



Summary of the 2006 Click It or Ticket Mobilization

May 22 to June 4, 2006



Jon S. Corzine
Governor



Stuart Rabner
Acting Attorney General



Roberto Rodriguez
Governor's Representative

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New Jersey Police Traffic Officers Association

New Jersey State Police

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Lt. Les Goldstein

Chip Greiner

Roden Lightbody

The Bergen County Police Department

The Gloucester City Police Department

The Borough of Seaside Heights

The 441 participating New Jersey police agencies

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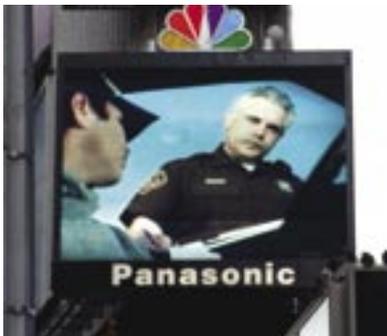
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Executive Summary

The State of New Jersey has come a long way in a relatively short time with regards to seat belt usage. As recently as 1996 the seat belt usage rate in New Jersey stood at 60%. The New Jersey Division of Highway Traffic Safety is pleased to report that through the Click It or Ticket 2006 Statewide Mobilization, the usage rate rose for the tenth consecutive year, to 90%.



Seat belt usage remains the most effective way for a motor vehicle occupant to avoid death or serious injury in a crash. It reduces a motor vehicle occupant's risk of fatal injury by 45% and moderate or critical injury by 50%. The effort to convince the motoring public to "buckle up" began 40 years ago in 1966, when Congress enacted the Federal Highway Safety Act, which, among other things, required auto-makers to equip all vehicles with lap seat belts. In the years since, government has worked successfully with the traffic safety community and law enforcement agencies to enhance seat belt usage nationwide through additional requirements for car manufacturers, mandatory use laws, and concerted enforcement and educational campaigns.



The most recent example of a comprehensive seat belt program was the Click It or Ticket 2006 Statewide Seat Mobilization. The mobilization ran from May 22 through June 4, 2006.

Key components of the Click It or Ticket 2006 Statewide Mobilization included targeted seat belt enforcement and education by 441 police agencies in the state, 159 of which received Click It or Ticket grants from the Division. Awareness about the campaign was further enhanced by the distribution of materials to partner agencies statewide.

Three kickoff events were held to launch the Click It or Ticket 2006 Statewide Mobilization. The program was announced at the statewide "101 Safe Driving Days of Summer" event on May 16, 2006 on the Boardwalk in Seaside Heights. The enforcement phase of the program began with a pair of operations on the morning of May 22, 2006: At the George Washington Bridge in Fort Lee, conducted by the Bergen County Police Department; and on Route 130 in Gloucester County, conducted by the Gloucester City Police Department.

All three of these media events generated coverage of the Click It or Ticket campaign on radio, television, and newspapers.



The following are highlights of Click It or Ticket 2006 mobilization effort:

- Letters of invitation were sent to all 473 police agencies in the state.
- Staff from the Division called each police agency to confirm receipt of the correspondence and to elicit participation in the mobilization.
- A total of 441 police departments participated in the two-week enforcement mobilization, the largest number ever.
- 159 municipal police departments received Click It or Ticket grants and participated in the two-week mobilization.
- More than 56,000 seat belt summonses were issued statewide during the two-week campaign.
- 27 police agencies issued more than 400 summonses during the two-week campaign, up from 18 in 2005.
- The New Jersey Institute of Technology conducted a post-mobilization seat belt survey following the campaign. Results of the survey indicate that the seat belt usage rate in New Jersey rose for the 10th consecutive year, to an all-time high of 90%.
- Comparisons of pre and post-surveys conducted by Click It or Ticket grant-funded agencies shows that seat belt usage rose in 93% (131 of 141) of the grant-funded municipalities that conducted both of the surveys.
- Participation in the 2006 campaign increased as compared to 2005, despite a 50% reduction in federal funding for the program and a 40% reduction in the number of grantees the Division was able to fund.
- The seven-county North Region (Bergen, Essex, Hudson, Passaic, Morris, Warren and Sussex) achieved 100% participation in the mobilization (185 of 185 police agencies reporting). Also achieving 100% participation were Atlantic, Camden, Cape May, Cumberland, and Salem counties.

In conclusion, the Click It or Ticket 2006 Statewide Mobilization provided the Division the opportunity to partner with more police agencies than ever before in a comprehensive seat belt enforcement and education campaign. Survey results show that seat belt utilization rose significantly, to an all-time high, as a result of this program.

I. Methodology

Planning for the Click It or Ticket 2006 Statewide Mobilization began in late 2005, when the Division of Highway Traffic Safety Director, Deputy Director, and Region Supervisors agreed on a detailed plan of action and timeline for the campaign. The plan of action was used to carry out all components of the mobilization, including the development and distribution of educational materials, the soliciting and processing of grant applications, outreach to all police agencies to secure participation in Click It or Ticket, and the media awareness component of the program.

All 473 police agencies in New Jersey were asked to participate in the Click It or Ticket 2006 Statewide Mobilization, on either a funded or non-funded basis. Based on available funding levels, 159 departments were offered Click It or Ticket grants to support efforts locally. Along with the letters of invitation, grant packet, and educational materials, each department received a mobilization enforcement reporting form to be filled out and returned prior to June 16, 2006.

The outreach efforts carried out by DHTS staff members proved to be successful, as 441 police agencies ultimately participated in the campaign, an increase from 2005. Participation by a police agency took the form of either enforcement or educational/awareness activities. Only 32 police agencies did not participate in the 2006 campaign, which is an improvement when compared to the 39 agencies that did not participate in 2005's campaign. A list of the non-participant agencies is included in the Appendix.

PARTICIPATION BY REGION:			
Region 1 South:	125 participants	8 non-participants	93.9%
Region 2 Central	130 participants	24 non-participants	84.4%
Region 3 North	185 participants	0 non-participants	100%

****Note: The participation rate for Regions 1 and 2 increased in 2006. The Region 3 rate was unchanged.*

As the result of this concerted effort to elicit participation from the local departments, the response to the mobilization effort was greater than ever before. A total of 441 police departments participated. This represents 93.2% of the total local police agencies in the state. This rate, too, is an increase compared to the overall participation rate of 91.7% in 2005.

STATEWIDE PARTICIPATION IN THE CLICK IT OR TICKET CAMPAIGN, BY YEAR:	
2002:	173 police agencies
2003:	267 police agencies
2004:	381 police agencies
2005:	434 police agencies
2006:	441 police agencies



159 municipal police agencies received grant funding for the Click It or Ticket 2006 Statewide mobilization. The grant paid for 80 hours of overtime patrols during the two-week period of May 22 through June 4. Officers on these overtime patrols were charged with enforcing existing motor vehicle codes, with particular emphasis on the occupant protection statutes relating to seat belts and child safety seats.

In addition, two sets of observational surveys on seat belt usage by motor vehicle drivers and occupants were done to capture the effect of the mobilization. One was done statewide by the New Jersey Institute of Technology and the other was done by the 159 Click It or Ticket grantees. Each set of surveys was conducted before and after the mobilization.



III. Analysis of the Data

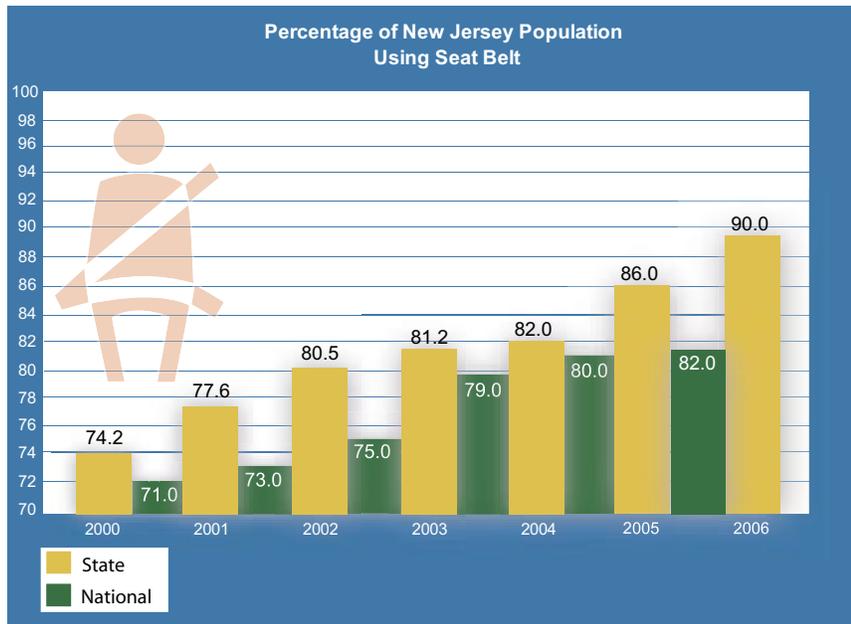
The success of any traffic safety effort depends greatly on highly visible enforcement. In Click It or Ticket, these enforcement efforts include the issuance of citations to motorists that do not wear a seat belt and to drivers who do not properly restrain their children. It is clear from the results of these enforcement efforts that the campaign was a success: Results from statewide observational survey conducted immediately after the mobilization show a seat belt usage rate in New Jersey of 90%, an increase of four percentage points from 2005, and the 10th consecutive annual increase in the rate.

The table that follows summarizes the results of the enforcement component of the campaign. During the two-week Click It or Ticket 2006 Mobilization, the 441 participating police departments issued 56,360 seat belt citations, 917 child restraint citations, and 56,992 other citations.

RESULTS OF THE MOBILIZATION 2006

	SEAT BELT CITATIONS	CHILD RESTRAINT CITATIONS	OTHER CITATIONS
440 Local Police	53,497	843	39,853
NJ State Police	2,863	74	17,139
Total	56,360	917	56,992

The statewide seat belt usage rate increased by four percentage points from 86-percent pre-mobilization to 90-percent post-mobilization. For the surveys, NJIT staffers conducted observations at 225 locations in 13 of New Jersey's 21 counties. The locations selected included a variety of roadway types including interstates, local roads, and major and minor arterial roadways in both urban and rural areas. The following table presents the results of the pre and post-mobilization surveys.



New Jersey Seat Belt Usage Rates for 1996-2006	
1996:	60.3%
1997:	62.0%
1998:	63.0%
1999:	63.3%
2000:	74.2%
2001:	77.6%
2002:	80.5%
2003:	81.2%
2004:	82.0%
2005:	85.9%
2006:	89.9%

In addition, 141 sets of pre and post-surveys received from Click It or Ticket grant-funded agencies indicate an increase in seat belt usage in those municipalities. Of the 141 reports received, 131 (93%) showed increased seat belt usage in the post-mobilization survey, five showed a decrease and five were unchanged.

INTRODUCTION

This report documents the results for the data collected both prior to and after the "Click-It or Ticket" campaign. Information on the study design and data collection for determining the seat belt usage rates were provided in the "Seat Belt Usage Study for New Jersey: Pre-Campaign Report", June 2005 and included in Appendix I of this report. The procedures used in collecting the seat belt usage rates follow the guidelines provided in the *Uniform Criteria for State Observational Surveys for Seat Belt Use*. These guidelines dictate how the data were collected, the sample size, how collection locations were identified and the analysis approach.

Seat belt usage for drivers and front seat outboard passengers in passenger motor vehicles was observed in the survey. Seat belt usage was obtained separately for four passenger motor vehicle types including: passenger cars, pickup trucks, vans and sport utility vehicles(SUVs). Data were also collected separately for drivers and for front seat outboard passengers.

The data collected includes the use or non-use of a shoulder belt. Data were collected through direct observation of seat belt use on roadways within the State at intersections and at freeway interchanges. Data were collected both before and after the "Click-It or Ticket Campaign". The pre-campaign data collection occurred from April 1st, 2006, until May 8th, 2006. The post-campaign data collection occurred from June 6th, 2006 to July 10th, 2006.

Preliminary analysis indicated that 250 observations would provide results within the allowable relative error. The pre-campaign data collection showed that although the overall Statewide usage rates had relative errors within five percent, some usage rates calculated for front seat passengers by functional classification had higher relative errors than desired. For this reason, the number of observations made during the post-campaign data collection was increased from 250 observations to 350 observations for each of the study locations.

SURVEY DATA ANALYSIS

The collected data were used to provide an overall restraint usage rate for the State of New Jersey. Table 1 shows the usage rate for surveyed drivers and passengers both before and after the "Click-It or Ticket" Campaign. Overall, 89.34% of surveyed front-seat occupants (both drivers and passengers) used a safety belt in the post-campaign survey compared to a usage rate of 84.25% in the pre-campaign survey. This resulted in a percentage increase of 5.09% in usage rate as a result of the campaign. Drivers had a higher rate of safety belt usage with a usage rate of 89.74% in the post-campaign survey compared to a usage rate of 85.46% in the pre-campaign survey. This resulted in a percentage increase of 4.28% in usage rate as a result of the campaign. The passenger usage rate in the post-campaign survey was 86.65% compared to 76.64% in

¹Excerpt from the New Jersey Institute of Technology Summary Report

the pre-campaign survey. This resulted in a percentage increase of 10.01% as a result of the campaign.

