

NEW JERSEY POLICE TRAFFIC OFFICERS' ASSOCIATION

AUGUST 2019 NEWSLETTER

Volume XLV Issue III

The only statewide association of its kind in the entire United States



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Monthly Business Meetings

The next regularly scheduled meeting for the association will be on September 4th, at the AAA Complex, 700 Horizon Drive, Hamilton Township (Mercer County) starting at 10:00 AM. Watch the August or September newsletters for the announcement of the guest speaker.

There will be a Board meeting starting at 9:00 AM before the business meeting.

President's Message

I hope everyone is enjoying their summer and staying cool.

The Drive Sober or Get Pulled Over Labor Day mobilization is coming up in August. As summer winds to a close, it is important to remain vigilant and aggressive in enforcing our DWI laws to keep the roadways safe.

As we approach the fall and our meetings resume, this will be an election year for our association. We have potential vacancies for our Secretary and Treasurer positions. Also, we will need a representative from the north, central, and south regions to serve on the nominating committee. Please consider running for office or participating on the committee.

See you in September,
Nick

Newsletter Update

As a reminder to all members, the newsletter is now only available in electronic format, by email and on the association's website.

If any member would like to submit an article, information about events and training, or anything you want to spread the word about dealing with traffic safety, please email it to Rich Maxwell at rmax@att.net.





New Jersey Division of Highway Traffic Safety, Move Over Law

The NJ Division of Highway Traffic Safety has a website dedicated to the Move Over Law.

Working in the roadside is a dangerous and sometimes deadly job. That's why the Division of Highway Traffic Safety is asking motorists to Make the Move. What's the Move? When you see flashing lights on the side of the road, slow down, and if it's safe, Move Over – away from police, fire crews, paramedics, and service trucks. If you make the move, others will follow!

[click here to go to the NJDHTS Mover Over website](#)

Super Bowl Champion NFL on FOX Commentator Tony Siragusa tells motorists to Make the Move, away from those who protect us on the side of the road.

[click her to view Tony Siragusa's Move Over PSA video](#)



NEW JERSEY MOTOR VEHICLE COMMISSION ANNOUNCES REAL ID READINESS INITIATIVES

New Systems, Services, and Hours Will "Get Ready" for REAL ID

TRENTON – New Jersey Motor Vehicle Commission Chief Administrator Sue Fulton announced a sweeping set of ambitious initiatives the Commission is rolling out in preparation for the issuance of REAL ID.

"We've seen in other states that issuing REAL IDs causes dramatically longer lines, in some cases completely overwhelming Motor Vehicle agencies," Fulton said. "We want to make sure that we are ready for our customer volume to double, triple, or even quadruple when REAL ID starts."

Chief Fulton laid out several major changes now under way or planned for the next few months, from enhancing online services to improving agency operations and computer systems and hiring roughly 200 new employees.

"All of our changes are designed for us to function as smoothly and efficiently as possible once we begin issuing REAL IDs in the weeks ahead," Chief Fulton said. "Everything we are doing is designed to reduce lines and wait times, while improving the overall customer experience."

REAL ID is the federal requirement for state-issued driver licenses and non-driver IDs to help prevent fraudulent identification. Either a REAL ID or a valid passport will be required to board commercial flights beginning October 1, 2020. Since the current, standard-issue New Jersey driver license will no longer be accepted as identification to fly, it is expected that millions of New Jerseyans will opt for the REAL ID license.

Following are the changes the Commission has either completed or is in the process of implementing:

Online Services

The MVC website has been revamped, with easier navigation and better search. More importantly, customers can now do several transactions online that previously required an in-person visit. This change means thousands of customers can "skip the trip," resulting in shorter lines inside the agency:

- **Driver license renewals** can be transacted online if eligible. Every four years you must renew your NJ license, but you only need a new photo every eight years; if you don't need a new photo, you can now renew online rather than by mail.

- **Driver license replacements** are available online. Until now, if your license was lost, stolen, or damaged, you needed to visit a Motor Vehicle Agency to replace it. Now you can get a replacement via the MVC website.
- **Registration replacements and renewals** are now available online as well.
- **Sign up for REAL ID notification.** The new MVC-owned microsite REALIDNJ.com not only provides information about REAL ID in New Jersey, but you can sign up to be notified if/when we are beta-testing REAL ID issuance at an agency near you.

Agency Systems

“No one should be standing in line for hours because a system has gone down,” said Chief Administrator Fulton. “That’s why we’re replacing equipment and software in each of our 39 agencies.” Over the next six months, MVC will complete the following:

- **Replace All Agency Servers.** Each agency has its own server, and they’re all technically at “end-of-life.” Between May 1 and October 1, 2019, every agency’s server will be replaced with a new one.
- **Replace over 1200 PCs** as well as keyboards and monitors throughout those 39 agencies.
- **Install faster,** more reliable driver testing software.
- **Replace our point-of-sale payment system** - where outdated credit card scanners currently cause frequent outages. Implementing new cloud-based technology expands our ability to scan not only credit cards, but eventually licenses and QR codes that can link to and upload a customer’s completed application.
- **Finish expanding our new queuing system,** in which the customer gets a ticket, and follows overhead screens to the open window. This system tracks wait times for each stage of a transaction and allows managers to speed customer flow. The system is currently piloting in Trenton and Delanco, and will be expanded to all other agencies. Updates in Phase 2 (2020) will allow us to schedule REAL ID appointments.

Staffing and Hours

On any given day, at any given time, an average of only 60 percent of agency “windows” (stations) are open. On Saturdays or late Tuesday nights, it’s fewer than 50 percent.

“Our overtime budget is five times what it was just four years ago – but we are still stretching too few employees over multiple shifts every day, just to cover all the hours,” commented Chief Fulton. “We have the most staff on hand during mid-mornings and mid-afternoons on weekdays – when the fewest customers come in.”

MVC will be filling open positions at an accelerated rate in an effort to achieve 100percent of windows staffed, and will add 209 full-time and 80 part-time positions in the FY2020 budget. But even those changes will not staff every window.

To get to full staffing, MVC will consolidate its hours and move to one shift during the week rather than two, meaning all employees will be present at opening time, and until closing time. Starting July 6th, Motor Vehicle agencies will be open weekdays 8 am - 4: 30 pm. Also, to serve those who cannot visit during standard business hours, MVC Saturday hours will be extended, from 8am-3pm, and will use part-time employees to staff the windows at 100 percent instead of 50 percent, to serve more customers in less time.

| | Old Hours | New Hours |
|-----------|------------------|------------------|
| MONDAY | 8am – 5:30pm | 8am – 4:30pm |
| TUESDAY | 8am – 7:30pm | 8am – 4:30pm |
| WEDNESDAY | 8am – 5:30pm | 8am – 4:30pm |
| THURSDAY | 8am – 5:30pm | 8am – 4:30pm |
| FRIDAY | 8am – 5:30pm | 8am – 4:30pm |
| SATURDAY | 8am – 1:00pm | 8am – 3:00pm |

REAL ID - NJMVC

“As these new initiatives come online, we will be able to roll out REAL ID availability in beta testing, agency by agency, starting in June,” said Chief Fulton. “As with most software roll-outs, we can’t predict how long the beta testing and debugging will last, but we will expand as quickly as we can without sacrificing customer service.”

“While we are eligible for another one-year extension starting in October 2019, we do not plan to apply for one,” concluded Fulton. “We expect New Jersey to be compliant well before that deadline even as we make the many ambitious improvements necessary to minimize any impact on our valued customers.”



**Homeland
Security**

What is the REAL ID Act?

The REAL ID Act establishes minimum security standards for driver’s license issuance and production and prohibits Federal agencies from accepting for certain purposes driver’s licenses and identification cards from states not meeting the Act’s minimum standards. The purposes covered by the Act are: accessing Federal facilities, entering nuclear power plants, and boarding federally regulated commercial aircraft.

The Department of Homeland Security (DHS) announced on December 20, 2013, a phased enforcement plan for the REAL ID Act (the Act), as passed by Congress, that will implement the Act in a measured, fair, and responsible way.

Secure driver’s licenses and identification documents are a vital component of our national security framework. The REAL ID Act, passed by Congress in 2005, enacted the 9/11 Commission’s recommendation that the Federal Government “set standards for the issuance of sources of identification, such as driver’s licenses.” The Act established minimum security standards for license issuance and production and prohibits Federal agencies from accepting for certain purposes driver’s licenses and identification cards from states not meeting the Act’s minimum standards. The purposes covered by the Act are: accessing Federal facilities, entering nuclear power plants, and, no sooner than 2016, boarding federally regulated commercial aircraft.

DHS is committed to enforcing the REAL ID Act in accordance with the phased enforcement schedule and regulatory timeframes and is not inclined to grant additional extensions to any states that are not both committed to achieving full compliance and making substantial and documented progress in satisfying any unmet requirements. It has been 12 years since the REAL ID Act was passed and half of all the states have already met the REAL ID minimum standards. It is time that the remaining jurisdictions turn their commitments to secure identification into action.

