NEW JERSEY POLICE TRAFFIC OFFICERS' ASSOCIATION

JULY 2019 NEWSLETTER **Volume XLV Issue II**

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

We had a great turnout for the June meeting at the Police and Security Expo in Atlantic City. Congratulations to all of the TSS award recipients. A special thanks to the NJDOT's Traffic Incident Management team for presenting information about their program and available training to the group. If you want more information about TIM here in New Jersey, got to their website **http://www.njtim.org/NJTIM/**

I attended the annual MADD DWI Top-Gun award ceremony at Rutgers New Brunswick in mid-June. DWI offenses continue to plague our roadways and contribute to fatal motor vehicle crashes. Enforcement is an important aspect of keeping everyone safe while traveling. It was nice to see such a large turnout at the event, along with support from police agencies and family members.

As a reminder, we do not meet in July or August.

Have a safe and happy summer, see you in September,
Nick

Newsletter Update

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 me at rlmax@att.net.

Gov. Murphy Signs "Sami's Law" to Enhance Protections for Rideshare Passengers

New Jersey Governor Phil Murphy signed legislation on June 20th which will enhance safety for rideshare passengers by requiring additional identification for drivers. The bill's passage and signing follows the tragic death of Samantha "Sami" Josephson, a Robbinsville resident and student at the University of South Carolina, who mistakenly entered a car she thought was her rideshare.

Samantha Josephson was murdered after she got into a car that was impersonating an Uber while attending school in March of this year. Police say Josephson got into the car of an Uber driver impersonator in Columbia, South Carolina. She was killed and her body dumped in the woods 65 miles away. An adult male has been arrested charged with kidnapping and murder in the case.

"Every day, thousands of rideshare passengers entrust drivers to get them to and from home, school, and work safely and without delay," said Governor Murphy. "Just one unscrupulous mind seeking to take advantage of those passengers is one too many, and it is our responsibility to keep riders safe. Today, I am proud to stand beside the Josephson family and legislative sponsors to enhance protections for New Jersey's rideshare passengers, and ensure that Samantha Josephson's tragic death is not in vain."

"This is a bitter-sweet day for the Josephsons. We want to thank the Assembly and Senate for unanimously passing Sami's Law," said Marci, Seymour, and Sydney Josephson. "We appreciate Governor Murphy accommodating us by signing the bill in Robbinsville, Samantha's hometown. We are proud that New Jersey has taken the lead in making rideshare safer for everyone. We also want to thank our family, friends, and community for supporting us through this tough time."

The legislation requires rideshare companies to issue additional identification materials to drivers to help passengers correctly identify their vehicle.

1. Rideshare companies must issue two identifying markers to each driver to be displayed on the front windshield and rear window.

2. Rideshare companies must create and provide every driver with two copies of a two-dimensional barcode or other machine-readable code that passengers can scan to confirm the identity of the vehicle.

3. Rideshare companies shall produce and issue two credential placards to be displayed on the driver and passenger side rear windows that include the driver's name, photo, and license plate number.

Drivers who fail to comply with these provisions are subject to a fine of $250, and rideshare companies that fail to comply with these provisions can have their permit to operate in New Jersey suspended or revoked.

The new requirements take effect on March 30, 2020, nine months following the June 30th date of enactment.

A similar piece of legislation, also named "Sami's Law," was recently introduced at the federal level cosponsored by Senators Robert Menendez and Cory Booker in the U.S. Senate, and led by Representative Chris Smith in the U.S. House of Representatives.

New Jersey Division of Highway Traffic Safety

New Jersey Crash Report Survey

The New Jersey Division of Highway Traffic Safety (NJDHTS) and the New Jersey Department of Transportation (NJDOT) are currently working to improve our statewide crash reporting system. We are asking for your help in doing so. The deadline for this information was June 28th, but If your agency has not yet responded to this request, please do so as soon as possible or call NJDHTS.

Crash data is used for highway funding and improvements. To improve the timeliness and accuracy of our State's crash data, we are asking that a representative from your department take a few minutes to answer our survey which is attached in the appendix of this newsletter and then submit it to NJDHTS, you can also fill out the survey electronically at *https://www.surveymonkey.com/r/NJCrashReportSurvey*.

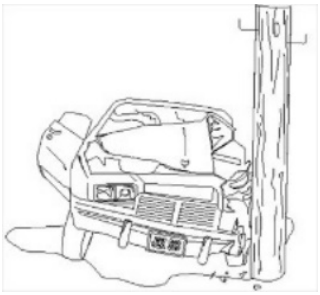
Also, The Office of the Attorney General is using this opportunity to gather information on how departments record and input law enforcement data and ask that you please answer three additional questions on this topic which are found at the end of the survey.

Please have your representative complete the survey prior to June 28, 2019 and return it to the Division of Highway Traffic Safety in any of the following five ways:

1) Via electronic survey found at: https://www.surveymonkey.com/r/NJCrashReportSurvey
2) Via fax to 609-633-9020
3) Via email to: Sylwia.dugal@njoag.gov
4) Via Mail to Crash Report Survey
   NJ Division of Highway Traffic Safety
   140 E. Front St.
   P.O. Box 048
   Trenton, NJ 08625-0048
5) Telephone (609) 633-9300 or (800) 422-3750

We thank you in advance for your assistance.
Sincerely;

Eric Heitmann
Director - NJ Division of Highway Traffic Safety
Office: (609) 376-9717 *www.njsaferoads.com*



NJTR-1 Crash Report - Common Reporting Problems

The New Jersey Department of Transportation's Bureau of Transportation Data and Safety collects all NJ Police Crash Investigation Report forms (NJTR-1) statewide from state and local law enforcement agencies. They receive an average of 320,000 crash reports per year that need to be processed, scanned, verified, and stored in a database.

The data gathered from the NJTR-1s is used to by over 20 agencies in the state, including NJDOT, Traffic Engineers, Division of Highway Traffic Safety, Motor Vehicles Commission, State and Local Police, as well as other outside user groups.

NJDOT's database has revealed that there are four common problems areas on Crash Reports submitted to them for processing. These mistakes or missing data can render the entire report useless for data gathering.

Here are the top four issues with the NJTR-1:

Issue #1

Boxes 10 to 22 Crash Location:
Most important issue (If we cannot locate where the crash occurred, the crash report has no benefit).