Restraint use was also determined for each vehicle type surveyed (passenger cars, pickup trucks, vans, and sport utility vehicles). Table 1 shows the usage rate for drivers and passengers for each vehicle type. As the table shows, passenger cars have the highest overall usage rate in the post-campaign survey of 91.21% followed by sports utility vehicles (SUV) with a usage rate of 91.04%. SUV passengers, however, have a higher usage rate than passenger vehicle passengers. The usage rate for SUV passengers is 89.65% compared with the usage rate for passenger car vehicles of 88.47%. Pick-up truck front seat occupants have the lowest usage rate with a rate of 77.08% and vans have a usage rate of 88.93%.

The largest increase in usage rate from the pre-campaign to the post-campaign period among vehicle types was the increase for front seat passenger, driver and front seat occupant for pick-up trucks. The increases for these groups are 9.20%, 15.02%, and 10.15%, respectively. The smallest increase was the increase for sports utility vehicle drivers with an increase of 3.50%.

Table 1 also provides the usage rates for the pre- and post-campaign period obtained in 2005. As the table shows, the usage rates obtained in 2006 are significantly higher than those obtained in the pre-campaign survey in 2005. In 2005, the front seat occupant post-campaign survey usage rate was 85.47%, which is 2.62% lower than the front seat occupant post-campaign survey usage rate for 2006. Pick-up trucks and vans experienced a higher increase in the front seat occupant post-campaign seat belt usage rate from 2005 to 2006 of 7.92% and 7.71%, respectively. Passenger cars and SUVs experienced a slightly lower increase, with an increase of 3.13% and 2.43%, respectively.

Weighted Usage Rate

The usage rates shown in Table 1 are rates for a sample of drivers and passengers in the State of New Jersey. To determine the overall State usage rate, the sample data were weighted by vehicle-miles-traveled (VMT). To determine the overall State usage rate, the weighted county usage rate was first determined using the following expression:

$$W_c = \frac{\sum (P_i \times VMT_i)}{\sum VMT_i}$$

- W_c = weighted average usage rate by county
- P_i = usage rate per observational location
- VMT_i = VMT for each roadway type i

¹Excerpt from the New Jersey Institute of Technology Summary Report

Table 1. Raw Survey Data for Driver and Passenger Safety Belt Usage

Vehicle Type	Using Safety Belts		Not Using Safety Belts		% Usage			Change in Usage Rate After Campaign
	Driver	Passenger	Driver	Passenger	Driver	Passenger	Total	
Pre-Campaign Survey (2006)								
Passenger Car	26,951	3,640	3,757	984	87.77%	78.72%	86.58%	-
Pick-up Truck	3,562	489	1,627	375	68.65%	56.60%	66.93%	-
Sports Utility Vehicle	11,085	1,616	1,549	391	87.74%	80.52%	86.75%	-
Van	4,585	829	927	254	83.18%	76.55%	82.09%	-
Total	46,183	6,574	7,860	2,004	85.46%	76.64%	84.25%	-
Post-Campaign Survey (2006)								
Passenger Car	38,101	5,246	3,491	684	91.61%	88.47%	91.21%	4.63%
Pick-up Truck	6,622	858	1,884	340	77.85%	71.62%	77.08%	10.15%
Sports Utility Vehicle	16,174	2,322	1,552	268	91.24%	89.65%	91.04%	4.29%
Van	9,378	1,663	1,111	263	89.41%	86.34%	88.93%	6.84%
Total	70,275	10,089	8,038	1,555	89.74%	86.65%	89.34%	5.09%
Pre-Campaign Survey (2005)								
Passenger Car	26,397	4,172	5,617	1,449	82.45%	74.22%	81.22%	-
Pick-up Truck	3,176	420	2,092	434	60.29%	49.18%	58.74%	-
Sports Utility Vehicle	10,391	1,970	2,368	600	81.44%	76.65%	80.64%	-
Van	5,104	1,015	1,704	459	74.97%	68.86%	73.88%	-
Total	45,068	7,577	11,781	2,942	79.28%	72.03%	78.15%	-
Post-Campaign Survey (2005)								
Passenger Car	37,461	5,738	4,333	1,512	89.63%	79.14%	88.08%	6.86%
Pick-up Truck	5,425	871	2,230	578	70.87%	60.11%	69.16%	10.42%
Sports Utility Vehicle	16,119	2,265	1,735	627	90.28%	78.32%	88.61%	7.97%
Van	8,299	1,556	1,648	551	83.43%	73.85%	81.76%	7.88%
Total	67,304	10,430	9,946	3,268	87.12%	76.14%	85.47%	7.32%

¹Excerpt from the New Jersey Institute of Technology Summary Report

VMT was not available for each roadway where data were collected. The overall VMT for each functional classification roadway in each county was instead used to determine the weighted county usage rate. The VMT used is provided in Appendices III and IV.

Weighted usage rates for front seat occupant, driver and front seat passenger by county are determined and shown in Tables 2, 3 and 4, respectively. Usage rates are determined for all counties where data were collected, as no data are available on the usage rate for the counties not surveyed. Using the weighted usage rate by county, the overall weighted State usage rate is determined as follows:

$$W_s = \frac{\sum (W_c \times VMT_c)}{\sum VMT_c}$$

W_s = weighted average usage rate for the State
 W_c = weighted average usage rate by county
 VMT_c = VMT for each county.

Using this equation, the overall front seat occupant, driver and front seat passenger State usage rates are determined as 89.97%, 90.30% and 87.70% respectively. For front seat occupants the usage rate increased by 5.50% from 84.47% in the pre-campaign survey. Driver usage rates increased by 4.72% from 85.58%, and front seat passengers increased by 11.07% from 76.63%.

The 95 percent confidence interval for the usage rates were also calculated as follows:

$$p \pm 1.96 \sqrt{\frac{p(1-p)}{n}}$$

where n is the sample size with the confidence bounds for the State usage rates provided in Tables 2, 3 and 4.

To comply with NHTSA guidelines, the survey was designed so that the relative error, or the standard error divided by the sample estimate, for safety belt use will not exceed five percent. In general, a total of between 250 and 350 observations were collected at each location. This number of observations was believed to be adequate to provide a sample size that will produce a relative error of less than five percent at most locations. The relative error for each usage rate is provided in Tables 2, 3 and 4.

¹Excerpt from the New Jersey Institute of Technology Summary Report

Table 2. Weighted Front Seat Occupant Usage Rate

County	Pre-Campaign			Post-Campaign			Percentage Change
	Usage Rate	Relative Error	Conf. Bound	Usage Rate	Relative Error	Conf. Bound	
Bergen	89.12%	0.85	0.76	96.18%	0.40	0.39	+ 7.06%
Essex	78.02%	1.63	1.27	86.92%	0.98	0.85	+ 8.90%
Hudson	79.26%	2.09	1.66	87.61%	1.29	1.13	+ 8.35%
Morris	90.21%	0.85	0.77	95.12%	0.49	0.47	+ 4.91%
Passaic	82.68%	1.86	1.54	91.36%	1.06	0.97	+ 8.68%
Union	79.60%	1.71	1.36	90.19%	0.94	0.85	+10.59%
Mercer	87.60%	1.31	1.14	89.53%	1.01	0.90	+ 1.93%
Middlesex	84.89%	1.04	0.88	88.46%	0.75	0.66	+ 3.57%
Monmouth	82.93%	1.15	0.96	85.15%	0.89	0.76	+ 2.22%
Ocean	84.61%	1.21	1.02	87.91%	0.86	0.75	+ 3.30%
Somerset	88.36%	1.34	1.19	92.34%	0.86	0.79	+ 3.98%
Burlington	85.88%	0.81	0.70	89.75%	0.57	0.51	+ 3.87%
Camden	78.66%	1.34	1.06	85.20%	0.88	0.75	+ 6.54%
State Usage Rate (Ws)	84.47%	0.34	0.28	89.97%	0.22	0.20	+ 5.50%

Table 3. Weighted Driver Usage Rate

County	Pre-Campaign			Post-Campaign			Percentage Change
	Usage Rate	Relative Error	Conf. Bound	Usage Rate	Relative Error	Conf. Bound	
Bergen	89.82%	0.87	0.79	96.39%	0.41	0.40	+ 6.57%
Essex	78.96%	1.71	1.35	87.70%	1.02	0.89	+ 8.74%
Hudson	81.18%	2.12	1.72	88.54%	1.33	1.18	+ 7.36%
Morris	90.57%	0.88	0.80	95.25%	0.51	0.49	+ 4.68%
Passaic	83.97%	1.92	1.61	92.70%	1.04	0.96	+ 8.73%
Union	80.99%	1.73	1.40	90.53%	0.98	0.89	+ 9.54%
Mercer	88.88%	1.32	1.17	89.54%	1.08	0.97	+ 0.66%
Middlesex	86.16%	1.06	0.91	88.66%	0.80	0.71	+ 2.50%
Monmouth	84.37%	1.16	0.98	85.29%	0.95	0.81	+ 0.92%
Ocean	85.89%	1.25	1.07	88.03%	0.94	0.82	+ 2.14%
Somerset	88.86%	1.40	1.24	92.62%	0.89	0.83	+ 3.76%
Burlington	86.80%	0.86	0.75	89.82%	0.62	0.56	+ 3.02%
Camden	80.40%	1.40	1.12	85.75%	0.92	0.79	+ 5.35%
State Usage Rate (Ws)	85.58%	0.35	0.30	90.30%	0.23	0.21	+ 4.72%

¹Excerpt from the New Jersey Institute of Technology Summary Report

Table 4. Weighted Front Seat Passenger Usage Rate

County	Pre-Campaign			Post-Campaign			Percentage Change
	Usage Rate	Relative Error	Conf. Bound	Usage Rate	Relative Error	Conf. Bound	
Bergen	83.20%	3.22	2.68	93.79%	1.64	1.54	+ 10.59%
Essex	70.50%	5.45	3.84	82.18%	3.19	2.62	+ 11.68%
Hudson	67.12%	7.73	5.19	82.01%	4.23	3.47	+ 14.89%
Morris	86.10%	3.24	2.79	93.91%	1.82	1.71	+ 7.81%
Passaic	74.97%	6.21	4.65	82.39%	4.44	3.66	+ 7.42%
Union	67.90%	6.97	4.73	87.93%	3.11	2.73	+ 20.03%
Mercer	80.47%	4.68	3.76	89.35%	2.85	2.54	+ 8.88%
Middlesex	75.96%	3.84	2.92	86.75%	2.21	1.92	+ 10.79%
Monmouth	71.38%	4.72	3.37	84.60%	2.52	2.14	+ 13.22%
Ocean	75.59%	4.18	3.16	87.37%	2.12	1.85	+ 11.78%
Somerset	84.43%	4.54	3.83	89.91%	3.09	2.78	+ 5.48%
Burlington	80.10%	2.37	1.90	89.53%	1.51	1.35	+ 9.43%
Camden	70.26%	4.07	2.86	82.02%	2.70	2.22	+ 11.76%
State Usage Rate (Ws)	76.63%	1.17	0.90	87.70%	0.68	0.60	+ 11.07%

¹Excerpt from the New Jersey Institute of Technology Summary Report

Comparison of 2005 and 2006 County Usage Rates

Table 5 shows the difference between the 2006 and 2005 post-campaign weighted usage rates by county. The Table shows an increase in the usage rate of the front-seat occupant, driver and front-seat passenger of 4.50%, 3.18% and 11.56%, respectively from 2005 to 2006. This increase varies from county to county with Union county experiencing the highest increase in the front seat occupant, driver and front seat occupant usage rate of 10.59%, 9.54% and 20.02%.

Usage Rate by Functional Classification

Usage rates by functional classification were also determined and are shown in Tables 6, 7 and 8. Table 6 shows the overall usage rate for front-seat occupants, Table 7 shows the usage rate for drivers, and Table 8 shows the usage rate for front-seat passengers. As the Tables show, for front-seat occupants and drivers, the highest usage for the post-campaign occurred on Urban Principal Arterials with a usage rate of 97.28% for front seat occupant and 97.37% for drivers. The lowest usage rate was on Rural minor collector roadways with a usage rate of 84.73% for front seat occupant and 84.57% for drivers. Rural Minor Collector roadways also had the only reduction in usage rate of 4.09% from the pre-campaign to the post-campaign survey for front seat occupant and a reduction of 4.62% for drivers. Urban Principal Arterials had the highest increase in usage rate of 10.75% from the pre-campaign to the post-campaign survey for front seat occupant and 9.56% for drivers.

