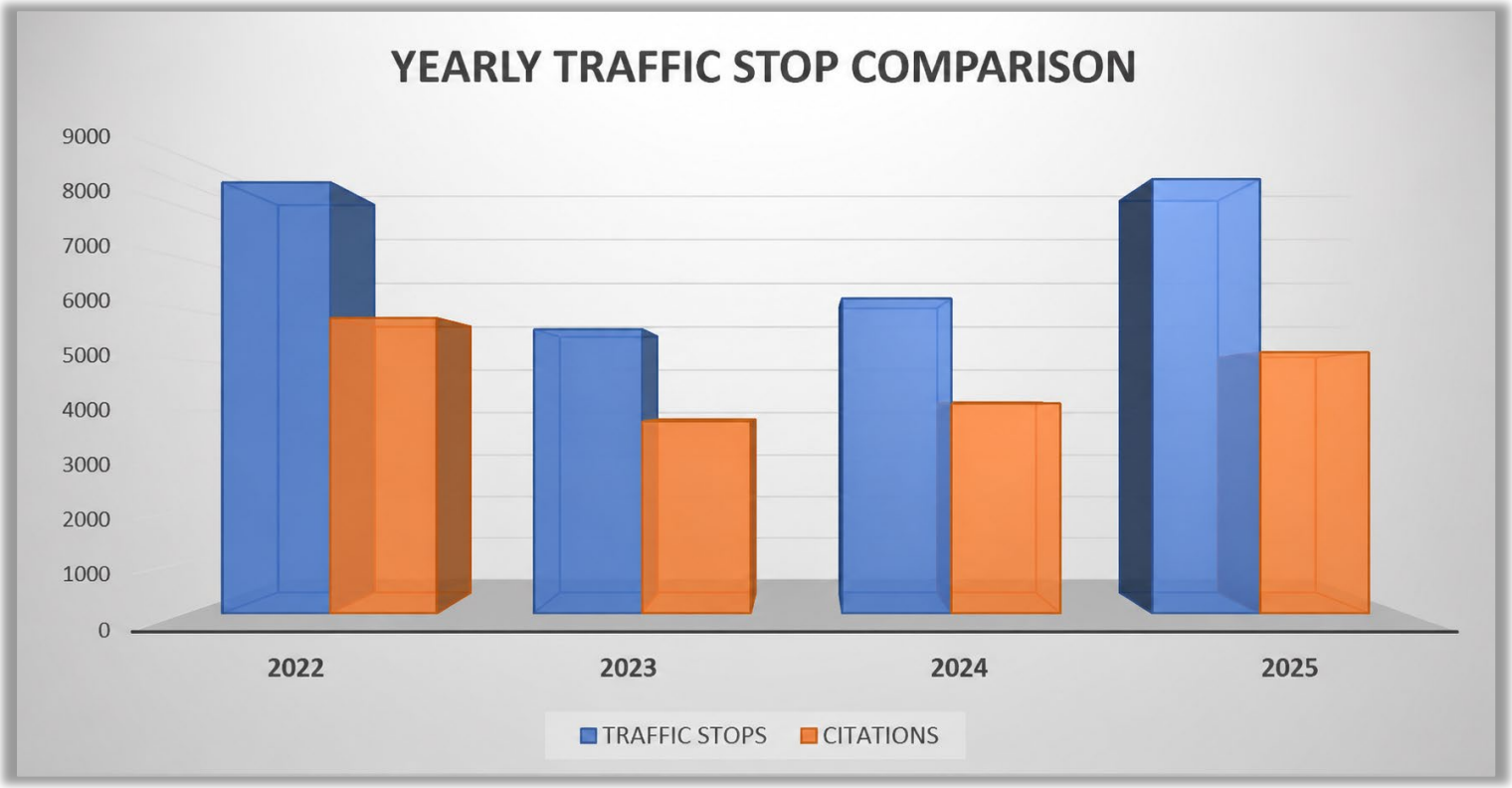
Furthermore, personnel were later redirected from proactive enforcement to manage First Amendment demonstrations and address specific spikes in criminal activity. Some months also produced higher volumes of stops because of direct responses to increased collisions or collision-related trends during that time.

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

The Traffic Stop Results chart shows the total stops conclusion type: Driver Advised/Education, Custodial Arrests, Driver – Citation, Infraction Cite, and Misdemeanor Cite.

ENFORCEMENT

STATISTICS



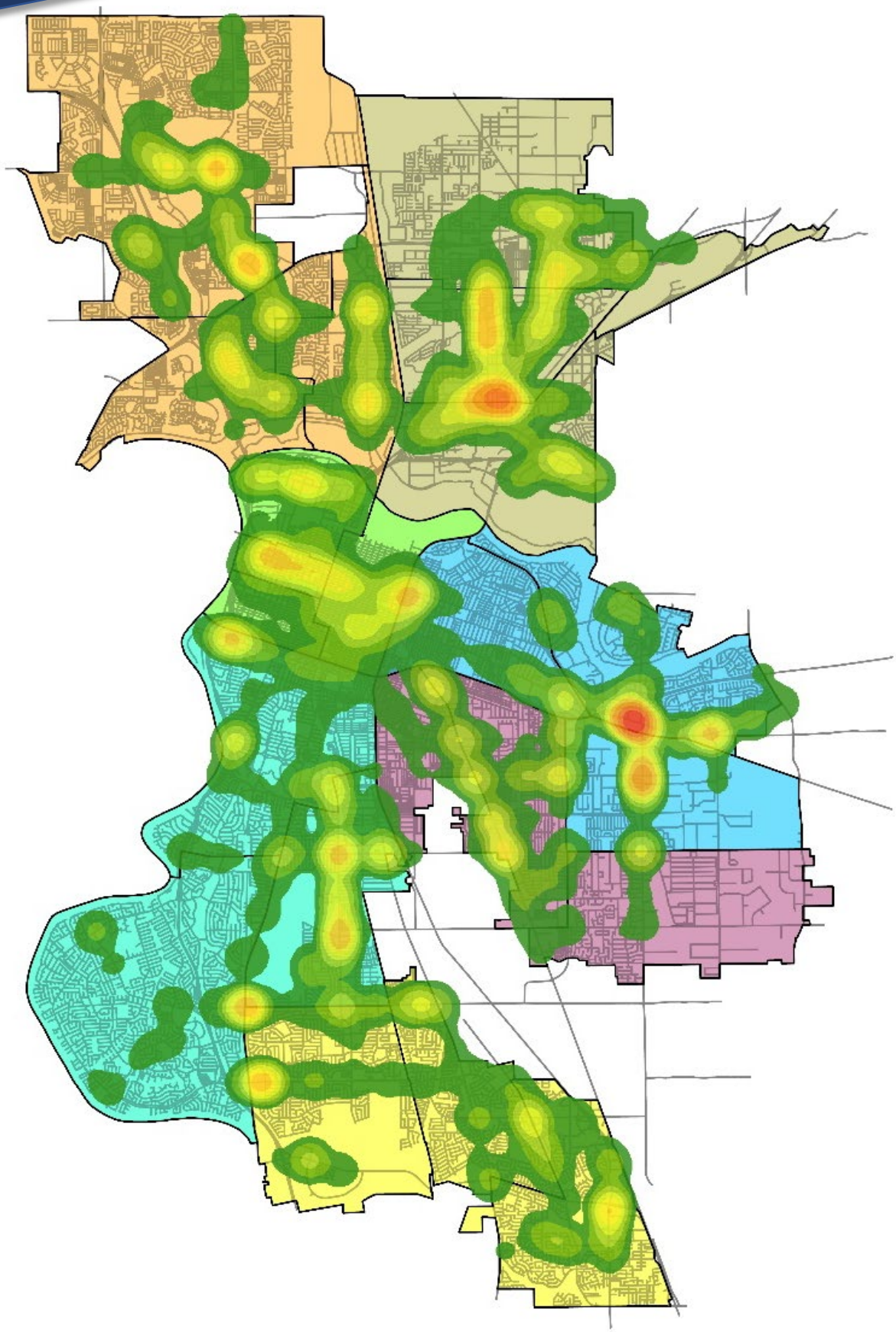
Variations in total stops made through each year were particularly dependent on the number of officers on the team at the time, the individual officer's schedule, non-enforcement team events, (i.e., demonstrations, protests) and training (i.e., getting the new team through all related motorcycle and traffic investigation training). In 2025, the motor teams worked more non-enforcement events during regular shift hours than in the previous two years, with 28 events.

