STATEWIDE BRIEFING FOR POLICE CHIEFS

New Jersey Statewide Traffic Safety Enforcement

2019–2025 Full Year • 2026 Mid-Year (January–June) • 523 agencies in 21 counties • Includes organized mobilizations • DHTS crash data 2021–2025 • Fatalities through Sept. 24, 2026

832,383	+9.9%	9.8%	−34.4%
2026 YTD citations	2026 on pace vs. 2025	CTSEI share, 2026 YTD	CTSEI citations vs. 2019 (2025 full year)

Purpose of this briefing

This report summarizes 2019–2025 full-year enforcement activity and the 2026 mid-year (January–June) update for New Jersey's municipal police departments and county sheriff's offices. It also reviews statewide participation in the four organized mobilizations and 2026 traffic fatalities to date. It is written for chiefs, command staff, and county chiefs' associations.

This update adds crash data from the NJ Division of Highway Traffic Safety (DHTS) FY27 Highway Safety Plan Summary of Crash Statistics, which reports local police–reported crashes by HSP emphasis area for 2021–2025. Crash data is used to show where the state's crash risk sits, how it differs by county, and whether enforcement is aimed at it (see Crash Data Context). It is context for enforcement planning, not a measure of enforcement effectiveness.

2019–2025 are complete calendar years and are the official trend line. 2026 is year-to-date through June and is shown separately. 2026 YTD is compared three ways: share of full-year 2025; a labeled linear on-pace estimate (YTD × 2, not a forecast); and the remaining gap versus the 2019 baseline. Mobilizations are handled differently: the April and May campaigns are complete within the 2026 extract and are compared campaign-to-campaign.

Campaign caution: the April U Drive. U Text. U Pay. and May Click It or Ticket campaigns both fall in the first half of the year. Doubling January–June counts those campaigns twice, so the linear pace likely overstates full-year 2026 seat-belt and cell-phone totals. Campaign-adjusted figures are shown where they matter.

Scope: 523 agencies wrote citations in 2025 (517 in 2026 YTD): municipal police departments and the 21 county sheriff's offices. State Police, NJ Transit, port, park, university, prosecutor, and other special units are excluded so the series reflects municipal and sheriff activity. County comparisons use the same data.

Headline findings

- 2026 YTD total is 832,383 citations, 55.0% of full-year 2025. On pace (YTD × 2), the state would finish at about 1.66 million, +9.9% vs. 2025 and about 91% of the 2019 level.
- Volume is back; aim is not. CTSEI citations are on pace for 163,224 (+13.1% vs. 2025) but only 74% of 2019. The CTSEI share of all citations fell from 12.1% (2019) to 9.5% (2025) and is 9.8% in 2026 YTD.
- Seat belt (+27.4% on pace) and cell phone (+24.9%) lead the 2026 rebound, but the spring campaigns carry much of it: Click It or Ticket produced 30.7% of H1 seat-belt citations and U Drive. U Text. U Pay. 36.8% of H1 cell-phone citations. Outside the campaign windows, seat belt is pacing about +8% and cell phone about +10%.
- Pedestrian-violation citations are the only CTSEI category still falling in 2026 (−6.4% on pace, 44% of 2019). Driver-versus-pedestrian citations are pacing −14.0%.
- Seat-belt enforcement has fallen behind the crashes. Unrestrained-occupant crashes rose every year, from 2,754 (2021) to 3,536 (2025), +28.4%. Seat-belt and child-restraint citations rose about 6% over the same period. It is the one emphasis area where crashes grew faster than the matching enforcement.
- The counties with the most pedestrian crashes have the lowest CTSEI shares. Hudson, Essex, and Union had 1,524 of the state's 3,973 pedestrian-involved crashes in 2025 (38.4%) with 22.1% of all crashes. Essex (5.7%) and Hudson (6.2%) have the two lowest CTSEI shares in the state, and Union (8.7%) is below the statewide 9.5%.
- Crash risk differs by county, and so does the CTSEI that matters most. DWI is involved in 5.3% of Cumberland crashes, 4.6% of Salem's, and 4.1% of Atlantic's (2.3% statewide). Unrestrained occupants are highest in Atlantic (3.4%), Mercer (2.8%), and Cape May (2.7%) vs. 1.7% statewide. Unsafe speed is highest in Sussex (6.9%), Monmouth (5.8%), and Warren (5.8%) vs. 3.8%.
- One agency can carry a county, and a large part of the state. The Passaic County Sheriff's Office is on pace to add about 4,060 CTSEI citations in 2026, more than all of Passaic County's net gain and about one-fifth of the statewide gain. Without it, the statewide CTSEI pace drops from +13% to +10%.

- Mobilization participation is down from 2019. 321 agencies wrote Click It or Ticket citations in May 2026, down from 410 in 2019; about 38% of agencies active in 2026 did not take part. Click It or Ticket citations in 2026 (5,403) are less than half of 2019 (11,825).
- Crash reporting has gaps. Warren County shows 1,117 and 743 crashes for 2022–2023 (1,726–1,908 in other years), and Camden (2023: 8,834) and Cumberland (2023: 2,261) show low years. Essex and Passaic each fell about 14% in 2025, and together account for more than the entire statewide 2025 drop in pedestrian crashes. These should be confirmed before the figures are used for planning or grant applications.

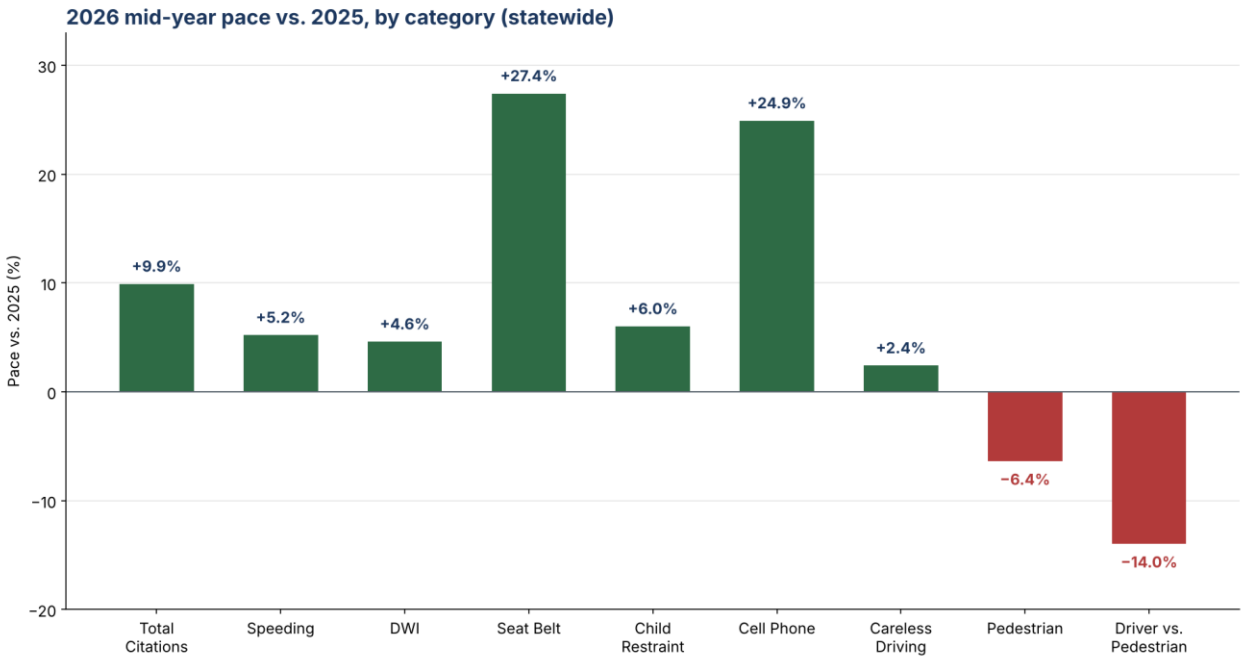
The operational takeaway

New Jersey's first half of 2026 shows citation volume recovering faster than the 2019–2025 trend line would suggest, but the share aimed at the five critical indicators is still well below 2019. The 2026 gains in seat belts and cell phones are real but concentrated in two spring campaigns, and pedestrian enforcement is still falling. DHTS crash data sharpens the priorities: unrestrained-occupant crashes are the one emphasis area where crashes are growing faster than enforcement; Hudson, Essex, and Union carry 38% of the state's pedestrian crashes with the lowest CTSEI shares; and the leading crash risk differs by county, DWI in Cumberland, Salem, and Atlantic, occupant protection in Atlantic, Mercer, and Cape May, and speed in Sussex, Monmouth, and Warren. New Jersey does not need more tickets. It needs a larger share aimed at belts, pedestrians, speed, impairment, and phones, written where the crashes are happening..