For Interstate, State and County roads

Box 10 Crash Occurred On
The name should be as exists in the SRI (no local names or mailing address)
Box 13 Milepost is imperative
Box 14 to 17 If "AT" or "NEAR" intersection
Box 19 & 20 Needs to be filled out if the crash occurred on a ramp
Box 21 & 22 Latitude and longitude are very important to collect, CORRECT AND ACCURATE

For local roads that have SRI

Same as outlined above for Interstate, State and County roads

For Local roads that don't have SRI

Box 10 Crash Occurred on
Box 14 to 17 If "AT" or "NEAR" intersection, is very important
Box 21 & 22 Latitude and longitude are very important to collect, CORRECT AND ACCURATE

Issue #2

Box 1 to 7 Case #, Police Dept., Station/Precinct, Date, Day & Time of the Crash and Municipality Code
All boxes need to be completed on all pages of the report (pages sometimes get separated during the process and can't be merged again without this information)

Case # must also be on every page (Crash Diagram, Crash Description/Narrative, etc…)

Page __ of __ This does not have a box #, but each page has to have the correct designation on them in the correct order.

Issue #3

Box 105 Crash Type
Many crash reports incorrectly indicate a Left Turn/U-Turn Crash Type as Right Angle Crash Types

Issue #4

Submitting Crash Reports to NJDOT

All departments should verify that their crash reports are properly being forwarded to the correct NJDOT address regularly, weekly is preferred. If NJDOT does not receive them, they can't enter them!

All Non-Fatal reportable crash reports need only to be mailed to the NJDOT at the below address, within five days in accordance with State Statute Title 39. None are to be mailed to the Motor Vehicle Commission or the State Police.

New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, NJ 08625-0600

Attention: Bureau of Transportation Data and Safety
Crash Records Unit

If you have any questions or concerns, you may contact SFC Kevin Bartels at the New Jersey State Police Safe Corridor Unit. His email address is Lpp5557@gw.njsp.org

NJMVC Motor Vehicle Advisory 2019-05

June 21, 2019

Change to collector vehicle sticker cycle from 2 years to 5 years

Effective July 1, 2019, the collector vehicle sticker cycle will change from the current two (2) year cycle to a five (5) year cycle.

Collector vehicles are vehicles less than twenty-five (25) years old that were manufactured or exist in limited numbers. Collector Vehicles that are 21 years through 24 years of age will receive the appropriate sticker that will expire when the vehicle is 25 years old. No vehicle 25 years or older should display a collector vehicle sticker

Any questions about this change should be directed to the MVC's Inspection Services office (609) 633-9460.

***A copy of the advisory with a photo of the new sticker is attached in the appendix of this newsletter.

AAA Safety Roadwise Rx Tool

As we all know, there are some prescription and over the counter drugs that have side effects that can cause impaired driving. *"Don't operate heavy machinery after taking this medication."* Now you can see how the medications are taken by you, a loved one, or that guy you just arrested for DWI could potentially affect driving a car by using the AAA Safety Roadwise Rx Tool. Simply fill in the medication(s) to get the answers.
click here to go to the AAA Safety Roadwise Rx Tool

Drug Evaluation and Classification: Review of the Program and Opportunities for Enhancement

The AAA Foundation for Traffic Safety has released a report that examines the Drug Evaluation and Classification Program (DECP) and identifies potential improvements that may strengthen the program. The DECP was developed to measure the extent of driver impairment by drugs.
click here to read the full AAA Foundation Report

AAA Reveals Top Driving Distractions for Teens as "100 Deadliest Days" Begin

Research from AAA Foundation Finds 60% of Teen Crashes Involve Distraction

WASHINGTON, D.C. (June 2016) - Over the past five years, more than 5,000 people were killed in crashes involving teen drivers during the "100 Deadliest Days," the period starting at Memorial Day when teen crash deaths historically climb. As the summer driving season begins, the AAA Foundation for Traffic Safety is releasing a follow-up study confirming that nearly 60 percent of teen crashes involve distractions behind the wheel. The research also finds a disturbing trend showing that texting and social media use are on the rise amongst teen drivers.

Crashes for teen drivers increase significantly during the summer months because teens drive more during this time of year. Over the past five years during the "100 Deadliest Days," an average of 1,022 people died each year in crashes involving teen drivers.

The report from the AAA Foundation is part of a comprehensive eight-year research project examining videos of crashes involving teen drivers. In collaboration with researchers at the University of Iowa, the AAA Foundation analyzed the moments leading up to a crash in more than 2,200 videos captured from in-car dash cameras. This year's report compared new crash videos with those captured from 2007 -2012 and found consistent trends in the top three distractions for teens when behind the wheel in the moments leading up to a crash:

- Talking or attending to other passengers in the vehicle: 15 % of crashes

- Talking, texting or operating a cell phone: 12 % of crashes
- Attending to or looking at something inside the vehicle: 11 % of crashes

How teens use their cell phone when behind the wheel changed significantly throughout the study. In the moments leading up to a crash, teens were more likely to be texting or looking down at the phone rather than talking on it. This supports findings by Pew Research Center, which shows text messaging has become a key component in day-to-day interactions amongst teenagers. Fifty-five percent of teens spend time everyday texting, sending an estimated 80 text messages per day.

Research by the Virginia Tech Transportation Institute found that texting creates a crash risk 23 times worse than driving while not distracted.

TeenDriving.AAA.com has a variety of tools to help prepare parents and teens for the dangerous summer driving season. The online AAA StartSmart program also offers great resources for parents on how to become effective in-car coaches as well as advice on how to manage their teen's overall driving privileges.

Visit www.AAAFoundation.org for more information on this and other research.

FOR MORE INFORMATION:

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TRJohnson@national.aaa.com

Are You and Your Teen Ready for Summer Driving? Teen Driver + Summer Break = Parent as Teacher

(WDEL FM)

To help teen drivers navigate this year's "100 Deadliest Days" that is the period between Memorial Day and Labor Day, the National Safety Council has enlisted parents to be the primary influence for steering novice drivers during the summer months.

click here read the full wdel article

click here to go to the National Safety Council article

Americans Don't Think They'll Get Arrested for Driving High

Nearly 70% of Americans think it's unlikely a driver will get caught by police for driving while high on marijuana, according to a new AAA Foundation for Traffic Safety survey.

click here to read the full article

Six Cost-Effective Roadway Safety Improvements

The AAA Foundation's research recently released a report with recommendations of six cost-effective roadway improvements that could have the greatest potential to reduce both the likelihood and results of crashes. If employed in high crash areas, these improvements could have a potential for a 95% crash reduction rate at the locations.