In 2025, with the addition of the Night Traffic team, enforcement stops increased 41% and citations issued rose 23%. In the previous years of 2024 and 2023, the Traffic Enforcement Unit was composed of seven officers and one sergeant, a decrease from eight officers in 2022.

TRAFFIC ENFORCEMENT TEAM

STOP DENSITY

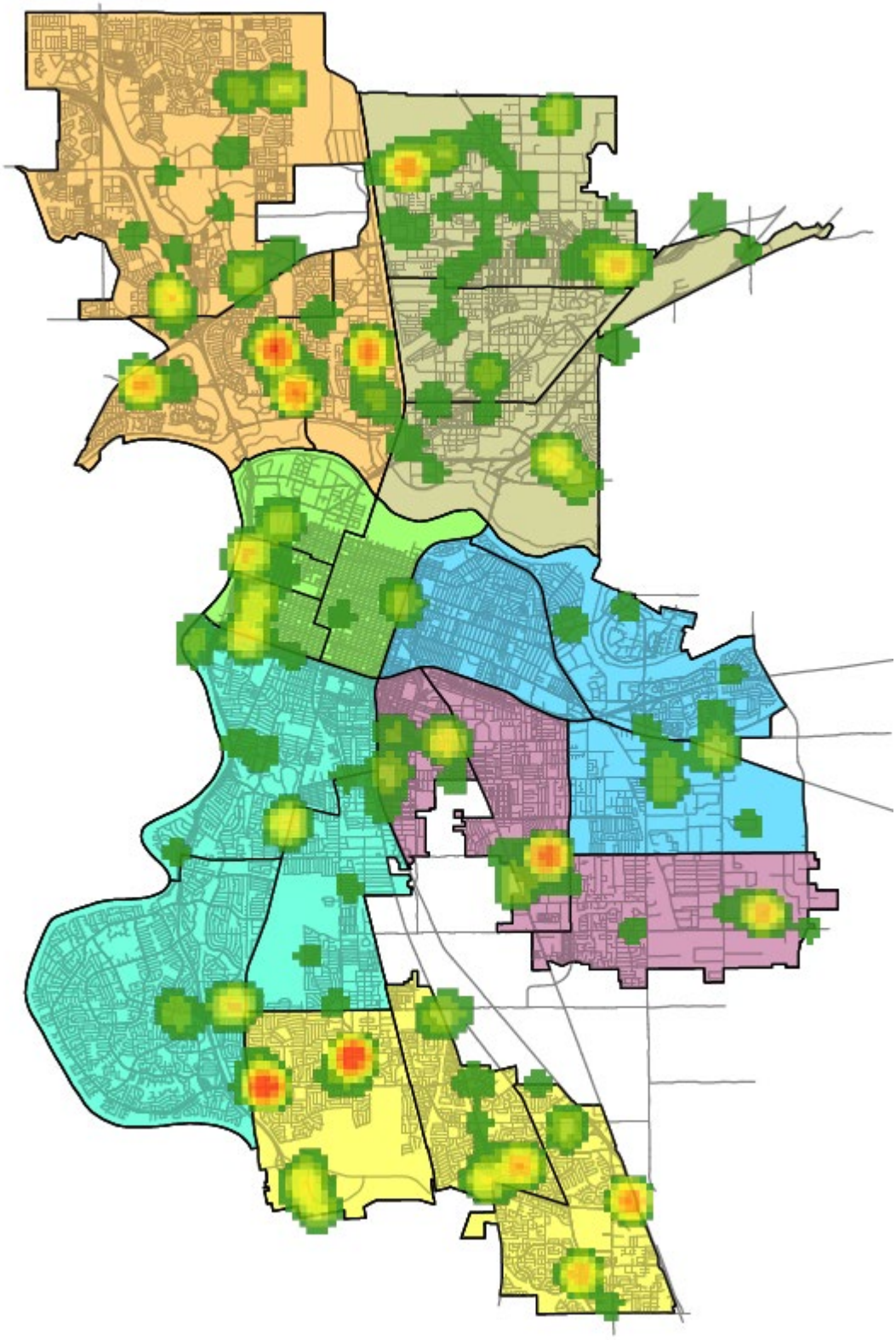
2025



SIDESHOW LOCATIONS

BY DENSITY

2025



SIDESHOW OVERVIEW
AND STRATEGY

2025

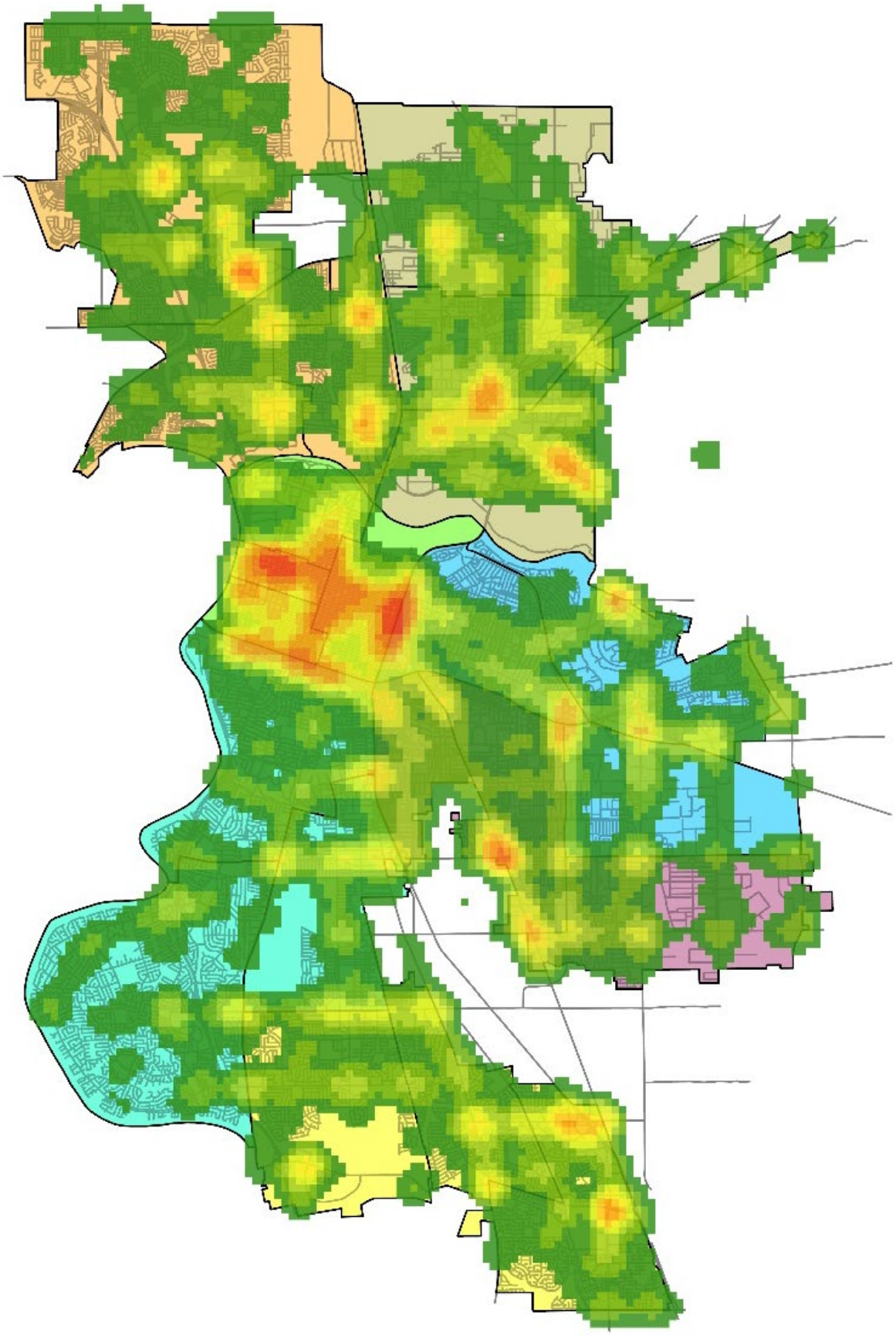
A sideshow is the unlawful gathering in which participants take over intersections, roadways, or parking lots to perform dangerous vehicle stunts while spectators observe. These events often create a large, disorderly crowd environment and are frequently associated with additional criminal activity, including the presence of weapons, alcohol, narcotics, and other hazardous behaviors. As a result, sideshows pose significant risks to participants, spectators, law enforcement personnel, and the surrounding community.

The City of Sacramento has experienced firsthand the dangers and violence often associated with sideshow activity. Incidents connected to these events have included homicides, shootings, vehicle related injuries involving pedestrians, and arrests for driving under the influence. In response, the Sacramento Police Department established the Nighttime Traffic Enforcement Team. Following specialized training and operational deployment in mid-2025, the team began gathering information, developing enforcement strategies, and implementing tactics to address both small- and large-scale sideshow events.

Because sideshow groups vary in size, organization, and methods of operation, enforcement efforts have presented ongoing challenges. Nevertheless, through the development of the specialized team and the implementation of targeted enforcement strategies, the City has observed measurable reductions in both sideshow activity and related calls for service. In 2024, the Sacramento Police Department received 847 calls for service related to sideshows; in 2025, that number decreased to 680. Similarly, the city documented 277 sideshow events in 2024, compared to 257 in 2025.

As sideshow participants continue to adapt their locations and approaches, the Nighttime Traffic Enforcement Team will remain committed to monitoring emerging trends, refining enforcement strategies, and implementing proactive measures to enhance public safety and reduce the impact of sideshow activity within the community.