The highest usage rate for front seat passengers occurred on Urban Principal Arterials with a post-campaign usage rate of 95.86%. The lowest usage rate for this group occurred on Rural Interstate roadways with a usage rate of 82.70%. Like front seat occupants and drivers, there was a reduction in usage rate from the pre-campaign to the post-campaign usage rate for front seat passengers on Rural Minor Collector roadways. A reduction of 0.62% in the usage rate occurred for this group.

Comparison of Post-Campaign Usage Rates by Functional Classification

Table 9 shows the difference between the 2005 and 2006 pre-campaign usage rates by functional classification. The largest difference occurred for front seat passengers on Urban Principal Arterials with an increase in usage rate from 2005 to 2006 of 24.86%. The largest difference in usage rate for front-seat occupant and driver also occurred on Urban Principal Arterials with an increase of 20.25% and 20.00%, respectively. For Rural Minor Collector roadways there was a decrease in the front seat occupant, driver and passenger usage rates of -1.36%, -1.03% and -2.42%, respectively.

¹Excerpt from the New Jersey Institute of Technology Summary Report

Table 5. Comparison of the 2005 and 2006 Post-Campaign Usage Rates by County

County	Front Seat Occupant Usage Rate			Driver Usage Rate			Front Seat Passenger Usage Rate		
	2005	2006	Difference	2005	2006	Difference	2005	2006	Difference
Bergen	89.12%	96.18%	7.05%	89.82%	96.39%	6.56%	83.20%	93.79%	10.59%
Essex	78.02%	86.92%	8.90%	78.96%	87.70%	8.74%	70.50%	82.18%	11.68%
Hudson	79.26%	87.61%	8.35%	81.18%	88.54%	7.35%	67.12%	82.01%	14.89%
Morris	90.21%	95.12%	4.92%	90.57%	95.25%	4.68%	86.10%	93.91%	7.81%
Passaic	82.68%	91.36%	8.69%	83.97%	92.70%	8.73%	74.97%	82.39%	7.41%
Union	79.60%	90.19%	10.59%	80.99%	90.53%	9.54%	67.90%	87.93%	20.02%
Mercer	87.60%	89.53%	1.94%	88.88%	89.54%	0.66%	80.47%	89.35%	8.88%
Middlesex	84.89%	88.46%	3.57%	86.16%	88.66%	2.49%	75.96%	86.75%	10.78%
Monmouth	82.93%	85.15%	2.22%	84.37%	85.29%	0.93%	71.38%	84.60%	13.21%
Ocean	84.61%	87.91%	3.30%	85.89%	88.03%	2.14%	75.59%	87.37%	11.78%
Somerset	88.36%	92.34%	3.98%	88.86%	92.62%	3.76%	84.43%	89.91%	5.48%
Burlington	85.88%	89.75%	3.87%	86.80%	89.82%	3.02%	80.10%	89.53%	9.43%
Camden	78.66%	85.20%	6.53%	80.40%	85.75%	5.35%	70.26%	82.02%	11.75%
State Usage Rate (Ws)	85.47%	89.97%	4.50%	87.12%	90.30%	3.18%	76.14%	87.70%	11.56%

Table 6. Front Seat Occupant Usage Rate by Functional Classification

Functional Classification	Pre-Campaign			Post-Campaign			Percentage Change
	Usage Rate	Relative Error	Conf. Bound	Usage Rate	Relative Error	Conf. Bound	
Rural Interstate	79.30%	5.20	4.12	89.30%	2.36	2.11	+ 10.00%
Rural Principal Arterial	84.04%	1.27	1.06	89.36%	0.86	0.77	+ 5.32%
Rural Minor Arterial	82.49%	1.58	1.30	86.76%	1.21	1.05	+ 4.27%
Rural Major Collector	81.80%	1.85	1.51	87.70%	1.20	1.06	+ 5.90%
Rural Minor Collector	88.82%	3.99	3.54	84.73%	4.20	3.56	- 4.09%
Rural Local	81.73%	2.09	1.71	86.58%	1.44	1.25	+ 4.85%
Urban Interstate	86.05%	0.82	0.70	91.44%	0.52	0.48	+ 5.39%
Urban Freeway/Expressway	82.97%	0.96	0.80	89.47%	0.61	0.55	+ 6.50%
Urban Principal Arterial	86.53%	0.64	0.56	97.28%	0.23	0.23	+ 10.75%
Urban Minor Arterial	84.51%	0.93	0.78	89.95%	0.60	0.54	+ 5.44%
Urban Collector	83.91%	1.53	1.29	89.80%	0.95	0.86	+ 5.89%
Urban Local	81.53%	1.17	0.95	87.01%	0.76	0.66	+ 5.48%

¹Excerpt from the New Jersey Institute of Technology Summary Report

Table 7. Driver Usage Rate by Functional Classification

Functional Classification	Pre-Campaign			Post-Campaign			Percentage Change
	Usage Rate	Relative Error	Conf. Bound	Usage Rate	Relative Error	Conf. Bound	
Rural Interstate	82.57%	4.94	4.08	91.00%	2.33	2.12	+ 8.43%
Rural Principal Arterial	85.20%	1.33	1.14	89.19%	0.94	0.84	+ 3.99%
Rural Minor Arterial	83.17%	1.69	1.41	86.56%	1.31	1.13	+ 3.39%
Rural Major Collector	83.12%	1.93	1.60	87.68%	1.31	1.15	+ 4.56%
Rural Minor Collector	89.19%	4.24	3.78	84.57%	4.47	3.78	- 4.62%
Rural Local	82.47%	2.24	1.85	86.72%	1.55	1.34	+ 4.25%
Urban Interstate	86.74%	0.85	0.73	91.81%	0.55	0.50	+ 5.07%
Urban Freeway/Expressway	84.06%	0.99	0.83	89.89%	0.64	0.58	+ 5.83%
Urban Principal Arterial	87.81%	0.65	0.57	97.37%	0.24	0.24	+ 9.56%
Urban Minor Arterial	85.32%	0.96	0.82	90.42%	0.62	0.56	+ 5.10%
Urban Collector	85.32%	1.57	1.34	90.19%	1.00	0.90	+ 4.87%
Urban Local	82.70%	1.21	1.00	87.46%	0.80	0.70	+ 4.76%

¹Excerpt from the New Jersey Institute of Technology Summary Report

IV. Conclusion

It is clear from the results of the Click It or Ticket 2006 Statewide Mobilization that the local law enforcement community in the state is willing to participate in important statewide traffic safety programs, even during times of decreased levels of funding. A larger number of police agencies in the state than ever before embraced the 2006 Mobilization and through the dedicated work of these local officers a very strong message was sent about the importance of seat belt usage.

The large number of occupant protection-related summonses that were issued during the campaign and the resulting increase in the statewide seat belt usage rates proves once again that high visibility enforcement campaigns have a very positive effect on enhancing traffic safety.

The State of New Jersey has come a long way with regards to usage of seat belts. In fact, the state's seat belt usage rate has risen nearly 30 percentage points in the last ten years. It is clear, however, that the work is not complete. For 2007 and beyond the Division must further expand its efforts and funding commitment in order to garner the participation of police agencies that, to date, have not taken part in the campaign and to continue to engage ongoing partners. The strong partnership between the Division of Highway Traffic Safety and New Jersey's law enforcement community will continue to grow and expand in the years ahead with a goal of, once and for all, convincing all non-seat belt users to "buckle up."

PLEASE USE THIS REVISED FORM

**N. J. DIVISION OF HIGHWAY TRAFFIC SAFETY
140 EAST FRONT STREET, 7TH FLOOR
P.O. BOX 048, TRENTON, NJ 08625-0048
(609) 633-9300 FAX (609) 633-9020**

**"Click It or Ticket 2006"
ENFORCEMENT SUMMARY REPORT**

Police Department: _____ **Project Number:** _____

SEAT BELT USAGE SURVEYS

Total Vehicles Observed: 200 200

Percentage Using Seat Belts: Pre: _____% Post: _____%

SEAT BELT ENFORCEMENT

Total Overtime Hours Worked: _____

Summonses issued by category:

***SEAT BELT (Overtime): _____ ***CHILD RESTRAINT (Overtime): _____

***SEAT BELT (Non overtime): _____ ***CHILD RESTRAINT (Non overtime): _____

***SEAT BELT TOTAL: _____ ***CHILD RESTRAINT TOTAL: _____

SPEEDING: _____ TRAFFIC SIGNALS: _____ EQUIPMENT: _____

DWI/DUI: _____ OTHER MOVING: _____ OTHER NON-MOVING: _____

USING A HAND HELD CELL PHONE WHILE DRIVING _____

OTHER ACTIVITY RESULTING FROM MV STOPS: (Arrests, etc.): _____

TOTAL SUMMONSES DURING THE MOBILIZATION: ** _____ **

News New Jersey Office of the Attorney General

NEW JERSEY DEPARTMENT OF LAW & PUBLIC SAFETY

Zulima V. Farber, Attorney General

Division of Highway Traffic Safety
Roberto Rodriguez, Director

For Immediate Release:
May 17, 2006

For Further Information Contact:
David Wald (LPS) 609-292-4791
Robert Gaydosh (DHTS) 609-633-9022

MEDIA ADVISORY

Click it or Ticket Enforcement Set for North Jersey

- What:** Seat belt checkpoint in Northern New Jersey to enforce the Garden State's primary seat belt law, as the first day of the annual 'Click It or Ticket' mobilization begins. Law enforcement will use a zero tolerance approach to those who are not buckled up.
- Where:** Inbound approach to the George Washington Bridge in Fort Lee (ramp from Route 46 East on to I-95 North).
- When:** Monday, May 22, 2006 from 6:00 a.m. to 9:00 a.m.
- Why:** The 'Click It or Ticket' mobilization runs from May 22nd to June 4th, and addresses the 14% of motorists in New Jersey who still refuse to buckle up. The Bergen County Police Department will be watching for those who are not wearing seat belts and will issue summonses to violators.
- Who:** Bergen County Police Department
Robert Gaydosh - Region III Supervisor, NJ Division of Highway Traffic Safety

Directions from New Jersey:

NJ Turnpike North to the George Washington Bridge
Follow signs for the Upper Level and the HOV lanes
Squad cars will be on the right by the first overpass

Directions from New York City:

George Washington Bridge to Route 46 West
Take the first exit and U-Turn onto Route 46 East
Follow the directions as above

News



New Jersey
Office of the Attorney General

NEW JERSEY DEPARTMENT OF LAW & PUBLIC SAFETY

Zulima V. Farber, *Attorney General*

Division of Highway Traffic Safety
Roberto Rodriguez, *Director*

For Immediate Release:
May 22, 2006

For Further Information Contact:
David Wald (LPS) 609-292-4791
Robert Gaydosh (DHTS) 609-610-2764

Bergen County Police Establish Key Checkpoint on the First Day of the 'CLICK IT OR TICKET' Mobilization

(Fort Lee) - Motorists approaching the George Washington Bridge in Fort Lee this morning probably had a normal commute, if they were wearing their seat belts. For those who were not, it was a different story. Bergen County Police set up a seat belt checkpoint from 6:00 a.m. to 9:00 a.m. at the Route 46 East ramp leading to I-95 North. Police were enforcing New Jersey's primary seat belt law on the first day of the national **Click It or Ticket** mobilization. The high visibility seatbelt checkpoint demonstrated law enforcement's zero tolerance toward those violators who still refuse to buckle up.

"86% of New Jersey motorists use their seat belts and comply with the law" said Division Director Roberto Rodriguez. "The 'Click It or Ticket' mobilization addresses the 14% who fail to buckle up. Police would rather write a thousand tickets than have to knock on one family's door with news that a loved one didn't survive a crash because they weren't wearing their seat belt."

The National Highway Traffic Safety Administration (NHTSA) says seat belt use reduces fatalities by 45%, and reduces the risk of moderate to critical injury by 50%. The Garden State has one of the highest seat belt use percentages in the nation, and seeks to make that number even higher in the quest to reduce crash-related fatalities and injuries.

Seat belts offer the best protection in a crash and, it's the law in New Jersey. The 'Click It or Ticket' mobilization will run through June 4th,

RESOLUTION OF THE TOWNSHIP OF WASHINGTON

Morris County, New Jersey

No. R-56-06

Date of Adoption: March 20, 2006

Title or Subject: RESOLUTION SUPPORTING THE *CLICK IT OR TICKET* MOBILIZATION OF
MAY 22 - JUNE 4, 2006

WHEREAS, there were 757 motor vehicle fatalities in New Jersey in 2005; and

WHEREAS, a large percentage of the motor vehicle occupants killed in traffic crashes were not wearing a safety belt; and

WHEREAS, use of a safety belt remains the most effective way to avoid death or serious injury in a motor vehicle crash; and

WHEREAS, the National Highway Traffic Safety Administration estimates that 135,000 lives were saved by safety belt usage nationally between 1975 and 2000; and

WHEREAS, the State of New Jersey will participate in the nationwide *Click It or Ticket* safety belt mobilization from May 22, 2006 to June 4, 2006 in an effort to raise awareness and increase safety belt usage through a combination of enforcement and education; and

WHEREAS, the Division of Highway Safety has set a goal of increasing the safety belt usage rate in the state from the current level of 86% to 88%; and

WHEREAS, a further increase in safety belt usage in New Jersey will save lives on our roadways.