2026 Mid-Year Dashboard

Measure	2026 YTD	2025 Full Year	YTD as % of 2025	On-pace 2026 (YTD×2)	Pace vs. 2025
Total Citations	832,383	1,514,651	55.0%	1,664,766	**+9.9%**
Speeding	32,383	61,569	52.6%	64,766	**+5.2%**
DWI	9,841	18,824	52.3%	19,682	**+4.6%**
Seat Belt	17,621	27,657	63.7%	35,242	**+27.4%**
Child Restraint	2,822	5,324	53.0%	5,644	**+6.0%**
Cell Phone	17,825	28,550	62.4%	35,650	**+24.9%**
Pedestrian Violations	1,120	2,392	46.8%	2,240	**−6.4%**
CTSEI total	**81,612**	**144,316**	**56.6%**	**163,224**	**+13.1%**
Careless Driving (not CTSEI)	53,212	103,971	51.2%	106,424	**+2.4%**
Driver vs. Pedestrian (not CTSEI)	3,793	8,825	43.0%	7,586	**−14.0%**
CTSEI share	9.8%	9.5%	—	—	+0.3 pts

Mid-year read: overall volume is running ahead of 2025, and seat-belt and cell-phone activity are well ahead of last year's mid-year mark, much of it written during the May Click It or Ticket and April U Drive. U Text. U Pay. campaigns. Speed, DWI, and child restraint are modestly ahead of a 50% split. Pedestrian and driver-versus-pedestrian citations are behind. Because both spring campaigns fall inside this extract, the linear pace for seat belts and cell phones is a ceiling, not a floor.



Priority Watch List — First Half 2026

The counties and agencies below show the clearest gaps between enforcement and crash risk, or the sharpest 2026 pullbacks. This is a statewide comparison resource, not a scorecard; if your county or agency appears below, treat the follow-up question as a starting point for internal review, not a conclusion.

County Watch List

County	Concern and key figures	Suggested follow-up
Hudson	Pedestrian −40%, Speed −27%; CTSEI share 6.2%	Most pedestrian crashes in the state (562 in 2025, 4.2% of county crashes vs. 1.9% statewide) with 1.1 pedestrian-related citations per pedestrian crash. Hudson also had the most bicyclist crashes (477, up 69% since 2021). Bayonne and North Bergen are among the largest agency declines; confirm whether the pullback is staffing or priority.
Union	Elizabeth PD CTSEI −36%, Union County Sheriff CTSEI −44%; 1.3 pedestrian citations per crash	Pedestrian crashes rose 52% since 2021 (324 → 493), one of the largest increases in the state, while two of the county's largest agencies pull back. A shared county pedestrian plan should start with those two agencies.
Essex	Lowest CTSEI share (5.7%); pedestrian citations −49%	Essex writes 13.1% of the state's citations on 7.4% of its crashes, but the smallest CTSEI share. It also has the most unrestrained-occupant crashes (320 in 2025). Confirm 2025 crash reporting: total crashes fell 14.6% and pedestrian crashes 35% (727 → 469) in one year.
Ocean and Mercer	Under one pedestrian citation per pedestrian crash (Ocean 0.8, Mercer 0.9)	Mercer writes 3.1 belt citations per unrestrained crash, the lowest of the ten highest-risk counties, while its unrestrained crashes jumped 50% in 2025 (189 → 283; 2.8% of crashes, 2nd in the state). Ocean's unrestrained crashes rose 71% since 2021. Occupant protection should be added to both county plans.
Cumberland	Total +29%, CTSEI +1%; cell phone −44%; Millville PD CTSEI −66%	Highest DWI share of crashes in the state (5.3% vs. 2.3%) and above-state unsafe-speed (4.9%) and unrestrained (2.3%) shares. New enforcement is going mostly to non-priority violations; redirect it toward DWI. Confirm 2023 crash reporting (2,261).
Middlesex	North Brunswick, Old Bridge, Piscataway on pace for about 1,700 fewer CTSEI citations	Most crashes (23,544), DWI crashes (556), and unsafe-speed crashes (1,010) in the state in 2025. Pedestrian crashes are up 85% and unrestrained 58% since 2021. Three large-agency pullbacks matter more here than anywhere else.

County	Concern and key figures	Suggested follow-up
Monmouth	Click It or Ticket −45% vs. 2025; pedestrian citations −31%	2nd-most unsafe-speed (785) and 3rd-most DWI crashes (424) in 2025; unsafe speed is 5.8% of crashes vs. 3.8% statewide. Only 45% of active agencies wrote CIOT citations in 2026; recruit participants now for May 2027.
Passaic	County gain depends on one agency: +53% with the Sheriff's Office, −1% without it	Report county totals with and without the Sheriff. Confirm 2025 crash reporting: crashes fell 14.2% and pedestrian crashes 35% (452 → 293) in one year.

Agencies with the largest CTSEI declines (2026 pace vs. 2025)

Agency	County	CTSEI 2025	2026 pace	Change	County crash context (DHTS 2025)
North Brunswick PD	Middlesex	2,657	1,874	**−29%**	Most crashes, DWI, and unsafe-speed crashes in NJ
South Orange PD	Essex	1,543	942	**−39%**	3.0% pedestrian share, 3rd in NJ
Old Bridge PD	Middlesex	1,810	1,222	**−32%**	Most crashes, DWI, and unsafe-speed crashes in NJ
Elizabeth PD	Union	1,380	888	**−36%**	Pedestrian crashes +52% since 2021
Union County Sheriff	Union	927	522	**−44%**	Pedestrian crashes +52% since 2021
Bayonne PD	Hudson	1,067	676	**−37%**	Most pedestrian and bicyclist crashes in NJ
Piscataway PD	Middlesex	1,609	1,264	**−21%**	Most crashes, DWI, and unsafe-speed crashes in NJ
Lawnside PD	Camden	484	162	**−67%**	Unrestrained crashes +56% since 2021
Millville PD	Cumberland	444	152	**−66%**	Highest DWI share of crashes in NJ (5.3%)
North Bergen PD	Hudson	388	130	**−66%**	Most pedestrian and bicyclist crashes in NJ

Agency crash counts are not shown because sheriff's offices have no DHTS crash line and municipal crash records are in the individual agency reports. A watch-list entry is a question for the chief, not a finding of poor performance; staffing, assignments, and reporting changes can all move these numbers. 2026 pace doubles January–June.

Positive Standouts

These agencies show the largest first-half CTSEI gains and are worth recognizing and, where practical, studying for lessons that could help agencies on the Watch List.

Agency	County	CTSEI 2025 → 2026 pace	Why it stands out
Passaic County Sheriff	Passaic	400 → 4,460 (+4,060)	Largest gain in the state, about one-fifth of the statewide CTSEI gain. Worth documenting what changed operationally, and confirming it is sustained.
Freehold Twp PD	Monmouth	2,043 → 3,820 (+87%)	Large, high-volume gain in a county with the 2nd-most unsafe-speed crashes in NJ.
East Orange PD	Essex	518 → 1,410 (+172%)	Gain in the county with the state's lowest CTSEI share and 3rd-highest pedestrian crash share.
Evesham PD	Burlington	1,735 → 2,606 (+50%)	Sustained gain from an already high base, in a county with above-state DWI (2.8%) and unrestrained (2.3%) crash shares.
Princeton PD	Mercer	430 → 1,244 (+189%)	Gain in a county where crashes rose 36% since 2021 and unrestrained crashes jumped 50% in 2025.
Jersey City PD	Hudson	474 → 1,246 (+163%)	Gain from the state's 2nd-largest city, in the county with the most pedestrian crashes.

Agency	County	CTSEI 2025 → 2026 pace	Why it stands out
Middletown PD	Monmouth	752 → 1,406 (+87%)	Large gain in a county that otherwise saw Click It or Ticket and pedestrian enforcement fall.
Woodbridge PD	Middlesex	2,122 → 2,560 (+21%)	High-volume gain in the county with the most crashes in NJ, offsetting part of three neighboring declines.
North Wildwood PD	Cape May	557 → 980 (+76%)	Gain in the county with the 2nd-highest CTSEI share and above-state DWI and unrestrained crash shares.
Montgomery PD	Somerset	298 → 716 (+140%)	Meaningful directional gain; confirm it is sustained rather than a single operation.
Holland PD	Hunterdon	70 → 516 (+446)	Small base, but a large directional shift.
Atlantic County Sheriff	Atlantic	118 → 528 (+410)	Broadest turnaround in Atlantic County, in the county with the highest unrestrained-occupant crash share.

