



POLICE VEHICLE CRASH PREVENTION, MITIGATION, AND ACCOUNTABILITY

This bulletin underscores the operational necessity of adopting and enforcing an agency policy that prioritizes crash prevention and mitigation for law enforcement vehicles, as well as conducting thorough investigations after crashes. It is vital that Chiefs of Police provide strong policy guidance that goes beyond actions taken after the crash and instead, also details essential actions the agency has taken to prevent police-involved crashes.

Police-involved crashes remain a significant line-of-duty hazard. Preliminary national data from the National Law Enforcement Officers Memorial Fund (NLEOMF) indicate that 34 traffic-related line-of-duty deaths occurred in 2025. In addition to fatalities, these incidents can result in serious injury to officers and community members, reduced staffing and operational readiness, increased workers' compensation and fleet repair costs, reputational harm, and elevated civil and criminal liability exposure.

A Crash Mitigation and Investigation Sample Policy is now available in the [Law Enforcement Accreditation Plus Portal](#). This policy provides prevention-centered guidance on vehicle operations to strengthen officer and public safety, increase mission readiness, and reduce crashes through operational standards, training expectations, and supervisory accountability.

Key components include:

- Early Warning System (EWS) integration that complies with, and where appropriate exceeds, applicable New Jersey Attorney General requirements, including the inclusion of crash-related incidents beyond those required.
- Reporting, tracking, and analysis of first responder-involved vehicle crashes to identify trends, emerging risks, high-frequency crash locations, and other indicators to support a comprehensive risk-reduction strategy.
- Initial response and investigative responsibilities when responding to, or operating at, the scene of a crash involving a law enforcement vehicle.
- Work zone considerations and resources to reduce vehicle crashes and struck-by incidents.
- Speed management that is supported by the appropriate use of AVL/GPS systems for supervision, coaching, and review, including their use in post-crash analysis.
- After Action Review (AAR) practices to strengthen a culture of officer safety, improve decision-making, and enhance operational efficiency.
- Fatigue as a crash risk factor, and limitations on distracted driving associated with in-car technology (e.g., MDT/mobile devices, cell phones, and related systems).
- Prevention and mitigation standards for emergency and non-emergency driving, including when emergency equipment may be used and how intersections are approached and cleared.

- Training expectations for sworn personnel and applicable civilian employees, including field training, civilian employee onboarding, in-service training, roll call briefings, and remedial training as needed.
- Proactive supervisory monitoring, coaching, documentation, and timely corrective action for unsafe driving behaviors.
- Peer-to-peer practices which reinforce officer safety, professionalism, and shared responsibility for safe driving.
- Vehicle and technology procurement considerations to reduce crash risk and maximize the safety benefits of existing and emerging technologies.
- Crash reporting and investigation procedures, including preventability determinations and consistent accountability when appropriate.
- Administrative review of every crash to determine root causes and implement corrective action, including policy updates, training, equipment changes, and discipline when warranted.
- Officer wellness considerations, including Safety and Wellness Committee coordination, where applicable.

Please contact your Law Enforcement Risk Control Consultant if you have any questions.