The Transportation Security Administration is reminding travelers that beginning October 1, 2020, every traveler must present a REAL ID-compliant driver’s license, or another acceptable form of identification, to fly within the United States. TSA has launched a public awareness campaign about the upcoming identification changes to ensure that every traveler is prepared for the airport security checkpoint process when the REAL ID Act goes into full enforcement.

New Jersey is one of four states that are on extension for REAL ID as they have not issued a compliant driver’s license to the general public. As indicated in the previous story from NJ MVC, we are very close to getting our REAL ID-compliant licenses. The remainder of the states have complied with the REAL ID Act.



NJDOT launches enhanced 511NJ.org travel information website

New web site optimized for mobile devices and Windows and Mac operating systems

(NJDOT Trenton) - New Jersey Department of Transportation (NJDOT) launched an updated and enhanced version of www.511NJ.org, the State's traveler information website, on July 2nd.

This is the first time the website has seen any significant enhancements since the original 511 website was launched in 2010; it has provided traffic and travel information to more than 10 million travelers.

"The 511NJ.org website provides valuable real-time travel information about crashes, congestion, construction, special events, and provides travel times," Commissioner Diane Gutierrez-Scaccetti said. "The enhanced 511NJ.org website will allow visitors to see NJDOT traffic monitoring cameras on Windows and Mac operating systems, and is optimized to be viewed on both Apple and Android mobile devices."

One of the most significant upgrades is to traffic cameras. Previously, website visitors who used Apple-based devices, including iPhones, iPads, couldn't see the traffic cameras because of the limitations of technology. Using current industry standard development tools, the traffic cameras can now be seen on Apple-based platforms, as well as android phones and tablets.

Simply launch www.511NJ.org from a handheld device or tablet, using a mobile browser, and the system will recognize that you are using a mobile device; it will then automatically customize and maximize the information into a mobile-friendly layout for you.

"The way the public accesses traffic and travel information has changed, and we are happy to be able to seamlessly deliver this valuable information to the public, regardless of the type of device being used," Commissioner Gutierrez-Scaccetti said. "The Department always encourages motorists to check the 511NJ.org website for the most up-to-date travel information before leaving your home or office, particularly during busy holiday travel times."

In addition to real-time traffic information, the website provides information about larger projects in the region, provides access to Twitter and Jsn feeds, as well as real-time parking information for Newark Liberty, LaGuardia, and John F. Kennedy International Airports.

511NJ also partners with State and local law enforcement and the Division of Highway Traffic Safety to cross-promote statewide safety initiatives that occur during the year, and with NJ TRANSIT, to promote public transit initiatives.

511NJ.org visitors who have subscribed to get My 511NJ Personalized Alerts will have their profiles, trips, and information transitioned to the new website. Subscribers can simply go to the "LOGIN" link in the upper right-hand corner to access their accounts.

If you are interested in getting My 511NJ Personalized Alerts, using your computer or phone, go to the "LOGIN" button and register.

Motorists are encouraged to check NJDOT's traffic information website www.511NJ.org for real-time travel information and for NJDOT news follow us on Twitter [@NJDOT_info](https://twitter.com/NJDOT_info) or the [NJDOT Facebook page](#).



NJDOT Receives a Federal Grant for Workshops to Reduce Crashes and Pedestrian Fatalities

Proven Safety Countermeasures pilot program will expand statewide

(NJDOT Trenton) - New Jersey Department of Transportation announced on July 17th a grant awarded to them by the Federal Highway Administration (FHWA) to develop a statewide Proven Safety Countermeasures workshop focusing on reducing intersection and pedestrian fatalities and serious crashes.

The approximately \$16,000 grant, which is funded through FHWA's Accelerating Safety Activities Program (ASAP), will provide for three pilot workshops covering each region of the state to increase awareness of recent safety research that offers low-cost roadway design solutions known to save lives. Workshop attendees will include engineering, planning, and design staff from NJDOT, New Jersey Metropolitan Planning Organizations (MPOs), county officials, and municipal personnel.

"The NJDOT is always looking for methods to improve road safety for the public, no matter what method of travel they utilize." NJDOT Commissioner Diane Gutierrez-Scaccetti said. "This FHWA grant allows us to share knowledge with local agencies across the state, ensuring the use of proven design practices and most importantly, saving lives."

NJDOT will work with its partners at the FHWA, the New Jersey Local Technical Assistance Program (NJLTAP), and MPOs throughout the state to jointly produce the workshop, with representatives from each organization presenting during the half-day program. Following the delivery of the three pilot workshops, NJLTAP will coordinate the production of subsequent workshops and manage Professional Development Hour (PDH) credit for workshop participants.

The workshops will feature proven safety countermeasures with New Jersey-specific applications, including roundabouts, rumble strips, medians, pedestrian crossing islands, and pedestrian hybrid beacons. The sessions will emphasize the implementation of low-cost safety solutions, and participants will learn how to locate potential state and federal funding sources to incorporate these solutions into current and future projects.

The Proven Safety Countermeasures workshops are planned for late summer through fall 2019.



Murphy Administration announces \$30.1 million in FY19 Local Freight Impact Fund grants

Program funds improvements to heavy truck routes on local roads

(NJDOT Trenton) - The New Jersey Department of Transportation (NJDOT) announced \$30.1 million in grants as part of the Local Freight Impact Fund program that helps counties and municipalities provide for the safe movement of large truck traffic.

"New Jersey roads and bridges carry some of the heaviest amounts of commercial truck traffic in the country every day," NJDOT Commissioner Diane Gutierrez-Scaccetti said. "The Local Freight Impact Fund is an example of your gas tax dollars at work. These grants using State funds will allow counties and municipalities to make critical improvements to truck routes that are essential to keeping our regional economy thriving."

The Local Freight Impact Fund (LFIF) is a competitive \$30.1 million program, which was created as part of Transportation Trust Fund (TTF) reauthorization in October 2016, which raised the gas tax. This is the second year that grants have been made under this program.

NJDOT received 59 applications requesting more than \$85 million for the FY19 LFIF Program. Of the applications received, there are 25 grants being awarded representing 24 municipalities in 13 counties. Of the 25 projects, there is one Bridge Preservation project, three Truck Safety and Mobility projects, two New Construction projects, and 19 Pavement Preservation projects. Click here for a [full list of project awards](#).

The program helps New Jersey's municipalities fund projects that emphasize and enhance the safe movement of large truck traffic, renew aging structures that carry large truck traffic, promote economic development, and support new transportation opportunities.

Under the program, projects that fall into four categories are eligible for funding: bridge preservation, new construction, pavement preservation, and truck safety and mobility. The grants are administered by the NJDOT Division of Local Aid and Economic Development. NJDOT staff evaluates projects using a variety of criteria including: existing conditions, overall traffic volume, percentage of large truck traffic, crash frequency, connectivity to freight nodes, among others.



National Traffic Incident Response Awareness Week

November 10th-16th, 2019



Traffic Emergency Actions Matter, Be part of the Team!

Incident response is always on our minds.

Every minute of every day, emergency responders across the country work to help save lives at the scene of traffic incidents. Too many are struck on the scene — too many die. The goal of National Traffic Incident Response Awareness Week is, for the fourth year, to reach out to every responder, and every driver, and every passenger, to make it more clear that every person has a role to play. Stay tuned here for resources to help you reach out to your communities, to your organizations, and your hero responders.

[click here to go to the timnetwork.org TIM Awareness Week website](http://timnetwork.org)

[click here to view the NJTIMs video](#)





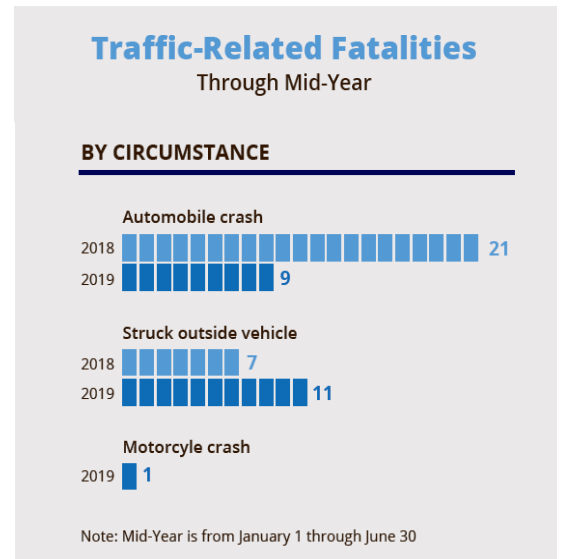
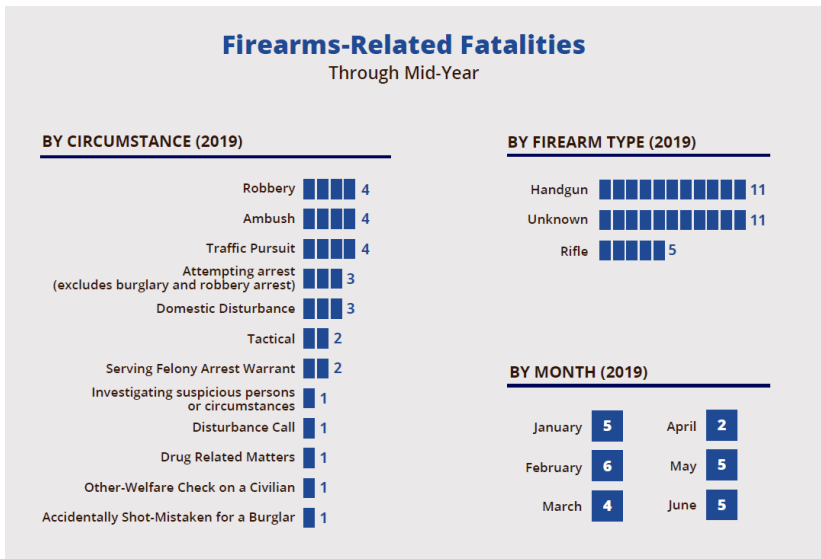
NLEOMF - 2019 Mid-Year Law Enforcement Officer Fatalities Report

According to preliminary data compiled by the National Law Enforcement Officers Memorial Fund, as of June 30, 2019, 60 federal, state, and local law enforcement officers have died in the line of duty as of June 30 this year, a 35 % decrease from the 92 officers killed during the same period last year. A significant reason for the decrease is because of the increase of 9/11-related deaths and job-related illnesses in 2018.