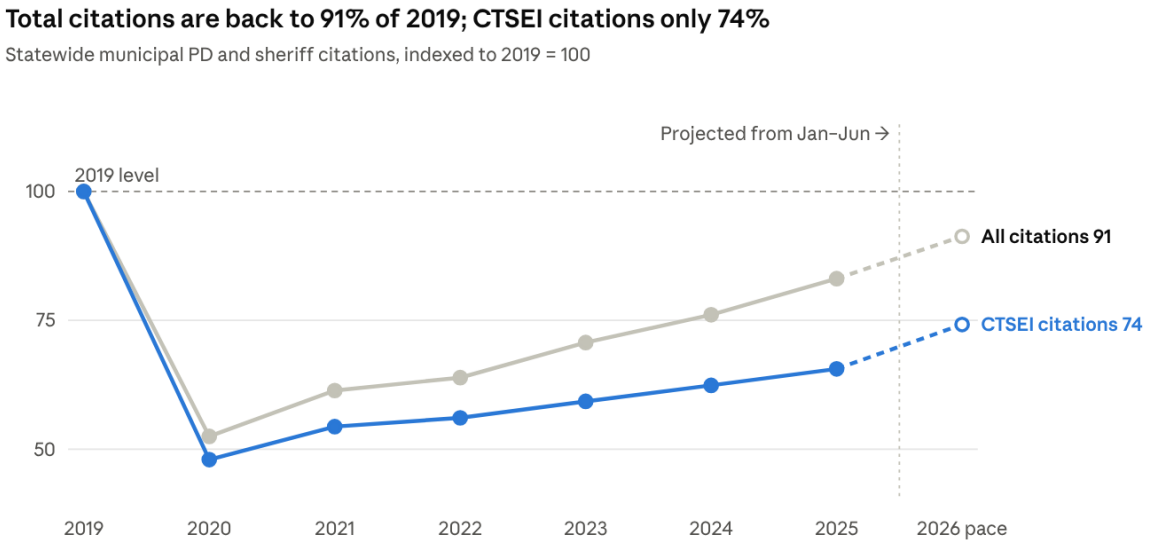
Critical Traffic Safety Enforcement Indicators

The five CTSEIs focus on behaviors most commonly associated with fatal and serious injury crashes: speeding, impaired driving, distracted driving, pedestrian safety, and occupant protection.

Full-year 2025 CTSEI share was 9.5%, down from 12.1% in 2019. Mid-year 2026 CTSEI share is 9.8%, a small gain driven mainly by seat-belt and cell-phone activity during the spring campaigns. The CTSEI share fell in 20 of 21 counties from 2019 to 2025; Middlesex held even at 12.4%.

Seven-Year Trend, 2019–2025

Total citations have recovered steadily since 2020, but CTSEI citations have recovered more slowly every year. 2026 is shown as an on-pace estimate and is not part of the official series.

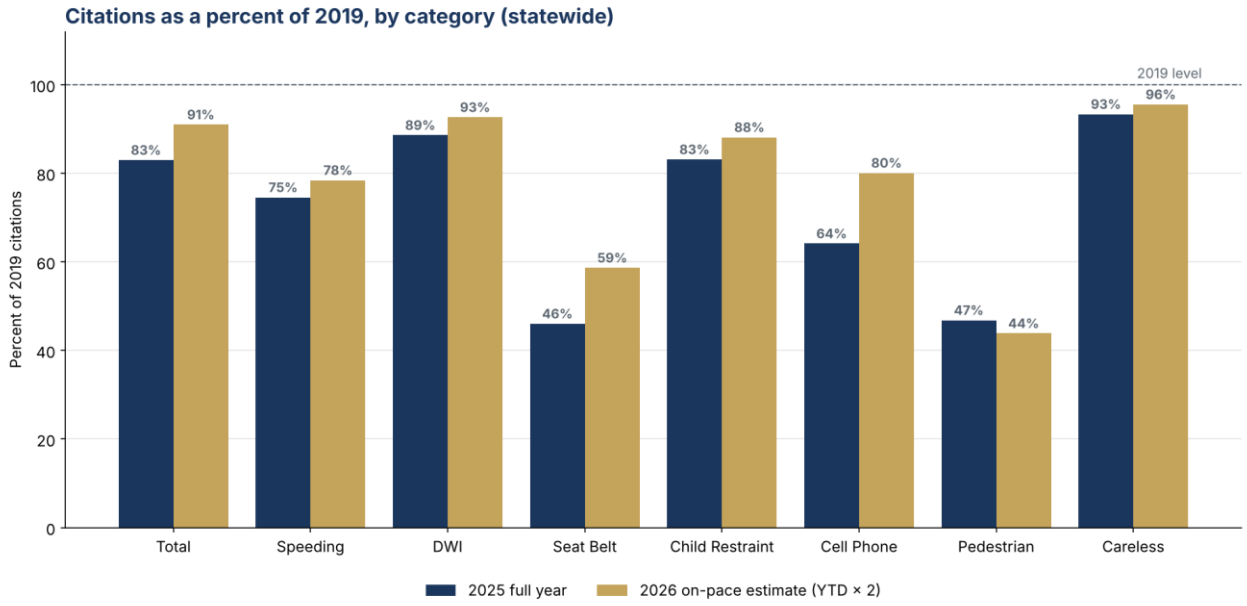


2019 vs. 2025 Snapshot

Measure	2019	2025	Change	% Change	2026 pace as % of 2019
CTSEI total	**219,894**	**144,316**	**−75,578**	**−34.4%**	**74%**
Speeding	82,564	61,569	**−20,995**	**−25.4%**	78%
DWI	21,242	18,824	**−2,418**	**−11.4%**	93%
Seat Belt	60,065	27,657	**−32,408**	**−54.0%**	59%
Child Restraint	6,404	5,324	**−1,080**	**−16.9%**	88%

Measure	2019	2025	Change	% Change	2026 pace as % of 2019
Cell Phone	44,512	28,550	−15,962	−35.9%	80%
Pedestrian Violations	5,107	2,392	−2,715	−53.2%	44%
Careless Driving	111,372	103,971	−7,401	−6.6%	96%
Driver vs. Pedestrian	11,723	8,825	−2,898	−24.7%	65%
CTSEI share	12.1%	9.5%	—	−2.6 pts	—

Every CTSEI category remains below 2019. Seat belts (−54.0%) and pedestrian violations (−53.2%) are the deepest gaps; DWI (−11.4%) and child restraint (−16.9%) are the closest to pre-pandemic levels. Even at the 2026 pace, seat-belt citations would end the year at 59% of 2019 and pedestrian violations at 44%.



Crash Data Context

Source: DHTS FY27 Highway Safety Plan, Summary of Crash Statistics by Municipality, 2021–2025. Counts are crashes reported by local police on NJTR-1 reports, grouped by HSP emphasis area. A crash can fall in more than one emphasis area, so the rows do not add up to the total. Crashes reported by State Police, sheriffs, Port Authority Police, and State Park Police are not included, so crashes on State Police–patrolled highways such as the Turnpike, Garden State Parkway, and Atlantic City Expressway are largely outside these counts. Fatality figures are a separate source (see below).

Traffic Fatalities, 2026 Year to Date

Victim type	Statewide YTD	Share of deaths
Drivers	217	57%
Passengers	43	11%
Pedalcyclists	11	3%
Pedestrians	112	29%
Total fatalities	**383**	**100%**

New Jersey's traffic death rate is 4.1 per 100,000 residents in 2026 to date, and statewide deaths are down 9.0% from the same date in 2025. Most deaths are drivers and passengers (68%); pedestrians are 29%. Fatalities are preliminary NJ State Police Fatal Accident Investigation Unit data (run September 24, 2026) and cover all crashes regardless of reporting agency.

Statewide Crash Profile, 2021–2025

Emphasis area	2021	2022	2023	2024	2025	2021–25 total	% of crashes	'21–'25
Total crashes	**191,097**	**204,617**	**203,278**	**213,165**	**210,972**	**1,023,129**	**100.0%**	**+10.4%**
Distracted driving	97,421	100,689	96,604	97,429	90,392	482,535	47.2%	**−7.2%**
Unsafe speed	9,137	8,892	8,094	8,497	7,945	42,565	4.2%	**−13.0%**
DWI (alcohol/drugs)	4,979	5,068	4,804	4,881	4,914	24,646	2.4%	**−1.3%**
Pedestrian involved	3,516	4,230	4,239	4,354	3,973	20,312	2.0%	**+13.0%**
Unrestrained occupant	2,754	3,088	3,232	3,331	3,536	15,941	1.6%	**+28.4%**
Bicyclist involved	1,955	2,044	2,432	2,603	2,675	11,709	1.1%	**+36.8%**
Motorcycle involved	1,662	1,735	1,686	2,045	1,722	8,850	0.9%	**+3.6%**
Young driver involved	28,284	29,175	29,318	30,462	30,793	148,032	14.5%	**+8.9%**
Older driver	32,441	35,884	38,081	40,604	41,796	188,806	18.5%	**+28.8%**
Work zone related	2,191	2,621	3,008	2,940	2,730	13,490	1.3%	**+24.6%**

All local police–reported crashes statewide. Yearly figures include known county-level reporting gaps (see Crashes by County). In the '21–'25 column, red = crashes rose; green = crashes fell.

Key Findings

- Local police reported 1,023,129 crashes in 2021–2025 and 210,972 in 2025, 10.4% more than in 2021 and 1.0% fewer than in 2024.
- Crash volume is concentrated: Middlesex (11.2%), Bergen (10.9%), Union (8.4%), and Essex (7.4%) had 37.9% of 2025 crashes.
- Unrestrained-occupant crashes rose every year, from 2,754 to 3,536 (+28.4%), and are the clearest case in the data for more seat-belt enforcement. They rose 50% in Mercer in 2025 alone (189 → 283) and 71% in Ocean since 2021.
- Bicyclist (+36.8%) and older-driver (+28.8%) crashes grew fastest. Neither has its own CTSEI category, so neither shows up in the enforcement measures in this report. Hudson had 477 of the state's 2,675 bicyclist crashes in 2025 (17.8%).
- Pedestrian-involved crashes fell 8.8% in 2025 (4,354 → 3,973) after rising each year from 2021 to 2024. Essex (−258) and Passaic (−159) alone account for more than the full statewide drop, and both counties' total crashes also fell about 14%, so the 2025 decline should be confirmed before it is treated as a real reduction. Pedestrians are still 29% of 2026 traffic deaths.
- Unsafe-speed (−13.0%) and distracted-driving (−7.2%) crashes fell, and DWI crashes were essentially flat (−1.3%).

