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Online Public Forum Questions and Answers

The State Transportation Committee (STC) and the Pennsylvania Department of Transportation (PennDOT) held the 2023 Public Outreach Campaign for the 2025 12-Year Program (TYP) from March 1 to April 3, 2023. An online public forum was held on April 12, 2023. A total of 117 of questions were submitted in advance of and during the public forum. Questions are restated as they were received with the exception of corrections to spelling and punctuation, and the removal of inappropriate language. The questions below are in a bold font, and the responses are in a standard font. Related questions that share an answer are grouped together. Questions were not solicited by topic, but questions and answers have been placed into the following categories for the convenience of finding a specific topic of interest: safety, transportation projects, planning process, multimodal, technology, budget and funding, and other.

Safety

1. Understanding that hazardous materials must traverse our State, how can we protect our communities from disasters similar to those that have recently occurred in Ohio, as well as Philadelphia, that have significantly impacted air and water quality?

Safety is a top priority. As it relates to rail, PennDOT provides grant funding annually to support investment in rail freight infrastructure through two programs, the Rail Freight Assistance Program (RFAP) and the Rail Transportation Assistance Program (RTAP). Last year, \$26 million was awarded for 24 rail freight projects. Projects include maintaining and improving Pennsylvanian freight lines.

2. How can we get assistance with traffic calming measures on a state road that is a SEPTA route?

Please refer to Publication 383, "Traffic Calming Handbook." This publication is used to determine traffic calming measures that are appropriate for state roadways. Also, the Department is updating the Publication 13 Design Manual (DM2) to incorporate the traffic calming chapter, which will provide additional guidance on context-based roadway design.

The publication will incorporate the traffic calming handbook into the new design manual due to be released in 2024. The Department typically coordinates with SEPTA to ensure the transit routes are not negatively impacted through traffic calming applications and to ensure the needs of all users are accommodated to the extent feasible. SEPTA is asked to review existing bus stops for potential consolidation of the stops by looking at ridership. Often the possibility of consolidation allows for the stops to be placed at signalized intersections making for a safer movement of pedestrians to cross the roadway. SEPTA partners are part of the follow-up reviews of the design, including approvals of consolidation of bus/trolley stops and, in some cases, the installation of bus/trolley boarding islands or sidewalk bump outs for boarding and drop off. This type of traffic calming measure gives the ridership safe places to board, unload, and gives all pedestrians a shorter safer distance to cross state roadways.

3. Is there a way to report accidents to a state tracking agency?

Crashes are defined as reportable and non-reportable crashes. A reportable crash is a crash with physical injury or a motor vehicle that had to be towed following the crash. A non-reportable crash is a

TELL US WHAT YOU THINK!

crash in which there was no physical injury, and no vehicles were towed from the scene. Non-reportable crashes are not included in the Department's crash history records.

The responding police agencies are required to file the driver's accident report Form AA600 to PennDOT. The copy of the form can be accessed by visiting the link. ([penndot_aa-600_form.pdf](#))

4. What is PennDOT doing to calm traffic on the high injury network roads that it controls in Philadelphia?

The Department partners with the City of Philadelphia's Vision Zero action plan. The Department also has robust data driven Highway Safety Improvement Program (HSIP) to implement safety projects along the High Injury Network in the City of Philadelphia. The Department has worked with Delaware Valley Regional Planning Commission (DVRPC) to establish roadway typology based on the surrounding land use to determine the most appropriate traffic calming measures along major arterials. Please note that inappropriate traffic calming applications may result in unintended consequences of diverting the traffic along less desirable parallel residential streets not designed to carry heavy traffic volume, thus compromising safety along those streets.

The Vision Zero Action Plan 2025 identifies strategic action items for safe speeds, streets, people, vehicles, safety data and transformative policies. Among the actions set in the 2025 Action plan are:

- Designing residential streets for 20 mph target speeds using traffic-calming measures.
- Expanding automated speed enforcement program to within ¼ mile of all schools and all High Injury Network (HIN) streets, upon passage of state enabling legislation.
- Continuing the Neighborhood Slow Zones program by launching a new round of applications.
- Installing 40 miles of protected bicycle lanes on the High-Quality Bike Network.
- Expanding Safe Routes Philly program to 25% of Philadelphia schools by 2025, prioritizing schools near locations with high rates of crashes involving youth.
- Increasing the City's bike share system, Indego, to 350 total stations and expanding to new neighborhoods while ensuring accessibility and affordability for low-income riders.
- Using the High Injury Network and the latest crash data analysis to prioritize safety interventions on the most dangerous streets.

Furthermore, the Department has completed numerous safety projects on the HIN network and is in the process of design for several HIN network projects.

5. Can you discuss traffic calming and pedestrian access in the area of PA 309, Route 563, and Lawn Ave SR 4033? We have several residential developments proposed, which are just across from the 309 by-pass interchange, which requires some consideration of pedestrian crossings at Route 309 off and on-ramps.

The Department recommends that the municipality pursue the comprehensive master plan for pedestrian and bicycle facilities based on the land use planning study. The plan could serve as a basis to incorporate pedestrian and bicycle facilities as part of the land development projects as well as part of the state and federally funded capital improvement projects. As part of "PennDOT Connects" policy,

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PennDOT always seeks meaningful opportunities for engagement in the initial stages of the planning process with our regional planning partners and local municipalities. At District 6-0, we collaborate with Delaware Valley Regional Planning Commission (DVRPC), County Planning Commissions, local Municipalities and advocacy groups in screening and providing pedestrian infrastructure.

6. I just completed the State Transportation Commission Survey on Transportation in PA. My main concern is the Route 30 corridor from Rt. 283 to Rt. 462. The speed limit in that stretch of road is 55 MPH, but most people drive over that limit. There are times during the day when the speed limit should not be close to 55 MPH, and I often thought that we should somehow have a 'rolling' speed limit in that area based on the amount of traffic. Then I saw it used around Philadelphia and now wonder why that is not addressed in this area? Use technology to monitor traffic load and speed, and adjust the speed down as the traffic is higher (during the day - 45 MPH max, during rush hours, 25-30 MPH max, and overnight up to 55 MPH, for example). The volume of traffic is too heavy in that area to support speeds of 55 MPH, and there are many accidents (myself included, as I was rear-ended a few years ago trying to get onto the 222 ramp - not my fault!). I will go out of my way to avoid that area during most days, especially rush hour. I live in Mount Joy and travel north on 222, and I will go cross-country rather than take 283 to 222.

Are rolling speed limits being considered at all, and if not, why not?

At this point, Variable Speed Limits are not included in the Eastern Regional Operational Plan (ROP) for this corridor. There are no variable speed limit proposals in District 8-0. However, the ROP will be updated in the near future and VSL's at the subject location will be evaluated and if warranted incorporated into our next ROP update.

The location mentioned in the comment is included as our highest Excess Value location. The Lancaster MPO deferred this location for additional safety treatments until after the US 30 and US 222 Interchange is completed. Once the interchange construction is completed, an evaluation of the impact of crashes will be completed; if the crash numbers are still greater than expected, additional treatments will be programmed. If approved by District 8-0, the LCPD staff would propose an evaluation of the variable speed limits.

7. Tractor trailer drivers are disregarding weight limit signs on East Northampton Street in Wilkes-Barre Twp and Laurel Run. They are apparently using a GPS to navigate into Wilkes-Barre from the Turnpike exit in Bear Creek and find themselves coming down one of the steepest mountain inclines in the state. Two people have already died as a result and there have been too many non-fatal accidents to list. Trucks have now on two occasions driven through the community of Wilkes-Barre Twp. without brakes and have demolished structures, garages but fortunately no homes as of yet. My suggestion is to place pictographs warning of the steep incline adjacent to the weight limit signs. Another suggestion is to have all truck traffic exiting the turnpike continue onto the Wilkes-Barre exit instead of getting off at Bear Creek and then if they do exit at Bear Creek to have them limited to a right hand turn (south) onto PA RT. 115. Please address this issue as it may mean saving further lives.