Twenty-seven officers were shot and killed in firearms-related incidents, which is the leading cause of officer deaths thus far in 2019. This represents a 13 % decrease over the 31 officers killed in firearms-related incidents during the same period last year. The leading circumstances of firearms-related fatalities were officers responding to a robbery call, involved in a traffic/vehicular pursuit, or were killed in an ambush-style attack.

Twenty-one officers have been killed in traffic-related fatalities this year, a 25 % decrease, compared to 28 deaths during the same period last year. Struck-by incidents, where an officer was outside of their patrol vehicle, were the leading circumstance of the traffic-related fatalities with 11 such fatalities during the first half of 2019 - an increase of 57 % over the same period last year.

Twelve officers died of other causes during the reporting period in 2019, eight of which were job-related illnesses. Two officers died as a result of illnesses contracted during the 9/11 terrorist attack rescue and recovery efforts, one officer was crushed to death, and one officer drowned.



Source – NLEOMF

[click here to download the nleomf report](#)

National Night Out is Tuesday, August 6, local law enforcement departments organize activities in neighborhoods, so communities and law enforcement get to know each other.





New Jersey State Police Fatal Accident Investigation Unit

Below is fatal crash data for the state as of Wednesday, July 31, 2019

| FATAL CRASHES | | | FATALITIES | |
|---------------|-----|--|------------|-----|
| 2019 | 271 | | 2019 | 292 |
| 2018 | 297 | | 2018 | 322 |
| 2017 | 306 | | 2017 | 325 |

Difference in Fatalities from 2018 to 2019 = decrease of 30
Percentage of change between 2018 and 2019 = - 9.3%

Difference in Fatalities from 2017 to 2018 = increase of 3
Percentage of change between 2017 and 2018 = - 0.9%

<https://www.njsp.org/info/fatalacc/index.shtml>



News from NHTSA

NHTSA - "Drive Sober or Get Pulled Over" National Enforcement Mobilization

Now Available - 2019 Labor Day Weekend Drunk Driving Prevention PEAK Campaign Material

Please join thousands of law enforcement officers, State, and local safety advocates, and the National Highway Traffic Safety Administration (NHTSA) in this year's nationwide Labor Day Weekend impaired driving prevention mobilization.

August 14 - September 2, 2019 [paid media advertisement]

August 16 - September 2, 2019 [national enforcement mobilization]

Research shows that high-visibility enforcement can reduce drunk driving fatalities by as much as 20%. This is why you are being given the 2019 Products for Enforcement Action Kit (PEAK) so you can maximize your participation in this year's high-visibility enforcement campaign.



Click [here](#) to get your **PEAK** materials now.

Click [here](#) to get additional enforcement marketing campaign materials.



NHTSA - Save a life - Spread the message on Heatstroke Prevention May 27 to August 11, 2019

The summer sun is in full effect, and temperatures are continuing to soar across the country. While the sun is perfect for a day at the beach, hot days can also have a sinister side - especially when it involves a child who has been left unattended or gotten trapped inside a vehicle.

Tragically in the United States, every ten days a child dies as a result of vehicular heatstroke. Since 1998, there have been 816 deaths, with 24 already this year.

The sickening truth? **These deaths were 100% preventable.**

Education is the first step in prevention, and the National Highway Traffic Safety Administration is leading the charge, but we can't spread this life-saving message without your help.

July 31st was designated National Heatstroke Prevention Day, NHTSA tweeted from 7 a.m. to 7 p.m. ET about the dangers of heatstroke, and offered prevention tips.

But it will take more than one day to help prevent these needless deaths. We invite you to share your own message every day. Let's blast a powerful, loud, and unified safety message all over the web.

Encourage your social network to share the message, too. Each share gets us closer to eliminating these senseless tragedies.

Please don't ignore our cry for help. Join NHTSA in spreading the message. Let's **stop** this troubling trend, **stop** the heartbreak, and **stop** children from dying in hot cars.

#HeatstrokeKills

Additional Resources

>>[The Heatstroke Prevention Campaign on NHTSA.gov](http://www.nhtsa.gov/heatstroke-prevention-campaign)

>>[Heatstroke Information on NHTSA.gov](http://www.nhtsa.gov/heatstroke-information)

>>[Resources from the National Safety Council](http://www.nsc.gov/resources)

>>[NoHeatstroke.org](http://www.noheatstroke.org)

>>[Resources from Safe Kids Worldwide](http://www.safekids.org/resources)



Social Media Practices in Traffic Safety



NHTSA and the Governor's Highway Safety Association's (GHSA) National Cooperative Research and Evaluation Program (NCREP) performed a scan of publicly available SHSO social media channels and performed a series of interviews with NHTSA Regional Offices and a sample of nine SHSOs.

The report includes promising practices designed to help inform planning and decision-making for the different platforms, provides examples of messages with high engagement rates, and offers some real-world case studies. It also describes new and creative ways SHSOs are sharing information and ideas, as well as how these activities can be valuably measured.

[click here to download the 83 page report](#)



National Teen Driver Safety Week - October 20-26, 2019

This week - and every week, parents should have conversations with their teens about the important rules they need to follow to stay safe behind the wheel of a motor vehicle.

These rules address the greatest dangers for teen drivers:

- distracted driving (texting while driving)
- impaired driving (alcohol and drugs)
- inconsistent or no seat belt use
- number of passengers
- speeding

Even if you think they aren't listening, they are. So, remember, **set the rules before they hit the road.** Click [here](#) and get your campaign materials now.



Child Passenger Safety Week: September 15-21, 2019 National Seat Check Saturday: September 21, 2019

Every 32 seconds in 2017, one child under the age of 13 in a passenger vehicle was involved in a crash. Many times, injuries and deaths can be prevented by proper use of car seats, boosters, and seat belts.

Use this toolkit to download campaign materials and get information on how to generate awareness about child car safety in your community.

» Click [here](#) and get your campaign materials now.



U.S. Department of Transportation, IACP Announce \$2.3 Million Grant Program to Combat Drug-Impaired Driving

July 15, 2019 | Washington, DC

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the International Association of Chiefs of Police (IACP) announced a new \$2.3 million grant program today to help combat drug-impaired driving on America's roads.

The grants will provide funding for state and local agencies to offer Advanced Roadside Impaired Driving Enforcement and Drug Recognition Expert training to law enforcement, judges and prosecutors. Training courses are expected to begin later this year. The International Association of Chiefs of Police will manage the grant program through a cooperative agreement with NHTSA.

The courses will train participants to observe, identify, and articulate the signs of impairment related to drugs, alcohol, or a combination of both to reduce the number of impaired drivers and traffic crashes.

"These programs are effective tools to help law enforcement remove drug-impaired drivers from our roads," NHTSA Deputy Administrator Heidi R. King said. "As officers, judges, prosecutors, and others complete these courses; they will learn more about how to identify potentially impaired drivers. This knowledge will aid in the prosecution of impaired-driving offenders and make our roads safer for everyone."

"The IACP is excited to partner with NHTSA on this important issue. As the manager of the Drug Evaluation and Classification Program, IACP works side by side with the states and guides their drug-impaired driving enforcement efforts. This will help states train more officers and other members of the justice community and reduce the harm caused by drugged driving on our nation's roadways," IACP President Paul M. Cell said.

This announcement builds on NHTSA's efforts to educate drivers about the dangers of drug-impaired driving, including a call-to-action summit in Washington, D.C., in March 2018 and a series of regional meetings across the country. NHTSA and the Ad Council also launched a new public service announcement campaign in April to address drug impairment: "If You Feel Different, You Drive Different."



U.S. Department
of Transportation
**Federal Railroad
Administration**

The Train Horn Rule and Quiet Zones

Under the Train Horn Rule locomotive engineers must begin to sound train horns at least 15 seconds, and no more than 20 seconds, in advance of all public grade crossings. If a train is traveling faster than 60 mph, engineers will not sound the horn until it is within ¼ mile of the crossing, even if the advance warning is less than 15 seconds.