Crashes by County

County	2021	2022	2023	2024	2025	'24–'25	'21–'25	Share of 2025
Middlesex	18,540	21,316	23,321	24,119	23,544	**−2.4%**	**+27.0%**	11.2%
Bergen	20,559	21,786	21,181	22,517	23,013	**+2.2%**	**+11.9%**	10.9%
Union	14,891	14,572	16,744	16,741	17,779	**+6.2%**	**+19.4%**	8.4%
Essex	20,981	22,243	19,024	18,312	15,643	**−14.6%**	**−25.4%**	7.4%
Ocean	12,905	14,072	13,911	12,932	14,108	**+9.1%**	**+9.3%**	6.7%
Passaic	12,192	15,421	14,978	16,313	13,999	**−14.2%**	**+14.8%**	6.6%
Monmouth	13,890	14,216	14,485	14,381	13,556	**−5.7%**	**−2.4%**	6.4%
Hudson	14,288	13,831	13,140	14,915	13,322	**−10.7%**	**−6.8%**	6.3%
Camden	10,214	11,290	8,834†	10,786	11,824	**+9.6%**	**+15.8%**	5.6%
Morris	8,394	8,421	8,363	10,952	11,575	**+5.7%**	**+37.9%**	5.5%
Mercer	7,416	8,567	9,294	9,357	10,075	**+7.7%**	**+35.9%**	4.8%

County	2021	2022	2023	2024	2025	'24–'25	'21–'25	Share of 2025
Burlington	7,506	8,358	8,347	8,839	9,584	**+8.4%**	**+27.7%**	4.5%
Somerset	6,890	7,590	8,280	8,538	8,476	**−0.7%**	**+23.0%**	4.0%
Atlantic	6,098	6,356	6,946	6,887	6,476	**−6.0%**	**+6.2%**	3.1%
Gloucester	5,951	6,026	7,303	5,891	6,146	**+4.3%**	**+3.3%**	2.9%
Cumberland	2,977	2,858	2,261†	3,181	3,421	**+7.5%**	**+14.9%**	1.6%
Hunterdon	1,879	2,063	2,149	2,481	2,272	**−8.4%**	**+20.9%**	1.1%
Cape May	1,686	1,977	1,722	1,875	1,932	**+3.0%**	**+14.6%**	0.9%
Warren	1,726	1,117†	743†	1,896	1,908	**+0.6%**	**+10.5%**	0.9%
Sussex	1,440	1,912	1,635	1,740	1,729	**−0.6%**	**+20.1%**	0.8%
Salem	674	625	617	507	589	**+16.2%**	**−12.6%**	0.3%
New Jersey	**191,097**	**204,617**	**203,278**	**213,165**	**210,972**	**−1.0%**	**+10.4%**	**100.0%**

† = likely incomplete year (well below the county's other years). Sorted by 2025 crashes. County sums match the statewide totals within a few crashes. Color: red = crashes rose; green = crashes fell. Essex and Passaic 2025 declines should be confirmed with the reporting agencies before they are treated as real reductions.

County Crash Risk Profile, 2025

This table shows what share of each county's 2025 crashes fell in each CTSEI-matched emphasis area. It is the clearest guide to which CTSEI matters most in each county. Bold red = at least 1.25 times the statewide share.

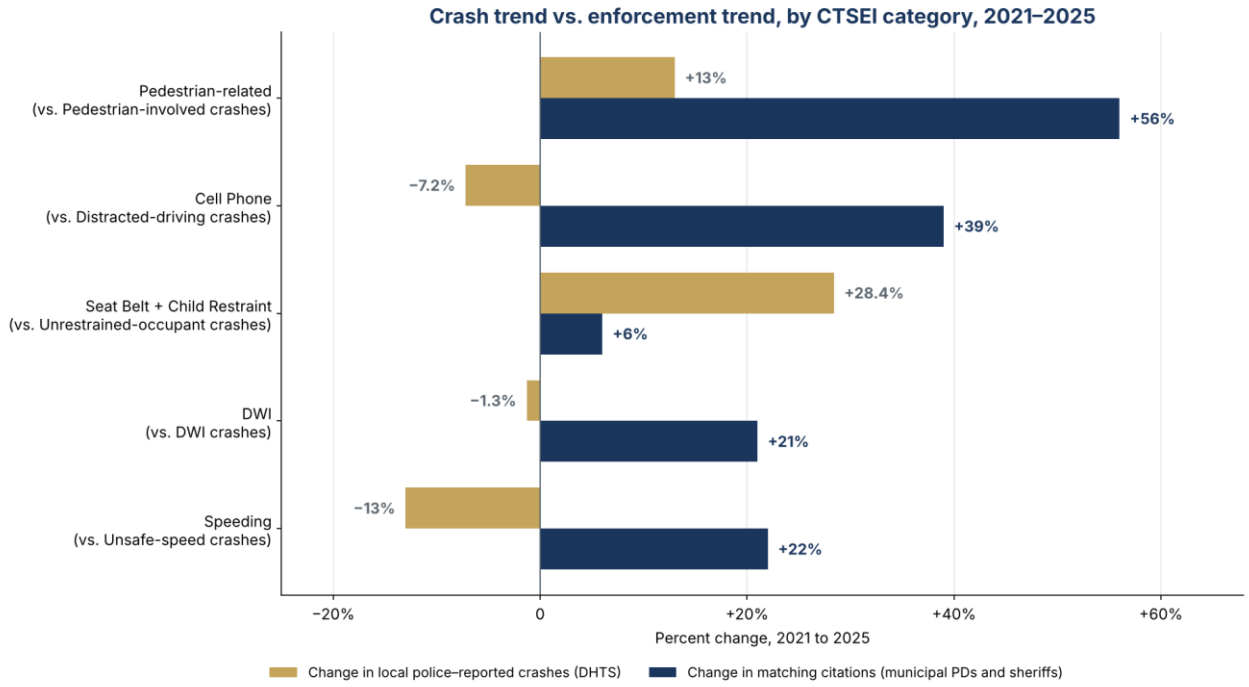
County	Crashes 2025	Pedestrian	DWI	Unrestrained	Unsafe speed	Distracted
Atlantic	6,476	2.33%	**4.14%**	**3.44%**	3.52%	40.4%
Bergen	23,013	1.92%	1.93%	1.30%	3.06%	41.9%
Burlington	9,584	1.00%	2.83%	**2.30%**	4.20%	38.4%
Camden	11,824	1.33%	2.18%	1.96%	4.68%	57.2%
Cape May	1,932	2.12%	**3.73%**	**2.74%**	2.23%	38.9%
Cumberland	3,421	1.78%	**5.29%**	**2.25%**	**4.85%**	19.5%
Essex	15,643	**3.00%**	1.62%	2.05%	3.37%	46.0%
Gloucester	6,146	1.11%	2.10%	**2.64%**	2.95%	41.5%
Hudson	13,322	**4.22%**	1.85%	1.79%	1.87%	61.4%
Hunterdon	2,272	0.88%	2.20%	0.66%	4.36%	35.9%
Mercer	10,075	1.88%	1.99%	**2.81%**	**5.57%**	37.5%
Middlesex	23,544	1.44%	2.36%	1.28%	4.29%	38.7%
Monmouth	13,556	0.92%	**3.13%**	1.10%	**5.79%**	49.7%
Morris	11,575	1.10%	2.30%	1.13%	3.84%	43.4%
Ocean	14,108	1.41%	2.54%	1.74%	4.07%	32.3%
Passaic	13,999	2.09%	1.93%	1.27%	2.91%	42.7%
Salem	589	1.02%	**4.58%**	**2.55%**	**5.26%**	41.8%
Somerset	8,476	1.10%	1.90%	1.44%	**4.80%**	32.8%
Sussex	1,729	0.81%	2.89%	1.21%	**6.94%**	36.7%
Union	17,779	**2.77%**	2.15%	1.20%	1.92%	43.7%
Warren	1,908	1.52%	2.41%	1.89%	**5.77%**	48.4%
New Jersey	**210,972**	**1.88%**	**2.33%**	**1.68%**	**3.77%**	**42.8%**

Share of the county's 2025 local police–reported crashes. Small counties (Salem 589, Sussex 1,729, Cape May 1,932) rest on small counts and should be read as directional. "Distracted driving related" includes driver inattention, not only phone use, and reporting practice varies widely (Cumberland 19.5%, Hudson 61.4%).

Crash Trend vs. Enforcement Trend

This compares the change in each CTSEI's matched crash type with the change in matching citations from 2021 to 2025, statewide.