I am a former Chief of Police in Wilkes-Barre Twp. and can state that this issue is getting worse and will continue if PennDOT decides to ignore it, risking further lives.

TELL US WHAT YOU THINK!

The Department has participated in numerous meetings with the municipalities, elected officials and the Pennsylvania Turnpike regarding Giant's Despair. There are numerous signs along State Route 2007 (Laurel Run Road) and State Route 2034 (Pine Run Road) informing drivers that trucks over 10 ½ tons are prohibited. However, disobeying the signage is an enforcement issue. Signs showing a truck on the steep grade are used when trucks are *permitted* to travel along the roadway and provide a warning to the driver regarding that grade. Since vehicles over 10 ½ tons are *prohibited* from travel on Giant's Despair, the additional sign could cause confusion to the motorist and would not conform to PennDOT roadway signage standards.

The Department and the Pennsylvania Turnpike Commission have also met regarding the signage along the Pennsylvania Turnpike, the Turnpike ramps at PA 115 and along PA 115. The agencies are currently reviewing all the signs and proposing changes to eliminate driver confusion.

In an alternative approach, the Department and the Pennsylvania Turnpike Commission have reached out to the GPS companies regarding the drivers being directed to continue down Giant's Despair. The agencies urge the municipalities and all citizens to do the same via www.gps.gov

8. I believe one of the easiest safety measures is to have roads newly painted with lines (IE Wells St., Forty Fort) there are none. Rt 11 Plymouth to Berwick. Some very good, some very bad.

And then of course... lighting wherever possible. Larger Yield sign or Stop sign. Approach to on ramp Kingston RT 309.

The Department strives to paint all state roads in need of paint each year. Welles Street in Forty Fort is a local road and it would be the responsibility of Forty Fort to paint and manage.

Lighting along the streets is the responsibility of the local municipality. The municipality could pursue a highway occupancy permit to install lighting if desired.

Changing the traffic conditions (yields, stop signs) at an intersection can only be done after a study is performed by the Department. The municipality would need to request that the Department study the intersection for the potential changes before the process can be initiated.

9. PA Interstate and PA state expressway on-ramps are notoriously short compared to those in other states. I regularly see vehicles come to a dead stop at the end of on-ramps while waiting for an opening to merge onto the highway. Our on-ramps do not offer enough length for vehicles to properly accelerate to a merge speed when entering limited access highways. Improving on-ramps to be at least 500 feet in length would greatly improve traffic flow and reduce accidents since vehicles would be able to better accelerate to merge speeds.

Much of Pennsylvania's Interstate system was initially constructed in the 1950s and 1960s based on applicable design criteria. As the system is upgraded, current design criteria are applied (and associated improvements constructed), which requires significantly longer ramps than when the system was originally designed. However, due to right-of-way and environmental impacts, it is not always practical

TELL US WHAT YOU THINK!

or economically viable to meet full criteria. The design criteria we apply are primarily based on AASHTO's "A Policy on Geometric Design of Highways and Streets".

10. How does public safety agency response to traffic disruptions figure early in the planning process?

Traffic disruption planning, such as detours, are required as part of PennDOT's Project Level Public Involvement process, which can be read in full in [PUB 295](#), the Project Level Public Involvement Handbook. There are many opportunities early in the process to liaison with stakeholders such as first responders and other public safety personnel.

11. One item I'd like PennDOT to consider is a mandatory right lane law for all tractor trailer trucks and any vehicle pulling a trailer on Interstates and divided four lane state highways. This requirement is in place in most European countries and a number of US States so I've experienced the effectiveness of this first hand. A right lane truck requirement reduces accidents resulting from cars and trucks weaving in and out of traffic, minimizes traffic impediments caused by slow moving trucks and generally enhances traffic flow on Interstates.

Secondly, PA Interstate and PA state expressway on-ramps are notoriously short compared to those in other states. I regularly see vehicles come to a dead stop at the end of on-ramps while waiting for an opening to merge onto the highway. Our on-ramps do not offer enough length for vehicles to properly accelerate to a merge speed when entering limited access highways. Improving on-ramps to be at least 500 feet in length would greatly improve traffic flow and reduce accidents since vehicles would be able to better accelerate to merge speeds.

Much of Pennsylvania's Interstate system was initially constructed in the 1950s and 1960s based on applicable design criteria at that time. As the system is upgraded current design criteria is applied (and associated improvements constructed), which requires significantly longer ramps than when the system was originally designed. However, due to right-of-way and environmental impacts it is not always practical or economically viable to meet full criteria. The design criteria we apply is primarily based on AASHTO's "A Policy on Geometric Design of Highways and Streets". Changes to traffic laws such as mandatory right-lane laws for tractor trailers would come under the purview of the General Assembly.

12. How will PennDOT make roads safer from drivers who speed, run lights and stop signs, go in and out lanes without regards to walkers, bikers, and other cars?

PennDOT's approach to improving highway safety involves promoting behavioral programs and implementing infrastructure improvements. Aggressive driving enforcement and impaired and distracted driving campaigns are part of this effort to make transportation safe for the travelling public.

13. I would like to see more effective lane markings so lanes would be more visible at night and at night when it is raining, I would like to see guide rails with amber reflective markings along with their ends buried.

PennDOT's approach to improving highway safety involves promoting behavioral programs and implementing infrastructure improvements. These improvements include more effective lane markings

TELL US WHAT YOU THINK!

and amber reflective markings on guiderails. The Department is committed to upgrading guiderails and end treatments to an acceptable standard (NCHRP 230) and these have been incorporated into the most recent Design Manual. The Department typically repaints lane markings in the spring, summer, and early fall.

Transportation Projects

14. I live in a community called Great Valley Crossing in Malvern, PA, next to PA-202 highway. The sound barrier wall is missing on our side of the property, and some of us have reached out to PennDOT and local representatives in the past and we have not received any concrete reasoning behind not constructing the wall on one side of the highway only. A lot of our community residents are affected by this issue. I would like to hear an update about it.

Related Question:

15. We need to raise a concern about the missing sound barrier wall for 202 on Frazer/Conestoga Rd exits right next to our newly built Toll Brothers community called 'Great Valley Crossings.'

The Great Valley Crossing community was planned and developed after the Department had completed environmental studies for the US 202 widening projects between US 30 and Chesterbrook Boulevard. Noise impacts were considered and mitigated as part of the highway widening project. The Department does not presently have a policy or funding plan to construct retrofitted noise barriers.

PennDOT may only fund noise barriers or other types of noise mitigation for certain types of projects when certain conditions are met. Currently, no transportation projects along Route 202 near Great Valley Crossing in Malvern qualify for funding to construct additional noise barriers. The types of projects for which noise mitigation may be considered are described in PennDOT Publication #24 – *Project Level Highway Traffic Noise Handbook*.

<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB 24.pdf>

The types of projects where noise studies are conducted to consider noise mitigation are:

- Construction of a highway on a new alignment;
- Addition of a through traffic lane;
- Addition of an auxiliary lane except for when the auxiliary lane is a turn lane;
- The physical alteration of an existing highway, either through a substantial horizontal alteration or vertical alteration;
- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; and
- Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.

A retrofitted noise wall project, whereby highway traffic noise studies can be completed to evaluate noise abatement along existing roads without either new construction or reconstruction as described above, occurs very infrequently, at the direction of the General Assembly.