ALL COLLISIONS
BY DENSITY
2025



TOP COLLISIONS
BY DISTRICT
2025

#	District 1	Count
1	Truxel Rd / Gateway Park Blvd	29
2	Truxel Rd / San Juan Rd	25
3	Northgate Blvd / W El Camino Ave	24
4	Garden Hwy / Truxel Rd	24
5	Northgate Blvd / San Juan Rd	21

#	District 2	Count
1	1689 Arden Way	40
2	Norwood Ave / Jessie Ave	19
3	Bell Ave / Raley Blvd	18
4	Arden Way / Heritage Way	17
5	Watt Ave / Auburn Blvd	16
5	Watt Ave / Longview Dr	16

#	District 3	Count
1	J St / 3rd St	19
2	J St / 5th St	16
3	J St / 29th St	15
3	W St / 16th St	15
4	C St / 12th St	14

#	District 4	Count
1	Fruitridge Rd / 24th St	22
2	Fruitridge Rd / Franklin Blvd	19
3	Fruitridge Rd / Freeport Blvd	17
4	Broadway / 5th St	16
5	Riverside Blvd / X St	15
5	Florin Rd / Freeport Blvd	15

#	District 5	Count
1	Cosumnes River Blvd / Bruceville Rd	52
2	Mack Rd / Stockton Blvd	29
3	Franklin Blvd / Cosumnes River Blvd	27
4	Franklin Blvd / Florin Rd	24
4	Mack Rd / Center Pkwy	24

#	District 6	Count
1	Stockton Blvd / Fruitridge Rd	38
2	2315 Stockton Blvd	24
3	Stockton Blvd / 47th Ave	23
4	65th Street Expy / Elder Creek Rd	18
5	Martin Luther King Jr Blvd / Fruitridge Rd	17

#	District 7	Count
1	Howe Ave / University Ave	17
2	Power Inn Rd / Folsom Blvd	16
2	65th St / Broadway	16
3	Folsom Blvd / Watt Ave	13
3	Folsom Blvd / Howe Ave	13
3	65th St / Folsom Blvd	13
3	65th St Expy / Fruitridge Rd	13
3	Power Inn Rd / Fruitridge Rd	13

These charts show the top five locations that experienced the highest number of traffic collisions in each district for 2025. The numbers in red are the five locations that experienced the highest number of all traffic collisions in the city for 2025. Based on the 2025 deployment plan, similar charts for three-month timeframes were generated, and officers were deployed to the top locations in each district based on the numbers for the previous months.

Compared to 2024, the total number of top location crashes citywide was 874. In 2025 the total number of top location crashes combined was 822, a nearly 6% reduction. Additionally, the individual 2025 numbers of collisions in red are at or below the 2024 numbers for the same intersections, which is consistent with the extra time and attention given by the enforcement teams. Two of the top five locations in 2024 are no longer top five in 2025.