Here are the six applications:

- **Roundabouts:** Thirty percent of the overall fatality and serious injury reduction could come from converting existing intersections to roundabouts. Roundabouts can help prevent right-angle collisions, which are among the most severe crashes at conventional intersections.

- **Roadside improvements:** Simple actions such as clearing unnecessary roadside objects, improving side slopes, and installing roadside barriers could reduce nearly 20 percent of fatal crashes and serious injuries.

- **Pedestrian crossings:** The addition or improvement of pedestrian facilities has the potential to reduce 20 percent of crashes by protecting these vulnerable road users. Most of these improvements would come from providing sidewalks where none currently exist. The addition or improvement of signalized pedestrian crossings should also be an element of the infrastructure program.

- **Median barriers:** The installation of new median barriers on existing divided highways can help reduce crashes by 14 percent. Median barriers help to prevent wrong-way driving and deadly head-on collisions.

- **Rumble strips:** Such infrastructure helps to keep drivers from leaving the roadway or their lane of travel. Improvement can reduce crashes by 9 percent.

- **Shoulder widening and paving:** Offering safer refuge for motorists and easier access to first responders would provide a 3 percent reduction in crashes.

What Was the Cost of That Toll? Depends on Your E-ZPass

(PEW Stateline)

Zipping along the Massachusetts Turnpike, you encounter an all-electronic toll plaza. No problem, the transponder you have from your home state registers the toll and deducts the amount from the account. But what most people don't know is that the charge is almost $2 more than if they had purchased the device in Massachusetts. Drivers who bought their transponders elsewhere get charged what's called the cash rate, a higher amount than the "EZ Pass" rate. Most of the time, drivers don't even know it.

AAA officers wrote to E-ZPass officials to express dismay back in 2012, but no changes were made. In response to a query from S*tateline*, E-ZPass Executive Director P.J. Wilkins said his organization has nothing to do with setting toll rates, that's up to individual states.

AAA ran a comparison of the in-state and out-of-state tolls that showed significant differences in pricing. In the 2017 survey of two-tiered toll rates, drivers with a transponder issued out of state were charged the cash rate; $8.50 for major New York City bridges and tunnels while the E-ZPass rate was $5.76.

At the Verrazano Narrows Bridge, the E-ZPass rate for drivers from out of town was $17, compared with $11.52 for drivers with an in-state pass.

From 2012 to 2016, the NY Metropolitan Transit Authority charged the higher cash rate to more than 92 million E-ZPass drivers from out of town. The greatest number, 70 million, were from neighboring New Jersey, followed by Massachusetts Turnpike Authority Pass at 7.7 million, and by those using a Pennsylvania Turnpike Commission transponder at 5.2 million.

According to AAA, at least eight northeastern states; Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, and West Virginia all have a two-tiered system at least some of the time, for example during rush hour. While Delaware, North Carolina, Pennsylvania, and Virginia do not.

The Delaware River Joint Toll Bridge Commission announced that starting in early July, drivers who take the Scudder Falls Bridge from Trenton into Pennsylvania will be charged a toll. E-ZPass is accepted, and drivers who go into Pennsylvania frequently with the New Jersey version of the pass will get a 40% discount over the cash fee. ***Click here to read the full PEW article***

10 Safety Recommendations Issued Following Investigation of Oakland, Iowa, School Bus Crash

The National Transportation Safety Board has completed their investigation of the deadly school bus crash and resulting fire 18 months ago near Oakland, Iowa.

The NTSB issued a total of 10 safety recommendations with one safety recommendations issued to the Department of Transportation, two issued to the National Highway Traffic Safety Administration, three issued to the State of Iowa and two to Blue Bird Corporation, Collins Industries, Inc., IC Bus, Starcraft Bus, Thomas Built Buses, Inc., Trans Tech, and Van-Con, Inc. Forty-four states including the District of Columbia and Puerto Rico; the National Association of Stated Directors of Pupil Transportation Services, National Association for Pupil Transportation, and National School Transportation Association; and the Riverside Community School District each received one safety recommendation.

The recommendations address safety issues, including school bus driver fitness for duty, school bus fire safety, and school bus emergency training. Also, the NTSB reiterated one recommendation to NHTSA.

NTSB Chairman, Robert Sumwalt said, "The driver in Oakland had been allowed to continue driving even though the transportation supervisor, the school principal, and the driver's co-workers knew of the driver's physical impairment."

The report says the school district allowed the driver to continue working, despite knowing he had difficulty walking and was scheduled to have surgery for a back issue. The lives of both the driver and student who were killed in the fire could have been saved if the driver had not been allowed to drive the school bus.

The NTSB also says improved fire safety systems on buses could have saved lives in that instance since the fire started in the buses engine compartment.

An abstract of the final report, which includes the findings, probable cause, and all safety recommendations, is available at ***https://go.usa.gov/xy3DG***. Links to the accident docket and related news releases for this investigation are available at ***https://go.usa.gov/xmJqV***. ***click here to read the full NTSB press release***

Indiana High-Tech Solution to School Bus Safety

Elkhart Indiana Community Schools are testing a new system that aims to keep students safe from cars and trucks illegally passing stopped school buses. Created by Safe Fleet, the system is called Predictive Stop Arm; it works like a car's blind-spot alert.

click here to read the full article

Project Report - Understanding Law Enforcement Beliefs about Traffic Safety

Traffic safety enforcement is one approach to improving roadway safety that can reduce crash fatalities and serious injuries.

The Center for Health and Safety Culture, Western Transportation Institute, at the Montana State University just released their final report on a project to understand how the culture within law enforcement agencies impacts engagement in traffic safety enforcement. The project was prepared for the Montana Department of Transportation in cooperation with the U.S. Department of Transportation, Federal Highway Administration.

The four objectives of the project were to understand:

- How law enforcement leaders and officers prioritize traffic safety relative to other public safety issues;
- Self-reported attitudes, beliefs, and behaviors about traffic safety enforcement activities;
- Law enforcement's perceptions of how traffic safety enforcement behaviors have changed in recent years; and
- How prioritization of traffic safety attitudes, beliefs, enforcement behaviors, and perceptions of change vary between leaders and officers, agency types, and urban and rural settings.

A survey was conducted involving a total of 568 officers in 19 agencies (four statewide, six sheriff's offices, and nine municipal agencies) in four states (Connecticut, Idaho, Illinois, and Montana).