TELL US WHAT YOU THINK!

16. N & S bound traffic at 12th & State Sts Erie, Pa. Remove the stupid bump out, and there is enough room to have a left turn lane & 2 straight lanes. I think it will never happen because PennDOT would have to admit the stupid bump-outs were a mistake.

Bump outs (also known as bulb outs) are designed to make crossing the street safer for pedestrians by narrowing the crossing distance and increasing pedestrians' visibility to oncoming traffic when parked vehicles would otherwise make them hard to see. Bump outs are intended to serve as a visual cue to drivers and increase the visibility of pedestrians. For more information on traffic calming measures, please see Pennsylvania's [Traffic Calming Handbook \(PUB 383\)](#).

17. My name is J. Rennick Steele, a Supervisor of Allegheny Township, Westmoreland County. PennDOT is in the final stages of finishing safety and drainage improvements on Route 356 from White Cloud to Weinell's Crossroads. Also, PennDOT is working on a roundabout at Route 356 and La Bell Vue Road.

I request that PennDOT continue working on safety and drainage problems on Route 356 beyond the new roundabout. These improvements prevent ice from forming on the road in the winter, making Route 356 a safer highway.

District 12 is addressing the safety and drainage issues within the project areas of the two current projects on PA 356: PA 356 Safety Improvements (MPMS# 96654) and PA 356 over Pine Run and Roundabout (MPMS# 81751). As of now, these are the only projects with identified locations on PA 356 that warrant a standalone project, and any other problem areas outside of these project areas will be brought to Westmoreland County Maintenance's attention to mitigate. If there are specific locations identified by township officials, these can be brought to Westmoreland County Planning for consideration of inclusion in the upcoming FFY 2025- 2034 12-Year Program update as a potential candidate project to be reviewed by District, County, and Regional Planning Partner work groups.

18. The road construction in Youngwood, Pa. has been going on for many years and still is ongoing!!!

We have had to have front-end alignments done on our cars several times as a result of the past awful road conditions in Youngwood.

It appears that the contractors working on the road are, and have been, milking the job at the state taxpayer's expense.

There is no way on earth that road improvement should be ongoing after so many years.

When will that job be completed? Date certain.

Thank you for your comment. The Youngwood reconstruction project was slated for a three-season construction schedule due to extensive utility coordination that needed to occur to relocate utilities under the sidewalks prior to the roadway being reconstructed. Unfortunately, delays in this coordination have slowed the other aspects of the project. However, the completion of this project is still anticipated by the late 2023 timeframe we estimated.

TELL US WHAT YOU THINK!

19. Traffic circles are a perfectly viable solution but let's make sure they are large enough to be useful and safe. Circles should be at least 2 lanes wide for safety and emergency vehicles to access effectively and safely.

Modern roundabouts have been being built in the United States since the early 1990s. Roundabouts are geometrically designed primarily based on criteria provided in the AASHTO Green Book, A Policy on Geometric Design of Highways and Streets, and NCHRP-672, Roundabouts An Informational Guide, Second Edition.

We also have guidance in our Publication 13M, Design Manual, Part 2, Highway Design, Chapter 3, Intersections.

One of the key concepts is to geometrically restrict vehicular speeds, thus reducing the severity of crashes and improving safety. Therefore, it is not recommended to provide more lanes than necessary for the expected traffic volume.

Additionally, all modern roundabouts are designed to accommodate emergency vehicles, such as fire trucks. They also have an inside Truck Apron for the inside rear truck trailer tires to track over.

If the travel lane becomes obstructed, the Truck Apron could be used by smaller emergency vehicles.

We have a roundabout webpage on PennDOT's website at [Roundabouts](#), where they can find additional information along with contact information for questions.

20. Eliminate all future divergent intersection plans.

These intersections are worthless and expensive. Adding stop lights further adds to traffic congestion, and delay. Whereas 2 turning lanes with lights are less confusing and more efficient and exceedingly less expensive. Let's spend our money a little more wisely

- A Diverging Diamond Interchange (DDI) is an intersection and interchange design that enhances and simplifies the operation of diamond-style interchanges by moving the crossroad traffic to the opposite side of the roadway at the on and off-ramps to the interchange
- It is a design innovation that greatly improves safety and mobility by reducing the number of conflict points with oncoming traffic.
- Compared to a conventional diamond interchange, the DDI reduces vehicle-to-vehicle conflict points by nearly 50 percent, eliminates many of the most severe crash types, and can often be constructed at a much lower cost
- The design takes up less space, reducing the impact on surrounding property, and provides for improved capacity, now and in the future, by requiring fewer lanes than a conventional design to handle the same amount of traffic.

You can learn more about them on the internet at divergingdiamond.com and on [PennDOT's website](#). There are also numerous YouTube videos pertaining to them.

21. Bike Harrisburg is a non-profit organization that organizes and sponsors events for bicycle riders and advocates for improved infrastructure and safety for active transportation in the greater Harrisburg area.

TELL US WHAT YOU THINK!

On behalf of Bike Harrisburg, we offer the following comments respecting the 12-Year Program Update to the State Transportation Program.

As you know, one of the most significant barriers to increasing active transportation to go from point A to point B is the establishment of safe, interconnected, direct routes that permit bicycle riders, users of micro-mobility devices and pedestrians to safely travel to and from their desired destinations. The Harrisburg area has many such barriers, including limited options to cross the Susquehanna River, which discourage area residents from using active transportation options instead of traveling by motor vehicle.

For proposes of the 12-Year Program Update we request the Commission add two projects that address two of these significant barriers. These two projects are critical to connectivity of active transportation users in the Harrisburg area.

1. CAT Bridge (formerly the Cumberland Valley Railroad Bridge)

Spans the Susquehanna River, from Dauphin County to Cumberland County. Fully fund the structural rehabilitation and conversion of the CAT Bridge (Cumberland Valley Railroad) bridge over the Susquehanna River for use as a multi-modal transportation corridor. Currently the ONLY safe means for active transportation users to cross the Susquehanna River in the Harrisburg region is the Harvey Taylor Bridge. With the recent decision by District 8 to NOT include bicycle lanes or a multiuse path on the planned reconstruction of the east and west spans of the Market Street Bridge, the only safe crossing available for active transportation users between the Clarks Ferry Bridge and Columbia-Wrightsville Bridge is the Harvey Taylor Bridge-a distance of 42-miles. Investment to convert the CAT Bridge would not only provide vastly improved access to and from Harrisburg and to the City Island recreation complex from points east and west by active transportation users, but it will also create a major visitor/tourist attraction along the lines of the “High Line Park” in New York City increasing tourist spending in the region.

2. Dauphin Narrows – Norfolk-Southern Underpass on Route 322/22 in Middle Paxton Township/Dauphin Borough (formerly Bike Route J)

Bike Harrisburg requests that funding be allocated to fund one of the viable alternatives contained in the 2017 PennDOT study that addresses the pinch point along the Norfolk-Southern railroad overpass on Routes 322/22 between Middle Paxton Township and the Borough of Dauphin in Dauphin County. The railroad overpass creates a serious pinch point along a major north-south route connecting northern Dauphin County and points north with the major population, employment, retail and service centers of Harrisburg and surrounding communities. This route originally served as State Bike Route J which was shifted to the west side of the Susquehanna River after concerns were raised about the safety of bicycle travel through the underpass. See SR 322/22 / Bike Route J: Safety Conflicts Design Study; PennDOT Bureau of Public Transportation Central Office – Multimodal; September 29, 2017.