NOW, THEREFORE, BE IT RESOLVED that the Township Committee of the Township of Washington declares its support for the *Click It or Ticket* safety belt mobilization both locally and nationally from May 22, 2006 to June 4, 2006 and pledges to increase awareness of the mobilization and the benefits of safety belt use.

ATTEST:

TOWNSHIP COMMITTEE OF THE
TOWNSHIP OF WASHINGTON


Dianne S. Gallets, Township Clerk


Tracy Tobin, Mayor

I, Dianne S. Gallets, Township Clerk, do hereby certify that the foregoing resolution was adopted at a meeting of the Township Committee, held on March 20, 2006.


Dianne S. Gallets, Township Clerk


Date

MORRIS COUNTY PARK COMMISSION
RESOLUTION NO. 67-06

WHEREAS, the Morris County Park Commission deems it advisable and in the public interest to participate in vehicle safety programs, and

WHEREAS, there were 757 motor vehicle fatalities in New Jersey in 2005, and

WHEREAS, a large percentage of the motor vehicle occupants killed in traffic crashes were not wearing a safety belt; and

WHEREAS, use of a safety belt remains the most effective way to avoid death or serious injury in a motor vehicle crash; and

WHEREAS, the National Highway Traffic Safety Administration estimates that 135,000 lives have been saved by safety belt usage nationally between 1975 and 2000, and

WHEREAS, the State of New Jersey will participate in the nationwide *Click It or Ticket* safety belt mobilization program from May 22-June 4, 2006 in an effort to raise awareness and increase safety belt usage through a combination of enforcement and education, and

WHEREAS, the Division of Highway Traffic Safety has set a goal of increasing the safety belt usage rate in the state from the current level of 86% to 88%, and

WHEREAS a further increase in safety belt usage in New Jersey will save lives on local roadways,
NOW THEREFORE

BE IT RESOLVED, that the Morris County Park Commission declares its support for the *Click It or Ticket* safety belt mobilization both locally and nationally from May 22-June 4, 2006 and pledges to increase awareness of the mobilization and the benefits of safety belt use.

March 27, 2006

MORRIS COUNTY PARK COMMISSION



Nicholas A. Cameron
President


_____, I, David D. Helmer, Executive Director of the Morris County Park Commission, do hereby certify that the above is a true and correct copy of a resolution adopted by the Morris County Park Commission at a meeting held on March 27, 2006, at the Park Commission offices, 53 East Hanover Avenue, Morris Township, New Jersey.



BOROUGH OF
Kinnelon
130 Kinnelon Road
Kinnelon, New Jersey 07405

BOROUGH CLERK

Phone: 973-838-5401
Extension 1
Fax: 973-838-1862

RESOLUTION 3.2.06

SUPPORTING THE *CLICK IT OR TICKET*
MOBILIZATION OF MAY 22 - JUNE 4, 2006

WHEREAS, there were 757 motor vehicle fatalities in 2005; and

WHEREAS, a large percentage of the motor vehicle occupants killed in traffic crashes were not wearing a safety belt; and

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WHEREAS, the State of New Jersey will participate in the nationwide *Click It or Ticket* safety belt mobilization from May 22 - June 4, 2006 in an effort to raise awareness and increase safety belt usage through a combination of enforcement and education; and

WHEREAS, the Division of Highway Traffic Safety has set a goal of increasing the safety belt usage rate in the state from the current level of 86% to 88%; and

WHEREAS, a further increase in safety belt usage in New Jersey will save lives on our roadways.

NOW, THEREFORE, BE IT RESOLVED that the Kinnelon Borough Mayor and Council declares the support for the *Click It or Ticket* safety belt mobilization both locally and nationally from May 22 - June 4, 2006 and pledges to increase awareness of the mobilization and the benefits of safety belt use.

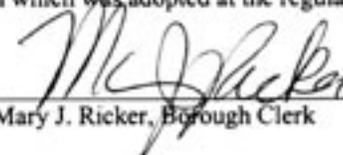
Dated March 16, 2006



Mary J. Ricker, Borough Clerk

I, Mary J. Ricker, Borough Clerk, of the Borough of Kinnelon do hereby certify the foregoing to be a true copy of a resolution which was adopted at the regular meeting of the Kinnelon Mayor and Council.

March 22, 2006



Mary J. Ricker, Borough Clerk



'Click It or Ticket' hits streets again

Saturday, May 20, 2006

MONROE TWP. -- Police officers here will be concentrating on the most dangerous roads for the annual "Click It or Ticket" seat belt program.

The enforcement project, which runs through June 4, is funded by state grants in Deptford, Elk, Monroe and Washington townships and in Pitman and Glassboro.

"I have directed participating police officers to concentrate on the most dangerous motoring areas of Monroe Township," said that township's traffic bureau supervisor, Lt. Anthony Pace.

Pace listed the five most dangerous sections of highway and the five most dangerous intersections by number of accidents for 2005.

A survey conducted before this year's program showed 57 percent of drivers and 20 percent of passengers could be observed wearing seat belts, Pace said. Last year, the pre-mobilization rate was 76 percent for drivers but it rose to 85 percent after the "Click It" program, he said.

"Monroe Township shows lots of room for improvement," said Pace.

"Despite major technological advances, as well as advances in auto making, the most effective means of reducing fatal or serious injury in a traffic accident remains the most simple task of all -- wearing a seat belt," Pace said.

"Seat belt usage reduces a motor vehicle occupant's risk of fatal injury by 45 percent and of moderate or critical injury by 50 percent," he said.

-- Jim Six

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Many ticketed for not buckling

Wednesday, May 31, 2006

Police wrote hundreds of tickets during the Memorial Day weekend as part of the national Click it or Ticket initiative to stress the importance of using seat belts.

Bergen County police alone issued about 1,000 tickets as part of the campaign, which runs through Sunday, said Capt. Kevin Hartnett.

Hackensack police issued about 100 tickets, said Detective Capt. Frank Lomia.

Police agencies statewide participated in the national initiative as part of regular patrols and checkpoints to catch those who don't buckle up.

The state Division of Highway Traffic Safety issued \$4,000 grants to 156 police agencies -- including 27 in Bergen and Passaic counties -- to cover overtime costs.

The Passaic County Sheriff's Department, which received a grant, will not tabulate its numbers until the program concludes, but has seen "a significant increase in summonses," said Bill Maer, a spokesman.

"The publicity about the program has encouraged people to wear their seat belt, which is what this is really about," Maer said.

Using seat belts can reduce fatalities by 45 percent and the risk of moderate to critical injury by 50 percent, according to the National Highway Traffic Safety Administration.

New Jersey has a seat-belt compliance rate of about 86 percent, one of the highest in the nation.

-- Yung Kim



Seat belts save lives

Thursday, June 1, 2006

THE RECORD'S EDITORIAL STAFF

Police in North Jersey have been thick in recent days as part of the national "Click It or Ticket" program. In Bergen County alone, about 1,000 tickets were issued over the Memorial Day weekend to those caught on the road without wearing their seat belts.

Although it would be easy to think the police ought to have better things to do than this, the fact remains that wearing your seat belt -- and insisting that your passengers and children ride restrained -- is the single most effective thing the average driver can do to save a life or prevent serious injury on our streets and highways.

Click it or Ticket Billboards

**We're back.
We're still watching.
Wear a seat belt.**

**Click It or Ticket
New Jersey. It's the law.**

New Jersey Office of the Attorney General
Division of Highway Traffic Safety

**Aquí de nuevo,
todavía te estamos vigilando.
Abróchate el cinturón de seguridad.**

**Abróchate o Boleto
New Jersey. Es la ley.**

New Jersey Office of the Attorney General
Division of Highway Traffic Safety

Click it or Ticket Promotional items





KYW Newsradio
101 S. Independence Mall East
Philadelphia, PA 19106
Newsroom: 215-238-4991 Fax: 215-238-4657

The Philadelphia Inquirer

The Philadelphia Inquirer
P.O. Box 8263
Philadelphia, Pa. 19101

Phone: (856) 779-3840 Fax: (856) 779-3221

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The Times

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Phone: (609) 267-9383 Fax: (609) 396-6563 or (609) 394-2819

Trentonian.com

600 Perry St., Trenton, NJ 08618
Phone: (609) 989-7800 Fax: (609) 393-6072

COURIERPOST
ONLINE 

301 Cuthbert Blvd. Cherry Hill, N.J. 08002

'Click It or Ticket' hits streets again

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— Jim Six

Campbell Comfort Systems, Inc.
 We Know Indoor Comfort
 Heating • Cooling
 Indoor Air Quality
 856-845-2100

Source: Monroe Township Police

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er County Times, Woodbury, N.J., Saturday, May 20, 2006 A-7

COLLISIONS PER MILE OF HIGHWAY 2005			
ROADWAY	LENGTH	COLLISIONS	CRASHES PER MILE
Sicklerville Road CR 536 SPUR	1.2	47	39.16
Black Horse Pike SH42	2.6	86	33.07
Fries Mill Road CR655	2.4	50	20.83
Black Horse Pike US 322	8.6	173	20.11
Glassboro Road US 322	5	84	16.8

Source: Monroe Township Police

COLLISIONS AT INTERSECTIONS	
INTERSECTING ROADWAYS	NUMBER OF COLLISIONS
Glassboro Rd. & CR 655 CR 536 SPUR	43
B.H.P. & Berlin-Cross Keys Rd SH42 & CR 689	29
B.H.P. & Corkery Lane US 322 & CR612	28
B.H. P. & Sicklerville Road SH 42 & US 322 & CR 536 SPUR	26
Glassboro Road & Tuckahoe Road US 322 & CR 555	23

Source: Monroe Township Police

Police enforcing 'Click It or Ticket'

A.C. police say Phila. man had 3 pounds of marijuana

A.C. police say Phila. man had 3 pounds of marijuana



8 THE JERSEY JOURNAL Tuesday, May 23, 2006

Click it or Ticket drive begins Monday

Harrison cops get 4K seatbelt grant Initiative is part of nationwide 'Click It or Ticket' program

By Lou Marano
The Chronicle

HARRISON — The "Click It or Ticket" campaign has come back stronger than ever, and this year, state officials are doubling the money to make sure police in more than 100 municipalities are actively participating.

State officials gathered on a beachfront last week to announce the start of this year's "Click It or Ticket" enforcement mobilization. The eight-month campaign will run from May 12 to June 4, and local officials are helping to boost awareness and stress the importance of wearing a seat belt, with higher enforcement and media attention.

"We had one of the highest rates in the nation," said Robert Rodriguez, Atlantic County Police Chief. "An enforcement has to be in place to get the message out to the public who are not buckling up."

The state has given 100 municipalities, including Harrison, a grant of \$4,000 to increase patrol to look for seat belt use and to conduct check points throughout their state.

Harrison Police Chief Derek Kazian said the department would place three officers on the streets in three-hour blocks, throughout many different shifts, to target individuals who are not wearing their seatbelts. The department has seen a high return rate since they joined the initiative several years ago.

"When we first started this program, the seat belt use was 50 percent," Kazian said. "Only half of the people driving on their way into town were wearing their seat belts. Now, after a few years of this action, it is at 80 percent. The seat belt use is at 80 percent. The seat belt use is at 80 percent."

An independent survey taken in 2005 determined that Hudson County had the lowest overall rate for seat belt usage. The figure shows, in the month that Somerset County had the highest usage rate at 87 percent, while Hudson County had the lowest at 50 percent.

"Even though New Jersey's statistics are high, we are still likely to see more fatalities over the next few years, the numbers show that usage is still lower in Jersey," said Rodriguez, who called for the public to stay ready to take action.

Since then, the numbers have climbed steadily, close to 80 percent. The state last year saw 82 percent and state officials expected a rise to 85 percent this year, the number only rose to 84 percent, but the numbers are still high.

"It's not a strong statement and the results are meaningful. From death to our roads," said Lottman. "We are committed to the 'Click It or Ticket' strategy."

Brown, Frank Infragiano and Rodriguez have also announced they will be participating in the campaign. However, they did not receive grant money from the state.

In 2005, there were 122 motor vehicle fatalities in New Jersey and an alarmingly large number were not wearing their seat belts.

"Through education and enforcement, we are bringing the public home that the police are out there and looking," Kazian said. "We are doing this for the most vulnerable people — to save lives."

More vehicles involved in the leading cause of death for people ages 15 to 24



JERSEY CITY POLICE are joining the nationwide "Click It or Ticket" seat belt campaign.

Buckle up, or risk a ticket

By CARLY BALDWIN
JOURNAL STAFF WRITER

Drivers: Buckle up!
Starting this week, Jersey City police are joining a nationwide campaign to enforce seat belt laws. The "Click It or Ticket" campaign aims to encourage drivers to obey seat belt laws and fasten themselves in.

Jersey City police began stepped patrols yesterday looking for drivers without seat belts on and will continue the enhanced enforcement until June 4, said Sgt. Edgar Martinez.