TOP COLLISIONS
CITYWIDE
2025

2024 TOP LOCATIONS

#	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

2025 TOP LOCATIONS

#	Location	Accidents
1	Consumnes River Blvd / Bruceville Rd	52
2	1689 Arden Way	40
3	Stockton Blvd / Fruitridge Rd	38
4	Truxel Rd / Gateway Park Blvd	29
5	Stockton Blvd / Mack Rd	29
6	Consumnes River Blvd / Franklin Blvd	27
7	Truxel Rd / San Juan Rd	25
8	Northgate Blvd / W El Camino Ave	24
8	Garden Hwy / Truxel Rd	24
8	Franklin Blvd / Florin Rd	24
8	Center Pkwy / Mack Rd	24
8	2315 Stockton Blvd	24

A comparison of the 2024 and 2025 citywide collision data reveals a significant overall reduction in accidents at the city's most dangerous intersections. The most notable positive trend is the **13.3% decrease** in collisions at the #1 ranked location - Cosumnes River Blvd/Bruceville Rd, which dropped from 60 incidents in 2024 to 52 in 2025. Additionally, the data indicates a general downward shift in collision volume across the top ten list.

HIT & RUN REPORTS

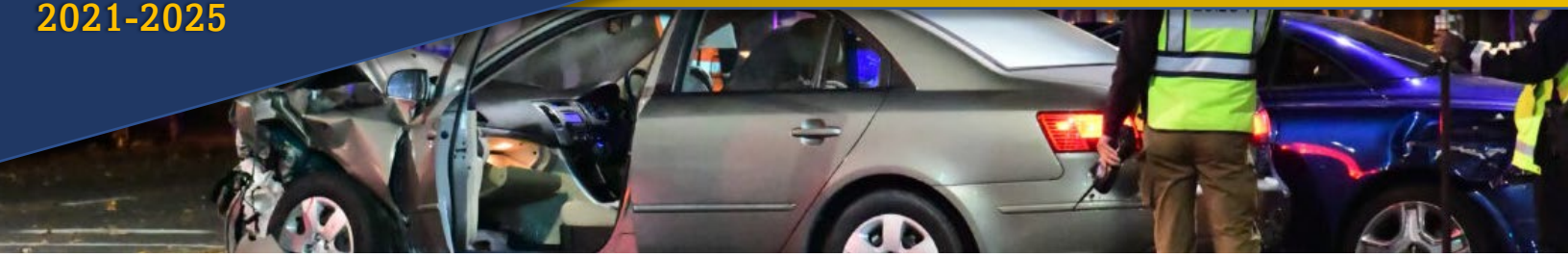
CITYWIDE

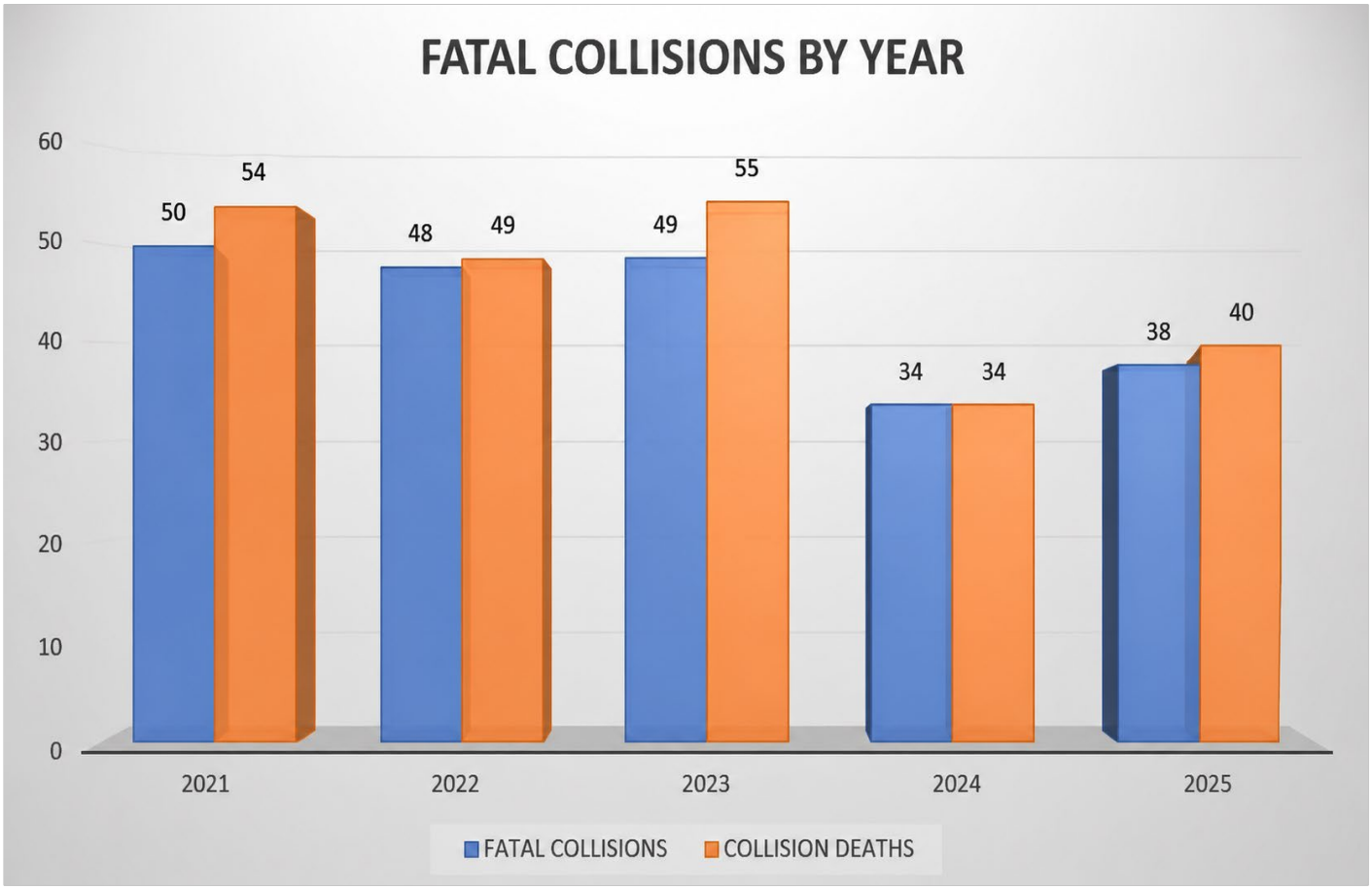
2025

Year	Hit & Run Reports
2022	1,221
2023	1,538
2024	1,528
2025	1,425
Grand Total	**5,712**

This chart shows all reported hit and run incidents, annually from 2022-2025. A comparison between the new 2022–2025 dataset shows a shift in yearly totals and a positive downward trend in the most recent year. Notably, the 2025 data shows a **6.7% decrease** in hit-and-run reports compared to 2024. See also, pp. 29-30 related to fatal collision follow up by MCIU.