We understand that even with investment of significant new federal dollars state resources to address transportation infrastructure are limited. We believe investment in these two projects should be made a priority so that the Harrisburg region can make progress towards becoming less dependent

TELL US WHAT YOU THINK!

on the use of motor vehicles by making active transportation a viable and safe option for those traveling through the Harrisburg region.

Thank you for your comments on the 12-Year Program update. The projects requested need to be prioritized and funded by the [Harrisburg Area Transportation Study](#) (HATS) MPO. As part of the Market Street Bridge project, the Department has [published its recommended design plans for the Market Street Bridge](#) which includes pedestrian and bicycle improvements including a new grade-separated utility bridge. This project will coordinate with the ongoing Lemoyne Bottleneck project, which will improve bicycle and pedestrian safety along Market Street in Lemoyne and Wormleysburg. Public comment for the Market Street Bridge project ended in early August of 2023. As of August of 2023, there are no projects currently planned for the Dauphin Narrows.

22. For the past two years, PennDOT contractors have been conducting projects on Interstate 84 in the Newfoundland Mount Cobb area. The heaviest work being bridge repair. With those miles before the bridge were singled down to one lane with no active construction activities. The timing of these lane closures approached if not exceeded six months. These closures created a safety hazard for both workers and motorists. As I travel these areas daily, I witness workers almost daily maintaining miles of temporary structures that had been knocked over. Those workers are placed in a hazardous circumstance maintaining the temporary barriers. The longer (time-wise) and unnecessary length of the lane closures is directly proportional to the possibility of a worker being severely injured or killed. Additionally, due to single lanes encompassing ramps, motorists have a greater chance of accidents trying to merge with oncoming traffic.

This is a Mill/Fill and Bridge Rehabilitation project (ECMS 93807) on I-84 in Lackawanna County from Mile Marker 3.0 to 8.0. This multi-year project, which started in 2020, is scheduled to be completed in November of 2023. The work includes asphalt milling and paving, including base and joint repairs. The bridge rehabilitation work consists of six (6) bridges within the 5-mile work limit. The work included steel structure painting, new bridge barriers, concrete deck patching and latex overlays, expansion dams, and bridge approach slabs. This work has been completed in several different phases since starting in 2020. In some instances, long-term lane restrictions were put in place to complete paving work and others to perform bridge work. Within the last three years, lane restrictions were placed in the same areas numerous times depending on the type of work being completed. We currently have four (4) separate lane restrictions for the contractor to work on four bridges simultaneously. Some additional work has come up on the project, but is expected to meet the original completion date.

Additionally, there is a bridge replacement project (ECMS 97930) of SR 435 which spans over I-84. This work is the demolition and full replacement of the bridge structure. This work started in March 2023 and is expected to be completed by December of 2024. This project falls within the same limits as the I-84 mill/fill and bridge rehabilitation project. We currently have a long-term shoulder restriction on I-84 to accommodate the work area for the bridge substructure work. We also have periodic lane closures in both directions while the contractor demolishes the existing bridge. The lane closures are necessary for the safety of the motoring public.

23. I would like to know if anything is being done to relieve the terrible traffic backups, we have every day on Oregon Pike just south of Rt. 30 in Lancaster County. Every day from about 3:30 - 5 pm that

TELL US WHAT YOU THINK!

road is like a parking lot and there is a long, long line of cars that barely moves. Our office is on Butler Avenue and it takes 2 - 3 light cycles just to make a right turn onto Oregon Pike. This road really needs some help and seems to be ignored in current plans.

The District recommends coordinating with the local municipality to determine if a signal retiming is warranted. The municipality can contact the District 8-0 Traffic Unit for additional information or guidance. A project that involves transportation improvements on the Oregon Pike needs to be prioritized and funded by the [Lancaster MPO](#).

24. In anticipation of a new exit at Canal Road, there are lots of 'warehouses' going in. When is the Canal Road exit coming?

Locust Point Road off the Strinestown exit is being redone at Canal Road, Locust Point Road can NOT handle tractor trailers as there is an elbow, 45 degree turn that tractor trailers can NOT negotiate. It is a state road can/will PennDOT restrict and POST signs, trucks illegal?

Related Question:

25. I-83 exit 26 (Canal Road) - We need this exit sooner than later... put it on the fast track ASAP.

The I-83 Master Plan focuses on the section of I-83 from the Church Road (S.R. 0238) interchange in Manchester Township to the Susquehanna Trail (S.R. 0297) interchange in Conewago Township in York County, approximately 5.3 miles. The plan also evaluated other network intersections, not directly along I-83, in Manchester Township, East Manchester Township, Conewago Township, and Manchester Borough. The study provides recommendations to improve safety and mobility throughout the study area, addresses tiered improvements that can be completed within the next ten years, and provides the required background information to develop long-term goals for the future. In addition to the existing interchanges, the study addresses the feasibility of an interchange at Exit 26 (Canal Road—S.R. 0921). Discussions on I-83 Exit 26 (Canal Road) have been ongoing between the York County MPO, PennDOT, and municipalities. PennDOT has alternatives for the Exit 26 project, but there are funding shortfalls due to the estimated cost of construction.

Land use management (including the approval of warehouses) in Pennsylvania is centered with local governments. Counties, townships, boroughs, and cities are responsible for planning land use, transportation facilities, the implementation of land use management, and transportation goals per PA Act 247, the Municipalities Planning Code (the MPC). The State (PennDOT) has a limited direct role in land use/growth management.

26. For 5 years, 147 to Millersburg has had no repairs, gas tax and no maintenance for the winter. So where do our funds go? I pay license fee and state inspection. My van is maintained. Yet there is damage on bad roads. You have having grass mowing in Feb. Pa needs new leadership. Or someone with a brain. Pa also has no Senator to get things done. Let's get 147 repaired and new paving

District 8 has a project that consists of the resurfacing of PA 147 (North River Road) from the Black Shoulder Lane to Tarry Hill Road in Halifax Township, Millersburg Borough, and Upper Paxton Township, Dauphin County (MPMS 100190). The let date for this project is March 24, 2023.

TELL US WHAT YOU THINK!

27. I would like to request noise barriers be installed along I-81 starting at College Ave to Route 34 (Hanover St). With the amount of truck traffic, the noise is horrendous 24 hours a day.

Also widening I-81 to expand the merge area going north from Hanover Rd. This is very hazardous and needs to be addressed.

A project to install noise barriers along I-81 will need to be funded on the HATS TIP. The HATS MPO has a project ranking system for this to be considered for future funding. PennDOT may only fund noise barriers or other types of noise mitigation for certain types of projects when certain conditions are met. The types of projects for which noise mitigation may be considered are described in PennDOT Publication #24 – *Project Level Highway Traffic Noise Handbook*.

<https://www.dot.state.pa.us/public/pubsforms/Publications/PUB 24.pdf>

The types of projects where noise studies are conducted to consider noise mitigation are:

- Construction of a highway on a new alignment;
- Addition of a through traffic lane;
- Addition of an auxiliary lane except for when the auxiliary lane is a turn lane;
- The physical alteration of an existing highway, either through a substantial horizontal alteration or vertical alteration;
- The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange; and
- Restriping existing pavement for the purpose of adding a through-traffic lane or an auxiliary lane.

PennDOT has an interchange improvement planned on I-81 between Exits 47-48 in Carlisle Borough to add auxiliary lanes (MPMS 117799).

28. Will/are there plans to expand I-81 between the I-81/I-78 split and the I-81/I-83 split to six lanes, (3 in each direction)? This should have been done when that section was redone years ago.