"Starting (yesterday), the Police Department will conduct a zero tolerance safety belt enforcement campaign," said

Jersey City Police Chief Robert Troy in a written statement.

In 2003, the last year for which complete statistics were available, there were 747 motor vehicle fatalities in New Jersey. More than half of those killed were not wearing a seat belt, according to the New Jersey Division of Highway Traffic Safety.

Your independent weekly news source

May 19, 2006

The Chronicle

OF HACKENSACK AND SOUTH HACKENSACK

Seat belt campaign begins

TO THE EDITOR:

Law enforcement officers throughout New Jersey will be stepping up enforcement and education of the state's Primary Seat Belt Law. The enforcement and education campaign comes as part of the nationwide Click It or Ticket Mobilization.

The goal of the program is to increase the statewide safety belt usage rate to 88 percent. The current safety belt usage rate in New Jersey is 86 percent, and the rate has steadily risen during the last eight years.

In 2005, there were 757 motor vehicle fatalities in New Jersey, a large percentage of

which were not wearing a seat belt. Safety belts save lives and prevent injuries. Between 1975 and 2005, seat belts prevented 115,000 injuries and 3.8 million medical and hospital bills nationwide, saving \$1.5 billion in medical and hospital bills. Safety belt use is important for teenagers and adults. Motor vehicle accidents are the leading cause of death for people age 15 to 24 in the United States.

During the mobilization period from May 22 to June 5, local police agencies will conduct a zero tolerance enforcement campaign.

LETTERS FROM PAGE 4

Jersey Division of Highway Traffic Safety. "Our goal is to make sure that all motor vehicle occupants are properly restrained on every trip."

"We are committed to the Click It or Ticket strategy," added Tom Louizou, regional administrator of the National Highway Traffic Safety Administration. "Tickets are a strong deterrent and the results are meaningful — fewer deaths on our roads."

If your readers have any questions or comments, feel free to contact the South Hackensack Police Department.



Cops have eyes out for unbucklers

By **CLAIRE KNAPP**
Staff Writer

RANDOLPH TWP. - It is a simple gesture that takes only a moment and yet statistics show buckling up saves lives.

Police are concentrating on locating people who do not wear their seat belts while driving or as passengers during the annual "Click It Or Ticket" program that is being held nationwide.

The two-week program began Monday, May 22, and will continue through Sunday, June 4. Both roving patrols and checkpoints will be used in the campaign.

Sgt. Will Yarzab, supervisor of the police traffic safety division,

said the program has been very successful in past years.

"We won't have any numbers until we close the program on June 4, but it seems to be going very well," said Yarzab. "It's about the same pace as last year."

During the two-week period in 2005, police issued 567 summonses, including 365 for not wearing seatbelts and two for improper child restraints.

Federal Funding

A \$4,000 grant from the National Highway Safety Agency pays overtime for extra patrols. The effort has a side benefit of providing more stringent enforcement of other traffic safety

laws, Yarzab said.

The same two-week period in 2005 resulted in 42 summonses for speeding, five traffic signal violations, 29 equipment violations such as headlights that don't work, and 104 for other non-moving violations.

Yarzab said failure to wear a seat belt is a primary offense, which means police can stop drivers who aren't wearing their belts.

Summonses can result in fines but not points imposed on their driver's license.

"We increased our seat belt usage from 82 percent pre-enforcement to 88 percent post-enforcement as a result of this program," said Yarzab.

Yarzab said in his experience older drivers are the worst of fenders of the seat belt law.

"It seems that the very young drivers are wearing their seatbelts, but the older generation who grew up without it being the law are less likely to buckle up," said Yarzab.

But that doesn't mean senior citizens are the worst offenders. Yarzab said adults in their 40s learned to drive before buckling up became mandatory in New Jersey. He said seat belt use later became a part of driver training for younger drivers, making them less likely to forget.

"There are so many reasons

(Please see **Cops** on page 2)

Harrison cops get 4K seatbelt grant Initiative is part of nationwide 'Click It or Ticket' program

By **Lisa Martens**
The Observer

HARRISON - The "Click It or Ticket" campaign has come back stronger than ever, and this year, state officials are doling out the money to make sure police in more than 100 municipalities are actively participating.

State officials gathered on a roadside boardwalk last week to announce the start of this year's "Click It or Ticket" enforcement mobilization. The major seatbelt initiative will run from May 22 to June 4. State and local officials are hoping to boost awareness and stress the importance of wearing a seat belt, with higher enforcement and media attention.

"Seat belt use in the Garden State is now at 86 percent, one of the highest in the nation," said Roberto Rodriguez, division director. "Law enforcement has its sights set on the remaining 14 percent who refuse to buckle up."

The state has given 160 municipalities, including Harrison, a grant of

"WHEN WE FIRST STARTED THIS PROGRAM, THE SEAT BELT RATE WAS 50 PERCENT, ONLY HALF OF THE PEOPLE DRIVING OUT THERE WORE THEIR SEAT BELTS. NOW, AFTER A FEW YEARS OF THIS ACTION, IT IS AT 86 PERCENT. SO, OUR ENFORCEMENT IS WORKING."

- HARRISON POLICE CHIEF DEREK KEARNS

\$4,000 to increase patrol to look for seat belt use and to conduct check points throughout their areas.

Harrison Police Chief Derek Kearns said the department would place more officers on the streets in three-hour blocks, throughout many different shifts, to target individuals who are not wearing their seat belts. The department has seen a high success rate since they joined the initiative several years ago.

"When we first started this program, the seat belt rate was 50 percent," Kearns said. "Only half of the people driving out there wore their seat belts. Now, after a few years of this action, it is at 86 percent. So, our enforcement is working."

An independent survey taken in 2004 determined that Hudson County had the lowest overall rate for seat belt usage. The figures show, in the survey, that Somerset County had the highest usage rate at 87 percent, while Hudson County had the lowest at 69 percent.

"Even though New Jersey's available seat belt usage rate will likely increase over the year, the numbers show that usage in urban areas is lower," said Rodriguez, who called for the preliminary study to take place.

Since then, the numbers have climbed, reaching close to 90 percent. The rate last year was 82 percent and state officials expected a six- to eight-point increase. The number only rose by

four percent, but Tom Louison, of the National Administration of the National Highway Traffic Safety Administration said they are committed to curbing traffic fatalities due to seat belt use and are convinced the numbers will keep rising.

"Tickets are a strong deterrent and the results are meaningful, fewer deaths on our roads," said Louison. "We are committed to the 'Click It or Ticket' strategy."

Kearns, North Arlington and Belleville have also announced they will be participating in the campaign. However, they did not receive grant money from the state.

In 2005, there were 157 motor vehicle fatalities in New Jersey and an alarmingly large number were not wearing their seat belts.

"Through education and awareness, we are letting the public know that the police are out there and looking," Kearns said. "We are doing this for the most important reason - to save lives."

Motor vehicle crashes are the leading cause of death for people ages 15 to 34



Cops have eyes out for area's unbucklers

(Continued from Page 1)

to wear seat belts," said Yarzab. "Saving your life is the most important, but beyond that there may be some liability issues."

He said he wouldn't be surprised with a lawsuit where a driver lost control of a vehicle and caused damages that might not have happened if the

driver was wearing a seat belt. "Another thought is that if you suffer an injury so severe that you exceed the lifetime limit on your health insurance, we all have to foot the bill," said Yarzab.

To monitor the success of the two-week program, police conduct a pre-enforcement survey as well as a post-enforcement survey.

"In the surveys, we monitor 200 vehicles driving past a particular site," said Yarzab. "The surveys allow us to verify whether or not the program has made drivers more aware."

Based on the surveys in Randolph, Yarzab said approximately 20 percent of drivers do not wear their seat belts, while as many as 19 percent of passengers fail to "buckle up."



CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
ATLANTIC COUNTY										
Absecon	37	0	9	2	10	2	19	6	0	Non-Funded
Atlantic City	445	1	2	0	11	12	30	60	12	Funded
Atlantic County Sheriff's	256	0	20	0	8	0	7	47	0	Funded
Brigantine	25	1	10	2	7	2	22	13	0	Non-Funded
Egg Harbor City	35	0	4	0	0	1	0	5	1	Non-Funded
Egg Harbor Twp.	284	1	4	4	44	3	59	67	0	Funded
Galloway	211	3	32	5	32	3	49	76	2	Funded
Hamilton	124	0	60	0	12	0	10	45	0	Non-Funded
Hammonton	230	1	22	4	9	0	3	39	2	Non-Funded
Linwood	35	0	1	0	2	0	0	4	2	Non-Funded
Longport	16	0	6	6	3	7	50	14	1	Non-Funded
Margate	148	0	3	0	1	0	1	25	0	Non-Funded
Mullica	49	0	38	0	1	0	35	77	0	Non-Funded
Northfield	104	1	1	0	6	0	3	18	1	Funded
Pleasantville	96	2	11	1	60	2	42	43	1	Non-Funded
Somers Point	48	20	20	10	7	16	35	96	0	Non-Funded
Stockton College	2	0	0	0	1	0	1	6	0	Non-Funded
Ventnor	58	1	5	10	8	1	31	16	0	Non-Funded
County Total	2203	31	248	44	222	39	397	657	22	18

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
BERGEN COUNTY										
Allendale	31	0	1	2	2	1	7	25	1	Non-Funded
Alpine	0	0	5	1	0	0	2	2	0	Non-Funded
Bergen County PD	2329	24	46	61	398	2	35	477	0	Non-Funded
Bergenfield	230	3	0	3	19	0	11	8	0	Funded
Bogota	42	5	6	4	24	1	16	31	0	Funded
Carlstadt	4	0	2	3	3	0	12	41	0	Non-Funded
Cliffside Park	107	16	0	0	2	0	2	133	0	Funded
Closter	31	0	3	0	2	1	8	3	0	Non-Funded
Cresskill	18	2	12	4	35	1	0	0	0	Non-Funded
Demarest	40	0	7	4	5	1	7	25	0	Non-Funded
Dumont	18	0	0	3	0	1	14	40	0	Non-Funded
East Rutherford	63	3	17	6	30	1	70	42	3	Non-Funded
Edgewater	11	1	8	2	0	1	11	10	1	Non-Funded
Elmwood Park	209	5	5	5	14	0	37	34	0	Non-Funded
Emerson	14	0	7	0	5	1	13	5	0	Non-Funded
Englewood	36	3	15	2	13	4	52	108	0	Non-Funded
Englewood Cliffs	1	0	0	2	5	2	10	13	1	Non-Funded
Fair Lawn	200	3	12	5	101	0	78	225	0	Funded
Fairview	390	3	0	0	20	0	58	44	0	Funded
Fort Lee	157	5	0	10	1	0	10	13	0	Funded
Franklin Lakes	282	2	2	3	35	0	9	23	0	Funded
Garfield	263	13	0	0	0	0	17	7	2	Funded
Glen Rock	48	1	5	0	2	0	30	45	0	Non-Funded
Hackensack	2078	10	18	22	34	1	68	121	0	Funded
Harrington Park	45	2	10	0	15	0	5	9	2	Non-Funded
Hasbrouck Heights	74	2	0	0	0	0	6	12	0	Non-Funded
Haworth	9	1	2	0	15	1	7	7	0	Non-Funded
Hillsdale	24	2	3	2	14	1	1	23	0	Non-Funded
Ho-Ho-Kus	50	1	17	2	7	2	0	35	0	Non-Funded
Leonia	105	1	13	11	9	5	75	36	0	Non-Funded
Little Ferry	43	1	1	12	35	0	18	140	0	Non-Funded
Lodi	807	13	0	0	29	0	7	3	0	Funded
Lyndhurst	208	0	0	0	32	0	29	5	0	Funded
Mahwah	19	0	19	2	185	6	130	18	2	Non-Funded
Maywood	46	0	2	4	29	0	32	65	0	Non-Funded
Midland Park	2	0	2	2	2	1	4	18	0	Non-Funded
Montvale	215	0	0	0	3	0	9	11	0	Funded