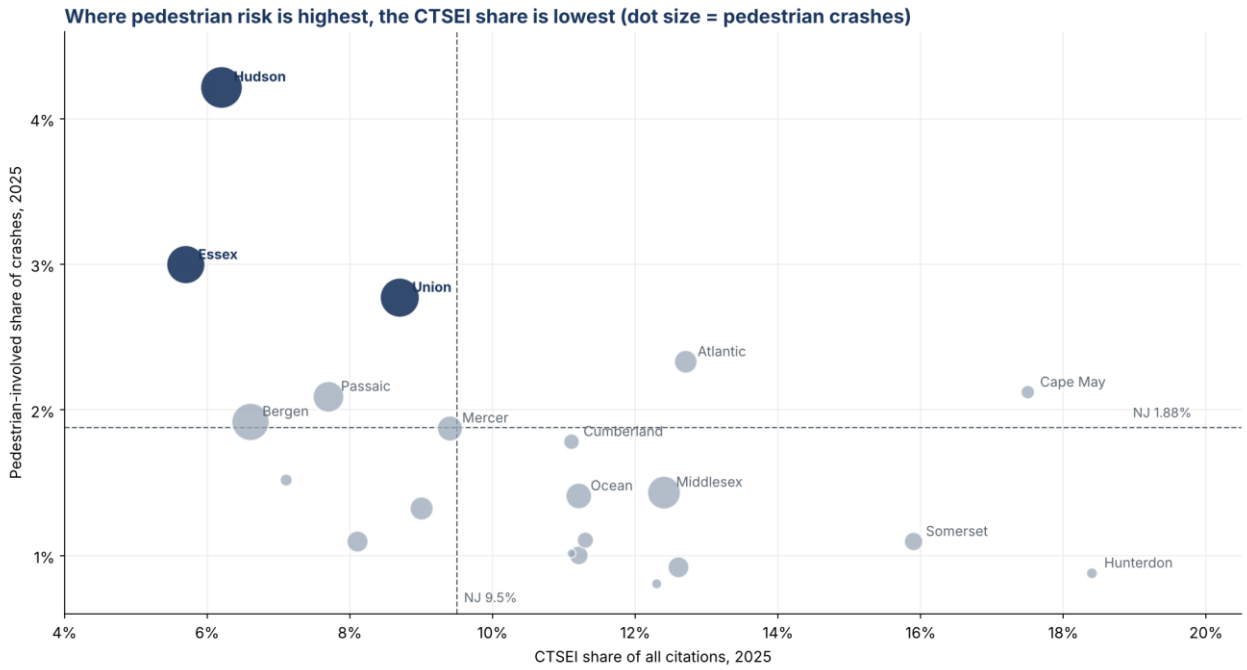
CTSEI	Matched crash type	Crashes 2021 → 2025	Crash change	Citation change
Speeding	Unsafe speed	9,137 → 7,945	**−13.0%**	+22%
DWI	DWI	4,979 → 4,914	**−1.3%**	+21%
Seat Belt + Child Restraint	Unrestrained occupant	2,754 → 3,536	**+28.4%**	+6%
Cell Phone	Distracted driving	97,421 → 90,392	**−7.2%**	+39%
Pedestrian-related	Pedestrian involved	3,516 → 3,973	**+13.0%**	+56%



Read: Every CTSEI citation category rose from 2021 to 2025. In the matched crash types, unsafe-speed and distracted-driving crashes fell and DWI crashes held flat. Pedestrian-involved crashes rose more slowly than pedestrian-related enforcement. Unrestrained-occupant crashes are the exception: they rose 28.4% while belt and child-restraint citations rose about 6%. Two cautions apply: 2021 was still a reduced enforcement year after the pandemic, so citation increases from that base are large; and crash trends have many causes, so this comparison should not be read as cause and effect.

Enforcement vs. Risk by County

The three counties with the highest pedestrian share of crashes (Hudson, Essex, and Union) all aim less than 9% of citations at CTSEI violations. Across all 21 counties, a lower CTSEI share goes with a higher pedestrian share of crashes (rank correlation −0.50).



The ten counties with the most pedestrian crashes vary widely in how much matching enforcement they write. Statewide, agencies wrote 2.8 pedestrian-related citations per pedestrian crash and 9.3 belt and child-restraint citations per unrestrained-occupant crash in 2025.

County	Pedestrian crashes 2025	Pedestrian-related citations	Per pedestrian crash	Unrestrained crashes 2025	Belt + child-restraint citations	Per unrestrained crash
Hudson	562	617	1.1	238	1,314	5.5
Union	493	627	1.3	213	1,656	7.8
Essex	469	2,249	4.8	320	3,378	10.6
Bergen	442	1,688	3.8	300	2,973	9.9
Middlesex	338	1,514	4.5	301	2,735	9.1
Passaic	293	1,921	6.6	178	2,721	15.3
Ocean	199	167	0.8	246	1,554	6.3
Mercer	189	173	0.9	283	888	3.1
Camden	157	421	2.7	232	2,421	10.4
Atlantic	151	271	1.8	223	1,677	7.5
New Jersey	**3,973**	**11,217**	**2.8**	**3,536**	**32,981**	**9.3**

Pedestrian-related citations combine pedestrian violations and driver-versus-pedestrian violations. Red = below one-half of the statewide ratio. This is a comparison across counties, not proof of cause: enforcement often follows crashes, and road type, transit use, and traffic volume explain much of the difference between urban and rural counties.

County Crash–Enforcement Alignment

This table pairs each county's crash record with its enforcement record for the counties where the two diverge most. It is a starting point for county chiefs' associations, not a ranking. Crash and citation shares are each county's share of the 2025 statewide totals.

County	Crash signal (DHTS)	Enforcement signal	What it suggests
Hudson	6.3% of NJ crashes. Most pedestrian (562) and bicyclist (477) crashes; pedestrian share 4.2%, more than double the state.	5.3% of NJ citations. CTSEI share 6.2% (9.7% in 2019); 2026 CTSEI pace +3%; pedestrian −40%, speed −27%.	Pedestrian and bicycle safety is the county's defining risk, and enforcement is moving away from it.

County	Crash signal (DHTS)	Enforcement signal	What it suggests
Essex	7.4% of crashes. Most unrestrained crashes (320); pedestrian share 3.0%. 2025 crashes −14.6% (confirm reporting).	13.1% of citations, the largest share in NJ, but the lowest CTSEI share (5.7%); pedestrian citations −49%.	High volume, low aim. Redirecting even a small part of Essex's volume would move the statewide CTSEI share.
Union	8.4% of crashes. Pedestrian crashes 324 → 493 (+52%) since 2021; pedestrian share 2.8%.	6.8% of citations. CTSEI share 8.7%; two of its largest agencies pacing −36% and −44%.	Crash share exceeds enforcement share, and pedestrian risk is rising.
Middlesex	11.2% of crashes, the most in NJ. Most DWI (556) and unsafe-speed (1,010) crashes; pedestrian +85% and unrestrained +58% since 2021.	10.4% of citations. CTSEI share held at 12.4%; three large agencies pacing for about 1,700 fewer CTSEI citations.	The county kept its aim through 2025; the 2026 large-agency declines are the risk.
Mercer	4.8% of crashes; crashes +35.9% since 2021. Unrestrained crashes 189 → 283 in 2025 (2.8% share, 2nd in NJ); unsafe speed 5.6%.	2.8% of citations. CTSEI share 14.0% → 9.4%; 3.1 belt citations per unrestrained crash; 2026 CTSEI pace +23%.	Crash share well above enforcement share; occupant protection is the crash-relevant gap.
Ocean	6.7% of crashes. Unrestrained crashes +71% since 2021; pedestrian +34%.	4.1% of citations. CTSEI share 11.2%; 0.8 pedestrian-related citations per pedestrian crash.	Enforcement share is low relative to crashes; pedestrian and belt work are both behind the crash trend.
Atlantic	3.1% of crashes. Highest unrestrained share (3.4%) and 3rd-highest DWI share (4.1%); 2nd-highest 2026 death rate.	2.8% of citations. CTSEI share 12.7%; 2026 CTSEI pace +32%.	Enforcement is moving the right way; DWI and occupant protection are where it should stay aimed.
Cumberland	1.6% of crashes. Highest DWI share in NJ (5.3%); above-state unsafe speed (4.9%) and unrestrained (2.3%).	0.8% of citations. Total pace +29%, CTSEI +1%; cell phone −44%.	Crash share is double the enforcement share; new volume is not going to DWI or other CTSEIs.
Monmouth, Sussex, Warren	Unsafe-speed shares of 5.8%, 6.9%, and 5.8% (3.8% statewide). Monmouth: 2nd-most unsafe-speed crashes (785).	CTSEI 2026 pace: Monmouth +16%, Sussex +1%, Warren +6%. Low Click It or Ticket participation (42–45%).	Speed is the county-distinctive risk; speed plans and mobilization recruitment go together.

What the crash data adds

The crash record does not change the Watch List, but it ranks it and shows that one statewide message will not fit every county. Hudson, Essex, and Union carry 38% of the state's pedestrian crashes with the lowest CTSEI shares, so their pedestrian gaps are the most crash-relevant in the state. Statewide, unrestrained-occupant crashes are the one emphasis area outrunning enforcement, and the gap is sharpest in Mercer and Ocean. DWI is the leading crash risk in Cumberland, Salem, and Atlantic, and speed in Sussex, Monmouth, and Warren.