On average, officers indicated traffic safety and enforcement were relatively high priorities with statewide agencies rating it higher than sheriff's offices or municipal agencies. An individual officer's prioritization was strongly correlated with their perception of how others prioritized traffic safety and enforcement – especially their perceptions of other officers in their agency and their immediate supervisor. On average, officers reported positive attitudes about traffic safety enforcement and shared supportive beliefs. However, some had beliefs that were not supportive of enforcement behaviors including perceiving a lack of support for traffic safety enforcement from local prosecutors and judges and a lack of recognition by their agency and supervisor for regularly engaging in traffic safety enforcement. The most significant barriers to regular enforcement were lack of time and lack of follow through by prosecutors and judges. While many officers indicated they knew where locations with traffic safety concerns were located, far fewer indicated they were well briefed on crash data and enforcement activities in their jurisdiction. Officers who participated in four or more training activities (related to traffic safety enforcement) in the past three years were two times more likely to engage in frequent traffic safety enforcement compared to officers who indicated participating in two or fewer training activities. About one-quarter of officers (24%) reported decreases in three or more enforcement areas (i.e., not wearing a seat belt, speeding/aggressive, impaired, and distracted driving). A similar portion (28%) reported increases in three or more enforcement areas. Recommendations for growing officer's engagement in traffic safety enforcement are included in the report

click here to download the 112-page report in pdf format

The Federal-Aid Highway Act Signed: June 29, 1956

Just over 63 years ago on June 29, 1956, President Dwight D. Eisenhower signed the Federal-Aid Highway Act, also known as the National Interstate Defense Highways Act, creating a 41,000-mile system of interstate highways that would forever change travel in the country.

An interstate highway system was a far cry from the mixture of paved and dirt roads that existed at the time. As the number of households owning a car increased, so did the need for safe roads.

Eisenhower noted Germany's smooth and efficient autobahn while serving in WWII and it became one of his top priorities after he was elected President. The highway system would have several uses:

- Citizens to travel quickly and efficiently
- Evacuation routes in the event of a nuclear strike
- Provide a network of highways to transport military troops and goods
- Even provide runways for military aircraft if needed

The federal government covered up 90% of the construction costs, while states would be responsible for 10%. By 1970, a person driving from New York to Los Angeles could complete the 2,830-mile drive 17 hours faster than in 1956.

In honor of the President's memory, a 1990 law was passed changing the official name of the interstate freeway system to "The Dwight D. Eisenhower System of Interstate and Defense Highways."
click here to read the full newspapers.com blog article

Maryland Launches a Pilot Program Testing Digital License Plates

The State of Maryland launched a two-year pilot program to test digital license plates. They are the first state to put digital plates to use here on the east coast. They are similar in size to standard metal plates but have an electronic display like an iPad or tablet.

The electronic technology would allow vehicle owners to update information, like registration, electronically and in real-time through an app, instead of with a sticker. The display can also be updated at the touch of a button to show information, such as AMBER Alerts or an alert if a car were stolen. The display can be changed remotely to display anything.

The plates are made by Reviver, are being tested on 20 MVA fleet vehicles and two Maryland Transportation Authority vehicles. Maryland is the fourth state to conduct this type of pilot program with Reviver, which is providing the test plates at no cost to the state. Digital license plates are currently legal in California, Michigan, and Arizona who allow motorists to use them in place of traditional plates.
click here for the wbaltv story

Educating the Public About the Safe Handling of Fireworks

Every year, nationally, about 13,000 people are treated for injuries in hospital emergency rooms from the mishandling of live, misfired, and waste consumer fireworks. Additionally, fires caused by fireworks produce over $20 million in direct property damage.

First Responders must take a proactive stand to educate the public about safe transportation, storage, use, and proper disposal of these explosive devices on top of letting them know which ones are now legal in New Jersey.

The Bureau of ATF and Explosives classify fireworks as explosive materials, the manufacture of consumer fireworks requires a manufacturer's license. Also, pyrotechnic compositions used in the manufacture of consumer fireworks must be stored in accordance with regulations in 27 CFR Subpart K - Storage.

In July 2017, the Environmental Protection Agency issued a memorandum entitled Safe Handling, Storage and Treatment of Waste Fireworks. This memorandum provides information regarding the safe and legal handling, storage and treatment of waste fireworks, and responds to recommendations from the U.S. Chemical Safety and Hazard Investigation Board.

Messages to share with the public
The best way to stay safe from fireworks is not to use them. Instead, attend a public fireworks display put on by professionals. Fireworks are dangerous to people and pets. Using them puts your property at risk.

Hand-held sparklers burn at 1,200 F. Remember, wood ignites at 356 F and burns at 575
click here to read the full USFA article

NYC Transit: Pact adds 500 officers to improve safety, combat fare evasion

New York Gov. Andrew Cuomo and the Metropolitan Transportation Authority (MTA) announced in June an agreement to add 500 additional uniformed officers to the New York City Transit (NYCT) system to address transit-worker assaults and combat fare evasion.
click here to read the full article

NOAA Says Upgraded Weather Model to Yield Better Forecasts

A software upgrade of sorts to the dynamical core of the model considered its 'engine' would produce improved forecasts of the jet stream and associated weather, tropical cyclone intensity, and precipitation forecasts.
click here to read the full article

NJ Office of Emergency Management

Hurricane Season Began June 1st

You can download the NJ Hurricane Survival Guide at the below link. NJ Office of Emergency Management has made a few updates in the guide for the 2019 Hurricane Season.
click here to download the 2019 NJ Hurricane Survival Guide

Pets are family too, remember to include them in your emergency plans. Info about preparing your pets for disaster is also in the NJ Hurricane Survival Guide.

If you, a family member, or a neighbor have special needs, be sure to visit Register Ready, New Jersey's Special Needs Registry for Disaster Planning, to get started on making your emergency plan.
click here to go to registerready.nj.gov

Please share this information with your family, friends, and communities.

NJDOT and Emergency Agencies Conducted a Hurricane Evacuation Exercise in June

(NJDOT)

New Jersey Department of Transportation officials, in partnership with the New Jersey State Police, New Jersey Office of Emergency Management, New Jersey Department of Corrections, New Jersey Turnpike Authority, South Jersey Transportation Authority, and other local partners conducted the annual emergency evacuation exercise on Thursday, June 6th to practice and refine a response in the event of a major hurricane.

No roads were closed during the exercise. Motorists did see an increase in Police and NJDOT work crews along several Shore Evacuation Routes, which included the: Atlantic City Expressway (the entire length); Garden State Parkway (milepost 0 to milepost 38); I-195 (milepost 6 to about milepost 34); State Highway 72 (milepost 13.8 to approximately milepost 29); State Highway 47 (milepost 16 to 21 and approximately milepost 32 to 35); and County Road 347 (milepost 0 to about milepost 9).