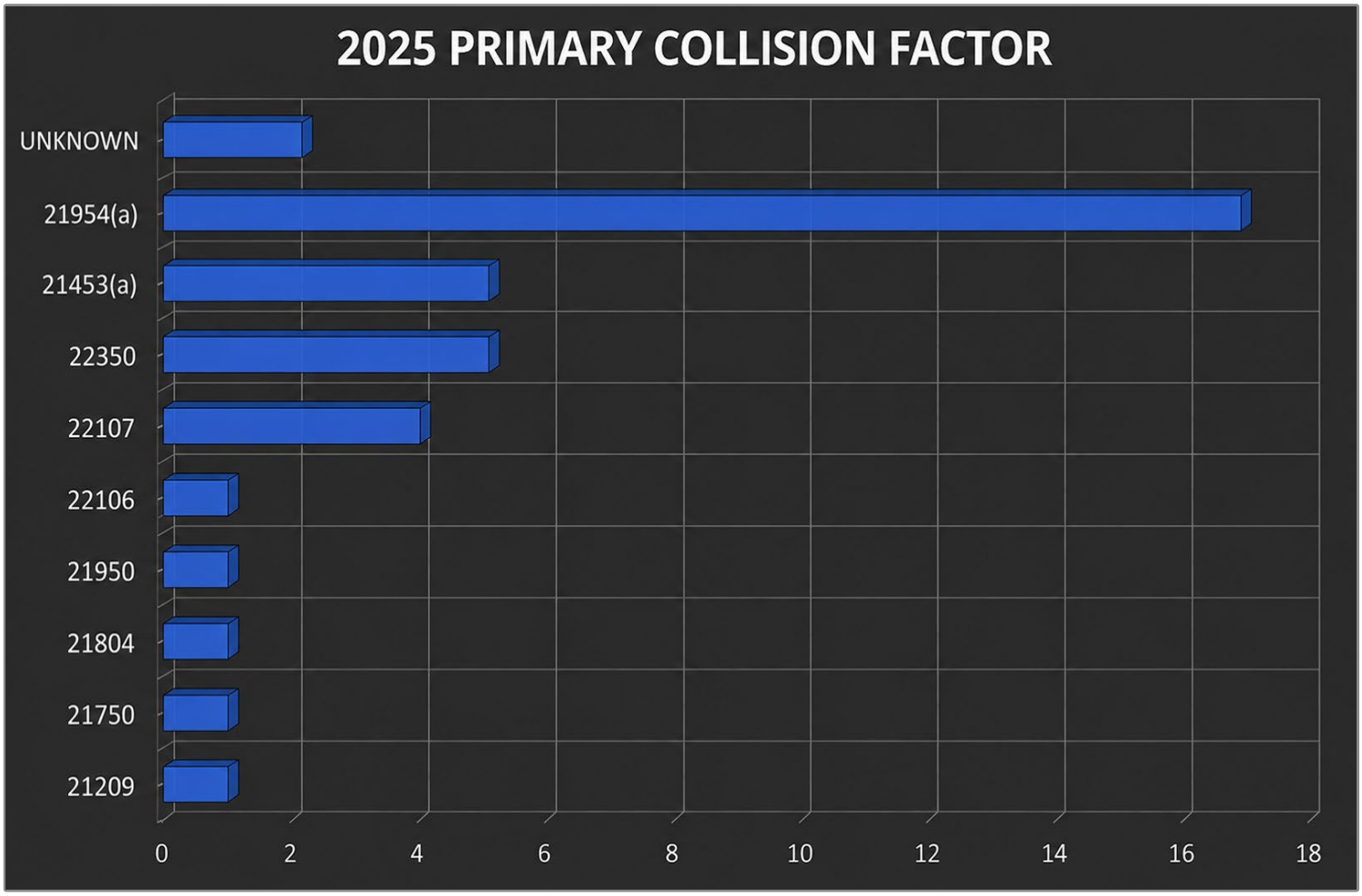
COLLISION
STATISTICS
2021-2025





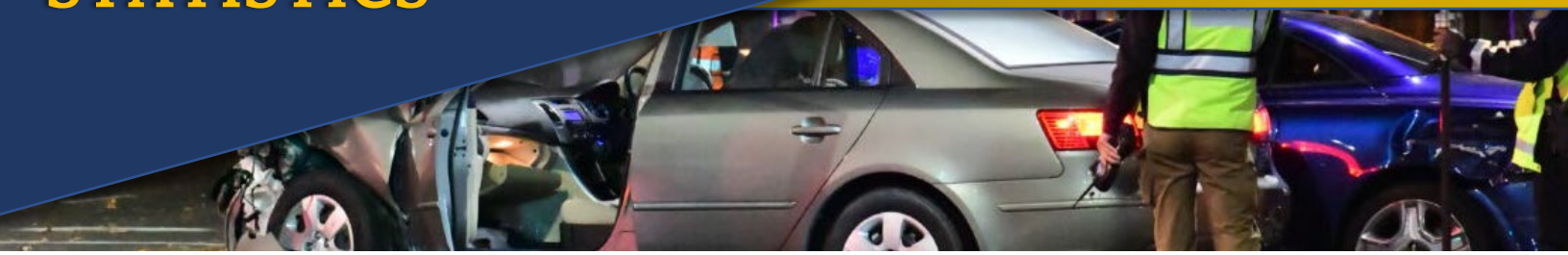
The above chart outlines the number of fatal collisions over the past five years with a side-by-side comparison of the number of fatal collisions and the total count of all deaths resulting from the collisions. The collision fatality rate continued to drop from 2023 in 2025 by **27.27%.**

