

2A:4-44

LEGISLATIVE HISTORY CHECKLIST

(Jurisdiction over juvenile pedestrian, bicycle & motor bike cases from juvenile to municipal court)

NJSA 2A:4-44

LAWS 1981

CHAPTER 419

Bill No. A2061

Sponsor(s) Rand

Date Introduced Sept. 22, 1980

Committee: Assembly Transportation & Communications

Senate Law, Public Safety & Defense

Amended during passage ~~Yes~~ No

Date of Passage: Assembly June 29, 1981

Senate Dec. 10, 1981

Date of approval Jan. 9, 1982

Following statements are attached if available:

Sponsor statement Yes ~~No~~

Committee Statement: Assembly Yes ~~No~~

Senate Yes ~~No~~

Fiscal Note ~~Yes~~ No

Veto Message ~~Yes~~ No

Message on signing *yes* ~~Yes~~ ~~No~~

Following were printed:

Reports ~~Yes~~ No

Hearings Yes ~~No~~

974.90 New Jersey. Legislature. General Assembly. Transportation and Communications  
C886 Committee  
1981 Public hearing, held 3-16-81. Trenton 1981

6/22/81

ASSEMBLY, No. 2061

STATE OF NEW JERSEY

INTRODUCED SEPTEMBER 22, 1980

By Assemblyman RAND

Referred to Committee on Transportation and Communications

AN ACT concerning juveniles, jurisdiction and proceedings in the juvenile and domestic relations court and amending P. L. 1973, c. 306.

1 BE IT ENACTED by the Senate and General Assembly of the State  
2 of New Jersey:

1 1. Section 3 of P. L. 1973, c. 306 (C. 2A:4-44) is amended to read  
2 as follows:

3 3. Definition of delinquency. As used in this act, "delinquency"  
4 means the commission of an act by a juvenile which if committed  
5 by an adult would constitute:

- 6 a. A homicide or act of treason;
- 7 b. A crime;
- 8 c. A disorderly persons offense or petty disorderly persons  
9 offense; or

10 d. A violation of any other penal statute, ordinance or regula-  
11 tion **[**. But the commission of **]** ; provided, however, the following  
12 shall not constitute juvenile delinquency as defined herein: (1) an  
13 act which constitutes a violation of chapters 3, 4, 6 or 8 of Title 39,  
14 Motor Vehicles, of the Revised Statutes or of any amendment or  
15 supplement **[**thereof **]** thereto, by a juvenile of or over the age of 17  
16 years; **[**shall not constitute delinquency as defined in this act **]** (2)  
17 an act relating to the ownership or operation of a motorized bicycle  
18 which constitutes a violation of chapters 3 or 4 of Title 39, Motor  
19 Vehicles, of the Revised Statutes or of any amendment or supple-  
20 ment thereto, by a juvenile of any age; or (3) an act which con-  
21 stitutes a violation of articles 3 or 6 of chapter 4 of Title 39, Motor  
22 Vehicles, of the Revised Statutes or of any amendment or supple-  
23 ment thereto, pertaining to pedestrians and bicycles, by a juvenile  
24 of any age.

1 2. This act shall take effect on January 1 next following enact-  
2 ment.

**EXPLANATION—Matter enclosed in bold-faced brackets [thus] in the above bill is not enacted and is intended to be omitted in the law.**

## STATEMENT

Over the course of the past 10 years, more than 3,000 of our young citizens have lost their lives while walking and bicycling on New Jersey's roadways. 99,000 more were seriously injured. In addition, a very high percentage of fatalities and accidents involving the use of motorized bicycles relates to the youth of our State, many of whom are under the age of 15 which is the minimum legal age for operation of motorized bicycles. The majority of these deaths and injuries were caused by the violation of one or more of our existing statutes.

The State's traffic safety experts feel strongly that on-going pedestrian and bicycle safety education programs need to be backed up with effective and efficient enforcement of our existing pedestrian and bicycle statutes in so far as juveniles of any age are concerned.

The legislation seeks to transfer jurisdiction over pedestrian, bicycle and motorized bicycle offenses from the juvenile courts where procedures are complicated, time consuming and expensive, to the municipal courts, in order that the young offenders may be dealt with more effectively and expeditiously.

Hopefully, this will bring about a reduction in juvenile pedestrian, bicycle, and motorized bicycle violations and thereby reduce fatalities and injuries.

---

## STATEMENT

Over the course of the past 10 years, more than 3,000 of our young citizens have lost their lives while walking and bicycling on New Jersey's roadways. 99,000 more were seriously injured. In addition, a very high percentage of fatalities and accidents involving the use of motorized bicycles relates to the youth of our State, many of whom are under the age of 15 which is the minimum legal age for operation of motorized bicycles. The majority of these deaths and injuries were caused by the violation of one or more of our existing statutes.

The State's traffic safety experts feel strongly that on-going pedestrian and bicycle safety education programs need to be backed up with effective and efficient enforcement of our existing pedestrian and bicycle statutes in so far as juveniles of any age are concerned.

The legislation seeks to transfer jurisdiction over pedestrian, bicycle and motorized bicycle offenses from the juvenile courts where procedures are complicated, time consuming and expensive, to the municipal courts, in order that the young offenders may be dealt with more effectively and expeditiously.

Hopefully, this will bring about a reduction in juvenile pedestrian, bicycle, and motorized bicycle violations and thereby reduce fatalities and injuries.