The Department agrees this is a vital corridor to our transportation network. Pennsylvania has the third-highest number of state-maintained bridges and the fifth largest state-maintained roadway network in the United States. There is a need across Pennsylvania to address our aging infrastructure, including bridges and pavement. Unfortunately, the needs of our Interstate System far exceed the available funding sources. Projects involving reconstruction and widening are costly and take several years of planning, design, and construction. At this time, PennDOT does not have a project planned to widen the I-81/I-78 split.

29. I completed the survey. Thanks for the opportunity to participate. I wanted to include my suggestion that PennDOT complete the 581 Mechanicsburg interchange. This would remove a good number of trucks from the Carlisle Pike and help keep traffic moving. There are too many trucks on the pike and it is becoming a safety concern.

The HATS MPO adopted a Freight Movement Plan in 2017, which identified SR 1010 (Carlisle Pike) as one of Pennsylvania's top freight generator areas. Outside of preventative maintenance, PennDOT does

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not have plans for transportation improvements to the PA 581 interchange in Cumberland County. A project to improve the interchange would need to be prioritized and funded on the HATS TIP.

30. My question is pertaining to the cancelation of the resurfacing project on RT. 209 from RT. 476 in Carbon County to the Tachsville Firehouse which was in the 2019 budget and approved for completion in the 2019-2020 calendar year. The roadway is continuing to deteriorate, and the present surface is peeling away in the entire area, causing hazardous driving conditions attempting to avoid the lifting road surface.

We are pleased to inform you that State Route 209 from State Route 2007 (Cherryhill Road) to the Monroe County line is on the betterment candidate list for Carbon County. Carbon County Maintenance will continue to monitor the area and perform routine maintenance until such time that funds become available for the resurfacing project. If you have any immediate roadway concerns, our Carbon County Maintenance can be reached at 610.377.1880. Should you require any additional information, please contact District Maintenance Manager Shawn Campanaro at 610.871.4141 or via email at shcampanar@pa.gov.

31. Is there any interest in an alternate Interstate route around Stroudsburg via Sciota PA to Columbia New Jersey under a Ridge Tunnel?

The current I80-17M project is in final design and the selected alternative was vetted through the environmental assessment (EA) process. The Finding of No Significant Impact (FONSI) was approved by federal highway administration. These documents and more are available on the project website [I-80 Reconstruction Project \(i80project.com\)](https://www.i80project.com).

32. Many cities across the country and around the world have synchronized lights. This allows for better traffic flow and is safer for both vehicular and pedestrian traffic; while also reducing pollution and saving billions of dollars per year for people, businesses, and governments.

Why is this not implemented in the Lehigh Valley? Lights in Allentown's center city grid and MacArthur Road used to be synced with no issues, now the light patterns change daily, and even often during the same day! This leads to aggressive driving to avoid sitting at multiple red lights, and creates a dangerous situation.

Route 100, 309, and Mauch Chunk Road are also terrible. The light at Willow Street & Mauch Chunk Road is constantly getting stuck in demand mode and not switching to TOD mode.

Thank you for your feedback on the 12-Year Program, regarding traffic signal synchronization. We would like to inform you that there are many traffic signal systems in the Lehigh Valley that operate with communications between each other in varying forms of coordination. These may be time-based, volume-based, or even utilize adaptive technology. As the Department works on the design of a traffic signal, the corridor as a whole is taken into consideration, and the most appropriate form of coordination is determined at that time. Some of these systems have aged and need to be updated as

TELL US WHAT YOU THINK!

traffic patterns and needs change along the corridor or within the immediate area. Projects are typically required to make these changes, which is why systems like adaptive traffic signal technology are now being implemented. As projects occur in the Lehigh Valley, the Department will continue to identify and implement the most optimal traffic signal design.

We also want to inform you that both MacArthur Road and Mauch Chunk Road have near-term projects that have planned improvements of the traffic signals. MacArthur Road is in the construction phase currently and work will take place over the next two years. Mauch Chunk Road is in the design phase and should be entering construction in 2024. There are also several projects planned and in design for PA-309 that will address multiple signalized intersections.

We hope this addresses your concerns and thank you again for your feedback on the 12-Year Program.

33. I live close to route 201 just off of the Donora I-70 exit. Are there any plans to widen this area, especially below the railroad tressel adjacent to Val's car wash business?

Thank you for your comment, the District is initiating a study of this area in the near future to determine improvements in this area. This study will be conducted from the PA 201 Interchange and ramps (including Pricedale Road) and mainline Interstate 70 to the intersection of Vance DeiCas Highway and PA 201. Once the study is concluded, phases will be programmed on subsequent Programs to carry out the eventual selected improvements. This is planned to be a Planning and Environmental Linkages (PEL) study.

34. I was heartened to hear your support for roundabouts. Our municipality (Langhorne Borough has asked PennDOT to consider a roundabout in lieu of a signalized cloverleaf as both a traffic calming measure and a safety tool. (This is part of the RC3 Route 1 project.) Does PennDOT reconsider an existing plan to better serve the safety needs of the community?)

Related Questions:

35. How do you plan to address the enormous increase in traffic on Gillam Avenue due to the closure of the access road on the southbound side of route 1 (south of 413)? Residents from 413 all the way south to Neshaminy High School use the access road to get to their respective neighborhoods. With that closure, all of that traffic will flow onto Gillam which is already busy and has people blowing through the stop sign at Hill Avenue where over 12 elementary students have their bus stop.

36. Why does PennDOT refuse to consider alternatives to jamming a four-lane highway into the border of Historic Langhorne Borough?

37. Are sound barriers included in RC3 along Rte1 in the Langhorne Manor and Middletown areas?

I am particularly interested in the RC3 construction project on Route 1 in Bucks County. Although our community is very supportive of the safety changes that are being proposed, as a very small Borough we are deeply opposed to the closing of all the existing service roads along that stretch of Route 1 (the

TELL US WHAT YOU THINK!

Neshaminy Mall and Rte 413) AND the proposed partial cloverleaf interchange that will bring even more traffic congestion to our already over-burdened Borough.

How does PennDOT plan to address the following?:

- Safety of pedestrians and cyclists
- Increased air pollution as a result of backed up traffic at signalized intersections
- Increased truck and vehicle traffic compromising two historic African American churches on Route 413.
- Make available sidewalks and bike lanes to connect Langhorne Borough with the Langhorne Train Station in Penndel.

I have been following this issue for nearly two years and have yet to hear a compelling argument for this project. What is clear is that this proposed project will make our citizens unwell, unsafe and will bi-sect our town. We welcome PennDOT to come to the Borough, see our large walking, stroller and wheelchair-bound community and see the jams that occur at 413 and 213 during morning and evening rush hours and whenever a large truck tries to make a turn. The bulk of the construction will not be done on Langhorne Borough property but ALL OF THE TRAFFIC IS COMING INTO THE BOROUGH without regard to our citizen safety and welfare,

This US 1 Improvement Project focuses on replacing aging bridges and highway safety enhancements of an approximate four-mile segment of the US 1 Expressway known as the Lincoln Highway. Situated in Bucks County, the project extends from just north of the City of Philadelphia at Old Lincoln Highway in Bensalem Township to just north of the Corn Crib Lane overpass in Middletown Township. The project traverses four municipalities: Bensalem and Middletown Townships, Langhorne Borough, and Langhorne Manor Borough. This suburban regional arterial/limited-access freeway is a corridor providing access to residential communities and commercial and industrial developments. The overall US 1 Improvement Project was sub-divided by PennDOT into three sub-projects to allow the progressive delivery of successive smaller projects.