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
BURLINGTON COUNTY										
Moonachie	66	0	6	1	8	0	7	32	0	Non-Funded
New Milford	87	0	15	18	86	0	57	30	0	Non-Funded
North Arlington	20	0	15	0	0	3	10	6	0	Non-Funded
Northvale	197	0	14	6	67	0	27	96	0	Funded
Norwood	8	0	5	1	4	1	7	4	0	Non-Funded
Oakland	1	0	3	0	2	0	9	1	0	Non-Funded
Old Tappan	9	0	3	0	0	0	2	6	0	Non-Funded
Oradell	2	0	8	0	5	0	0	6	0	Non-Funded
Palisades Interstate Pwy.	54	0	505	9	45	2	232	48	0	Non-Funded
Palisades Park	57	1	1	2	19	0	92	29	0	Non-Funded
Paramus	34	0	0	0	0	0	1	1	0	Non-Funded
Park Ridge	10	1	4	2	14	1	8	39	0	Non-Funded
Ramsey	280	7	66	6	28	0	33	4	0	Funded
Ridgefield	209	4	0	0	28	0	6	12	0	Funded
Ridgefield Park	125	13	3	7	27	12	58	46	0	Non-Funded
Ridgewood	201	0	1	1	36	0	20	20	0	Funded
River Edge	60	3	7	22	2	0	16	11	0	Non-Funded
River Vale	5	0	3	6	17	1	0	19	1	Non-Funded
Rochelle Park	8	0	4	0	0	0	39	5	0	Non-Funded
Rutherford	227	3	0	0	14	0	8	3	0	Funded
Saddle Brook	14	0	3	0	0	0	53	0	0	Non-Funded
Saddle River	115	0	10	4	57	1	17	49	0	Funded
South Hackensack	385	2	0	0	5	0	4	16	0	Funded
Teaneck	440	18	105	33	54	2	244	221	0	Funded
Tenaflly	162	4	0	0	0	0	0	0	0	Non-Funded
Upper Saddle River	28	1	4	2	14	2	21	37	0	Non-Funded
Waldwick	21	0	6	0	11	2	2	2	0	Non-Funded
Wallington	33	0	4	5	35	2	55	49	0	Non-Funded
Washington	18	0	3	0	2	0	7	53	0	Non-Funded
Westwood	269	1	13	3	9	1	17	32	0	Funded
Woodcliff Lake	21	1	4	0	2	2	0	5	0	Non-Funded
Wood-Ridge	17	2	8	5	11	0	3	29	0	Non-Funded
Wyckoff	77	1	2	0	4	0	4	35	0	Non-Funded
County Total	11509	184	1065	310	1731	66	1959	2803	13	70

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
BURLINGTON COUNTY										
Beverly	3	1	0	0	16	0	11	12	0	Non-Funded
Bordentown City	3	0	3	1	4	1	10	16	0	Non-Funded
Bordentown Twp.	44	2	15	20	13	0	51	99	0	Non-Funded
Burlington City	415	8	0	0	2	2	2	3	0	Funded
Burlington Co. Bridge	20	1	0	0	0	0	0	1	1	Non-Funded
Cinnaminson	5	0	7	0	12	3	25	39	1	Non-Funded
Delanco	4	0	2	0	7	0	10	0	0	Non-Funded
Delran	398	3	0	0	0	0	0	15	0	Funded
Eastampton	10	0	8	0	4	1	7	20	0	Non-Funded
Edgewater Park	5	0	9	0	21	4	18	65	0	Non-Funded
Evesham	42	0	102	13	0	7	0	0	12	Non-Funded
Florence	11	0	43	6	20	5	40	15	0	Non-Funded
Lumberton	9	0	4	1	17	2	13	22	0	Non-Funded
Mansfield	45	0	27	0	18	1	21	110	1	Non-Funded
Maple Shade	6	0	8	2	3	1	4	17	0	Non-Funded
Medford Lakes	17	1	8	0	1	0	2	25	1	Non-Funded
Moorestown	326	2	1	1	4	0	7	20	0	Funded
Mount Holly	225	0	5	5	6	0	4	2	0	Non-Funded
Mount Laurel	129	2	6	10	9	9	71	72	3	Non-Funded
New Hanover	57	1	5	1	8	1	3	33	0	Non-Funded
Palmyra	130	1	0	0	0	0	4	14	0	Funded
Pemberton Boro	46	1	6	0	22	0	0	0	0	Non-Funded
Pemberton Twp.	22	0	4	4	20	2	440	38	0	Non-Funded
Riverside	244	1	1	5	43	7	43	79	0	Funded
Riverton	7	0	70	0	4	0	3	7	0	Non-Funded
Westampton	343	7	27	2	187	2	38	216	0	Funded
County Total	2566	31	361	71	441	48	827	940	19	26

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
CAMDEN COUNTY										
Audubon	20	0	1	0	0	2	70	12	0	Non-Funded
Bellmawr	21	0	5	2	10	2	12	58	0	Non-Funded
Berlin Boro	27	0	7	4	14	3	24	34	0	Non-Funded
Camden	336	7	0	0	2	0	14	28	0	Funded
Chesilhurst	192	2	10	0	21	0	4	53	0	Funded
Clementon	103	0	1	5	16	0	7	37	0	Non-Funded
DRPA	484	3	88	9	55	6	104	196	0	Funded
Gloucester City	281	11	12	5	23	7	48	98	0	Funded
Gloucester Twp.	283	6	0	0	19	0	8	34	0	Funded
Haddon	17	1	12	4	20	6	28	63	1	Non-Funded
Haddon Heights	1	0	0	0	1	1	10	4	0	Non-Funded
Hi-Nella	186	0	2	0	8	0	1	33	0	Funded
Laurel Springs	7	1	10	0	21	1	6	26	0	Non-Funded
Lawnside	90	3	6	0	6	1	12	10	0	Non-Funded
Lindenwold	37	0	1	4	3	1	110	30	0	Non-Funded
Magnolia	15	0	1	2	0	5	15	93	1	Non-Funded
Merchantville	6	0	9	13	18	5	27	56	1	Non-Funded
Mount Ephraim	34	1	2	4	0	15	0	7	0	Non-Funded
Pennsauken	91	11	49	17	87	7	0	121	0	Non-Funded
Pine Hill	11	0	0	6	6	0	4	42	0	Non-Funded
Runnemede	3	1	1	0	9	0	9	29	0	Non-Funded
Somerdale	405	1	7	0	7	0	5	31	4	Funded
Stratford	9	0	38	13	4	5	33	72	0	Non-Funded
Voorhees	15	0	25	1	27	1	102	59	0	Non-Funded
Winslow	32	5	29	5	50	6	4	0	0	Non-Funded
County Total	2706	53	316	94	427	74	657	1226	7	25

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
CAPE MAY COUNTY										
Avalon	7	0	5	0	4	2	6	7	0	Non-Funded
Cape May City	1	0	0	0	0	0	0	0	0	Non-Funded
Cape May County Sheriff	24	0	0	0	0	0	1	7	0	Non-Funded
Lower	226	4	0	2	1	0	4	16	0	Funded
Middle	51	0	0	0	0	0	0	7	0	Funded
North Wildwood	190	3	8	2	4	0	10	19	2	Non-Funded
Ocean City	32	0	82	0	0	2	115	1133	0	Non-Funded
Sea Isle City	2	0	4	0	5	10	34	478	0	Non-Funded
Stone Harbor	21	0	3	1	7	1	9	49	0	Non-Funded
West Wildwood	3	0	0	0	0	1	1	1	0	Non-Funded
Wildwood City	7	1	2	4	5	6	29	38	1	Non-Funded
Wildwood Crest	41	0	29	8	5	2	32	36	0	Non-Funded
County Total	605	8	133	17	31	24	241	1791	3	12

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
CUMBERLAND COUNTY										
Bridgeton	405	12	1	2	0	0	19	19	0	Funded
Cumberland County	241	1	0	0	20	0	17	22	2	Funded
Millville	328	3	4	0	1	1	10	25	0	Funded
Vineland	323	3	0	4	1	0	14	2	0	Funded
County Total	1297	19	5	6	22	1	60	68	2	4

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
ESSEX COUNTY										
Belleville	513	6	0	0	0	0	50	0	0	Funded
Bloomfield	14	0	106	14	2	2	40	48	0	Non-Funded
Caldwell	5	0	8	2	6	1	14	14	0	Non-Funded
Cedar Grove	75	0	22	4	63	0	16	129	0	Non-Funded
East Orange	205	4	0	0	20	0	44	0	0	Funded
Essex County	272	41	0	0	18	1	25	20	0	Funded
Essex Fells	15	0	4	0	1	0	1	10	0	Non-Funded
Fairfield	72	1	33	13	47	5	47	177	5	Non-Funded
Glen Ridge	81	0	4	5	2	0	12	4	0	Non-Funded
Livingston	184	13	28	13	156	12	196	207	0	Funded
Maplewood	176	1	16	3	27	2	52	55	0	Non-Funded
Millburn	125	0	0	4	1	2	22	17	0	Non-Funded
Montclair	44	10	24	11	10	0	68	52	13	Non-Funded
Newark	335	0	0	0	0	0	0	0	0	Non-Funded
North Caldwell	52	0	5	2	4	0	3	5	1	Non-Funded
Nutley	453	3	19	3	7	3	8	39	0	Funded
Orange	32	17	35	45	42	6	33	55	0	Non-Funded
Roseland	55	2	4	7	19	0	29	20	0	Non-Funded
South Orange	292	11	0	0	39	0	42	16	0	Funded
Verona	2	0	1	2	2	0	8	0	0	Non-Funded
West Caldwell	29	0	1	0	0	0	4	11	1	Non-Funded
West Orange	36	4	16	38	12	2	145	122	4	Non-Funded
County Total	3067	113	326	166	478	36	859	1001	24	22

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
GLOUCESTER COUNTY										
Deptford	196	0	0	0	36	0	6	27	0	Funded
East Greenwich	87	0	17	5	8	4	0	35	2	Non-Funded
Elk	110	1	2	1	28	0	10	61	0	Funded
Glassboro	238	0	1	0	0	0	1	13	0	Funded
Greenwich	180	0	0	0	0	0	0	0	0	Non-Funded
Harrison	21	0	1	0	0	0	0	8	0	Non-Funded
Mantua	16	3	8	3	20	2	23	39	1	Non-Funded
Monroe	183	1	1	0	7	0	11	19	0	Funded
Newfield	5	0	4	6	7	2	7	4	0	Non-Funded
Pitman	366	4	0	1	53	0	9	15	3	Funded
South Harrison	18	0	5	1	7	1	4	9	0	Non-Funded
Swedesboro	4	0	1	9	6	0	1	7	0	Non-Funded
Washington	268	2	13	1	7	5	24	90	0	Funded
West Depford	41	0	14	3	30	3	100	50	0	Non-Funded
Westville	36	0	1	3	12	3	2	40	0	Non-Funded
County Total	1769	11	68	33	221	20	198	417	6	15

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
HUDSON COUNTY										
Bayonne	44	7	18	4	19	0	108	79	0	Non-Funded
East Newark	103	0	4	16	26	0	27	0	1	Non-Funded
Guttenberg	98	1	0	0	1	0	5	3	0	Funded
Harrison	246	5	0	1	19	0	35	37	0	Funded
Hoboken	187	0	8	26	0	0	20	5	1	Funded
Jersey City	95	6	61	43	22	3	436	609	0	Non-Funded
North Bergen	641	14	9	33	159	2	134	275	0	Non-Funded
Secaucus	40	6	0	0	2	0	9	4	0	Non-Funded
Union City	62	0	39	21	19	6	280	456	1	Non-Funded
County Total	1516	39	139	144	267	11	1054	1468	3	9

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
HUNTERDON COUNTY										
Clinton Boro.	9	3	6	2	5	1	12	12	0	Non-Funded
Delaware	37	0	16	0	1	0	3	17	0	Non-Funded
Flemington	9	0	15	2	21	2	20	56	0	Non-Funded
Franklin	135	0	6	6	9	1	3	25	0	Funded
Frenchtown	78	0	28	0	16	0	5	7	0	Funded
High Bridge	6	0	2	0	18	1	13	7	0	Non-Funded
Holland	56	0	3	0	2	0	2	4	0	Funded
Lambertville	266	0	4	1	2	0	9	5	0	Funded
Raritan	313	0	1	2	3	0	3	20	4	Funded
Readington	47	0	0	0	0	0	1	0	0	Funded
County Total	956	3	81	13	77	5	71	153	4	10

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
MERCER COUNTY										
East Windsor	32	1	14	6	80	3	60	130	0	Non-Funded
Ewing	368	3	2	1	8	0	22	10	1	Funded
Hightstown	155	7	0	0	0	0	0	0	0	Non-Funded
Hopewell	223	0	18	1	4	0	7	43	0	Funded
Lawrence	612	7	3	5	20	0	20	91	0	Funded
Princeton Boro	217	4	0	0	2	0	4	5	0	Funded
Princeton Twp.	716	0	0	0	87	0	105	135	0	Funded
Trenton	307	15	0	24	57	0	59	84	0	Non-Funded
West Windsor	10	2	28	6	8	9	59	65	0	Non-Funded
County Total	2640	39	65	43	266	12	336	563	1	9