The main element of the exercise was for preparing to set up a contra flow on the roadways that serve as evacuation routes for the Jersey Shore. This involves reversing traffic flow on a section of roadway to travel in the opposite direction. Crews staged cones, barrels, and message boards in designated locations along the side of these highways, but did not deploy the materials nor reverse the flow of traffic. Variable message signs were set up to notify motorists of the exercise while it was underway.

NJDOT and Emergency Agencies Conducted a Hurricane Evacuation Exercise in June

Photos from NJDOT's Facebook Page

NJ Transit Graduates 500th Bus Operator During Murphy's Administration

June 2019 - NJ Transit announced 500th bus operator graduated from its training program during Governor Phil Murphy's Administration beginning in January 2018. The graduates are part of an intensive, ongoing effort to ensure the necessary staffing is in place to serve the transportation needs of New Jersey.

"As the densest state in the nation, safe and reliable public transportation is a necessity in New Jersey," said Governor Murphy. "Seeing 500 bus operators graduate from this training program is a clear sign NJ Transit is on track to achieving exceptional bus service, and I thank these men and women for their hard work and dedication."

Including the 500 graduates, NJ Transit now has 3,313 full-time and 147 part-time bus operators on the road providing more than 150 million customer trips each year. This is an increase in available operators of more than 12-percent since the Murphy Administration took office. There are currently 34 student operators in training, with additional classes to follow.

In 2018 a major recruitment effort was launched to fill the rosters of bus operators and locomotive engineers. Open houses were held to test bus operator candidates on the spot and make tentative offers. As an incentive, a $6,000 sign-on bonus was offered to any applicant already possessing a Commercial Driving License (CDL) A or B certification with a passenger endorsement and air brakes. Through this process, more than 10,000 applicants expressed interest, from which these 500 graduates were selected.

Each of the 500 new operators completed an intensive classroom and on-the-road training program and have been assigned to a specific garage. Students participate in up to 25 days of classes depending on their experience level and the types of vehicles they will be operating.

NJ Transit's intensive hiring program also resulted in 102 new locomotive engineer trainees out of more than 4,000 applicants, with the first 12 completing their training in May and June of 2019. There are four engineer classes set to graduate in 2019.

For those who are interested in joining NJ TRANSIT, visit https://www.njtransit.com/careers to learn about opportunities and apply online.

Emergency Preparedness Exercise for a Rail Transportation Incident in New Jersey

(NJDOT)

During the second week of June, NJDOT's Emergency Management Security and Response team participated in a one-day state-level emergency preparedness exercise coordinated by the New Jersey Office of Emergency Management. The drill also included other state agencies, county emergency management, in addition to several federal partners.

The scenario consisted of a transportation incident involving freight and passenger rail trains. NJDOT managed the state's Emergency Support Function 1 (Transportation) in coordination with NJ Transit, The Port Authority of New York & New Jersey, Amtrak, Conrail, Norfolk Southern Corp., and the New Jersey State Police.

NJDOT's Mike Moran at the NJDOT control station

Photos from NJDOT's Facebook Page

NJ Transit's New $78,000 Video Campaign Aimed at Older, Low-Income, Disabled, and Veterans

Educational Videos to Better Inform Customers with mobility challenges

NJ Transit (NJT) will be making educational videos in efforts to assist customers with mobility challenges to become aware of all of the public transportation options available. NJT will produce up to eight short-form videos highlighting accessibility accommodations on its rail, light rail, bus and Access Link services available to transportation disadvantaged residents – older adults, low-income persons, people with disabilities and veterans.

The videos will highlight enhancements NJT has made to its services in the last two decades. The videos will depict scenarios such as an introduction to the reduced fare program and how to use NJ Transit's smartphone app.

Each video will be available at njtransit.com as well as on social media channels and will be available in seven languages.

NJT received an Access and Mobility Partnership Grant from the Department of Transportation's Federal Transit Administration of $60,600, NJT will match it with $17,400 for a total project cost of $78,000. The project will be completed within the 18-month timeframe in accordance with the grant.

NJ Transit Receives $46M Grant to Fund TransitGrid Resiliency Project

NJ Transit will receive $46 million in funding from the Federal Transit Administration (FTA) for the design and construction of the Distributed Generation portion of the NJ TransitGrid project. Powering critical transit infrastructure even during commercial power outages.

The FTA is providing $45,828,737 toward the project, and the TTF is matching that grant with $15,276,246 to bring the total funding to $61,104,983.

The Distributed Generation phase of the project is a first-of-its-kind microgrid system capable of providing reliable power to support critical infrastructure during power brownouts or blackouts. The project will involve systems at the Greenville Bus Garage, Wayne Bus Garage, Meadowlands Bus Garage, Newark Penn Station, Broad Street Station, Secaucus Junction Station, and the Port Imperial Ferry Terminal.

Additionally, at the Wayne Bus Garage, a pilot project involving a solar canopy that will power the facility during disruptions, but also offset electrical use during regular operation.

The Central Power Plant project involves building a natural gas-fired power plant in Kearny on the former Kopper's Koke peninsula on the Hackensack River. It will electrify the tracks and operating controls on portions of the NJ Transit and Amtrak systems. The facility will operate 24/7 handling limited operations on the Northeast Corridor between New York's Penn Station and NJ Transit's Jersey Avenue Station in New Brunswick; the Morris & Essex line between Hoboken Terminal and Maplewood Station; and the Hudson-Bergen Light Rail Transit System. The project will also provide power to the signal system on a portion of the Main Line.

More information about the projects in the Resiliency Program is available at *http://njtransitresilienceprogram.com*.

About NJ TRANSIT

Did you know that NJ TRANSIT is the nation's largest statewide public transportation system providing more than 944,000-weekday trips on 251 bus routes, three light rail lines, 12 commuter rail lines, and through Access Link paratransit service. It is the third largest transit system in the country with 166 rail stations, 62 light rail stations and more than 19,000 bus stops linking major points in New Jersey, New York, and Philadelphia.