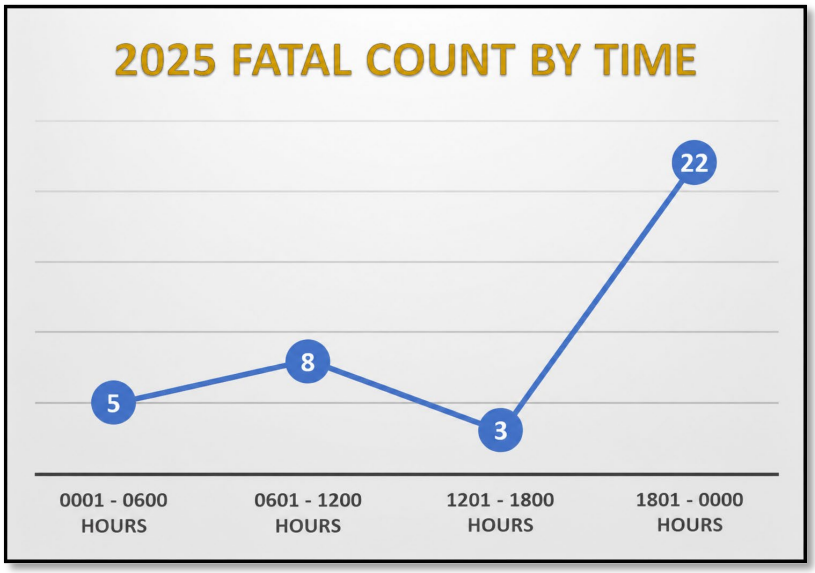
COLLISION
STATISTICS

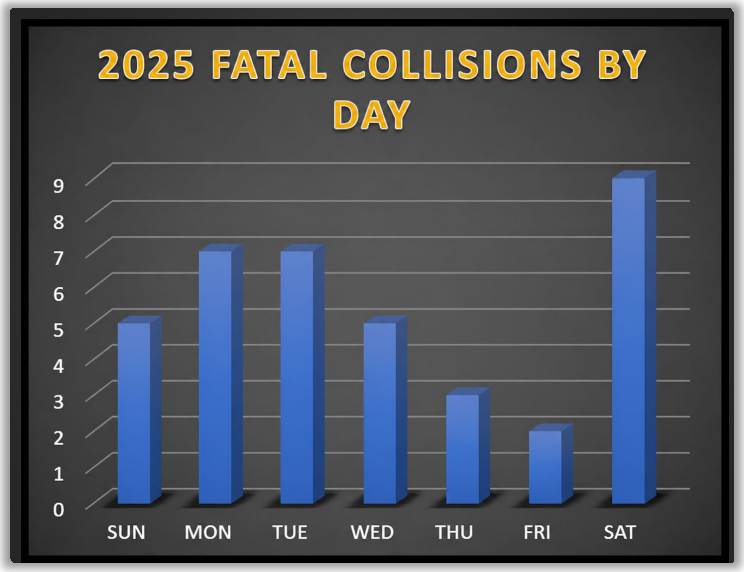


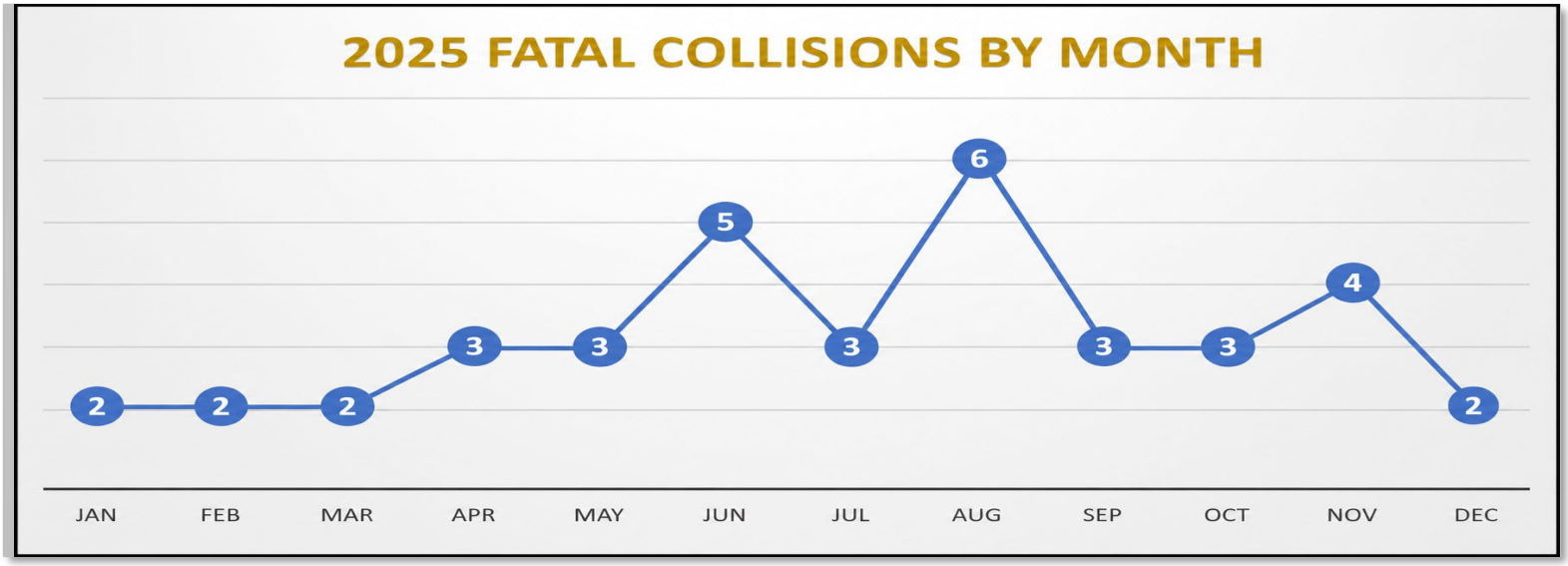
The California Highway Patrol's Collision Investigation Manual (CIM) is the statewide standard for law enforcement agencies having responsibility for collision investigations. In accordance with the CIM, investigating officers must determine the one element or driving action that best describes the main cause of the collision, this is called the Primary Collision Factor (PCF), which is generally demonstrated in a Vehicle Code (VC) infraction. Unknown (UNK) and Other than Driver (OTD) are notable exceptions. Code Definitions: VC 21954(a) – Pedestrian in roadway was the most common cause of fatal collisions in 2025 at seventeen. VC 22350 – Unsafe speed and VC 21453(a) – Red Light were a distant second, causing five collisions each. VC 22107 – Unsafe turning movement caused four fatal collisions and a cause unknown at this time caused two fatal collisions. The remainder of the fatal collisions are individually listed above.