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
MIDDLESEX COUNTY										
Carteret	219	6	0	2	11	0	39	20	1	Funded
Cranbury	163	0	7	4	1	4	38	21	0	Funded
Dunellen	121	0	0	0	39	0	8	31	0	Non-Funded
East Brunswick	304	4	0	1	14	0	6	14	1	Funded
Eatontown	11	0	0	0	0	0	0	0	0	Non-Funded
Jamesburg	7	0	6	7	18	0	5	5	0	Non-Funded
Metuchen	32	3	30	17	76	7	48	45	0	Non-Funded
Middlesex	157	2	1	0	36	0	1	31	1	Funded
Milltown	2	0	12	13	5	0	20	10	0	Non-Funded
Monroe	331	1	14	1	5	0	11	19	1	Funded
New Brunswick	200	8	1	6	1	0	14	23	0	Funded
Old Bridge	144	1	21	6	29	0	7	47	0	Funded
Piscataway	409	4	0	1	28	0	19	24	15	Funded
Plainsboro	157	3	2	2	12	0	11	25	2	Funded
South Brunswick	161	2	12	0	2	0	13	9	0	Funded
South Plainfield	189	7	0	0	7	1	1	29	0	Funded
Spotswood	207	0	1	0	0	0	0	48	0	Funded
Woobridge	37	3	56	29	9	9	50	19	0	Non-Funded
County Total	2851	44	163	89	293	21	291	420	21	18

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
MONMOUTH COUNTY										
Aberdeen	45	2	10	3	14	1	29	80	0	Non-Funded
Allenhurst	16	0	0	0	0	0	0	0	0	Non-Funded
Allentown	2	0	41	0	17	0	6	51	0	Non-Funded
Asbury Park	69	2	39	53	39	1	146	138	0	Non-Funded
Atlantic Highlands	3	1	7	1	2	0	1	4	0	Non-Funded
Avon-By-The-Sea	6	0	2	2	0	10	9	2	0	Non-Funded
Brielle	111	2	2	0	8	1	2	12	0	Non-Funded
Colts Neck	48	0	0	0	0	0	2	4	1	Funded
Freehold Boro	407	6	0	0	1	0	40	8	0	Funded
Freehold Twp.	778	2	2	0	8	0	0	20	0	Funded
Holmdel	210	0	1	0	7	0	2	21	0	Funded
Keansburg	9	0	10	0	13	1	46	16	0	Non-Funded
Manalapan	243	1	18	0	27	0	15	10	0	Funded
Manasquan	31	0	4	2	13	2	15	68	0	Non-Funded
Marlboro	220	2	24	2	0	0	14	36	0	Funded
Middletown	324	16	0	1	7	1	12	25	1	Funded
Monmouth Beach	27	0	7	0	28	0	1	46	1	Non-Funded
Neptune	20	0	0	0	0	0	0	0	0	Non-Funded
Ocean	224	10	0	4	6	0	10	19	0	Funded
Oceanport	50	2	35	10	18	3	11	9	0	Non-Funded
Red Bank	42	1	31	4	36	6	54	41	0	Non-Funded
Rumson	12	0	3	1	3	0	1	32	0	Non-Funded
Sea Bright	8	0	2	2	4	6	11	4	0	Non-Funded
Sea Girt	8	0	8	4	0	1	8	22	0	Non-Funded
Shrewsbury	72	0	7	3	16	2	8	55	0	Non-Funded
Union Beach	71	0	13	3	19	2	9	64	0	Non-Funded
West Long Branch	4	1	10	21	14	1	29	12	0	Non-Funded
County Total	3060	48	276	116	300	38	481	799	3	27

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
MORRIS COUNTY										
Boonton Town	17	0	2	1	2	0	4	0	0	Non-Funded
Butler	42	0	2	0	2	4	10	68	0	Non-Funded
Chatham Boro.	342	1	0	0	4	0	1	10	0	Funded
Chatham Twp.	93	0	1	1	10	0	5	24	0	Funded
Chester Boro.	12	0	3	1	6	0	3	21	0	Non-Funded
Chester Twp.	89	1	19	0	17	0	2	23	0	Non-Funded
Denville	136	2	1	2	6	0	4	1	0	Funded
Dover	52	0	0	0	0	2	5	0	0	Non-Funded
East Hanover	108	0	16	11	11	3	36	30	0	Non-Funded
Florham Park	472	2	20	28	26	0	12	46	0	Funded
Hanover	105	5	22	4	8	1	47	46	10	Non-Funded
Harding	44	2	8	3	8	0	2	36	0	Non-Funded
Jefferson	19	2	23	2	27	1	11	48	0	Non-Funded
Kinnelon	251	1	1	0	22	0	21	59	0	Funded
Lincoln Park	146	2	4	3	68	2	15	6	0	Funded
Long Hill	18	1	11	3	16	1	13	35	0	Non-Funded
Madison	85	0	17	9	22	1	36	121	0	Non-Funded
Mendham Boro.	33	1	4	1	0	0	5	12	0	Non-Funded
Mendham Twp.	169	0	2	1	22	0	10	0	0	Funded
Montville	181	0	0	0	49	1	5	0	0	Funded
Morris	137	2	0	1	6	0	5	23	0	Funded
Morris County Park PD	60	1	10	5	4	0	3	2	4	Non-Funded
Morris Plains	161	1	8	7	10	2	46	9	0	Funded
Mount Arlington	34	3	0	0	0	0	0	0	0	Non-Funded
Mount Olive	178	0	4	2	3	0	2	2	0	Funded
Mountain Lakes	451	0	15	3	41	0	16	25	2	Funded
Netcong	38	0	3	0	7	0	0	9	0	Non-Funded
Parsippany-Troy Hills	473	6	7	0	2	0	3	14	0	Funded
Pequannock	19	6	41	7	23	2	0	0	0	Non-Funded
Randolph	217	2	1	1	5	0	6	25	0	Funded
Riverdale	19	0	64	6	99	0	21	45	0	Non-Funded
Rockaway	143	4	3	1	3	2	21	41	3	Funded
Rockaway Twp.	51	0	4	3	59	1	30	114	0	Non-Funded
Washington	20	0	45	2	60	1	37	0	0	Non-Funded
Wharton	149	0	15	6	37	4	51	55	0	Funded
County Total	4564	45	376	114	685	28	488	950	19	35

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
NJSP COUNTY										
Other Details	117	2	374	0	0	1	2377	485	0	Non-Funded
Troop A	882	18	65	0	0	43	1969	1212	0	Funded
Troop B	527	16	374	0	0	16	1644	661	0	Funded
Troop C	641	7	71	0	0	20	1395	976	0	Funded
Troop D	346	15	426	0	0	16	1684	693	0	Funded
Troop E	350	16	350	0	0	16	1457	814	0	Funded
County Total	2863	74	1660	0	0	112	10526	4841	0	6

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
OCEAN COUNTY										
Beach Haven	6	0	3	3	3	1	13	7	0	Non-Funded
Beachwood	261	3	0	2	40	1	13	51	0	Funded
Brick	326	0	0	1	2	0	3	27	0	Funded
Dover	426	2	90	39	0	10	0	0	0	Funded
Harvey Cedars	17	0	2	0	0	0	3	3	0	Non-Funded
Island Heights	34	0	3	3	12	0	1	9	0	Non-Funded
Jackson	25	1	6	4	20	2	32	50	0	Non-Funded
Lacey	374	0	13	6	25	9	82	90	5	Funded
Lakehurst	18	0	9	15	20	1	18	47	0	Non-Funded
Lakehurst DOD	37	0	10	2	4	0	17	5	2	Non-Funded
Long Beach	203	1	2	2	1	0	4	2	0	Funded
Manchester	488	3	69	4	109	8	92	134	0	Funded
Mantoloking	1	1	3	3	5	2	11	15	0	Non-Funded
Ocean	8	0	2	0	1	0	2	2	0	Non-Funded
Ocean Gate	52	0	3	1	5	0	0	18	0	Non-Funded
Point Pleasant	16	0	21	6	1	3	27	21	0	Non-Funded
Seaside Heights	134	0	0	0	3	0	2	2	0	Funded
Seaside Park	24	0	0	0	0	0	25	34	0	Non-Funded
Ship Bottom	251	0	0	0	0	2	6	7	0	Funded
Stafford	220	0	48	4	128	9	88	24	0	Funded
Surf City	17	0	10	7	4	0	10	0	1	Non-Funded
County Total	2938	11	294	102	383	48	449	548	8	21

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
PASSAIC COUNTY										
Bloomingtondale	72	9	19	4	56	2	24	46	0	Non-Funded
Clifton	480	17	0	3	7	0	21	31	0	Funded
Haledon	6	0	0	0	0	0	0	0	0	Non-Funded
Hawthorne	23	18	22	5	46	0	56	59	0	Non-Funded
Little Falls	76	1	0	0	0	0	0	6	0	Funded
North Haledon	24	1	8	5	12	0	0	61	0	Non-Funded
Passaic City	196	12	3	0	0	0	30	10	0	Funded
Passaic County Sheriff	560	8	84	18	126	5	107	92	0	Funded
Paterson	15	0	1	7	0	0	10	10	0	Non-Funded
Pompton Lakes	4	0	12	2	1	2	5	3	0	Non-Funded
Prospect Park	95	10	0	0	43	0	10	10	0	Funded
Ringwood	8	0	11	1	23	1	12	6	0	Non-Funded
Totowa	9	0	2	2	1	1	30	21	0	Non-Funded
Wanaque	187	0	4	0	118	0	16	84	0	Funded
Wayne	413	11	29	5	54	3	112	156	3	Funded
West Milford	32	0	6	1	10	7	22	42	0	Non-Funded
West Paterson	36	3	0	0	17	2	24	0	0	Non-Funded
County Total	2236	90	201	53	514	23	479	637	3	17

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
SALEM COUNTY										
Carneys Point	110	0	16	1	11	0	13	51	0	Funded
Lower Alloways Creek	2	1	0	0	0	0	0	3	0	Non-Funded
Penns Grove	161	3	0	0	4	0	20	0	0	Funded
Pennsville	129	0	4	0	20	0	0	34	0	Funded
Salem City	36	0	0	0	0	0	0	7	0	Funded
Woodstown	137	0	1	0	3	0	0	7	0	Funded
County Total	575	4	21	1	38	0	33	102	0	6

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
SOMERSET COUNTY										
Bedminster	30	0	20	8	9	0	8	54	0	Non-Funded
Bernardsville	5	0	9	6	2	1	14	30	0	Non-Funded
Bound Brook	188	12	2	0	9	0	11	17	0	Funded
Branchburg	153	2	14	2	22	0	12	51	0	Funded
Bridgewater	10	1	5	0	5	0	0	0	0	Non-Funded
Far Hills	222	0	2	0	39	0	15	73	0	Funded
Franklin	70	4	0	0	0	0	0	0	0	Non-Funded
Green Brook	111	2	0	2	2	0	4	17	0	Funded
Hillsborough	62	0	64	6	11	1	68	49	0	Non-Funded
Manville	222	0	0	1	15	0	2	22	0	Funded
Montgomery	2	0	13	2	17	0	14	9	0	Non-Funded
Raritan	274	1	3	2	0	0	25	22	1	Funded
South Bound Brook	135	4	9	0	91	0	18	111	0	Funded
Warren	144	1	4	0	4	0	0	5	1	Funded
County Total	1628	27	145	29	226	2	191	460	2	14

Police Department	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
SUSSEX COUNTY										
Andover	45	0	6	0	11	0	2	20	0	Funded
Byram	164	1	1	0	3	0	0	18	0	Funded
Franklin	12	0	3	0	5	0	3	16	0	Non-Funded
Hamburg	5	0	4	0	7	0	7	12	0	Non-Funded
Hardyston	3	1	3	0	12	0	7	26	0	Non-Funded
Hopatcong	59	3	3	0	0	3	10	21	0	Non-Funded
Newton	246	7	6	2	14	1	2	12	0	Funded
Ogdensburg	38	0	6	0	22	2	7	16	0	Non-Funded
Sparta	75	1	88	10	41	4	43	54	0	Non-Funded
Stanhope	166	0	0	1	8	0	8	8	0	Funded
Stillwater	16	0	1	0	8	1	1	13	0	Non-Funded
Sussex County Sheriff	62	0	14	1	1	0	3	4	0	Non-Funded
Vernon	182	0	0	0	0	0	6	12	0	Funded
County Total	1073	13	135	14	132	11	99	232	0	13

CLICK IT OR TICKET : CITATION REPORT 2006

Police Department UNION COUNTY	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
Berkley Heights	41	0	0	0	0	0	0	24	0	Non-Funded
Clark	154	0	0	0	0	0	0	25	3	Funded
Cranford	388	3	2	8	156	5	40	60	4	Funded
Fanwood	47	1	19	6	22	1	16	113	2	Non-Funded
Garwood	32	0	0	4	4	1	79	6	0	Non-Funded
Hillside	237	4	0	0	1	0	5	2	0	Funded
Kenilworth	191	1	0	0	0	0	0	17	1	Funded
Linden	414	3	25	2	36	4	52	13	0	Funded
New Providence	196	0	2	0	5	1	8	10	9	Funded
Rahway	387	7	0	0	17	0	6	20	0	Funded
Roselle	26	2	5	7	21	4	19	53	0	Non-Funded
Springfield	10	0	3	2	0	3	11	40	1	Non-Funded
Summit	29	0	6	10	14	0	62	0	0	Non-Funded
Union	8	0	5	12	21	2	279	87	0	Non-Funded
Union County	229	3	7	3	32	0	48	99	0	Non-Funded
Westfield	32	2	27	2	6	5	18	21	1	Non-Funded
Winfield	14	0	1	0	2	0	0	0	0	Non-Funded
County Total	2435	26	102	56	337	26	643	590	21	17