Speed Enforcement

Key Findings

- Full-year speed citations: 82,564 (2019) → 61,569 (2025), −25.4%.
- 2026 YTD: 32,383, or 52.6% of 2025. Linear pace = 64,766, +5.2% vs. 2025 and 78% of 2019.
- Speed was 4.1% of all 2025 citations and 3.9% of 2026 YTD citations.
- Crash data: unsafe-speed crashes were 9,137, 8,892, 8,094, 8,497, and 7,945 (2021–2025), −13.0%. Middlesex (1,010), Monmouth (785), Bergen (704), Ocean (574), and Mercer (561) led in 2025.
- Unsafe speed is the largest share of crashes in Sussex (6.9%), Monmouth (5.8%), Warren (5.8%), Mercer (5.6%), and Salem (5.3%), vs. 3.8% statewide. Essex unsafe-speed crashes fell 52% since 2021.

Assessment

Speed has not returned to 2019 and is only modestly ahead of last year's mid-year mark. Unsafe-speed crashes are falling statewide, but they remain the leading CTSEI crash risk in several suburban and rural counties, and Middlesex has the most

unsafe-speed crashes while three of its large agencies pull back. State Police patrol the highest-speed corridors, and those crashes are outside the DHTS counts in this report, so coordination with them remains part of any county speed plan.

Impaired Driving (DWI)

Key Findings

- Full-year DWI: 21,242 (2019) → 18,824 (2025), −11.4%, the CTSEI category closest to its 2019 level.
- 2026 YTD: 9,841, or 52.3% of 2025. Linear pace = 19,682, +4.6% vs. 2025 and 93% of 2019.
- Crash data: DWI-involved crashes were 4,979, 5,068, 4,804, 4,881, and 4,914 (2021–2025), essentially flat. Middlesex (556, +37% since 2021), Bergen (444), Monmouth (424), Union (383), and Ocean (358) led in 2025.
- DWI is involved in 2.3% of crashes statewide, but 5.3% in Cumberland, 4.6% in Salem, 4.1% in Atlantic, 3.7% in Cape May, and 3.1% in Monmouth.
- Drive Sober summer DWI arrests: 1,304 (2019) → 1,241 (2025); holiday: 1,668 → 1,524. About 170 active agencies reported no DWI arrest during the 2025 holiday campaign.

Assessment

DWI remains a sustained statewide priority and the most stable CTSEI category. DWI crashes have not fallen since 2021, and they are concentrated in South Jersey and shore counties as a share of crashes, and in Middlesex by volume. The second half of the year, including the summer and holiday Drive Sober campaigns, still lies ahead of this extract. Full participation in the December campaign is the clearest near-term lever.

Occupant Protection

Key Findings

- Seat belts: 60,065 (2019) → 27,657 (2025), −54.0%, the deepest decline of any CTSEI. 2026 YTD = 17,621 (63.7% of 2025); pace 35,242 (+27.4%), 59% of 2019.
- Child restraint: 6,404 → 5,324 (−16.9%). 2026 YTD = 2,822 (53.0% of 2025); pace 5,644 (+6.0%).
- The May Click It or Ticket campaign produced 5,403 of the 17,621 H1 seat-belt citations (30.7%; 18.0% of the 2025 full-year total). Outside the campaign window, seat-belt citations are pacing about 8% ahead of 2025.
- Crash data: unrestrained-occupant crashes were 2,754, 3,088, 3,232, 3,331, and 3,536 (2021–2025), up every year and +28.4% overall. Essex (320), Middlesex (301), Bergen (300), Mercer (283), and Ocean (246) led in 2025.
- Unrestrained occupants are involved in 1.7% of crashes statewide, but 3.4% in Atlantic, 2.8% in Mercer, 2.7% in Cape May, 2.6% in Gloucester, and 2.5% in Salem.
- Statewide, agencies wrote 9.3 belt and child-restraint citations per unrestrained-occupant crash in 2025; Mercer wrote 3.1 and Hudson 5.5.

Assessment

Occupant protection is the clearest gap in this report. Seat-belt enforcement fell further than any other CTSEI after 2019, and unrestrained-occupant crashes are the one emphasis area growing faster than matching enforcement. The 2026 rebound is welcome, but much of it came in the May campaign window, and the campaign-adjusted pace is closer to +8% than +27%. Belt enforcement needs to become a year-round part of routine speed and DWI details, not only a May activity, with Mercer, Ocean, and the South Jersey counties with the highest unrestrained shares as the first priority.

Distracted Driving (Cell Phone Use)

Key Findings

- Full-year cell phone: 44,512 (2019) → 28,550 (2025), −35.9%.
- 2026 YTD: 17,825, already 62.4% of 2025. Linear pace = 35,650, +24.9% vs. 2025 and 80% of 2019.
- The April U Drive. U Text. U Pay. campaign produced 6,563 of the 17,825 H1 cell-phone citations (36.8%), even though the campaign itself was 18% smaller than in 2025. Outside the campaign window, cell-phone citations are pacing about 10% ahead of 2025.
- Crash data: distracted driving is involved in 482,535 of 1,023,129 crashes (47.2%) over 2021–2025; distracted-driving crashes fell 7.2% from 2021 to 2025. Bergen (9,639), Middlesex (9,120), Hudson (8,183), Union (7,768), and Essex (7,199) led in 2025. DHTS "distracted driving related" includes driver inattention, not only phone use.

Assessment

Cell-phone enforcement is recovering, and the gain outside the April campaign suggests a real operational shift rather than a one-month spike. The April campaign is the concern: 14 more agencies took part in 2026, but they wrote 18% fewer citations. Because the distracted-driving crash category varies so much in how it is coded (from 19.5% of crashes in Cumberland to 61.4% in Hudson), county comparisons of distracted-driving crashes should be read with care.

Careless Driving

Key Findings

- Full-year Careless Driving: 111,372 (2019) → 103,971 (2025), −6.6%, the category closest to 2019 apart from total volume.
- 2026 YTD: 53,212 (51.2% of 2025); pace 106,424 (+2.4% vs. 2025).
- Crash data: agencies wrote 0.49 careless-driving citations per local police–reported crash in 2025 (103,971 citations; 210,972 crashes).

Assessment

Careless Driving is the largest single traffic category and can mix proactive stops with post-crash charging, so it should be read alongside crash data. It is not a CTSEI. In counties where total citations are rising much faster than CTSEI citations (Cumberland, Hudson, Sussex, Warren, and Middlesex), agencies should check how much of the new volume is careless or other non-priority charges.

Pedestrian Safety

Key Findings

- Full-year pedestrian-violation citations: 5,107 (2019) → 2,392 (2025), −53.2%.
- 2026 YTD: 1,120 (46.8% of 2025); pace 2,240 (−6.4%), the only CTSEI category still falling.
- Driver-vs-pedestrian citations (such as failure to yield in a crosswalk; reported separately and not part of the CTSEI): 11,723 (2019) → 8,825 (2025), −24.7%; H1 2026 = 3,793 (pace −14.0%).
- Combined pedestrian-related citations were 4,913 in H1 2026, about 44 for each pedestrian death so far this year.
- Crash data: pedestrian-involved crashes were 3,516, 4,230, 4,239, 4,354, and 3,973 (2021–2025). Hudson (562), Union (493), Essex (469), Bergen (442), and Middlesex (338) led in 2025. 112 pedestrians have been killed in New Jersey in 2026 (29% of deaths).

Measure	2019	2025	H1 2026	Change 2019–2025
Pedestrian-violation citations	5,107	2,392	1,120	**−53%**
Driver-vs-pedestrian citations	11,723	8,825	3,793	**−25%**
Combined	**16,830**	**11,217**	**4,913**	**−33%**

Assessment

Pedestrian safety is the clearest mismatch between risk and enforcement. Pedestrians are nearly three in ten traffic deaths, pedestrian crashes rose each year from 2021 to 2024, and both pedestrian citation categories are still falling in 2026. The risk is concentrated: Hudson, Union, and Essex had 38% of the state's pedestrian crashes, and Hudson and Union write the fewest pedestrian-related citations per pedestrian crash of the ten highest-risk counties. Pairing pedestrian-violation and failure-to-yield details, placed using local crash locations, is the practical next step.

Organized Mobilizations

New Jersey's four statewide traffic safety mobilizations concentrate enforcement into defined campaign windows. The workbook counts every citation of the campaign's type issued during the window, whether or not it was written on a grant-funded detail:

- **U Drive. U Text. U Pay.** (typically April): cell-phone/electronic-device citations.
- **Click It or Ticket** (typically late May): seat-belt citations.
- **Drive Sober or Get Pulled Over — Summer** (typically mid-August through Labor Day): DWI arrests, excluding refusals.