COLLISION
STATISTICS



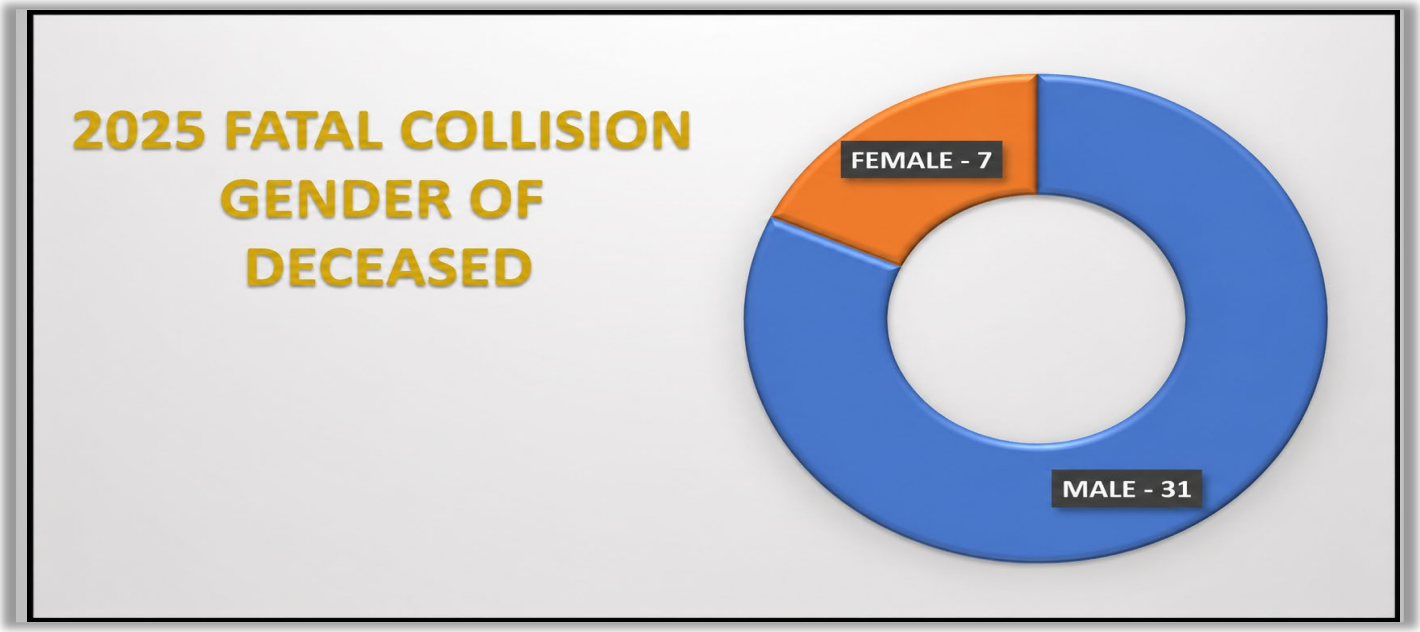


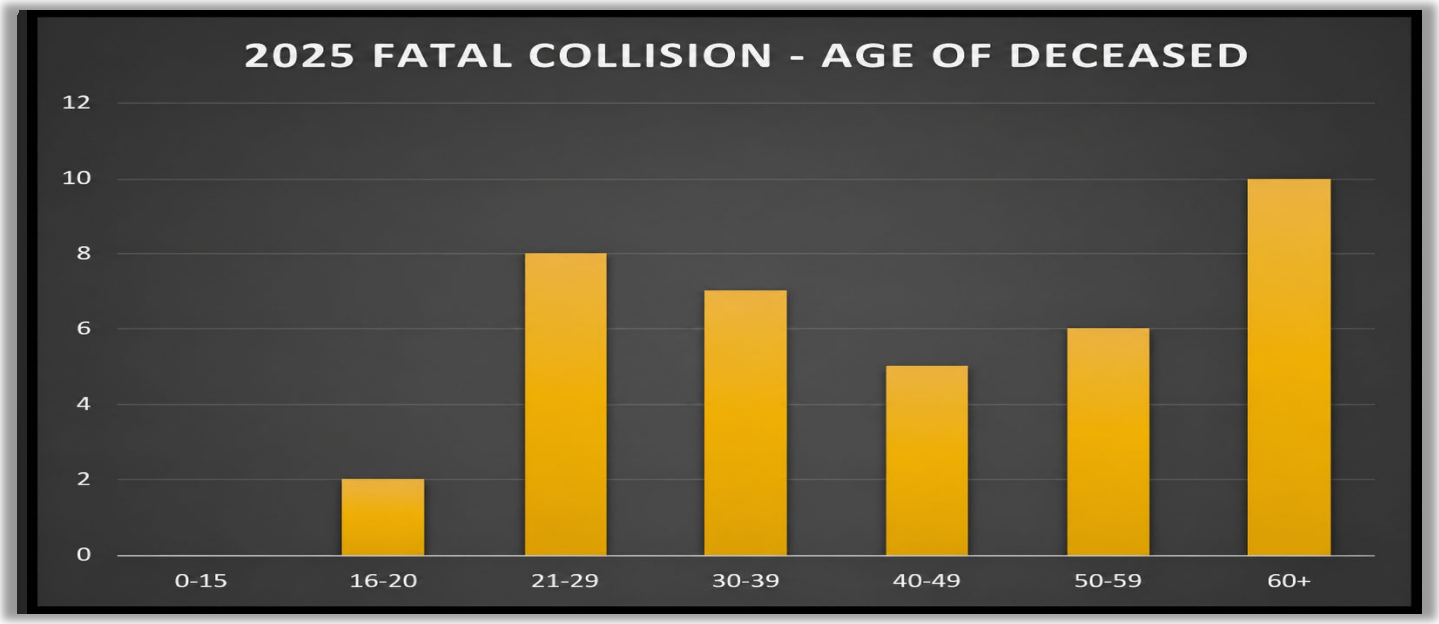




In reviewing temporal data, fatal collisions in 2025 occurred consistently throughout the early week with a spike on Saturdays. Each month remained relatively consistent with for a notable exception in August, which saw several unrelated fatal collisions occurring in that short period of time. Over the course of the twenty-four-hour day, fatal collisions are significantly more likely to occur in the evening and late nighttime hours, after 6 PM and before 12 AM.