In addition, PennDOT in 2014 completed \$14.8 million in improvements at the US 1/Maple Avenue Interchange in Middletown Township as part of their overall initiative to modernize and upgrade the US 1 corridor in Bucks County. This project was designed to replace the aging US 1 Bridge over Maple Avenue and increase the vertical clearance of the bridge to current standards; extend the deceleration and acceleration lane lengths and reconstruct the ramps entering and exiting US 1; add a stacking lane to the northbound US 1 exit ramp to accommodate peak traffic queuing; and optimize traffic signal timings at the US 1 ramp intersections with Maple Avenue.

Regular updates to this project are posted at <https://us1bucks.com/> and within local media.

38. Please fund the Roosevelt Boulevard Subway! This would be a transformational project for the Delaware Valley and for the whole state. This needs to be the highest priority project that is not currently in the works.

The Department recently requested DVRPC Board approval to add a study to the TIP at a total cost of \$1,000,000. This project is a study of the Roosevelt Boulevard (SR 1) corridor from Broad Street (SR 611)

TELL US WHAT YOU THINK!

in North Philadelphia to the Pennsylvania Turnpike (I-276) in Bensalem Township, Bucks County. Roosevelt Boulevard is a high-traffic roadway with significant crash history. The study will include traffic operations, transit operations, safety analysis, right-of-way utilization, economic analysis, and identification of legal issues.

For perspective, the \$78 million INFRA grant that was recently awarded to the city of Philadelphia for Roosevelt Boulevard is for improvements that will function within the basic configuration of the highway as it is today. Operations and safety improvements at intersections and along selected segments of the corridor to address acute and urgent problems of vehicular and pedestrian fatalities are the primary focus of the work that the INFRA grant will fund. The improvements generally include the replacement and coordination of vehicular and pedestrian signals, enhanced pavement markings and signing, limited geometric adjustments for enhanced visibility, and reduced left turns. Most of these improvements were explored in the “Route for Change Program” which was funded with a TIGER grant and published in May of 2021, for near-term (2025) scopes of work. All the INFRA grant improvements will be located in historically disadvantaged neighborhoods along the corridor. The proposed work in this study (MPMS #119480) request is more related to a long-term (2040 and beyond) transformation of the corridor that has only been conceptually explored in the “Route for Change Program” master plan. Additionally, this study would extend the possibilities that are considered, based on ideas exchanged with stakeholders since the “Route for Change Program” was published.

Additionally, some work related to a rail option may be considered under an HSIP funded screening project (MPMS 114942), per District 6-0. DVRPC will be updating the Board “pink sheet” to include additional information and will be continuing coordination with the City of Philadelphia and SEPTA on questions/comments related to the study.

39. Hi. I live in Whitpain Township. The website for the 202 project in my area hasn't been updated since 2019. The construction hassles in our area are significant but no one seems to want to keep us informed about the project status despite numerous requests. Please communicate with the taxpayers and residents. Thank you!

There are several updates for the 202 Project through Montgomery County. Stormwater management mitigation facilities were completed toward the end of 2020. A widening project through Whitpain Township was let on January 14, 2021, and should be open to traffic by 2029. Noise barriers are proposed as part of this project. A widening project for US 202 between Township Line Road and Morris Road is expected to be completed by the summer of 2024. The 202 widening project between Morris Road and Hancock Road should be completed by the fall of 2025. This project will include a bridge replacement over the Wissahickon Creek and noise barriers along the southbound lanes south of Plymouth Road and south of Swedesford Road.

The details for the US 202 projects are as follows:

US 202 Reconstruction

○ **Section 6SM, SR 0073: US 202-61N SWM Offsite Mitigation (MPMS# [64052](#))** – This project included the installation of stormwater management mitigation facilities on Whitpain Township property located

TELL US WHAT YOU THINK!

at the southeast corner of the Skippack Pike/Wentz Road intersection. Work was completed in late fall 2020.

○ **Section 61S: US 202 Johnson - Swede #4 (MPMS# [63486](#))**

Project Description:

This section provides for the widening of US 202 for approximately 1.8 miles to a four-lane curbed roadway consisting of two northbound lanes, a center lane, and one southbound lane between Johnson Highway and Township Line Road in Norristown Borough and East Norriton/Whitpain Township, Montgomery County. The project was let in January of 2021 and is estimated to be open to traffic in 2029. Noise barriers are proposed along certain stretches of this highway.

○ **Section 61N: US 202 Swede - Morris #2 (MPMS# [63490](#))**

Project Description:

This section provides for the widening of US 202 for approximately 2.5 miles to a five-lane curbed roadway with two through lanes in each direction and a center turn lane between Township Line Road and Morris Road in East Norriton and Whitpain Townships, Montgomery County. This project is expected to be open to traffic in 2024. A sound barrier is proposed for the northbound lane section south of Jolly Road.

○ **Section 65S: Morris - Swedesford #3 (MPMS# [63491](#))**

Project Description:

This section provides for the widening of US 202 for approximately 2.6 miles to a five-lane curbed roadway with two through lanes in each direction and a center turn lane from Morris Road to Hancock Road in Upper and Lower Gwynedd, Upper Dublin, and Whitpain Townships, Montgomery County. This project is expected to be open to traffic by 2025. The bridge over Wissahickon Creek will be replaced with a wider single span structure and equestrian path beneath the roadway. In addition, noise barriers are proposed along southbound US 202 south of Plymouth Road and south of Swedesford Road.

40. I asked 2 years ago about having the off ramp of Watts Exit/going east (Perry County) repaved. It had not been done yet. I have to zig zag when driving on it so I do not hit all of the holes.

We also have a lot of trash at the Watts exit and our pull off area as well as almost every major highway I have traveled lately. It is the worst I have ever seen. Can you help to promote clean highways? I think a tax credits would be a great incentive to have people and organizations sign up to clean the roadways/highways/off ramps. I also think we need larger fines for purposeful littering.

Thank you for your email to Governor Joshua Shapiro dated March 15, 2023, regarding litter on Commonwealth Roads. The Bureau of Operations has been asked to reply since this issue is within their area of responsibility.

The Department shares your concern and knows that litter in the Commonwealth continues to be a major problem and leaves Pennsylvania in a poor light for residents, visitors, and businesses. All suggestions are welcomed and valued, in the on-going effort to clear Pennsylvania's roadways.

TELL US WHAT YOU THINK!

Annually the PA Department of Transportation (PennDOT) spends upwards of \$14 million for Department personnel to clean up litter from the 40,000+ miles of state-maintained highways. PennDOT's response to littering is multi-faceted and on-going:

- Each year PennDOT joins with the Department of Environmental Protection (DEP) to draw attention to the littering problem, sponsoring advertising and promoting upcoming cleaning events, as well as how to participate.
- As part of Pennsylvania's Litter Action Plan, PennDOT in partnership with the Department of Community and Economic Development (DCED) and Keep Pennsylvania Beautiful launched the statewide anti-litter campaign, "PA Fights Dirty: Every Litter Bit Matters" in 2022. The campaign's first phase was and continues to be education to the public on situational littering and anti-littering message statewide.
- PennDOT partners with Keep Pennsylvania Beautiful in multiple events each year. Pick Up PA (formerly known as The Great American Cleanup of PA), PA Pick-It-Up Days, and Earth Day remove hundreds of thousands of pounds of trash from PA roadways.
- PennDOT also partners with the public through several Beautification programs, Adopt-A-Highway (AAH), Adopt and Beautify, Sponsor-A-Highway, and Adult Litter Brigades. Collectively these programs save the Commonwealth more than \$10 million dollars per year, while helping clean Pennsylvania's 40,000 miles of roadway. Additional information on these programs is available on PennDOT's webpage.