Train horns must be sounded in a standardized pattern of two long, one short and one long blasts. The pattern must be repeated or prolonged until the lead locomotive or lead cab car occupies the grade crossing

Establishing Quiet Zones:

The final rule also provides an opportunity for localities nationwide to mitigate the effects of train horn noise by establishing “new quiet zones.” “No horn” restriction which may have existed before the establishment of the rule may be qualified to be “pre-rule quiet zones.” In a quiet zone, railroads have been directed to cease the routine sounding their horns when approaching public highway-rail grade crossings. Train horns may still be used in emergency situations or to comply with other Federal regulations or railroad operating rules. Localities desiring to establish a quiet zone are first required to mitigate the increased risk caused by the absence of a horn.

[click here to go to the FRA webpage for Train Horn Rules and Quiet Zones](#)

[click here to learn how to establish a Quiet Zone](#)



U.S. Department
of Transportation
**Federal Railroad
Administration**

Railroad Crossing Safety & Trespass Prevention

94% of all rail-related fatalities and injuries occur at railroad crossings or are due to trespassing. Sadly, almost all of these deaths and injuries are preventable.

Trespassing along railroad rights-of-way is the leading cause of rail-related deaths in America. Nationally, more than 400 trespass fatalities occur each year, the vast majority of which are preventable.

Railroad crossing incidents are the second leading cause of rail-related deaths in America.

With the assistance of FRA's programs, the number of fatalities has been reduced by 60% over the last two decades. FRA's Railroad Crossing Safety and Trespasser Prevention Division remains committed to continuing this trend.

To help police, local officials, and the general public, the Federal Railroad Administration has developed an intensive web resource to understand the details of grade crossings and trespassers. There are also numerous resources that are available on the site to help.

[click here to go to the FRA's Crossing Safety & Trespasser webpage](#)



Norfolk Southern Teams Up With Waze To Send Out Safety Tips to Drivers

To help keep drivers safe around train crossings, the railroad company has started sending tips on a traffic app for smartphones.

[Norfolk Southern](#) is partnering with [Waze](#), a popular traffic app that provides driving directions and real-time traffic updates. Drivers who use the app will soon begin receiving railroad safety tips on their mobile devices.

Norfolk Southern said it's committed to cutting down on the number of crashes involving trains and passenger vehicles.



NYNJ Port Authority Approves Cashless Tolls at its Three Trans-Hudson Crossings

George Washington Bridge, Lincoln and Holland tunnels to be activated in 2021

Continuing on its commitment to ensuring the 21st-century experience for Port Authority customers, the Port Authority Board of Commissioners approved a project to install cashless open-road tolling at the George Washington Bridge and Lincoln and Holland tunnels on July 25th – the last of the agency's facilities to activate this advanced tolling technology.

At its monthly meeting, the Board approved a \$240 million project to provide the infrastructure required to replace the existing toll collection system at the three crossings with an open-road tolling system.

"Today's action will complete our efforts to bring all of our tolling facilities up to 21st century standards while reducing travel times and toll plaza delay, improving safety and reducing vehicle emissions from idling cars," said Port Authority Chairman Kevin O'Toole. "As our legacy facilities continue to handle growing traffic demand, it's imperative that we embrace best practices, such as cashless open-road tolling, that allow greater efficiency and improved travel time reliability at our crossings."

"Implementing this state-of-the-art toll collection system will benefit travelers, improve safety and benefit the environment across the region's bridges and tunnels, following the MTA's cashless tolling conversions and a similar system installation at the new Mario Cuomo Bridge. We are committed to having a cashless tolling system in place that will align our tolling operation with the introduction of New York City's congestion pricing program," said Port Authority Vice Chairman Jeffrey Lynford.

Under cashless tolling, all travelers drive at roadway speeds under an overhead gantry equipped with tolling equipment and traffic sensors. E-ZPass account holder have their toll debited from their account, while motorists without E-ZPass will have an image of their license plate captured so that a toll invoice can be mailed to the registered vehicle owner. The cashless system will be operational by the 4th quarter of 2020 at the Holland Tunnel, the first quarter of 2021 at the Lincoln Tunnel, and by the 3rd quarter of 2021 at the George Washington Bridge.

The Port Authority first implemented a cashless tolling system at the Bayonne Bridge in February 2017 and at the Outerbridge Crossing in April 2019. The system will be activated at the Goethals Bridge later this summer.

The Port Authority projects that cashless tolling will reduce crashes by 75 percent at toll plazas of the three Hudson River crossings, which equates to approximately 975 fewer crashes each year. It's also expected to

reduce travel time for commuters, saving nearly 201,000 driving hours annually and 333,000 gallons of fuel per year. The project's environmental benefits include reduced vehicle emissions of 2,800 metric tons of carbon dioxide, which the EPA estimates translates to 635 passenger cars for one year and energy use of 350 homes for one year.



Transportation
Security
Administration

TSA Intercepted a Record Number of Firearms in 2018

Last year was a milestone year for TSA as 2018 was marked by a record number of travelers and significant security enhancements. A total 813,791,287 million passengers and crew members passed through TSA screening, with record-breaking screening numbers during the [spring](#), [Thanksgiving](#) and [summer](#) travel periods. That's over 2 million travelers a day and a 5.5 % increase compared to 2017.

Included in the record-breaking numbers, was the record number of firearms TSA agents intercepted in 2018.

- A record-setting **4,239** total firearms were discovered in carry-on bags at checkpoints across the country, averaging **81.6** firearms per week. That's an average of **11.6** firearms per day.
- **3,656 (86.15 %)** of the total firearms discovered were loaded – another record.
- **1,432 (33.74 %)** of the total firearms discovered had a round chambered.
- The most firearms discovered in one month – a record-setting 32 – were discovered in August at Hartsfield-Jackson Atlanta International Airport.
- Firearms were intercepted at **249** of the 440 federalized airports.
- That's more than a **7 %** increase in firearm discoveries from [2017's total](#) of **3,957**.

Below are the top 10 airports that led in firearm discoveries in 2018:

1. Hartsfield-Jackson Atlanta International Airport (ATL): 298 – an increase of 53 compared to 2017 (253 loaded)
2. Dallas/Fort Worth International Airport (DFW): 219 (193 loaded)
3. Phoenix Sky Harbor International Airport (PHX): 129 (120 loaded)
4. Denver International Airport (DEN): 126 (95 loaded)
5. Orlando International Airport (MCO): 123 (112 loaded)
6. George Bush Intercontinental Airport (IAH): 117 – a decrease of 25 firearms compared to 2017 (115 loaded)
7. Fort Lauderdale-Hollywood International Airport (FLL): 96 (80 loaded)
8. Austin-Bergstrom International Airport (AUS): 93 (76 loaded)
9. Dallas Love Field Airport (DAL): 89 (83 loaded)
10. Nashville International Airport (BNA): 86 (80 loaded)



Ocean City High School Students Team up with Ocean City PD to Make PSA Bicycle Safety Videos

OCEAN CITY, NJ - Students in Ocean City High School's TV media program teamed up with the Ocean City Police Department's Traffic Safety Unit to produce public service announcements on bicycle safety.

The videos are a reminder of the importance of following the law when it comes to traffic safety in Ocean City.

The team of Ali Jane Robel, Anna McCabe, and Karen Greenwood and the second team of Kayla Killian and Nathan Goudie were chosen as winners by the Traffic Safety Unit and Bike OCNJ. [click here to view all of the PSA spots](#)



Understanding Hi-Vis Standards & the Importance of Replacing Used High Visibility Apparel

ergodyne.com

Think you're too cool to wear a bright new high-vis vest on the job? Afraid you'll look like the wide-eyed coffee-fetching rookie? Time for a reality check, if you're not seen, you're at risk. Hi-Vis gear that's old, worn and dirty isn't exactly high visibility anymore.

WHAT IS HI-VIS?

[High-visibility apparel](#) (or hi-vis) is clothing like jackets, pants, vests, coveralls, etc. that workers can wear to improve how well others see them in a work environment. Hi-vis is especially critical for workers who work around moving vehicles or equipment, especially in low-light environments. By definition, hi-vis has color properties that are easily discernible from any background and is highly reflective. Lime and bright orange are common hi-vis colors because they stand out against any environment, in any weather.



When it comes to who is required to wear hi-vis, the federal Manual on Uniform Traffic Control Devices 2009 (MUTCD 2009) is the law and mandates that employees working on highway maintenance jobs and road construction work zones must wear high-visibility garments when they're working as flaggers, or are exposed to both public vehicle traffic and/or construction equipment. This mandate includes all workers, including construction, maintenance, utility, police, emergency/incident first responders, and volunteers operating on or near any public-access roadways to wear high-visibility clothing. [OSHA](#) interpreted the MUTCD regulations into their requirements too.

THE ANSI/ISEA STANDARD

The standards for hi-vis set by the American National Standards Institute and the International Safety Equipment Association (ANSI and ISEA) refer more to the construction of the garment, rather than who needs to wear it. Formally known as [ANSI/ISEA 105-2015](#), it's an industry regulation established by the American National Standards Institute (ANSI) and the International Safety Equipment Association (ISEA) that sets out garment design requirements for three different Garment Types for high-visibility vests, jackets, pants and more, and five different Performance Classes within those Types. ANSI/ISEA 107-2015 combined two previously recognized hi-vis apparel standards that were designed to cover the requirements for non-public safety workers and public safety employees such as police and firefighters. The standard also provides performance testing criteria for the materials used to make the garments.