New Jersey State Police Fatal Accident Investigation Unit

Below is fatal crash data for the state as of Sunday, June 2, 2019

FATAL CRASHES			FATALITIES	
2019	234		2019	248
2018	242		2018	263
2017	248		2017	264

Difference in Fatalities from 2018 to 2019 = decrease of 15
Percentage of change between 2018 and 2019 = - 5.7%

Difference in Fatalities from 2017 to 2018 = increase of 1
Percentage of change between 2017 and 2018 = - 0.4%

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

The 2019 Fourth of July holiday period begins on Wednesday, July 3, 2019, at 1800 hours and ends on Monday, July 8, 2019, at 0559 hours. Please make sure that the NJSP Fatal Accident Unit is made aware ASAP of any fatal crashes that might occur during this period within your jurisdiction.

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 - 2018 Was the 3rd Deadliest Year of this Decade in the US

In 2018 the National Highway Traffic Safety Administration estimates that 36,750 people were killed in the U.S. in traffic crashes. Putting 2018 at third place for this decade. Fatals were down 1% from 2017 when 37,133 people were killed in crashes. This also marks the second-straight year of declines.

Of more importance is the number of pedestrian deaths across the nation, which hit a 28-year high, according to recent estimates by the Governors Highway Safety Association. They indicated that pedestrian deaths rose 4% to 6,227 nationwide last year.

A Detroit Free Press/USA TODAY Network investigation in 2018 found that the nation's SUV boom has been a leading cause of the increase in pedestrian deaths.

U.S. traffic deaths by year

2018: 36,750*	2014: 32,744	2010: 32,999
2017: 37,133	2013: 32,893	2009: 33,883
2016: 37,806	2012: 33,782	2008: 37,423
2015: 35,484	2011: 32,479	

*estimate
Source: NHTSA

NHTSA is expected to release official figures and detailed commentary later this year, including updated data on the nation's pedestrian safety crisis.

Why U.S. Pedestrian Deaths Are at Their Highest Level in Almost 30 Years

U.S. pedestrian deaths are at their highest level since 1990. Possible explanations include wider roads, sprawling cities, heavier traffic in residential areas due to navigation apps, and increasing distractions from digital devices. ***click here to watch the video***

NHTSA - July is National Theft Prevention Month

Motor vehicles are the primary mode of transportation for most of us, and often, an indispensable part of our lives. But what would happen if yours suddenly disappeared?

- There were an estimated 773,139 thefts of motor vehicles nationwide in 2017.
- In 2017, of all motor vehicles stolen, 75.4 percent were automobiles.

Vehicle theft is a very expensive crime, with the cost of stolen vehicles pegged at more than $5.9 billion in 2017. NHTSA has developed a set of campaign tools to help educate individuals on the dangers of vehicle theft and how to keep themselves safe.
click here to download campaign materials

NHTSA - Operation Safe Driver Week to Focus on Speeding *July 14-20*

Drivers' actions contributed to a staggering 94 percent of all traffic crashes, according to NHTSA's *2015 Traffic Safety Facts* report. In response to this issue, law enforcement personnel will be on the lookout July 14-20 for commercial motor vehicle drivers and passenger vehicle drivers engaging in dangerous driver behaviors.
click here to read more

NHTSA - Motorcyclists' Attitudes on Using High-Visibility Gear to Improve Conspicuity: Findings from a Focus Group Study

The U.S. National Highway Traffic Safety Administration has released a report that explores why motorcyclists choose whether or not to wear high-visibility gear. Crashes involving motorcyclists often occur due to difficulty detecting motorcycles, especially at night or in low-light conditions.
click here to read the full report from NHTSA

What's Happening In the News ???

Union County Traffic Officers Assoc. Provide Custom Navigation Messages

The patch Clark Garwood
Many people use the navigation app Waze as they drive. Voice messages alert them to potential hazards and slowdowns. The Union County Traffic Officers Association (UCTOA) has taken advantage of a feature that allows custom recordings to be made by releasing a special "traffic safety" version of the voice prompts.

The recordings remind drivers to buckle up before they leave and caution them to slow down and move over when they approach a stopped police car alongside the roadway. There are over a dozen safety messages that motorists will hear when they download the free recordings.

The UCTOA, and its member police departments encourage those using the Waze app to download the recordings. All you need to do is click on the link below from a smartphone that has Waze installed. Then chose UCTOA as your voice.

The recordings were made by long-time New York City-area traffic reporter and Cranford resident Bernie Wagenblast.
https://www.waze.com/ul?acvp=CB6BA079-93EB-46E4-A8F0-C6BC78EEC877

Phones Down, Heads Up: Pedestrian Safety Campaign Kicks Off

On June 27th officials from Ocean County, NJTPA, Long Beach Township Police, and traffic safety organizations came together to commemorate the kick-off of their 2019 season. The Street Smart NJ pedestrian safety campaign kicked off outside of the Long Beach Township Police Department. A cloudless sky and summer heat brought out tons of beachgoers traveling along Long Beach Boulevard on foot and in vehicles, accenting the event's purpose. ***click here to read the full Jersey Shore On Line article***

Texas Lawmaker Introduces Bill for Federal Photo Enforcement Ban

(TheNewspaper.com)

US Representative Ron Wright, a Republican from Texas introduced a federal bill in May to establish a nationwide ban traffic enforcement cameras with the Traffic Camera Freedom Act.

The bill would use congressional power over federal transportation funding to actively discourage cities and states from deploying speed and red light cameras. The proposed bill would force each state to enact legislation making automated ticketing machines illegal or face the loss of one-half of the state's share of the federal gasoline tax levy. That's the $42 billion pool which is divided up among the states using a complicated formula.

Red light and speed cameras are already outlawed in eighteen states (**view list**). Arkansas, Maine, Mississippi, Montana, Nevada, New Hampshire, **New Jersey**, South Carolina, South Dakota, Texas, Utah, West Virginia, and Wisconsin have explicit laws that either ban cameras outright or set conditions that make them impossible to use in practice.

Traffic Incident Management Takes Center Stage at National Meeting

(AASHTO Journal) (NJDOT)

The Intelligent Transportation Society of America reserved an entire day at its 2019 annual meeting in Washington, D.C., to highlight the needs of highway emergency response crews and the traveling public they serve. "Emergency Response Day" at ITS American 2019 examined the educational and technological resources now being deployed to improve the safety and efficiency of the transportation for all who use it.