A2061 (1981)

ASSEMBLY TRANSPORTATION AND COMMUNICATIONS  
COMMITTEE

STATEMENT TO

**ASSEMBLY, No. 2061**

**STATE OF NEW JERSEY**

DATED: JUNE 22, 1981

This bill seeks to transfer jurisdiction over pedestrian, bicycle and motorized bicycle offenses involving juveniles from the juvenile courts where procedures are complicated, time consuming and expensive, to the municipal courts, in order that young offenders may be dealt with more effectively and expeditiously. Enactment of this legislation will encourage greater enforcement of the laws pertaining to these juvenile offenses, which will cause a reduction in juvenile pedestrian, bicycle and motorized bicycle violations and thereby decrease the fatality and injury rate for juveniles resulting from such offenses.

Over the course of the past 10 years, more than 3,000 of our young citizens have lost their lives while walking and bicycling on New Jersey's roadways. 99,000 more were seriously injured. In addition, a very high percentage of fatalities and accidents involving the use of motorized bicycles relates to the youth of our State, many of whom are under the age of 15 which is the minimum legal age for operation of motorized bicycles. The majority of these deaths and injuries were caused by the violation of one or more of our existing statutes.

The State's traffic safety experts feel strongly that on-going pedestrian and bicycle safety education programs need to be buttressed with effective and efficient enforcement of our existing pedestrian and bicycle statutes in so far as juveniles of any age are concerned.

Assembly Bill No. 2061 is fully supported by the Division of Motor Vehicles. In addition, it has been endorsed by the following organizations:

- New Jersey Parent-Teachers Association;
- New Jersey State Safety Council;
- New Jersey Police Traffic Officers Association;
- New Jersey Juvenile Aid Officers Association.

SENATE LAW, PUBLIC SAFETY AND DEFENSE  
COMMITTEE

STATEMENT TO  
ASSEMBLY, No. 2061

STATE OF NEW JERSEY

DATED: AUGUST 19, 1981

This bill would transfer jurisdiction over pedestrian, bicycle, and motorized bicycle offenses involving juveniles from the juvenile courts to the municipal courts. The purposes are to encourage greater enforcement of the laws, hopefully bringing about a reduction in juvenile pedestrian, bicycle and motorized bicycle violations, and decrease the fatality and injury rate among juveniles. Pursuant to the provisions of this bill, juveniles would be charged with the specific offense they have committed, rather than being charged with delinquency as they would be under present law.

During the past 10 years, more than 3,000 juveniles lost their lives while walking and bicycling on New Jersey's roadways. 99,000 more were seriously injured. In addition, a very high percentage of those involved in fatalities and accidents on motorized bicycles were juveniles, many of whom were under the age of 15, the minimum legal age for operation of motorized bicycles. The majority of these deaths and injuries were caused by the violations of one or more of our existing statutes.

Traffic safety experts from the Division of Motor Vehicles feel that on-going pedestrian and bicycle safety education programs need to be buttressed with effective and efficient enforcement of our existing pedestrian and bicycle statutes with respect to juveniles. Therefore, Assembly Bill No. 2061 is fully supported by the division.

In addition, it has been endorsed by the following organizations:

- New Jersey Parent-Teachers Association;
- New Jersey State Safety Council;
- New Jersey Police Traffic Officers Association;
- New Jersey Juvenile Aid Officers Association.

JANUARY 11, 1982

-2-

A-543, sponsored by Assemblyman Dennis L. Riley (D-Gloucester), giving any municipality the option of conducting a public sale for new liquor licenses with the license issued to the highest qualified bidder. The bill also sets forth procedures for screening qualified from unqualified bidders. In municipalities having either an alcoholic beverage control board or an excise commission, the municipality is required to direct the board or commission to conduct a public sale of the licenses.

A-2018, sponsored by Assemblyman Gerald R. Stockman (D-Mercer), prohibiting a member of a board of education from being appointed to any paid office or position unless the member has resigned from the board for at least six months. An exemption is made for offices required by law to be filled by members of the board. This law is similar to the conflict of interest prohibitions governing county freeholders.

A-2061, sponsored by Assemblyman Walter Rand (D-Camden), transferring jurisdiction over pedestrian, bicycling and moped traffic offenses from Juvenile and Domestic Relations Court to municipal courts. The move is expected to raise juvenile awareness of the seriousness of vehicular violations.

A-2127, sponsored by Assemblyman James W. Bornheimer (D-Middlesex), equalizing the reserve requirements for state-chartered savings and loan associations with the recently liberalized requirements for federally-chartered S&L's. A state-chartered S&L must currently maintain a reserve equal to 5-percent of its accounts or deposits; parity with federal law will be achieved by reducing that requirement to 4-percent.

A-2153, sponsored by Assemblyman Thomas H. Paterniti (D-Middlesex), permitting members of a group health plan issued by a commercial insurer to retain full benefits from the plan if they are forced to leave the group plan due to total disability. The bill is designed to provide full health insurance coverage for disabled persons at the same benefit level they had while employed.

A-3744, sponsored by Assemblyman Christopher Jackman (D-Hudson), exempting the earned interest on "all-savers" certificates from the New Jersey Gross Income Tax, up to a maximum of \$1,000.00 for an individual or \$2,000.00 for a couple filing jointly. As with the comparable federal law, 75-percent of the proceeds raised through the issuance of the certificates is dedicated to residential financing.

# # # # #