

39.4-120.2 to 39.4-120.4

LEGISLATIVE HISTORY CHECKLIST

(Traffic Control Devices--
regulation by municipalities)

NJSA 39:4-120.2 to 39:4-120.4

LAWS 1981

CHAPTER 437

Bill No. A1542

Sponsor(s) Smith

Date Introduced April 17, 1980

Committee: Assembly Transportation & Communications

Senate Transportation & Communications

Amended during passage ~~Yes~~ No

Date of Passage: Assembly June 23, 1980

Senate Jan. 7, 1982

Date of approval Jan. 9, 1982

Following statements are attached if available:

Sponsor statement	Yes	XX
Committee Statement: Assembly	Yes	XX
Senate	Yes	XX
Fiscal Note	XXX	No
Veto Message	XXX	No
Message on signing	<u>YES</u> XXX	XX

Following were printed:

Reports	XXX	No
Hearings	XXX	No

6/22/81

NO

ASSEMBLY, No. 1542

STATE OF NEW JERSEY

INTRODUCED APRIL 17, 1980

By Assemblymen SMITH, KAVANAUGH, LITTEL, SNEDEKER,
SAXTON, CHINNICI, ALBOHN, PATERNITI, FRANKS,
WEIDEL, OLSZOWY, HOLLENBECK, COWAN, ALBANESE,
Assemblywoman GLUCK, Assemblyman DOWD, Assemblywoman
MUEHLER and Assemblyman HURLEY

Referred to Committee on Transportation and Communications

AN ACT authorizing municipalities to determine the regulation of
traffic control devices to be operated as flashing mechanisms dur-
ing offpeak hours under certain circumstances, and supplement-
ing chapter 67 of Title 40 of the Revised Statutes.

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

1 1. Subject to the provisions of R. S. 39:4-8 and P. L. 1969, c. 65
2 (C. 27:1A-43 et seq.), a municipality may determine the operation
3 of any approved traffic control device as a flashing mechanism on
4 municipally-owned and maintained streets and roads during the
5 offpeak hours between 10 p.m. to 6 a.m. of any day of the week.

1 2. Any municipality seeking to enact an ordinance, regulation or
2 resolution under this act shall first submit written information to
3 the Commissioner of the Department of Transportation indicating
4 the location of the traffic control device where the use of flashing
5 signals is requested, the intended hours of operation of such signal,
6 data as to the traffic volume at, and the sight distances from, each
7 intersection of, each location, and any other information requested
8 by the commissioner.

1 3. Any ordinance, regulation or resolution adopted hereunder
2 shall become effective on the ninetieth day following enactment
3 unless it shall have been disapproved before that time by the com-
4 missioner; provided that the commissioner shall have received a
5 certified copy of the ordinance, regulation or resolution, as the
6 case may be, within 5 days of its enactment.

1 4. This act shall take effect immediately.

STATEMENT

The purpose of this bill is to authorize municipalities to regulate traffic control devices to be operated as flashing signals during offpeak hours subject to the approval of the Department of Transportation.

The utilization of flashing signals during offpeak hours at locations where traffic volume is low will serve to reduce gasoline consumption and thereby conserve energy.

STATEMENT

The purpose of this bill is to authorize municipalities to regulate traffic control devices to be operated as flashing signals during offpeak hours subject to the approval of the Department of Transportation.

The utilization of flashing signals during offpeak hours at locations where traffic volume is low will serve to reduce gasoline consumption and thereby conserve energy.

A1542(1980)

ASSEMBLY TRANSPORTATION AND COMMUNICATIONS
COMMITTEE

STATEMENT TO
ASSEMBLY, No. 1542

STATE OF NEW JERSEY

DATED: JUNE 12, 1980

Assembly No. 1542 permits a municipality, in accordance with Department of Transportation standards and approval, to determine the operation of any traffic control device already approved by the department to be operated as a flashing signal during the offpeak hours between 10:00 p.m. and 6:00 a.m. of any day of the week.

In order to get Department of Transportation approval a municipality must first submit to the department pertinent information. This must include written information indicating the location of the traffic control device where the use of flashing signals is requested, the intended hours of operation of such signal, data regarding traffic volume and site distances from the affected intersection and any other information requested by the commissioner.

Any ordinance, regulation or resolution adopted by a municipality to operate such a flashing mechanism becomes effective on the ninetieth day following enactment unless the department disapproves it before such time provided that such ordinance, regulation or resolution is received by the commissioner within 5 days of its enactment.

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SENATE TRANSPORTATION AND COMMUNICATIONS
COMMITTEE

STATEMENT TO
ASSEMBLY, No. 1542

STATE OF NEW JERSEY

DATED: DECEMBER 3, 1981

This legislation permits municipalities, subject to the approval of the Department of Transportation, to determine the operation of approved traffic control devices used as flashing signals. The municipality may determine such operation only on municipally owned and maintained streets and only from the hours of 10 P.M. to 6 A.M.

The municipality shall provide to the department information as to the location of the traffic control device, the intended hours of operation, traffic volume and site distances. Any ordinance, regulation or resolution adopted by the municipality shall become effective 90 days following its enactment, unless it has been disapproved by the Commissioner of Transportation and provided that the commissioner shall have received a certified copy of the ordinance, regulation or resolution within 5 days of its enactment.

The purpose of this bill is to provide municipalities with greater authority over the operation of traffic control devices while maintaining Statewide standards through departmental approval.

The League of Municipalities supports this legislation. The Department of Transportation expressed no objections to the bill.

JANUARY 11, 1982

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A-1542, sponsored by Assemblyman Elliot Smith (R-Somerset), allowing a municipality to control the operations of traffic lights during off-peak hours (10 p.m. to 6 a.m.), subject to the approval of the Department of Transportation. The bill is intended to help reduce gasoline consumption by streamlining traffic during off-peak periods.

A-1660, sponsored by Assemblyman Byron Baer (D-Bergen), strengthening provisions of the Consumer Fraud Act by prohibiting a seller, creditor or bailor from including in a consumer contract any provision that "violates clearly (the) established legal rights of a consumer."

A-574, sponsored by Assemblyman Clifford Snedeker (R-Mercer), allowing military veterans to purchase credit in the public employee retirement system for up to 5 years of active military service prior to their enrollment in the system.

At present, credit can be purchased for military service that interrupts state service but not for prior military service. The bill also provides that the employers will not be liable for any payment to the retirement system because of any purchase of credit.

A-1385, sponsored by Assemblyman James Bornheimer (D-Middlesex), stiffening penalties for certain violations of the unfair trade practice provisions of the Life and Health Insurance Code and property and casualty insurers. Fines for violations now range from a maximum of \$1,000 for each unknowing violation to a maximum of \$5,000 for each knowing violation..

A-3506, sponsored by Assemblyman Thomas Gallo (D-Hudson), changes the experience and educational requirements of a mine safety section chief, safety engineer and safety inspector. The bill removes a requirement that a section chief or engineer have experience in underground mining since there are few such mines operating in New Jersey.

A-1491, sponsored by Assemblyman James Zangari (D-Essex), enabling the Division of Taxation to credit refunds from an individual's unemployment and temporary disability insurance accounts to that individual's state income tax liability.