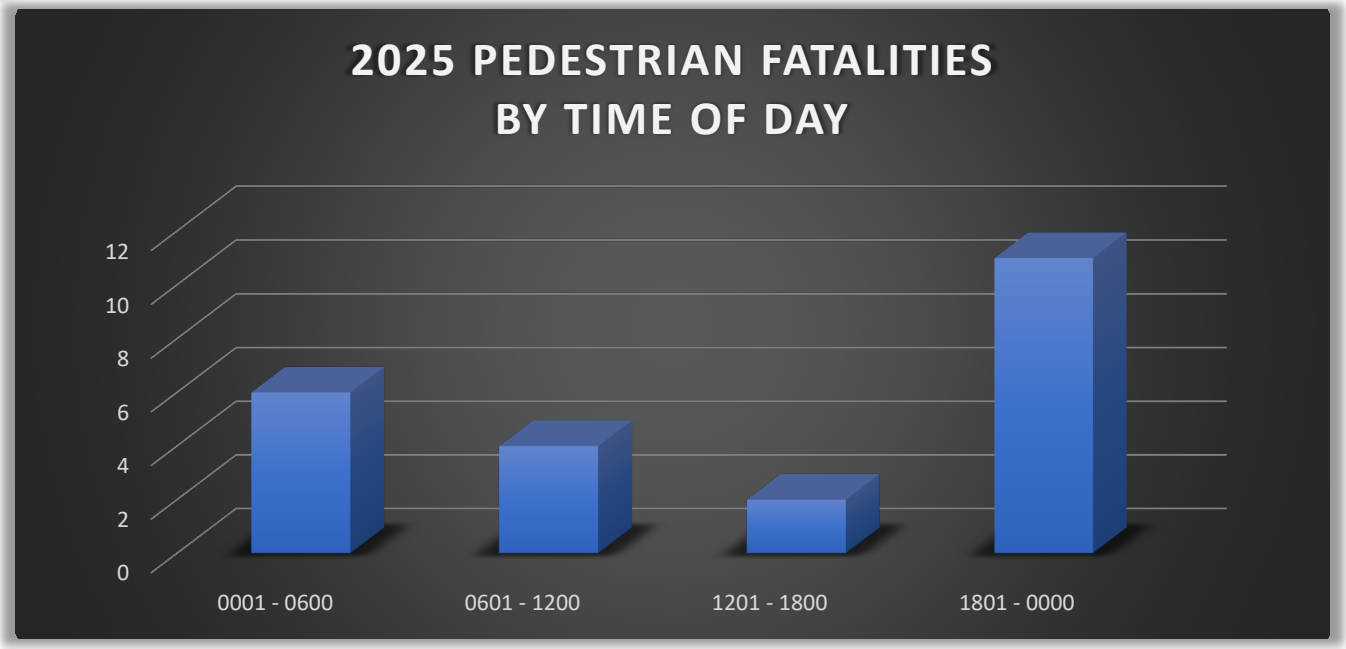
COLLISION
DEMOGRAPHICS

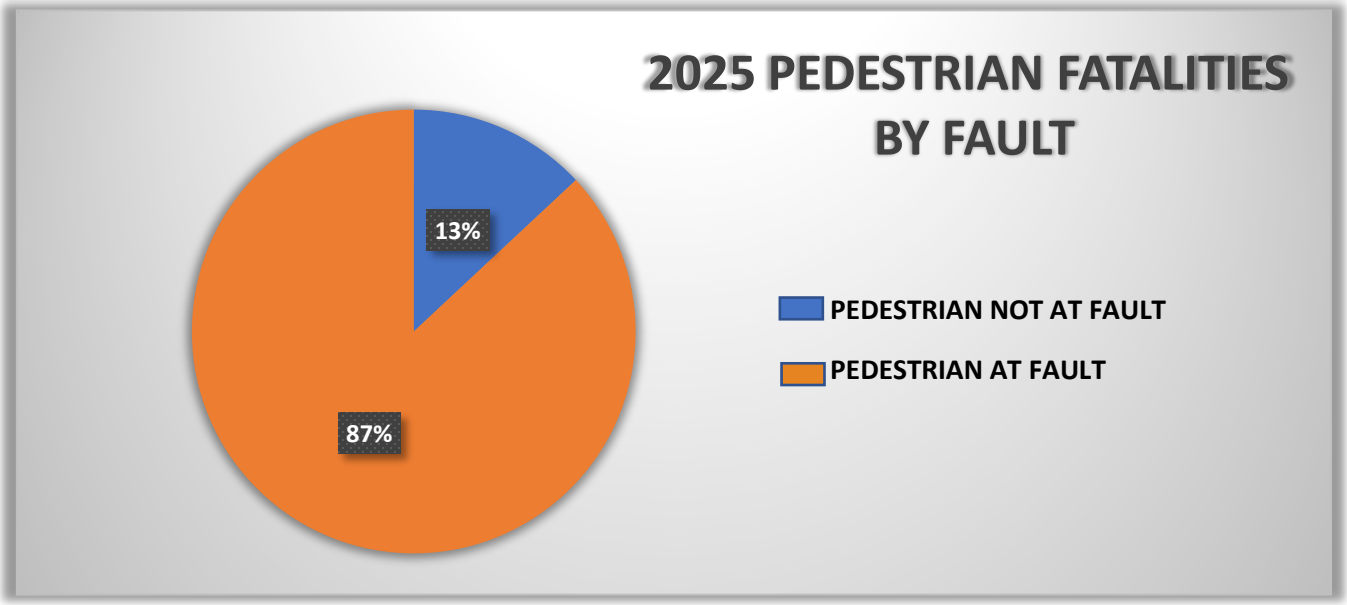




Male parties to collisions, regardless of their mode of transportation (pedestrian, bicyclist, driver, etc.), were killed in collisions more than four times as often as female parties. Additionally, over 21 years of age were far more likely to be killed than younger parties, regardless of their party type. Peak age ranges were above 60 and between 21 and 29.

PEDESTRIAN
STATISTICS





Pedestrians were found to be involved in the highest number of fatal collisions in 2025. Two areas of note are the time of day, with early morning and evening hours (darkness) overwhelmingly represented. A significant number of the pedestrians involved in fatal collisions were “not in a crosswalk” or “in a crosswalk 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 the late spring of 2025, the Traffic Section expanded its operational footprint by establishing the Nighttime Traffic Team to address evening commute safety, DUI enforcement, and sideshow activity. This strategic expansion, combined with a modified data-driven deployment model, yielded the following results:

- **Overall Collision Reduction:** The department saw a significant 5.95% reduction in total accidents at the city's highest-frequency locations compared to 2024. Notably, the number one collision site, Cosumnes River Blvd/Bruceville Rd, saw a 13.3% decrease in incidents. All collisions across the city were reduced by 12%.
- **Hit-and-Run Trends:** Total hit-and-run reports decreased by **6.7%** in 2025 (dropping from 1,528 to 1,425). This decline suggests that increased visibility from the Nighttime Team and continued collaboration efforts have served as effective deterrents.
- **Vulnerable Road User Challenges:** While overall collisions decreased, fatal crashes saw a slight increase, largely driven by auto-pedestrian incidents. In 2025, auto-pedestrian crashes accounted for **61.5% of all fatalities**, with a high percentage of these incidents involving pedestrian-at-fault factors.
- **Sideshow Activity:** With the addition of the Nighttime Traffic Team, SPD Traffic was able to address sideshow activities in a coordinated and consistent manner. This was organized through enforcement and educational efforts, but especially through engagement with automobile clubs and car show groups. During Team 80's first five months, from June 1, 2025 to November 1, 2025, sideshow numbers were reduced by **32.8%** when compared to the same timeframe in the previous year.
- **Collaborative Innovation:** The Traffic Section moved beyond traditional enforcement by piloting traffic cameras with AI technology overlays in order to analyze traffic patterns and potentially conduct enforcement and education. The passage of SB720 (Red Light Camera law) restricted the use of these devices to public works entities, with whom SPD Traffic was already collaborating. Moving forward, we will continue to partner with and support the Traffic Engineers as they spearhead this new technology. We will also continue partnering with organizations like MADD and local entities to maintain public safety awareness.

ANALYSIS & RECOMMENDATIONS

Conclusions:

- SPD will continue an assessment of the deployment and engagement strategies as outlined in the report, and the plan will be revised and refined as needed.

- With a continued partnership with the city's Traffic Engineers, 2026 will bring a renewed look at the Vision Zero Plan. Traffic officers will be meeting regularly to establish new benchmarks and strategies to reach the future Vision Zero goal.

- The Traffic Teams will be reviewing future "quick builds" options that the City Public Works Department intends to deploy along vulnerable roadways.

- In 2025, the Traffic Section set a goal of reducing all collisions citywide and used a new strategy of analyzing crash data across three-month periods. The daily traffic deployments focused on all areas where collisions were occurring most, to make the greatest impact. The reduction in the number of collisions appear to be related to an increase in engagement and enforcement efforts.

- In combating past staffing challenges, the Traffic Section was able to build a team of four officers and a sergeant with the addition of the Nighttime Traffic Team. These officers addressed previous limitations and expanded efforts across all seven days of the week.

- In analyzing the fatal collision data, pedestrians have been shown to have been involved in the highest number of crashes. A significant number of the pedestrian-involved fatalities were caused by the pedestrian.

- 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. This strategy continued successfully in 2025 and will be part of the 2026 plan.

- The Traffic Section continued with a collaborative and mentorship approach with new patrol officers. Traffic Section officers taught numerous classes at the Sacramento Police Academy including Traffic Enforcement, Vehicle Pullovers, and Driving Under the Influence. For in-service training, Traffic Section Officers taught Field Sobriety Testing and Advanced Roadside Impaired Driving Enforcement.

ANALYSIS & RECOMMENDATIONS

Recommendations:

1. Continue efforts to develop collaboration within the Traffic Section and outside entities.

2. Increase staffing on the Nighttime Traffic Team to bolster enforcement efforts during the evening commute and increase DUI and sideshow mitigation efforts.

3. Pilot and evaluate new technologies to support and supplement our continued efforts.

4. Increase the volume of educational media content to address and specifically reduce pedestrian collisions.

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

6. The Traffic Section will continuously research and pilot new strategies and technology, such as Artificial Intelligence (AI), to improve how we address traffic concerns and conduct traffic enforcement within the City of Sacramento.

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

ACKNOWLEDGEMENTS

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Officer Eben Smart

Officer Brett Melloch

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