Police Department WARREN COUNTY	Seat Belt Citations	Child Restraint Citations	Speeding	Traffic Signals	Equipment	DWI/DUI	Other Moving	Other Non-Moving	Cell Phone	Status
Belvidere	2	0	5	3	1	1	2	8	0	Non-Funded
Blairstown	4	0	6	0	1	0	1	4	0	Non-Funded
Greenwich	7	0	41	0	17	0	18	20	1	Non-Funded
Hackettstown	255	0	0	0	25	0	8	6	0	Funded
Independence	3	0	1	0	2	0	7	21	0	Non-Funded
Mansfield	254	3	3	1	28	0	16	22	0	Funded
Oxford	35	1	0	0	10	0	0	0	0	Non-Funded
Washington Boro.	718	0	1	3	6	0	23	13	0	Funded
Washington Twp.	25	0	2	1	15	3	4	25	0	Non-Funded
County Total	1303	4	59	8	105	4	79	119	1	9

Statewide Total	56360	917	6239	1523	7196	649	20418	20785	352	403
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CLICK IT OR TICKET! MUNICIPALITIES WITH OVER 400 SEAT BELT CITATIONS 2006

Police Department:	County:	Seat Belt Citations:
Bergen County PD	Bergen	2329
Hackensack	Bergen	2078
Troop A	NJSP	882
Lodi	Bergen	807
Freehold Twp.	Monmouth	778
Washington Boro.	Warren	718
Princeton Twp.	Mercer	716
North Bergen	Hudson	641
Troop C	NJSP	641
Lawrence	Mercer	612
Passaic County Sheriff	Passaic	560
Troop B	NJSP	527
Belleville	Essex	513
Manchester	Ocean	488
DRPA	Camden	484
Clifton	Passaic	480
Parsippany-Troy Hills	Morris	473
Florham Park	Morris	472
Nutley	Essex	453
Mountain Lakes	Morris	451
Atlantic City	Atlantic	445
Teaneck	Bergen	440
Dover	Ocean	426
Burlington City	Burlington	415
Linden	Union	414
Wayne	Passaic	413
Piscataway	Middlesex	409
Freehold Boro	Monmouth	407
Bridgeton	Cumberland	405
Somerdale	Camden	405

**CLICK IT OR TICKET! SUMMARY REPORT 2006
STATUS: PARTICIPATING**

Police Department	
ATLANTC COUNTY	
Buena	Participating
Police Department	
BURLINGTON COUNTY	
Burlington Twp.	Participating
Medford	Participating
Police Department	
CAMDEN COUNTY	
Audubon Park	Participating
Barrington	Participating
Berlin Twp.	Participating
Brooklawn	Participating
Cherry Hill	Participating
Collingswood	Participating
Gibbsboro	Participating
Haddonfield	Participating
Oaklyn	Participating
Waterford	Participating
Woodlynne	Participating
Police Department	
ESSEX COUNTY	
Irvington	Participating
Police Department	
GLOUCESTER COUNTY	
Logan	Participating
Paulsboro	Participating
Woodbury	Participating
Woolwich	Participating

**CLICK IT OR TICKET! SUMMARY REPORT 2006
STATUS: PARTICIPATING**

Police Department	
HUDSON COUNTY	
Kearny	Participating
Weehawkin	Participating
West New York	Participating
Police Department	
HUNTERDON COUNTY	
Clinton Twp.	Participating
Tewksbury	Participating
Police Department	
MERCER COUNTY	
Hamilton	Participating
Washington	Participating
Police Department	
MIDDLESEX COUNTY	
Edison	Participating
Highland Park	Participating
Sayreville	Participating
South River	Participating
Police Department	
MONMOUTH COUNTY	
Fair Haven	Participating
Highlands	Participating
Interlaken	Participating
Wall	Participating
Police Department	
MORRIS COUNTY	
Boonton Twp.	Participating
Morristown	Participating
Roxbury	Participating

CLICK IT OR TICKET! SUMMARY REPORT 2006
STATUS: PARTICIPATING

Police Department	
SALEM COUNTY	
Elmer	Participating
Police Department	
SOMERSET COUNTY	
Somerville	Participating
Police Department	
UNION COUNTY	
Scotch Plains	Participating
Police Department	
WARREN COUNTY	
Lopatcong	Participating
Phillipsburg	Participating
Pohatcong	Participating
Statewide Total	43

CLICK IT OR TICKET! SUMMARY REPORT 2006
STATUS: NON-PARTICIPATING

Police Department	
BURLINGTON COUNTY	
North Hanover	Non-Participating
Springfield	Non-Participating
Willingboro	Non-Participating
Police Department	
GLOUCESTER COUNTY	
Clayton	Non-Participating
Franklin	Non-Participating
National Park	Non-Participating
Wenonah	Non-Participating
Woodbury Heights	Non-Participating
Police Department	
HUNTERDON COUNTY	
Lebanon	Non-Participating
West Amwell	Non-Participating
Police Department	
MERCER COUNTY	
Pennington	Non-Participating
Police Department	
MIDDLESEX COUNTY	
Helmetta	Non-Participating
South Amboy	Non-Participating
Police Department	
MONMOUTH COUNTY	
Belmar	Non-Participating
Bradley Beach	Non-Participating
Deal	Non-Participating
Englishtown	Non-Participating
Matawan	Non-Participating
Spring Lake	Non-Participating
Spring Lake Heights	Non-Participating
Tinton Falls	Non-Participating

CLICK IT OR TICKET! SUMMARY REPORT 2006
STATUS: NON-PARTICIPATING

Police Department	
OCEAN COUNTY	
Barnegat	Non-Participating
Bay Head	Non-Participating
Berkeley	Non-Participating
Pine Beach	Non-Participating
Plumsted	Non-Participating
Police Department	
SOMERSET COUNTY	
Bernards	Non-Participating
Watchung	Non-Participating
Police Department	
UNION COUNTY	
Elizabeth	Non-Participating
Mountainside	Non-Participating
Roselle Park	Non-Participating
Statewide Total	32

CLICK IT OR TICKET! ESTIMATED SAFETY BELT USE RATES GRANT FUNDED DEPARTMENTS 2006

Atlantic County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Atlantic City	81	87
Atlantic County		
Sheriff's Office	0	0
Egg Harbor Twp.	67	70.5
Galloway	74	77
Northfield	88.5	90.5
Bergen County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Bergenfield	75	86
Bogota	83	84
Cliffside Park	70	75
Fair Lawn	74	80
Fairview	66	76
Fort Lee	60	79
Franklin Lakes	82	86
Garfield	77	83
Hackensack	89	94
Lodi	91	94
Lyndhurst	0	0
Montvale	84	93
Northvale	81	94
Ramsey	86	88
Ridgefield	82	93
Ridgewood	81	87
Rutherford	43	82
Saddle River	84	90
South Hackensack	62	89
Teaneck	82	94
Westwood	85	95

CLICK IT OR TICKET! ESTIMATED SAFETY BELT USE RATES GRANT FUNDED DEPARTMENTS 2006

Burlington County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Burlington City	75.5	87.5
Delran	82	93
Moorestown	75	89
Palmyra	78	84
Riverside	77	89
Westampton	86.5	93
Camden County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Camden	0	0
Chesilhurst	78	90
DRPA	81	94
Gloucester City	78	91
Gloucester Twp.	58	72
Hi-Nella	79	88
Somerdale	47	88
Cape May County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Lower	58	64
Middle	75	83
Cumberland County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Bridgeton	72	86.5
Cumberland		
County Sheriff	90	71
Millville	62	69
Vineland	65.5	69

CLICK IT OR TICKET! ESTIMATED SAFETY BELT USE RATES GRANT FUNDED DEPARTMENTS 2006

Essex County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Belleville	65	95
East Orange	45	90
Essex County	79	82
Livingston	89	91
Nutley	62	72
South Orange	85	86
Gloucester County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Deptford	73	83
Elk	81	84
Glassboro	85.0	88.5
Monroe	57	75
Pitman	88	90
Washington	91	92
Hudson County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Guttenberg	80	80
Harrison	75	71
Hoboken	58	77
Hunterdon County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Franklin	88	96.3
Frenchtown	80.5	93
Holland	85	86
Lambertville	82	91
Raritan	86	87
Readington	83	87

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Mercer County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Ewing	81	85
Hopewell	91.5	89
Lawrence	78	82
Princeton Boro	71	94.5
Princeton Twp.	85.35	94.5
Middlesex County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Carteret	64	82
Cranbury	88	91
East Brunswick	89	94
Middlesex	74	97
Monroe	0	0
New Brunswick	78.5	86
Old Bridge	65	90
Piscataway	73	92
Plainsboro	85	95
South Brunswick	79	83.5
South Plainfield	92	90
Spotswood	83	89
Monmouth County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Colts Neck	87	92
Freehold Boro	80	92
Freehold Twp.	84	87
Holmdel	90	97
Manalapan	91	96
Marlboro	84	98
Middletown	79	86
Ocean	74	84

**CLICK IT OR TICKET! ESTIMATED SAFETY BELT USE RATES
GRANT FUNDED DEPARTMENTS 2006**

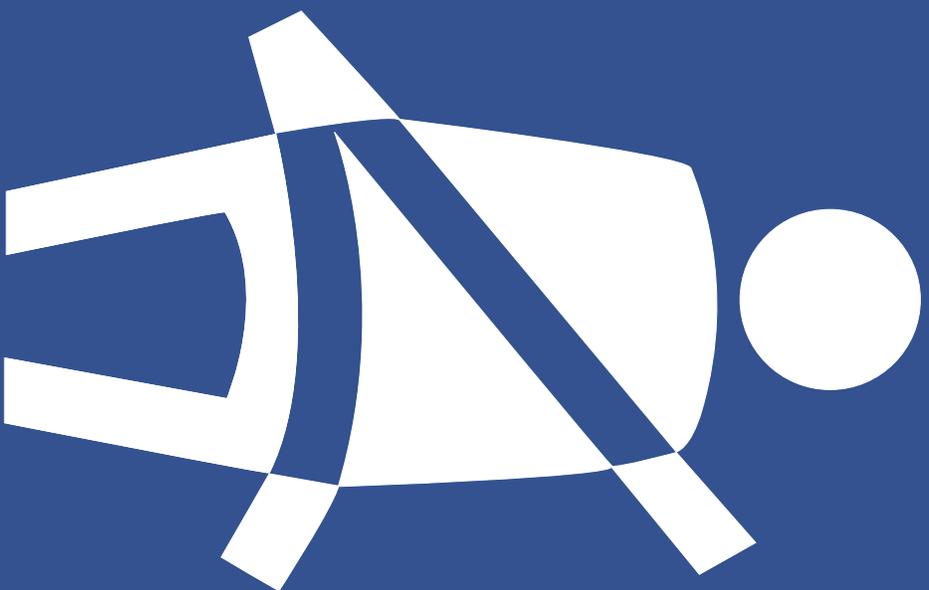
Morris County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Chatham Boro.	86	97
Chatham Twp.	88	95
Denville	70	95
Florham Park	83	97
Kinnelon	85	90
Lincoln Park	90	91
Mendham Twp.	85	90
Montville	81	94
Morris	87	87
Morris Plains	82	92
Mount Olive	79	83
Mountain Lakes	89	95
Parsippany-Troy Hills	75	87
Randolph	90	98
Rockaway	88	90
Wharton	76	82
Ocean County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Beachwood	82	91
Brick	82	82
Dover	66	76
Lacey	75	91
Long Beach	86	88
Manchester	0	0
Seaside Heights	0	0
Ship Bottom	85	87
Stafford	82	86

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GRANT FUNDED DEPARTMENTS 2006**

Passaic County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Clifton	71	87
Little Falls	75	75
Passaic City	67	88
Passaic County Sheriff	70	89
Prospect Park	55	90
Wanaque	87	89
Wayne	82	97
Salem County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Carneys Point	83	86
Penns Grove	71	80
Pennsville	84	86
Salem City	80	0
Woodstown	87	85
Somerset County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Bound Brook	80	92
Branchburg	92	93.25
Far Hills	0	0
Green Brook	71	85.5
Manville	87	93.5
Raritan	82	91
South Bound Brook	94.5	94.5
Warren	81.5	85

CLICK IT OR TICKET! ESTIMATED SAFETY BELT USE RATES GRANT FUNDED DEPARTMENTS 2006

Sussex County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Andover	80	95
Byram	84	87
Newton	81	93
Stanhope	87	88
Vernon	80	88
Union County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Clark	80	95
Cranford	93	96
Hillside	0	88
Kenilworth	0	0
Linden	66	82
New Providence	80.5	96.5
Rahway	64	87
Warren County	Pre-Mobilization Seat Belt % Rate	Post-Mobilization Seat Belt % Rate
Hackettstown	93	95
Mansfield	79	91
Washington Boro.	84	93



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