CLASSES & TYPES

The standard sets requirements for the design and minimum amount of fluorescent material and retroreflective material. The standard breaks out three types of garments with five performance classes. Each class within the type is indicative of how much of the garment has to be high visibility material. Therefore, a Class 3 garment would be more visible, with more retroreflective material and more fluorescent background than a Class 2.

Class 1 garments offer the minimum amount of high-visibility materials needed to differentiate the wearer from non-complex work environments, like warehouses or workers getting shopping carts from a parking lot. Can be in the form of reflective safety vests or high-visibility shirts with less hi-vis material.

Class 2 falls somewhere in the middle, with more hi-vis materials than Class 1, but less than Class 3. Class 2 garments can be sleeved, either long-sleeved or short-sleeved, but these will not have the reflective tape on the arms.

Class 3 offers the greatest amount of high-visibility materials to allow for the best definition of the human form in both complex backgrounds and through a full range of movement. This is why Class 3 garments have sleeves with retroreflective tape - to distinguish the worker from objects on the jobsite and add visibility through a full range of motion. Class 3 garments are commonly worn by road workers in highway zones or around vehicles/traffic.

This standard further breaks out the three types of garments into three different Types, which we explain more in-depth in our blog post on [Understanding Hi-Vis Standards](#). Those three classes are:

- **Type O Hi-Vis** (Off-Road): workers not required to wear hi-vis apparel, but are in an environment with moving equipment/vehicles where visibility is a concern
- **Type R Hi-Vis** (Roadway): workers who are exposed to roadway traffic and are in an area exposed to moving equipment/vehicles
- **Type P Hi-Vis** (Public Safety): first responders, police, fire, and EMS

[click here to read the full ergodyne.com article on hi-vis garments and when to replace them](#)

Preventing Heat Stress at Work: Your Guide to Heat Stress Risks & Solutions

How to Prevent Dehydration in the Heat - Toolbox

ergodyne.com

The hottest years on record have occurred since 2000. On average, excessive heat causes 650 deaths in the United States every year. 39 of those took place on the job in 2016 – double the amount that occurred only two years prior.

When you think about the exposure to unpredictable outdoor temperatures. First responders are highly at risk when performing their duties. Even though this article is geared towards the construction industry, the information and safety precautions can easily apply to police and other first responders



OSHA has an annual campaign to train and educate workers about heat stress management called [Water. Rest. Shade.](#)

Know the risk

Heat stress occurs when the body's means of controlling its internal temperature starts to fail. Once the body's temperature reaches 99.7° F (37.6° C), heat stress has begun to affect the body. At 104° F (40° C), it becomes susceptible to severe damage. As little as 30 minutes of 104° temps can cause cellular damage to the brain or even death. Heat rash, heat cramps, heat exhaustion, and heat stroke, are the four most common forms of heat-related illnesses. Below are the common symptoms for each:

- Heat Rash - Red blister-like eruptions, bumps and an itching sensation
- Heat Cramps - Painful spasms usually in the legs or abdomen
- Heat Exhaustion - Headaches, weakness, mood change, feeling sick, pale and/or clammy skin
- Heat Stroke - Pale skin, nausea, vomiting, confusion

Environmental conditions/situations are major contributing factors for heat stress. It is anything that impacts the body externally: high temperatures, direct sunlight, humidity, limited air movement, hot equipment, reflected heat from the ground, water or objects, and clothing/PPE are among them.

You can't change the weather, but you can change your approach to working in the heat. Listed below are five areas that we can control; more details are outlined in the full article:

- Evaporative cooling
- Phase change cooling
- Evaporative cooling
- Hydration
- Shade

Dehydration happens when your body is using or losing more fluids than you're taking in. You lose fluids through sweat and urination, and if you aren't replacing those fluids and keeping up with your body's demand, you can start to feel the symptoms of dehydration. Muscle cramps are one of the first signs of heat-related illness and a signal that rest, shade, and rehydration are needed.

Other symptoms of dehydration include:

- Extreme thirst
- Less frequent urination
- Dark-colored urine
- Fatigue
- Dizziness
- Confusion
- Muscle cramps
- Nausea, dizziness or confusion

Resources (click the links below to go to the related information)

- [Heat Stress Guide](#)
- [Heat Stress Solutions Card](#)
- [Hydration Sticker](#)
- [Beat the Heat Poster](#)
- [Dry Evaporative Cooling vs. Phase Change Cooling](#)
- [Heat Stress Toolbox Talks](#)

[click here to read the full ergodyne.com article and guide on heat stress](#)

[click here to read the full ergodyne.com article on how to prevent dehydration toolbox](#)

2013-2017 Chevy Police Vehicles May Experience Vapor Lock Symptoms



GM has noted that 2013-2017 vehicles equipped with GDI engines (gasoline direct injection) may exhibit stalling, hesitation, and lack of performance in high ambient temperatures.

In ambient temperatures of 100 degrees Fahrenheit or higher, DTCs P2635 and/or P018B may set. The cause is excessively high and sustained ambient temperatures over 100 degrees F may cause vapor buildup in the fuel feed line.

If the pump has been replaced and the problem exists, customers are advised to utilize fuels with octane levels greater than 91, to refrain from extended idle periods, and if possible, to park vehicles in a covered garage. "Replacing the fuel pump will not repair the concern."



CheckToProtect.org for auto recalls

Recall notification - BD Vacutainer® Fluoride Tubes for Blood Alcohol Determinations

| | |
|---------------------|--|
| Catalog Number | 367001 |
| Lot Number | 8187663 |
| UDI (GTIN, DI + PI) | (01)30382903670018(17)200731 (10)8187663(30)0100 |
| Exp. Date | 2020/7/31 |

Becton Dickinson, one of the leading companies that makes blood tubes and supplier to companies that assemble and sell blood kits, recently recalled one lot of their blood tubes.

You may have received a recall communication from BD on, May 30, 2019, that incorrectly identified the name of the product subject to the recall. Although the catalog and lot number for the one affected lot of product were correct, the product name was incorrect. This notice replaces the initially distributed notice dated May 30, 2019.

BD is conducting a voluntary medical device recall for the catalog and lot number shown above for the BD Vacutainer® Fluoride Tubes for Blood Alcohol Determinations. A small portion of this lot has been confirmed to have no additive within the tube.

As per good clinical practice, in 95% of the cases, missing additive would be detected when a visual inspection of the BD Vacutainer® Fluoride Tubes for Blood Alcohol Determinations prior to blood collection. However, once blood is collected in the tubes, the clinician will be unable to determine if the tube contains additive or not. If no additive is present in the tube the sample may clot and should be rejected and recollected as per good clinical practice.

If you require further assistance, please contact Regional Customer Quality at 888-237-2762 Opt 3, Opt 2 Monday - Friday between 8 AM and 5 PM (CT).

[click here to go to the BD webpage to download the recall letter](#)

Legal Update

Courtesy of Muni-Mail 2000 Hamilton Ave. Hamilton, NJ 08619, &
Kenneth Vercammen & Associates, 2053 Woodbridge Ave, Edison, NJ 08817 www.njlaws.com



Judge must find PC for domestic violence search warrants for firearms State v. James Hemenway 454 N.J. Super. 303 (App. Div. 2018)

A major change in the law published on July 24th by the NJ Supreme Court: domestic violence search warrants for firearms now require a judge to find probable cause. In *State v. Hemenway*, Justice Albin writes, "no principle is more firmly rooted in our Federal and State Constitutions than the right of the people to be free from unreasonable searches of their homes."

The Supreme Court's decision in *Hemenway* reverses the judgment of the Appellate Division, "reach[ing] that conclusion not only based on the Fourth Amendment but also, separately, based on Article I, Paragraph 7 of our State Constitution."

"[T]he court issued a TRO against defendant ... and entered an order for the seizure of certain weapons, such as handguns, from his home and cars. The court, however, did not make the requisite probable cause finding mandated by our constitutional jurisprudence to justify the search."

For the PDF of the opinion in *State v. Hemenway*, click [here](#).

Recent case Police Permitted to Inventory Search Car that was being Towed. State v Rodriquez 458 NJ Super. 391 (App. Div. 2019)

In *State v. Witt*, 223 N.J. 409, 415 (2015), the Supreme Court revised the standards under New Jersey law governing police searches of motor vehicles that have been lawfully stopped at the roadside. The Court held such roadside searches may be conducted without a warrant if:

- (1) the police have probable cause to believe the vehicle contains evidence of criminal activity; and
- (2) the situation arose from unforeseeable and spontaneous circumstances. *Id.* at 446-48.

The appellate court declined to engraft upon *Witt* a limitation that would disallow such otherwise-permissible roadside searches in situations where the police have a basis to tow away and impound the vehicle. Consequently, the trial court's suppression order that was founded upon such a rationale is reversed. Moreover, there was no unreasonable delay in this case by the officers in making their decision to proceed with the search at the scene based on probable cause.

BREAKING NEWS

What's Happening In the News ???