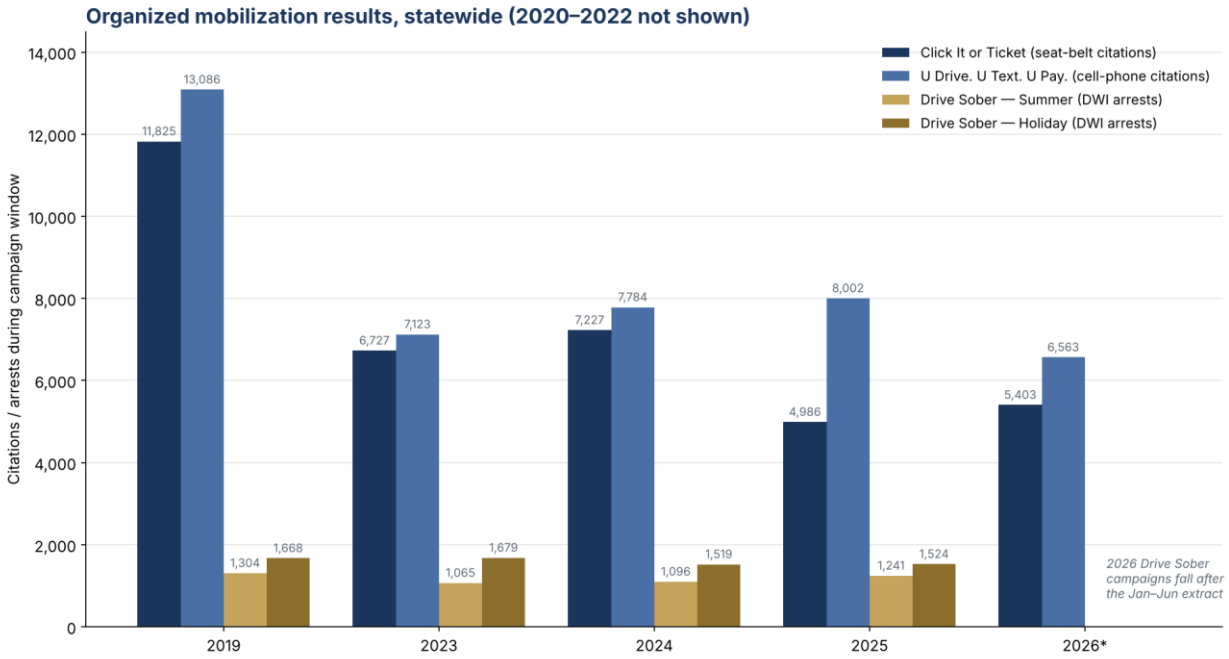
- **Drive Sober or Get Pulled Over — Holiday** (typically mid-December through New Year's): DWI arrests, excluding refusals.

The 2026 U Drive. U Text. U Pay. and Click It or Ticket campaigns fall inside the January–June extract and are complete, so they are compared directly with the 2025 campaigns. The 2026 Drive Sober campaigns fall after the extract and are not yet reflected.

Statewide Mobilization Totals

Campaign	2019	2023	2024	2025	2026	'19–'25	Agencies reporting (2019 → latest)
U Drive. U Text. U Pay.	13,086	7,123	7,784	8,002	6,563	**−38.9%**	417 → 364 (2026)
Click It or Ticket	11,825	6,727	7,227	4,986	5,403	**−57.8%**	410 → 321 (2026)
Drive Sober — Summer	1,304	1,065	1,096	1,241	—	**−4.8%**	346 → 329 (2025)
Drive Sober — Holiday	1,668	1,679	1,519	1,524	—	**−8.6%**	376 → 352 (2025)

2020–2022 campaign totals are not included in this summary. Agencies reporting = agencies with at least one citation (or DWI arrest) of the campaign's type during the window.



Key Findings

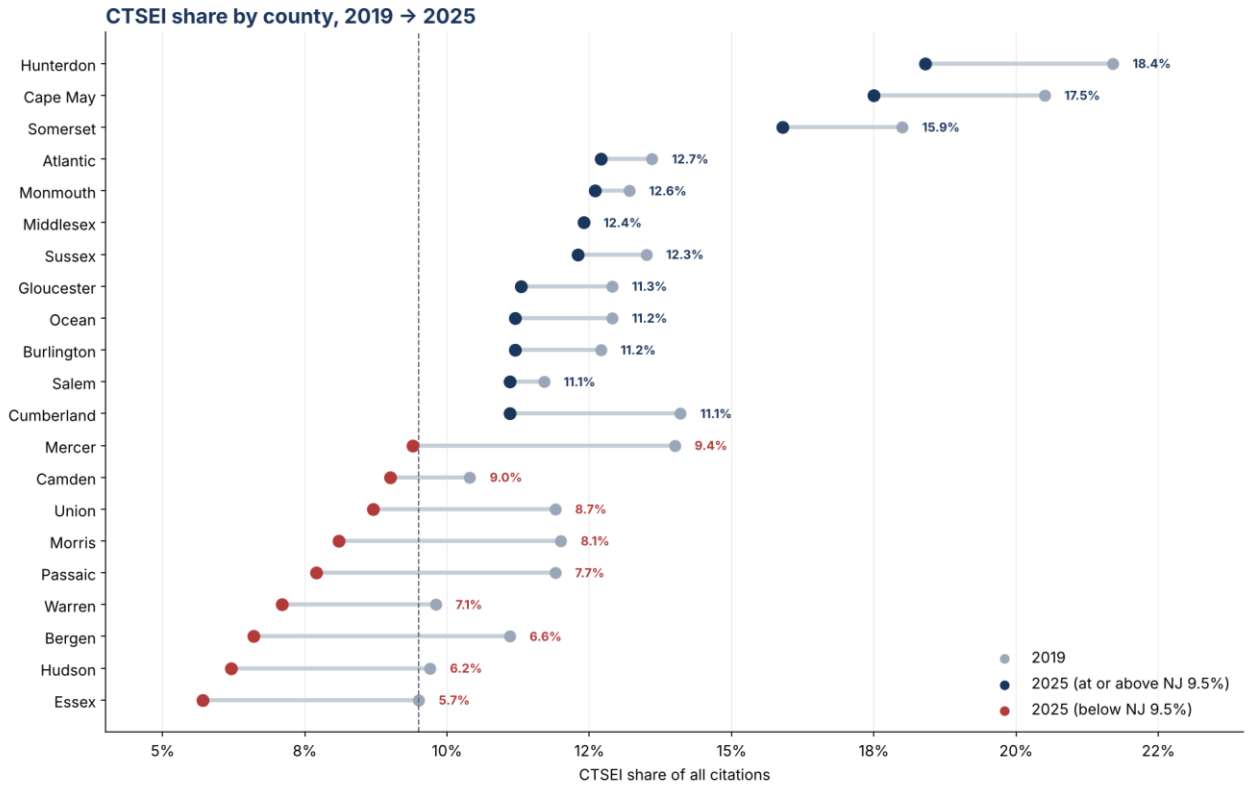
- Click It or Ticket: 11,825 (2019) → 4,986 (2025), −57.8%, the steepest decline of any campaign. The May 2026 campaign produced 5,403 citations, +8.4% vs. 2025 but still less than half of 2019, and 18 fewer agencies took part (321 vs. 339).
- U Drive. U Text. U Pay.: 13,086 (2019) → 8,002 (2025), −38.9%. The April 2026 campaign drew 14 more agencies (364) but produced 18.0% fewer citations (6,563).
- Drive Sober — Summer: 1,304 (2019) → 1,241 (2025), −4.8%, with 329 agencies reporting in 2025.
- Drive Sober — Holiday: 1,668 (2019) → 1,524 (2025), −8.6%, with 352 agencies reporting in 2025; about 170 active agencies reported no DWI arrest.
- Click It or Ticket participation varies widely by county. Of agencies active in 2026, the share writing CIOT citations ranged from 92% in Cape May, 86% in Gloucester, and 83% in Atlantic to 25% in Salem, 42% in Sussex, and 45% in Monmouth and Warren.
- The campaigns carry a growing share of the year's work: Click It or Ticket was 18.0% of 2025 seat-belt citations and 30.7% of H1 2026 seat-belt citations; U Drive. U Text. U Pay. was 28.0% of 2025 cell-phone citations and 36.8% of H1 2026.

Assessment

Statewide mobilization participation is well below 2019. About 320 to 365 agencies now take part in each campaign, down from about 345 to 415 in 2019, and Click It or Ticket citations are less than half of their 2019 level. Because unrestrained-occupant crashes are the one emphasis area outrunning enforcement, Click It or Ticket participation is the most crash-relevant gap, and the counties with the lowest participation (Salem, Sussex, Monmouth, Warren) are where recruitment for May 2027 should start. The December 2026 holiday Drive Sober campaign is the next opportunity, and the 2026 summer campaign should be reviewed as soon as it appears in the next data refresh.

Full County Trend Table

All 21 counties, municipal police departments and sheriff's offices. Color in the pace columns: red = below the statewide pace; green = 15%+ above 2025.