Additionally, In June 2018 legislation designed to strengthen littering laws was passed, "Senate Bill 431 requires that for a first offense of scattering rubbish, a person is required to pick up litter or illegally dumped trash for not less than five nor more than 30 hours within six months, in addition to the existing fine of \$50 to \$300. For a second or subsequent offense, the offender may also be required to pick up litter or illegally dumped trash for not less than 30 nor more than 100 hours over one year, in addition to the existing fine of \$300 to \$1,000." Existing fines are doubled when committed in a litter enforcement corridor and tripled for litter that originated from a commercial business with a litter enforcement corridor. (Act 2018-62 grants the Department authority to designate state routes and local municipalities the authority to designate local routes as litter enforcement corridors. The Act also deems the scenic highways designated by 74 Pa.C.S. Chapter 83 as litter enforcement corridors).

Thank you again for contacting PennDOT regarding litter on the roadways. Should have any questions or require additional information, please contact Carl Wesneski, Statewide Beautification Manager, at 717.705.1552.

There is a resurfacing project currently in construction in the Watts area. This project consists of resurfacing on US 22/322 from Dauphin County Line to SR 1014 (Owl Hollow Road) in Greenwood, Howe, Watts, and Buffalo Townships, Perry County. The estimated completion date for this project (MPMS #107020) is October 18, 2024.

41. When do you think that Route 22 in the Lehigh Valley can realistically be widened.

The US 22 Widening Project, which involves widening Route 22 to six lanes from 15th Street to SR 378, is funded in the third four (4) years of the 12-Year Program for Preliminary Engineering.

TELL US WHAT YOU THINK!

42. When (ball park date) is the I/78 Haafsville/Adams Road interchange construction scheduled to start & what is the cost estimate for the new bridge & added 2 lanes (1 West & 1 East)? Also does the department plan to move Weiss Road (runs parallel to South side I/78) or close?

The Adams Road Interchange is part of MPMS 92780 (I-78 Recon Berks County Line to SR 100) and is currently in preliminary engineering. The project is estimated to be let in 2033.

43. Are there any plans to alleviate bottlenecks on the Parkway west at the Greentree hill area or on the Parkway east at the Squirrel Hill Interchange? These are the two most significant bottlenecks in the Pittsburgh area. If funding is not available for a reconstruction of these interchanges, has PennDOT considered installing ramp metering to help maintain the flow of traffic in these areas?

As a result of a couple of feasibility studies performed on the Parkway East/West corridor, several interchange improvement projects were started including:

1. I-376/Carnegie Interchange – MPMS 97027

Interchange improvements and bridge preservation/replacement on I-376 Carnegie Interchange including SR 50 and SR 3099 in Scott, Carnegie, and Greentree Boroughs, Allegheny County.

2. I-376/Banksville Interchange – MPMS 97028

Interchange improvement on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel in the City of Pittsburgh, Allegheny County. Includes US 19 (Banksville Road), PA 51 ramps and Banksville Interchange Ramps (SR 8075).

3. I-376/Greentree Interchange – MPMS 97029

Reconfigure interchange. Construct new ramps and eliminate existing ramps, extend acceleration and deceleration ramps, extend climbing lanes in both EB and WB directions, construction new retaining walls and new signals.

This project will address safety and operational and mobility concerns at the Greentree interchange. This project is made up of multiple individual components that were identified in the Parkway West study. The combined concepts provide a split diamond interchange at Greentree Road, and Poplar Street connected by frontage roads. The loop ramps are removed. In addition to the interchange modifications, the existing auxiliary lanes along I-376 in the eastbound and westbound direction are extended to function as truck climbing lanes extending over the crest curve at the Greentree interchange. Because the improvements are preliminary in nature, the components are summarized individually.

4. I-376/Parkway East A.T.M – MPMS 94651

The Parkway East Active Traffic Management System (PE ATMS) is an intelligent transportation system (ITS) improvement intended to improve traffic safety and operations on portions of I-376 in Allegheny County.

5. Squirrel Hill Interchange – MPMS 99874

TELL US WHAT YOU THINK!

Interchange improvement on I-376 at the Squirrel Hill Interchange west of the Squirrel Hill Tunnel in the City of Pittsburgh, Allegheny County. Reconstruct and realign on and off ramps eastbound to eliminate weaving movements, reduce crashes and improve merging. Improve westbound off ramp approaching overhead structure to improve operations for large trucks going around the curve.

44. When is PennDOT going to install an exit ramp, I-79 southbound, after Glenfield bridge onto RT 51/Corapolis road? For an easier excess to AHN Sports & soccer complex

There was a feasibility study (Phase 1) completed in 2020 for the I-79 S-Bends. The study analyzed potential remedies to “straighten out” the S-Bends and reconfigure the SR 51/Corapolis interchange area. Several of the alternative alignments included the addition of a Southbound Off-Ramp to SR 51. The next step in the process, Phase 2, would be conducting a detailed development of the various alternatives chosen. It is unknown at this time when or if Phase 2 will be developed.

Planning Process

45. You mentioned wanting public input and the MPOs and RPOs not being told what to do by PennDOT. Yet I have attended numerous project meetings where the majority of residents are against a project, but PennDOT still pushes it through. When do you intend to change this philosophy to match what you are saying in this meeting?

While we can’t speak to this specific project, there are many factors that must be considered in the decision-making process when transportation solutions are evaluated. In addition to public input, environmental resource impacts, social justice, engineering viability, and available funding are just some of the factors that PennDOT must also consider on all transportation projects. This is part of the [PennDOT Connects](#) process.

46. There are numerous occurrences every summer when transportation paves a roadway and 2 weeks later some utility comes along and digs up the new paved road. You guys need better communication.

Best Practices for Utility Coordination – PennDOT has adopted many of the industry best practices related to utility coordination and has developed a new online utility coordination system, Utility Relocation Management System (URMS), which launched in October 2020.

The Pennsylvania State Transportation Advisory Committee (TAC) formed the Utilities in State Right-of-Way Task Force (Task Force) to guide this study to review the current state of the practice relative to the coordination with utilities in state right-of-way and identify potential opportunities for improvement. The focus was to be on how utilities in the state right-of-way coordinate with the facility owner (PennDOT) relative to utility and PennDOT capital projects and to determine where there would be opportunities for improving that coordination.

Recognizing transportation’s role in connecting communities and supporting economic development,

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PennDOT Connects is an approach that enhances local engagement and improves transportation-project planning, design, and delivery. PennDOT Connects formally and proactively brings together leaders from the PennDOT Districts, Planning Partners, and local governments throughout Pennsylvania to discuss local needs, potential project impacts, and ways to collaborate to maximize value for our communities. The new approach to project planning and development expands the Department's requirements for engaging local and planning partners by requiring collaboration with stakeholders before project scopes are developed. PennDOT Connects aims to transform capital and maintenance project development by ensuring that community collaboration happens early, and that each project is considered in a holistic way for opportunities to improve safety, mobility, access, and environmental outcomes for all modes and local contexts. Earlier collaboration will ensure that projects meet current and projected needs as much as possible and can reduce costly changes further in the project development process. Specific areas to be discussed during collaboration include but are not limited to safety issues; bicycle/pedestrian accommodations; transit access; stormwater management; utility issues; local and regional plans and studies; freight-generating land uses and more.

47. How is the State Transportation Commission addressing state laws regarding vehicle noise limits (Â§ 157.11. Vehicular noise limits Â§ 4523 Exhaust systems, mufflers and noise control)? What tools and guidance are being given to law enforcement or inspection stations to ensure vehicles that fail to adhere to noise limitations are kept off the streets? Anecdotally, it seems these laws are being ignored with impunity.