Undercover Crossers: That Pedestrian You Don't Stop for in Rochelle Park Could Be Police

Fair Lawn-Glen Rock Daily Voice July 31, 2019

Rochelle Park police aim to reduce the number of pedestrians struck by vehicles by crossing busy streets themselves – in plain clothes.

The undercover street-crossers aren't looking only for motorists who fail to yield during the 60-day educational campaign that began on Wednesday.

They're also targeting jaywalkers and pedestrians who don't cross streets safely – while also enforcing bicycle helmet safety.

"Regrettably, since January 2019, Rochelle Park has experienced several serious collisions involving pedestrians," Police Chief Robert Flannelly said. [click here to read the full dailyvoice.com article](#)

New Law Aims for Speedier Road Improvements in the Garden State

njspotlight.com

Governor Murphy signed legislation last week making several administrative reforms that are designed to improve efficiency and speed up the time it takes the state to complete road work that's funded with gas-tax revenues.

For example, the design of some transportation projects can now be "bundled" into a single contract during the pre-construction phase, and state and county transportation officials can now work more closely together to prevent construction delays. More cooperation between the state government and colleges and universities has also been authorized, a policy change that could bring more federal matching funds into New Jersey for transportation projects.

The administrative reforms come in the wake of recent gas-tax hikes that have raised the state's [per-gallon levy](#) by nearly 30 cents in just the last few years. The hikes have also put more pressure on the state government to deliver more results, as [recent public-opinion polling](#) suggests most motorists don't believe the state has been doing enough to maintain and repair roads and bridges even as they have been paying more at the pump. [click here to read the full njspotlight.com story](#)

What's the Transportation Plan for American Dream MegaMall?

njspotlight.com

With its Oct. 25 opening date approaching fast, American Dream Meadowlands still has no posted public transportation plan for moving an estimated 100,000 daily visitors and 16,000 employees through a venue that's already infamous for local traffic logjams and unreliable trains.

"I see chaos on the roads. I see chaos in places like the Port Authority Bus Terminal, maybe Secaucus Junction. None of these places were designed for a major venue like American Dream," said transit consultant Mike Weinman.

Weinman and transit advocates say they've reached out to both NJ Transit and Triple Five, the developers of American Dream, to discuss the megamall's so-called master agreement for transportation, but claim they've been rebuffed.

"We don't know what their plan is to get people moving around. So it's almost like they're circling the wagons and, you know, they're telling people not to worry, it'll be ready. But we're three months out and what's the plan? Don't see it," said Len Resto, president of the New Jersey Association of Railroad Passengers.

[click here to read the full njspotlight.com story](#)

The American Dream megamall transit plan is a non-starter | Editorial

nj.com

The transportation plan for the American Dream Mall — which aspires to be the busiest in the country, its developers boast — was conceived in 2012.

It was authorized by our state's Department of Transportation, the Turnpike Authority, NJ Transit, and the Sports and Exposition Authority. Let's do this; they agreed: Let's cram 50 million visitors a year into one of the most congested zip codes of the most densely populated state because nothing should stop the rush of manic consumerism, not even the asphalt misery of Routes 3 and 95.

As far as anyone can tell, that same plan exists today, just three months before the [mall's opening](#), and nobody seems to care that much has changed since the year they drew it up.

[click here to read the full nj.com editorial and view two njtv news clips](#)

Pennsylvania's 1st Speed Cameras in Construction Zones are Coming to I-78

lehighvalleylive.com

The first of Pennsylvania's new cameras aimed at catching speeding drivers in construction zones are coming this fall to a stretch of Interstate 78 in Berks County.

Last October, Gov. Tom Wolf signed into law allowing cameras to record the license plates of drivers traveling more than 11 miles above the posted speed limit in a highway construction zone where workers are present, both on PennDOT roads and the Pennsylvania Turnpike.

This setup would be one of four automated work zone speed units in the pilot program. The full program is expected to be deployed in spring 2020.

Under the program, a first offense gets mailed a written warning, a second offense is a \$75 fine, and the third or subsequent offenses are a \$150 fine each.

Eventually, PennDOT will have ten speed cameras and the turnpike will have seven cameras.

[click here to read the full lehighvalleylive.com article](#)

Local Police Can't Use RADAR or LIDAR in PA, Changing That Could Be an Uphill Battle

Similar bills have passed the Senate in recent years but languished before House committees
route fifty.com July 3, 2019

Pennsylvania is the only state in the country where local police departments can't use speed-detecting radar or lidar. Multiple bills aim to give them access.

"For the past three or four legislative sessions we've been trying to get it going," said Joe Regan, chairman of the legislative committee for the Pennsylvania Fraternal Order of Police. "Last year was the closest we got. At the end, it just seems like the legislators aren't interested in bringing it up, and it peters out."

The local radar ban—the only one in the country—has been in place since 1961, when state police in Pennsylvania first began using the devices. The exclusion came largely from fears that small-town police departments would use radar to set up speed traps to drum up additional revenue. Money is still a sticking point for supporters of the ban, who say that radar is prone to errors that can cause drivers to get speeding tickets they don't deserve.

"RADAR should be banned in Pennsylvania and not extended to municipal police," Tom McCarey, a member of the state chapter of the National Motorists Association, wrote in an April op-ed for PennLive. "There is no epidemic crisis of speeding, only an epidemic crisis of highway engineering malpractice allowing well-meaning but misinformed politicians to seek more and more money from safe drivers."

"It's not about the revenue," Regan said. "It's about the safety of the officers, and it's about using a tool that's accurate." Local police in Pennsylvania rely mainly on stopwatches and a timing system known as ENRADD.

This year's iteration, sponsored by state Sen. Mario Scavella, passed the Senate 49-1 last month. As written, the bill requires municipalities to adopt an ordinance authorizing the use of radar by their police departments, establishes training standards, and caps the amount of money that a city, town or county can keep from fines generated by speeding tickets (20 percent of the overall budget).

His is one of several radar proposals making its way through the legislature, including a House bill that would establish a six-year pilot program for accredited local and municipal police departments.

[click here to read the full route fifty.com article](#)

Denver Park Rangers Are Using LIDAR To Catch Speeding Cyclists

Rangers suggest cyclists get speedometers for their bikes to ensure they're sticking to the 15-mph speed limit
wkdr.com & thedrive.com

Cyclists in Denver, Colorado will have to watch their speed as Park Rangers get serious about speeding. The cyclists being targeted aren't Harleys or Hondas, but the everyday bicycle is what they're talking about.

The speed limit on the city's bike paths is 15 miles per hour; a limit rangers routinely catch people exceeding with LIDAR guns. Cyclists caught going too quickly through Denver's parks will likely be given a warning if it's their first offense. Those stopped again will be slapped with a \$100 ticket, with fines increasing with each offense. Habitual offenders may even get evicted from the city's parks.

"We try to suggest to people to get a speedometer, this way you know how fast you're going. There are a lot of apps that you can download for free, or you can go buy one, all tools to make sure you are recreating safely in the park," said Park Ranger Jodie Ehrich.

The enforcement actions are not aimed at just pedal-powered bikes, the powered bikes and scooters also have to obey the posted speed limits. [click here to see the wkdr tv report](#)

N.J. Ranks Among Top 10 Worst States to Retire

roi-nj.com

New Jersey has been ranked the 9th-[worst state to retire](#), according to a [Bankrate.com](#) report.

Bankrate.com determined the rankings by examining 11 public and private datasets related to the life of someone who is retired, broken down into five categories: affordability (40%), wellness (25%), weather (15%), culture (15%) and crime (5%).

[click here to read the full article and see how all the other states ranked](#)

Training Events



KEAN
UNIVERSITY

Math Review for Crash Investigation



Three classes scheduled; the classes are free of cost:

Dates: September 3 to 6, 2019
Time: 9:00 am to 3:00 pm
Location: Somerset County Emergency Services Training Academy

Dates: September 23 to 25, 2019
Time: 9:00 am to 3:00 pm
Location: Bergen County Law & Public Safety Institute

Dates: September 25 to 27, 2019
Time: 9:00 am to 3:00 pm
Location: Gloucester County Police Academy

These no-cost three-day courses review mathematical formulas used for crash reconstruction. Specifically, the following topics will be covered: kinetic energy, velocity, and speed of the vehicle involved in crashes. Speed estimates from simple skids and yaw marks will be calculated, while data is used to conduct collinear momentum analysis. Speeds will also be calculated for vehicles that left the road surface, along with the examination of other appropriate formulas.

To register for this class E-Mail, or Fax your name, agency and contact information to:

Kean University, C. Knezek

School of Natural Sciences, Biology C127

Phone: 908 -737-3653

Fax: 908-737-3666

Email: cknezek@kean.edu

A copy of the course flyer with registration can be found in the Appendix of this newsletter

Upcoming Rutgers CAIT Courses

| | |
|---|---------------------------------|
| Police Work Zone Safety Awareness | August 8, 2019 (Sayreville) |
| Police Work Zone Safety Train-the-Trainer | August 20-23, 2019 (Piscataway) |
| Police Work Zone Safety Refresher | September 20, 2019 (Piscataway) |
| Instructor Development Course for Police | Sept. 23-27, 2019 (Piscataway) |

[click here to go to Rutgers CAIT Training Webpage for more information and registration](#)



2019 Annual Joint Crash Training Conference 2019 Hosted by New Jersey Association of Accident Reconstructionists

| | |
|-----------|---|
| Dates: | October 8-10, 2019 |
| Location: | Tropicana Hotel in Atlantic City, NJ |
| Cost: | \$450 for Members / \$550 for Non-Members (by August 31, 2019) \$500 for Members / \$600 for Non-Members (after August 31, 2019) |

The theme for this year training conference is Human Factors and Distracted Driving.