NJDOT posted the following on their Facebook page on June 14th: Last week, #NJDOT staff including Commissioner Diane Gutierrez-Scaccetti attended the Intelligent Transportation Society of America 2019 Conference in Washington, D.C. and participated in the Emergency Response Day activities by showcasing the department's Safety Service Patrol Vehicle. The SSP vehicle features innovative and cutting edge safety technology. #ITSDC2019 #ITSAMERICA

Click the link below to view the brief video about Emergency Response and TIMs, most importantly see how many times you can spot NJDOT's involvement.
TIM Takes Center Stage at America 2019

There are Over 1,400 Self-Driving Vehicles are Being Tested by more than 80 Companies in the US

(Tech Crunch)

U.S. Department of Transportation indicates there are more than 1,400 self-driving cars, trucks, and other vehicles currently being tested by more than 80 companies in 36 states, plus Washington DC.
California alone has 62 companies registered to perform testing.

Their database also indicates that there are more than 1.59 million registered drones in the country. Of these drones, more than 372,000 are commercial, with more than 136,000 licensed commercial drone operators.

Study Shows Self-Driving Cars Could Hurt the Airline Industry, But What About the Police?

(The Conversation Newsletter)

The possibility of people's travel routines changing once driverless cars become commonplace could be farther reaching than expected. A recent study by The Conversation Newsletter revealed that self-driving cars will not be for just the commute to work or the store, but they will be used to travel across much larger distances too. The research showed just how much people's travel preferences could shift and making these cars a new potential challenge to the airline industry, but also putting more cars on the highways.

One of the examples used was for a person living in Atlanta and needing to travel to Washington, D.C., for business, which is about a ten-hour drive.

The time it might take and what is involved if they take the two-hour flight assuming no delays. You must add the time to drive to the airport, parking the car, checking in, the security line, and then waiting at the gate (have to get there early). Once the plane lands in D.C., it could take another 30 minutes to pick up any checked bags and then pick up a rental car. After all that, you would still have to drive to the place you need to go to in the city. Most would guess the total travel time to be about five hours, thereby flying Is a more attractive choice compared to driving the ten hours.

Now, let's take a full-featured driverless car to make the trip; your decision to drive might change. As a passenger in the driverless car, you would be able to eat, drink, work, and sleep during the 10-hour drive. Leaving whenever you want, packing whatever you want (including liquids and that pocketknife), no searches or scans at a security line. Once in D.C., no rental car needed and just navigate directly to the place you're going.

Which would you choose? Now imagine the self-driving car has a reclining seat with actual legroom or even a bed. It's more than a little tempting.

The study further showed people would rather take a flight or ride in a self-driving car over manually driving to a far off destination. But they always preferred driverless vehicles over manual driving.

This could have a domino effect on the airlines; losing customers would reduce airlines' revenue. Less income would likely cause them to shrink their service, flying fewer routes and less frequently. Some passengers might split trips between self-driving cars and airplanes, using a self-driving car to drive to an airline's hub rather than taking a connecting flight, and skipping the layover. This could lead to airlines ordering fewer planes, airports having fewer daily flights, lower revenue from parking lots, the list goes on. A future with driverless cars might be attractive to consumers but could be a hazard to the future of commercial airlines.

So, what does all this have to do with us, the Police? Where are all these extra driver-less cars going to be? Where else but on the streets and highways we patrol. Which in turn could make our job a little bit busier or more demanding dealing with the residual effects of this new mode of travel.

The 'Car Wrecks' Ahead in the World of Artificial Intelligence and Transportation

(Duke Today)

The main topic at a conference for congressional and agency staff in May dealt with policy considerations for human and artificial intelligence collaboration in transportation. The regulatory processes may prove as much of a concern as software systems when it comes to autonomous vehicle development, in discussions led by two Duke professors.

The difference between autonomy and automation, according to Mary "Missy" Cummings, is that autonomy involves probabilistic reasoning. Whereas automation operates in a fixed set of parameters and rules where their given situation does not change, in autonomy, the situation does change, and the program must make decisions for itself.

" Autonomous vehicles face a variety of weaknesses, according to Pajic and Cummings. Passive hacking such as strategically placing a few physical stickers on a "STOP" sign can cause an autonomous vehicle to 'see' a speed limit sign and thus be more likely to cause an accident."

Makers of autonomous vehicles such as Waymo (Google) and Tesla, even though more advanced than their competition, are still unable to leap full autonomy. They remain stuck in the automation stage, said Cummings.

Autonomous vehicles face a variety of weaknesses; passive Autonomous vehicles routinely mistake trees for roads and fences for people.
What types of artificial intelligent vehicles may we see in the near future, Cummings offered two types: airport shuttles and platooning trucks. Any vehicle that operates in a limited set of situations and with strictly defined rules will likely see artificially intelligent software applications.

Cummings added, "we need to review how regulatory agencies look at equivalence [the fast-track process of approving new vehicles] when they approve technologies going to market because autonomous vehicle technologies really have no equivalent."
Click here to read the full Duke Today article

New Jersey CERT Teams Hold Regional Training Rodeos

In the past two months, Community Emergency Response Teams (CERT) from the State's three regions (north, central, and south) came to together within their respective regions to hold one-day Training Rodeos, which involved trailer mobilization exercises and emergency response training. Each team was asked to bring their trailers and equipment to participate in the Rodeos.

The south teams met in Haddonfield on May 18th, the central teams held theirs in Freehold on June 1st, while the north group met in Morristown on June 22nd.

The CERT program educates civilian volunteers about disaster preparedness, for the hazards that may impact their area, and trains them in basic disaster response skills. These include fire safety, light search and rescue, team organization, and disaster medical operations.

New Jersey CERT Teams Hold Regional Training Rodeos *(continued)*

The south group is made of county and municipal teams from the following counties; Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, and Salem.

The central groups come for the counties of Hunterdon, Mercer, Middlesex, Monmouth, Somerset, and Ocean.

While the north teams come from Bergen, Essex, Hudson, Morris, Passaic, Union, Warren, and Sussex Counties.
Click here to learn more about CERT teams

Photos from NJOEM Facebook Page

Training Events

KEAN UNIVERSITY **Math Review for Crash Investigation**

Two classes scheduled:

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 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
1000 Morris Avenue
Union, NJ 07083
Phone: 908 -737-3653
Fax: 908-737-3666
Email:cknezek@kean.edu

LEL July Webinar: Communication in the Digital Age

Date - Wednesday, July 24, 2019
Time - 1:30 pm EDT

The way that we communicate has changed dramatically over the last decade with the proliferation of social media, social networks, and the ability to share information instantaneously to large and small groups of people.

Understanding the tools and strategies for the effective use of social media is an additional skill set that enhances communication but doesn't replace the historical ways in which we communicate.