County	Active agencies	Citations 2025	2026 pace vs. 2025	CTSEI share 2019 → 2025	CTSEI 2026 pace vs. 2025	Local crashes 2025	Pedestrian crashes 2025
Atlantic	18	42,386	+16%	13.6% → 12.7%	+32%	6,476	151
Bergen	71	189,306	+13%	11.1% → 6.6%	+13%	23,013	442
Burlington	33	66,924	+7%	12.7% → 11.2%	+13%	9,584	96
Camden	36	83,584	+5%	10.4% → 9.0%	+1%	11,824	157
Cape May	13	14,317	+14%	20.5% → 17.5%	+25%	1,932	41
Cumberland	5	11,842	+29%	14.1% → 11.1%	+1%	3,421	61
Essex	31	199,077	+6%	9.5% → 5.7%	+10%	15,643	469
Gloucester	21	61,409	+7%	12.9% → 11.3%	+2%	6,146	68
Hudson	16	80,223	+19%	9.7% → 6.2%	+3%	13,322	562
Hunterdon	18	20,362	+23%	21.7% → 18.4%	+24%	2,272	20
Mercer	15	41,838	+14%	14.0% → 9.4%	+23%	10,075	189
Middlesex	29	156,840	+12%	12.4% → 12.4%	+4%	23,544	338

County	Active agencies	Citations 2025	2026 pace vs. 2025	CTSEI share 2019 → 2025	CTSEI 2026 pace vs. 2025	Local crashes 2025	Pedestrian crashes 2025
Monmouth	51	115,757	+6%	13.2% → 12.6%	+16%	13,556	125
Morris	37	80,072	+10%	12.0% → 8.1%	+17%	11,575	127
Ocean	32	61,716	+3%	12.9% → 11.2%	+6%	14,108	199
Passaic	19	96,160	+7%	11.9% → 7.7%	+53%*	13,999	293
Salem	8	6,930	+11%	11.7% → 11.1%	+58%	589	6
Somerset	21	61,177	+2%	18.0% → 15.9%	+8%	8,476	93
Sussex	12	12,874	+17%	13.5% → 12.3%	+1%	1,729	14
Union	26	103,115	+14%	11.9% → 8.7%	+8%	17,779	493
Warren	11	8,742	+22%	9.8% → 7.1%	+6%	1,908	29
New Jersey	**523**	**1,514,651**	**+10%**	**12.1% → 9.5%**	**+13%**	**210,972**	**3,973**

**Without the Passaic County Sheriff's Office, Passaic's CTSEI citations are on pace for −1%. Active agencies = agencies with citations in 2025. Five counties are adding total volume much faster than CTSEI volume: Cumberland, Hudson, Sussex, Warren, and Middlesex.*

Implications for Chiefs

1. Volume is back; aim is not. Total citations are on pace to reach 91% of their 2019 level, but CTSEI citations only 74%, and the CTSEI share fell in 20 of 21 counties from 2019 to 2025. The statewide question is not how many citations agencies write but how many are aimed at the behaviors that kill people.

2. Confirm the surge before relying on it. Seat-belt and cell-phone enforcement are running 25–27% ahead of 2025 on pace, but about a third of that H1 activity came during the April and May campaigns, which a linear pace counts twice. Outside the campaign windows, both are closer to +8–10%. Agencies should plan the second half around the campaign-adjusted pace.

3. Occupant protection and pedestrians are where the gaps show. Unrestrained-occupant crashes rose every year since 2021 while belt enforcement barely moved, and pedestrian citations are the only CTSEI still falling while pedestrians are 29% of deaths. These are the two priorities every county shares.

4. The crash record points to different priorities in different counties. Hudson, Essex, and Union carry 38% of the state's pedestrian crashes with the lowest CTSEI shares. DWI is the leading crash risk in Cumberland, Salem, and Atlantic; occupant protection in Atlantic, Mercer, and Cape May; and speed in Sussex, Monmouth, and Warren. Each county should set its lead CTSEI from its own crash profile.

5. Mobilizations are the statewide lever, and participation is the gap. About 38% of active agencies did not take part in Click It or Ticket in 2026, and about 170 reported no DWI arrests during the 2025 holiday Drive Sober campaign. Full participation is a realistic, measurable goal that does not require new resources.

Recommended Actions

These actions are scaled so that both small and large agencies, and county chiefs' associations, can use them.

For every chief

1. Track your CTSEI share every quarter. Compare it with your county, the statewide 9.5%, and your own 2019 figure. If total volume is rising faster than CTSEI volume, redirect patrol time.

2. Make seat belts a year-round priority. Unrestrained-occupant crashes are up 28% since 2021, and belt enforcement has not kept pace. Add belt checks to routine speed and DWI details, not only to the May mobilization.

3. Pair pedestrian and failure-to-yield details, and place them using your own crash locations: crosswalks, bus stops, transit stations, and downtown corridors.

4. Join the December 2026 Drive Sober or Get Pulled Over campaign. About 170 active agencies reported no DWI arrests during last year's holiday campaign. Weight details toward the counties with the highest DWI crash shares (Cumberland, Salem, Atlantic, Cape May, Monmouth) and the most DWI crashes (Middlesex, Bergen, Monmouth).

5. If your agency or county is on the Watch List, start with a question, not a conclusion. Ask your traffic supervisor what changed in staffing, assignments, or reporting.

6. Confirm your crash report submissions. Compare the DHTS crash counts for your municipality with your own NJTR-1 records. Complete crash data affects county rankings and supports future traffic safety grant applications.

For county chiefs' associations

1. Set your county's lead CTSEI from its crash profile. Use the County Crash Risk Profile table to choose the one or two CTSEIs where your county's crash share most exceeds the state's, and set a measurable 2027 goal for each.

2. Hudson, Union, and Essex: set a shared pedestrian goal. These three counties had 1,524 pedestrian crashes in 2025, 38% of the state total, on 22% of local crashes.

3. Mercer and Ocean: add occupant protection and pedestrian enforcement to the county plan. Raise pedestrian-related enforcement to at least the statewide 2.8 citations per pedestrian crash, and raise belt enforcement toward the statewide 9.3 per unrestrained crash.

4. Monmouth, Salem, Sussex, and Warren: recruit Click It or Ticket participants now for May 2027. Fewer than half of active agencies in these counties took part this year.

5. Report county totals with and without any agency that dominates them, as with the Passaic County Sheriff's Office.

6. Close crash-reporting gaps. Warren (2022–2023), Camden (2023), and Cumberland (2023) should confirm crash report submissions to NJDOT, and Essex and Passaic should confirm their 2025 submissions before the 2025 decline is used for planning.

7. Invite standout agencies to brief their peers on what they changed in 2026.

How to Use This Report Inside Your Agency

- Share the headline findings, the Priority Watch List, and the mobilization summary with command staff and your patrol/traffic supervisors.
- Find your county in the County Crash Risk Profile and the Full County Trend Table, and compare your agency's CTSEI share with your county and the state.
- If your agency or county appears on the Watch List, use the follow-up listed as a starting point for internal review, not a conclusion. A statewide view is more useful when every agency can see where it stands relative to its peers.
- Check the DHTS crash counts for your municipality against your own crash reports, and confirm any large swings with your own records before using them for planning.
- Before each mobilization, confirm who is assigned to campaign details so participation is recorded consistently.

Notes on the Data

Source file: Municipal Evaluation Workbook V5.5, statewide agency data, 2019–First Half 2026. Figures reflect municipal police departments and county sheriff's offices (558 listed; 523 wrote citations in 2025 and 517 in 2026 YTD). New Jersey State Police, NJ Transit, port, park, university, prosecutor, and other special units are excluded.

2019–2025 figures are complete calendar years. 2026 figures cover January–June only; the "on-pace" estimate (YTD × 2) is a simple annualization, not a forecast. Because the April and May campaigns fall in the first half, it likely overstates full-year seat-belt and cell-phone totals. The "outside the campaign window" paces subtract campaign-window citations from the H1 and full-year 2025 totals and are approximate.

Charge definitions follow the workbook: speeding = 39:4-98; DWI = 39:4-50 (refusals excluded); seat belt and child restraint = 39:3-76.2f; cell phone = 39:4-97.3; pedestrian violations = 39:4-32, 39:4-33, and 39:4-34. Driver-versus-pedestrian (39:4-32B and 39:4-36) and careless driving (39:4-97) are shown separately and are not CTSEIs. Mobilization counts are citations (or DWI arrests) of the campaign's charge type issued during the campaign window; they include all such citations in the window, not only those written on grant-funded details. 2021–2025 citation changes in the Crash Trend vs. Enforcement Trend section are rounded to the nearest percent.

Crash data source: NJ Division of Highway Traffic Safety, FY27 Highway Safety Plan Summary of Crash Statistics – Municipality (DHTS Emphasis Area Report), 2021–2025, state and county summary pages. Figures are crashes reported to NJDOT by local law enforcement through NJCRASH (NJTR-1). Crashes reported by the New Jersey State Police, Port Authority Police, State Park Police, and County Sheriff's Offices are not included. DHTS notes that reporting methods, data entry, and submission timing can cause missing or incomplete data, and that years with missing data reflect either no data or no crashes. Emphasis areas overlap (one crash can be distracted-driving related and involve a young driver), and "distracted driving related" is broader than cell phone use. Crash counts reflect where crashes were reported, not enforcement effectiveness, and should not be read as cause and effect.

Fatalities are preliminary NJ State Police Fatal Accident Investigation Unit figures as of September 24, 2026, and rates use 2020 Census population. Subject to change. Statewide CTSEI shares (9.5% for 2025, 9.8% for 2026) may differ by 0.1 point from the September county-report summary because of rounding and a small difference in which agencies are included.

This briefing does not identify individual officers. It is intended for circulation among New Jersey police chiefs, command staff, and county chiefs' associations, alongside internal agency enforcement and operational deployment data.

County and individual agency reports are available upon request.