Presentations include:

- Dr. David Dinges - Sleep disorders, medical issues, and circadian rhythms
- Dr. Jana Price - Investigative Methodology
- Det. Sgt. Christopher Kelley - Case study fatal accident of Waldwick Police Officer Chris Goodell
- Sgt. Christopher Daly - Sirens & emergency vehicle considerations
- Sgt. Christopher N. Sanchez - Distracted Driving

[click here to go to the online registration page for the training conference](#)

Advanced Collision Reconstruction with Excel Applications

| | |
|-----------|---|
| Dates: | December 9 th – 13 th , 2019 |
| Location: | Morris County Public Safety Academy, Parsippany, NJ |
| Cost: | \$750 |

This is an advanced reconstruction course which also covers approximately 40 Excel based programs.

The theory and foundation for each program are based upon is discussed in detail before the operation of the program is discussed. This way, the program used has a complete understanding of the basis of each program. Even though the programs are Excel-based, this is not an Excel course. No Excel knowledge is needed to use any of the programs properly.

Some of the topics covered:

- Linear Momentum, working with other than post-impact speeds
- Working with Delta V and PDOF
- Commercial Brake Force Calculations

- Critical Speed
- Time Distance
- Airborne Equations
- Pedestrian Investigation

Those attending will be provided a copy of the programs and a windows computer with a full version of Excel is required for the course. (some of the programs use Excel commands that are not supported in the iPhone, iPad, and android based versions of Excel). Recommended course prerequisite is Collision Reconstruction.

For course registration contact: Greg Russell vis email C.G.RUSSELL@ME.COM
or by phone at (443) 889-3657

A copy of the registration form for this class can also be found in the Appendix of this newsletter.



LEL August Webinar: Planning & Implementing Multi-State & Regional Initiatives

Date - Wednesday, August 21, 2019

Time - 1:30 pm EDT

Cost – Free

In this webinar, we will look at lessons and best practices learned from three multi-jurisdictional enforcement initiatives. Panelists will discuss how these efforts came about, the stakeholders involved, the processes for planning and implementation of the event, and communication and outreach strategies.

All three of these initiatives, involving several states and stakeholders, have been designed to improve community and traffic safety and address issues that are recognized as roadblocks to true road safety.

Our panelists include:

- Roger Hayes – Operation Southern Shield (Region 4)
- Steve Dillard – Operation Southern Shield
- Bill Sullivan – 720 Initiative (Region 7)
- Kyle Wills – Mountain West Initiative (Region 10)

Join us for an in-depth hour of education and inspiration.

[Register for Planning & Implementing Multi-State & Regional Initiatives here](#)



Save the date for future LEL Webinars

LEL September Webinar:

Below 100, Move Over & Protecting LEOs at Roadside; How LELs Can Advance Officer Safety
September 18 @ 1:30 pm

LEL October Webinar:

2019 Winter Drive Sober or Get Pulled Over Campaign Featuring New Impaired Driving Resources & Tools
October 16 @ 1:30 pm

LEL November Webinar:

Pursuits
November 20 @ 1:30 pm

LEL December Webinar:

GHSA LE/HSO Engagement Project
December 18 @ 1:30 pm

More details and registration information will be posted in upcoming newsletters.



Practical Traffic Engineering for Police Officers – Fall Class

Dates: September 19, 26 October 3, 17, 24, 31, 2019
Time: 9:30am-1:30pm
Location: Rutgers Lifelong Learning Center, New Brunswick
Cost: \$809

The class runs for six Thursdays in September and October. Students must be pre-registered before attending the course, and there are no walk-in registrations allowed.

Students will receive a workbook/manual specifically designed for this 25-hour interactive course, along with a USB drive containing additional materials. This course provides instruction and resources in the following areas: the Manual on Uniform Traffic Control Devices (MUTCD); NJDOT Regulations; statutory requirements; speed limits; traffic control devices; traffic surveys; site plan reviews; traffic management and calming; major event traffic management planning; and preconstruction meetings. Lessons for this course focus on how traffic officers manage their responsibilities, employing one of the three E's of traffic safety. Students will understand how to utilize the MUTCD efficiently; perform traffic surveys for traffic control devices; the effective use of signage and roadway markings; the placement of adult school crossing guards; enhance bicycle safety; establish speed limits; delineate roadway parameters; compose traffic ordinances and resolutions; traffic crash reduction; and develop written and verbal presentations for government officials and planning boards.

This course is approved for the New Jersey Traffic Safety Specialist (TSS) Certification Program.

[click here to download the course flyer and registration form](#)



2019 National Highway-Rail Grade Crossing Conference

Dates: Aug. 19-22, 2019
Location: Wyndham Grand Pittsburgh Downtown Hotel, PA
Cost: \$809

The 2019 National Highway-Rail Grade Crossing Safety Conference is designed to bring together leaders in the rail and highway industries, presenting leading-edge topics and technology to an international audience with varied interests and jobs related to rail and highway safety.

An audience comprised of FRA, State DOT's, Class I, II, and III Railroads, representatives of railroads from Canada, Mexico, and overseas, and vendors serving the rail and highway industries will be in attendance. Education of attendees is the prime motive of the conference, allowing all to return to their place of work with their quivers full of current information designed to benefit the traveling public by improving safety at highway-rail grade crossings.

For more information on the conference got to <https://www.nathwyrnsignalconf.com/>

[click her for registration information for the National Highway Rail Grade Crossing Conference](#)

Quote of the month

“So, you don’t know how fast you were going. I guess that means I can write anything I want on the ticket, huh?” *unknown*

***Remember always to wear your built proof vest
and when in traffic, wear your high visibility safety vest !!
Stay Safe Out There***

Next meeting is September 4th at the AAA Complex in Hamilton @ 10:00 AM



Appendix



beep, beep...

Annual Joint Conference 2019

Hosted by New Jersey Association of Accident Reconstructionists

October 8, 9, 10, 2019



Atlantic City, New Jersey

Human Factors

Speakers will be presenting information on driver fatigue and distractibility, as well as the effects of emergency vehicle audible devices on civilian drivers. There will also be presentations on illicit drugs and their effects on driver behavior, and Event Data Recorders.

Confirmed Speakers

Driver Fatigue:

Dr. Jana Price from the National Transportation Safety Board (NTSB)
Det. Sgt. Chris Kelley from the Bergen County Prosecutor's Office
Dr. David Dinges from the University of Pennsylvania
Ron Baade from Commonwealth Transportation Consultants

Distracted Driving:

Ryan McMahon from Cambridge Mobile Telematics
Sgt. Chris Sanchez from the Massachusetts State Police
Dr. Charlie Klauer from Virginia Tech
Jake Nelson from AAA National

The Effects of Emergency Vehicle Audible Devices on Civilian Drivers:

Sgt. Chris Daly from Drive to Survive – Reconstructing Emergency Vehicle Crashes

Intoxication Due to Drugs:

Jake Nelson from AAA National

EDR Update:

Andy Rich

Monday, October 7, 2019 – ACTAR Prep Class with Andy Rich at 8:00 a.m.

Go to www.rich-llc.com/training to register

\$99.00 for Conference Attendees / \$149.00 for Non-Conference Attendees

Tuesday, October 8, 2019 – Conference

Wednesday, October 9, 2019 – Conference

Thursday, October 10, 2019 – Conference

Friday, October 11, 2019 – ACTAR Exam at 8:00 a.m.

Conference Cost

| | Members | Non-Members |
|------------------------|---------|-------------|
| Before July 31, 2019 | \$395 | \$495 |
| Before August 31, 2019 | \$450 | \$550 |
| After August 31, 2019 | \$500 | \$600 |

All registrations received by July 31st will be entered into a drawing for a \$1,000 Visa Gift Card.

All NJAAR Members registered by July 31st will also be entered into a drawing for a FREE registration fee.

[CLICK HERE TO ACCESS THE ONLINE CONFERENCE REGISTRATION FORM](#)

You will receive a notice with separate links for payment and hotel registration after submitting your registration form.

MATH REVIEW FOR CRASH INVESTIGATION

Dates/Location: (Check selection).