This webinar we will cover both online and offline communication strategies including:
- Ways to ensure effective, timely and relevant communication regardless of the medium
- How to increase your reach and influence
- Keys to building relationships on and offline
- Addressing objections and minimizing potential problems using social media
- Tips for responding to negative comments and criticism

After this webinar, you will have a better understanding of the changes that have occurred in public outreach communications. You will be more comfortable with social media as a communication option and you will be able to better serve law enforcement and your highway safety offices.
click here to register for this webinar

RUTGERS Center for Advanced Infrastructure and Transportation

Workshop on Traffic Calming

Date - July 9, 2019
Time - 8:30 AM to 3:30 PM
Location – Rutgers CAIT, Piscataway

Topics covered will include when, where, and how to place things such as speed bumps or signage to slow down traffic on your local roadways. Traffic calming uses physical design and other measures to improve safety for motorists, pedestrians, and cyclists. This is a full-day course that introduces how a municipality can establish a traffic calming program for their roadways to increase safety and accessibility. Traffic calming is an engineering tool whose purpose is to address excessive traffic speed and/or cut-through traffic on residential streets. We'll explore the definition of traffic calming and review the various types of traffic calming devices.

The class discussion will outline both potentially positive and negative impacts on a neighborhood and review a sample traffic calming program. During this workshop, related issues, such as impacts of traffic calming devices on liability, roadway maintenance, and emergency service, will be discussed. Participants perform case studies, applying traffic calming measures to address traffic concerns.

The intended audience is anyone responsible for receiving complaints or inquiries about speeding and/or cut-through traffic issues. This includes engineers, public works superintendents, municipal managers, planners, etc. Law enforcement and elected officials may also benefit from this course.
click here to register for the Traffic Calming class

Rutgers CAIT - Work Zone Safety Awareness for Municipal and County Public Works and Public Utilities Personnel

Date: July 12, 2019
Time: 8:00 am–12:00 pm
Location: Ewing, New Jersey

This course is similar to the Work Zone Safety Awareness Program but is specifically being offered to NJ municipal and county public works, and public utility participants. The course provides an overview of working safely in the roadway. Public works personnel are frequently required to set up short-term work zones or are assigned to long-term projects. They must have a solid understanding of work zone safety compliance with the national MUTCD standards. Also, the roles of workers and enforcement personnel at work sites, the differences between NJDOT and local projects, and legal responsibilities in work zones will be addressed during this program.

Intended Audience: Individuals who are performing maintenance, construction, or traffic control on municipal roadways including public works employees, and street superintendents. Private companies are not permitted to attend this session.
***click here to register for this class*.**

Practical Traffic Engineering for Police Officers – Fall Class

Date: 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

Quote of the month

"Sometimes it feels like we're the only ones out here who aren't allowed to be idiots."

John Cooper in "Southland"

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

New Jersey Crash Report Survey

The Division of Highway Traffic Safety and the New Jersey Department of Transportation are asking for your Department's help. To better understand the needs of the crash reporting departments in New Jersey and improve the timeliness and accuracy of crash data, we are asking that you take a few minutes to answer the following questions:

1. Law Enforcement Agency Name* _____
2. What County is your agency in?* _____
3. What Municipality is your agency from?* _____
4. On average, how many crash reports does your agency complete each year?* _____
5. Are you using the latest NJTR-1 from, Rev. 1/17?*
   - o Yes
   - o No
6. How does your department **complete** the NJTR-1?*
   - o Handwritten
   - o Fill and print a PDF copy of the report
   - o Electronic system through your department only (in-house)
   - o Electronic system through a vendor
7. If your department completes the NJTR-1 Electronically through a vendor, provide:
   - *Vendor Name _____
   - Vendor Contact Person _____
   - Phone Number _____
   - Contract Expiration _____
8. How does your department **submit** NJTR-1 crash reports to NJDOT?*
   - o On paper by mail
   - o PDF through secured DataMotion Account
   - o Other (please specify)_____
9. How often do you submit crash reports to NJDOT?* _____
10. NJDOT has initiated a statewide electronic submission project. Is your department willing to participate as a Beta Tester at the time of the implementation?
    - o Yes
    - o No
11. If NJDOT provided software for the electronic submission at no cost, would you utilize the software?
    - o Yes
    - o No
12. If your department submits the NJTR-1 form electronically through a vendor, would you consider changing to a NJDOT NJTR1 format to help eliminate inaccuracies and allow for direct submission to NJDOT?

- Yes
- No

13. If the NJDOT provided free NJTR-1 training and initiated a “Train the Trainer” Program, would your department participate in the training?
    - Yes
    - No

14. What would impair your ability to submit crash data/crash reports to NJDOT electronically?

    _____
    _____
    _____
    _____

15. Name and contact information for official completing this survey:
    - *Name_____
    - Police Department_____
    - Address _____
    - Address 2_____
    - Municipality_____
    - ZIP code_____
    - *Email Address _____
    - *Phone Number _____

NJ Office of the Attorney General – Additional Questions:

The Office of the Attorney General is seeking feedback from the New Jersey Law Enforcement community. Please respond to the following questions:

16. What system does your department use to track use of force?

    _____

17. What Records Management System does your department use?

    _____

18. What Internal Affairs tracking system does your department use?

    _____

Please submit this form in any of the following ways:

1) **Via electronic survey at https://www.surveymonkey.com/r/NJCrashReportSurvey**
2) **Via fax to 609-633-9020**
3) **Via email to: Sylwia.Dugal@njoag.gov**
4) **Via Mail to Crash Report Survey, NJ Division of Highway Traffic Safety, 140 E. Front St., P.O. Box 048, Trenton, NJ 08625-0048**
5) **Telephone (609) 633-9300 or (800) 422-3750**

NJMVC
New Jersey Motor Vehicle Commission
PO Box 160
Trenton, NJ 08666-0160

2019 **05**

Motor Vehicle Advisory

TO: All Law Enforcement Officials

FROM: B. Sue Fulton, Chair and Chief Administrator

DATE: June 21, 2019

SUBJECT: **Change to collector vehicle sticker cycle from 2 years to 5 years**

Effective July 1, 2019, the collector vehicle sticker cycle will change from the current two (2) year cycle to a five (5) year cycle.

Collector vehicles are vehicles less than twenty-five (25) years old that were manufactured or exist in limited numbers. Collector Vehicles that are 21 years through 24 years of age will receive the appropriate sticker that will expire when the vehicle is 25 years old. No vehicle 25 years or older should display a collector vehicle sticker.

Any questions about this change should be directed to the MVC's Inspection Services office at (609) 633-9460.