_____ Somerset EMS Bldg, September 4-6

_____ Bergen LPS Academy, September 23-25

_____ Gloucester County College, September 25-27

Time: 9:00 am– 3:00 pm

Cost: Free of Charge (Paid for by funding from NJDHTS)

First Name Last Name

Title /Organization

Street Address

City, State, Zip

Work Phone Mobile Phone

Email Address

List Year Completed:

_____ Crash 1/Basic _____ Crash 2/Advanced _____ Vehicle Dynamics

E-Mail, or Fax Registration to: cknezek@kean.edu

Kean University, C. Knezek

School of Natural Sciences, Biology C127

1000 Morris Avenue

Union, NJ 07083

Phone: 908 737-3653

Fax: 908-737-3666

Math Review for Crash Investigation



Fall 2019 Training

Somerset EMS Bldg, September 4-6

Bergen LPS Academy, September 23-25

Gloucester County College September 25-27

Course Topics

Each section will include an explanation of the procedure and practice examples to help prepare students for Crash Reconstruction or conducting crash investigations.

Airborne Crashes

- ⇒ Center of Mass & Travel
- ⇒ Level of Take-off Angles
- ⇒ Unknown Take-Off Angles
- ⇒ Distance of Varying Angles

Critical Speed

- ⇒ Speed Calculations

Momentum

- ⇒ Velocity
- ⇒ FPS or MPH
- ⇒ Crash Types
- ⇒ Scalar Vectors
- ⇒ Measuring Approach & Departure Angles
- ⇒ Calculate "Y" Component

Time Distance

- ⇒ Acceleration-Deceleration Factors
- ⇒ Time Distance Averages
- ⇒ Velocity, Time, & Distance

Work/Energy

- ⇒ Work Energy
- ⇒ Kinetic Energy
- ⇒ Derivation of Momentum Speed Formula
- ⇒ Velocity

Schedule

Classes are held from 9:00 a.m. to 3:00 p.m. Limited space is available, so please register early. Math and Trigonometry Review worksheets will be emailed at time of registration.

Dates

Sections

Day 1

- ⇒ Time Distance Review
- ⇒ Work Energy Analysis

Day 2

- ⇒ Momentum Review
- ⇒ Momentum Problems

Day 3

- ⇒ Critical Speed Review
- ⇒ Airborne Crash Analysis

Description

This course reviews mathematical formulas used for crash reconstruction. Specifically, the following topics will be covered: kinetic energy, velocity, and speed of the vehicle involved in crashes. Speed estimates from simple skids and yaw marks will be calculated, while data is used to conduct collinear momentum analysis. Speeds will also be calculated for vehicles that left the road surface, along with examination of other appropriate formulas.

Instructors

Somerset: D. DiStaso, R. Maxwell, W. Pauli

Bergen: J. Cofone, A. Pisani

Gloucester: P. Forchion, N. Schock

REGISTRATION INFORMATION

Enrollment: A student may enroll in a CGS course in several different ways. Mail-in registrations, faxed registrations, in-person registrations at the CGS offices, and online registrations (with credit card or e-check only) are accepted prior to the start of the course. Before a student is officially enrolled in a course, payment must be authorized or secured, and the student must meet all prerequisites associated with the course. A student who has a delinquent account with CGS will not be permitted to enroll in any additional CGS courses until the delinquency is resolved. Go to <http://cgs.rutgers.edu> and click on the "Register Now" button on the homepage.

To ensure that course materials are available the first session of your course, it is strongly recommended you register at least one week prior to the course start date. In-person registration at the course location is not allowed.

Course Fees and Payment: Payment for a student's participation in a course can be obtained by using any of the following three methods: Credit card payment (Visa, MasterCard, Discover or American Express) AVAILABLE ONLY THROUGH ONLINE REGISTRATION at <http://cgs.rutgers.edu>; Check or money order payment by mail or in person; or Authorized voucher or purchase order received via mail or fax.

Upon receipt of a completed registration form and payment, a class space is reserved for the student. Confirmation letters regarding registration will be sent.

Late Fees: Students are required to register for classes before the date of the first class session. Any student who attempts to register on (or after) the day of the first class will be considered a late registrant and will be assessed a \$15 late fee for the processing of the registration.

Returned Check Fee Policy: There is a \$25 fee for all checks that are returned to CGS. Failure to pay the fee will prevent future course registrations and the withholding of the course certificate.

Withdrawals/Transfers: All requests to change registration status, either by withdrawal or transfer must be submitted in writing at least two (2) business days before the course start date and will incur a \$25 processing fee. Withdrawals will be refunded, minus the \$25 fee. Failure to notify CGS within the time frame will result in forfeiture of all fees.

Course Cancellation Policy: The Center reserves the right to cancel any course or seminar. CGS will notify all students enrolled in a course that has been cancelled and the information will be posted on the CGS website. Students will be given the choice of receiving a full refund for the course cancelled by CGS or exercising the option to enroll in the same or another course in this or the following semester. In the event there is a difference in course fees between the course that was cancelled and the alternate course, an adjustment will be made. A student may not select an alternative course that has a prerequisite if the prerequisite has not been met.

Certificates: Certificates are mailed to students after the successful completion of the course, which is defined as 100% attendance of the class hours, a passing grade on all quizzes, presentation of an in-class project, and full payment of all fees. A permanent record of courses taken is maintained by Rutgers. Certificates will not be issued to students if any fees are outstanding or delinquent.

RUTGERS

Continuing Studies

CENTER FOR GOVERNMENT SERVICES

Rutgers Lifelong Learning Center

3 Rutgers Plaza, 3rd floor

New Brunswick, NJ 08901

NOTE CHANGES IN
CGS' ADDRESS,
PHONE NUMBER
AND
CONTACT INFORMATION

CENTER FOR
GOVERNMENT SERVICES

Public Safety Traffic Engineering

NEW JERSEY LOCAL GOVERNMENT
SCHEDULE - FALL 2019

- Engineering
- Enforcement
- Education



RUTGERS
Continuing Studies

In cooperation with:



Practical Traffic Engineering for Police Officers - Fall 2019

**September 19, 26
October 3, 17, 24, 31**

PS-4210-FA19-1 (6 Thursdays)

Rutgers Lifelong Learning Center

3 Rutgers Plaza, Room 120
New Brunswick, N.J.

Time: 9:30am-1:30pm

Students must be pre-registered prior to attending the course. No walk-in registrations are allowed. Seating is limited. Overflow registrations will be placed on a waiting list. To confirm your seat is reserved you must email mariad@docs.rutgers.edu to ensure your payment has been received one week prior to the start of class. Students must attend the 1st day of class. Last class meeting is extended one hour. Parking is on site. Registrants will receive specific instructions. Note: This course is approved for the New Jersey Traffic Safety Specialist (TSS) Certification Program.

Students will receive a workbook/manual specifically designed for this 25-hour interactive course, along with a USB drive containing additional materials. This course provides instruction and resources in the following areas: the Manual on Uniform Traffic Control Devices (MUTCD); NJDOT Regulations; statutory requirements; speed limits; traffic control devices; traffic surveys; site plan reviews; traffic management and calming; major event traffic management planning; and pre-construction meetings.

Lessons for this course focus on how traffic officers manage their responsibilities employing one of the three E's of traffic safety. Students will understand how to efficiently utilize the MUTCD; perform traffic surveys for traffic control devices; the effective use of signage and roadway markings; the placement of adult school crossing guards; enhance bicycle safety; establish speed limits; delineate roadway parameters; compose traffic ordinances and resolutions; traffic crash reduction; and develop written and verbal presentations for government officials and planning boards.

RUTGERS

Continuing Studies

CENTER FOR GOVERNMENT SERVICES

REGISTRATION FORM

PLEASE PHOTOCOPY THIS FORM FOR MULTIPLE REGISTRATIONS • ONLINE REGISTRATION AVAILABLE AT CGS.RUTGERS.EDU

NOTE CHANGE - NEW MAILING ADDRESS BELOW

Mail registration form and payment :

PUBLIC SAFETY PROGRAM

Center for Government Services
Rutgers Lifelong Learning Center
3 Rutgers Plaza, 3rd floor
New Brunswick, NJ 08901 OR FAX To: 732-932-3586

STUDENT INFORMATION

If home or employer information has changed since your last registration, check here.

Last Name _____

First Name _____ Middle Initial _____

Gender Female Male

Employer _____

Title _____

Business Address

Street _____

City _____

State _____ ZIP _____

Home Address

Street _____

City _____

State _____ ZIP _____

Phone Numbers (required – check box for preferred)

Mobile _____ Home _____

Business _____ Ext. _____

E-mail Addresses (required – check box for preferred)

Business _____

Home _____

COURSE INFORMATION

I wish to register for:

September 19 - October 31, 2019

PS-4210-FA19-1

Rutgers Lifelong Learning Center

3 Rutgers Plaza, Room 120
New Brunswick, N.J.

Fee \$809 per person

Use a separate registration form for each individual.

Registration Information: 732-690-3051
mariad@docs.rutgers.edu

All Other Program Information: pmorley@rutgers.edu

AAA Northeast will reimburse 50% of the tuition for students from Bergen, Essex, Hudson, Passaic, Morris, and Union Counties upon successful completion of the course.

Contact: resposito@aaanortheast.com

PAYMENT

Check or voucher must accompany registration form. Make check or voucher payable to: Rutgers, The State University of New Jersey. Mail to above address.

In accordance with University policies, credit card information is no longer accepted on registration forms. Students paying course fees with a credit card must register online at: <http://cgs.rutgers.edu>. Click on the red "Register Now" button.

There is a \$25 fee for course withdrawals and/or returned checks.