The Federal Motor Vehicle Safety Standards establishes the minimum equipment standards and acceptable noise levels for vehicles when they are manufactured and while each state may regulate the modification, replacement, or removal of federally approved equipment, the federal standard must be met. Pennsylvania's Vehicle Equipment and Inspection Regulations, 67 Pa Code Chapter 175.75(b)(2), require that the exhaust system of a vehicle may not be modified in a manner which will amplify or increase noise emitted by the motor of a vehicle above the maximum level permitted by 67 Pa Code Chapter 157 (relating to established sound levels). In other words, vehicles may not be equipped with a cutout, bypass, or similar device and they may not be modified in a way that increases the noise emitted above the established acceptable levels. While aftermarket equipment is available, it must still meet the established standards.

For inspection purposes, vehicles are visually inspected to ensure they are equipped as required by law; however, inspection stations do not have the ability to test for noise and are not required by regulations to do so. This is a law enforcement issue. Law enforcement may cite vehicles that are not in compliance with the vehicle equipment and inspection regulations, including vehicles that emit noise above the maximum levels permitted as discussed above. For information concerning what tools or guidance are provided to law enforcement officers on this matter beyond what is in regulation, the enforcement agency for the area of concern should be contacted.

48. To what extent are the principles and relevance of Safe System Design, Vision Zero, Complete Streets, and Active Transportation more generally being disseminated to Pennsylvania Department of Transportation staff, particularly to those who have been accustomed to applying very different design assumptions in previous years/decades?

TELL US WHAT YOU THINK!

[PennDOT Publication 13 Design Manual 2 Contextual Roadway Design](#) provides guidance for project development. The introduction to Publication 13 states that streets are made complete by addressing the needs of all system users and accommodating these unique needs through design, appearance, and modes of travel. Depending upon local context and environmental conditions, different streets will require distinct physical design features to best address users' needs.

Additionally, Design Manual (DM2) specifically mentions that planners and engineers are to consider Complete Streets, Context Sensitive Solutions (CSS), and Design Flexibility practices as projects are scoped and designed.

More specifically, Complete Streets challenges transportation professionals to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation; Context Sensitive Solutions assumes that all projects have a context that informs the development of solutions involves stakeholders, such as community members, elected officials, interest groups, as well as local, state, and federal agencies, in a collaborative, interdisciplinary, and holistic approach to developing transportation projects; and Design Flexibility encourages transportation professionals to consider the roadway context, implications for the safety and comfort of pedestrians and bicyclists, and implications for regional mobility.

49. When will PA have an across-the-board plan for building infrastructure which will support more walkability and public transportation?

We recognize that many people are not able to or do not choose to drive and depend on active transportation or public transportation to get to where they are going.

PennDOT's [Active Transportation Plan](#) outlines a vision and framework for improving conditions for walking and bicycling across the state. The Active Transportation Plan also identifies and helps prioritize strategies intended to increase the number of people walking and biking, while supporting safety and multimodal connectivity throughout the state. This plan serves as a resource for other state agencies, as well as MPOs, RPOs, and municipalities throughout the state, providing guidance as they develop and implement regional and local bicycle and pedestrian plans. Please note that sidewalks, bike lanes, and bus stops are the responsibility of local governments once constructed and as part of the project development process PennDOT works with local partners to incorporate these types of improvements into projects.

PennDOT recognizes the value of supporting the needs of people who walk and ride bicycles, both out of necessity and for recreational purposes. PennDOT will continue to rely on the PennDOT Connects process to collaborate with local partners as projects are planned and developed. This allows the Department to identify local community needs for infrastructure that supports walking and biking.

Later this year, we will be launching a mobility study that focuses on active and public transportation, and we hope you will provide input.

50. Does PennDOT and STC include support for Active Transportation (trail) projects in their planning for the future?

TELL US WHAT YOU THINK!

PennDOT works with regional planning partners (Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO)) who identify needs and prioritize regional, county and local projects as part of the Long-Range Transportation Plans (LRTPs). LRTPs are required to consider all modes of transportation, including biking and walking.

51. How is PennDOT incorporating into the 12-Year Program and making its Active Transportation Plan operational so that its objectives are actively being implemented into ALL roadway, bridge and multi-modal projects across the state in ALL 11 regional PennDOT Districts?

PennDOT and our regional planning partners, Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO), meet with local governments to discuss details for each project prior to developing project scopes and cost estimates and all mobility needs are considered, including bicycles and pedestrians. The Active Transportation Plan serves as a resource and provides guidance to MPOs, RPOs, and municipalities throughout the state as they develop and implement regional and local bicycle and pedestrian plans and projects.

52. Also, do you have a commission on bike infrastructure? I want to see safe infrastructure on PennDOT roads, but whenever they put in a "bike lane" it is pretty dangerous and only the most fearless bikers actually use it. We do need separated bike lanes on the more dangerous roads; that is why a commission made up of regular bike users is productive so that they can provide input on whether the bike lane is proper or not.

PennDOT does not have a bike infrastructure commission. PennDOT [Publication 13 Design Manual 2 Chapter 14 Bicycle Facilities](#) provides guidance on selecting appropriate bicycle facilities. Throughout Pennsylvania, bicycle networks vary considerably, depending on the context, user groups, date of construction, and facility types. The bicycle facility type selection depends on the surrounding environment (e.g., automotive speed and volume, topography, adjacent land use) and expected bicyclist needs (e.g., bicyclists commuting on a highway versus students riding to school on residential streets).

53. Is there a formal Pennsylvania DOT Road Diet Process / Policy?

Is there any Road Diet "Pilot" (temporary) process / policy and how does this differ from the permanent project improvements?

In addition, if a local government agency (such as the City of Carlisle) was seeking to propose a road diet project on a local roadway, do they require any formal approval from Pennsylvania DOT?

A. There is no formal Road Diet process or policy statewide or in the districts. Most "road diet" projects come from municipalities, whether through local-led efforts or a Highway Occupancy Permit (HOP). The District uses standard traffic calming measures. For larger projects, the Districts encourage early discussions as they are beneficial to ensure the project has realistic expectations and goals.

B. Traffic controls are done on a case-by-case basis and require Department coordination and approval if the roadway is Department owned.

C. Pennsylvania has two types of roadways: local-owned and DOT-owned. Improvements on local roadways that do not utilize federal or state funds, or impact state-owned ROW do not require prior approval from the Department. If the roadway is Department owned the proposed improvements will require Department review, approval, and coordination.

TELL US WHAT YOU THINK!

54. Does PennDOT have a plan to widen Interstate 81 to 3 lanes from Maryland border to Dauphin County?

The Department agrees this is a vital corridor to our transportation network. Pennsylvania has the third-highest number of state-maintained bridges and fifth largest state-maintained roadway network in the United States. There is a need across Pennsylvania to address our aging infrastructure, including bridges and pavement. Unfortunately, the needs of our Interstate System far exceed the available funding sources. Projects involving reconstruction and widening are very expensive and take several years of planning, design, and construction. At this time, PennDOT does not have a project planned to widen the I-81.

55. PennDOT's policy on abating road noise does not fully recognize the health effects on nearby residents (some references below). When existing highways are expanded, will PennDOT and PA Turnpike Commission commit to reducing road noise for residents, rather than nominally increasing noise?

PennDOT and the PA Turnpike Commission operate independently of each other, though collaboration is frequent between both organizations on a variety of policies and initiatives. PennDOT's noise policy adheres to federal regulations on how highway traffic noise is evaluated and abated. PennDOT relies on federal dollars for a significant portion of its transportation program funding, and compliance with federal regulations is important to securing funding for highway traffic noise abatement like noise walls. PennDOT is required to evaluate projected highway traffic noise levels on capacity-adding projects (i.e. addition of a through-traffic lane) or on projects that substantially alter the noise environment (i.e. halving the distance between a lane of traffic and a sensitive noise receptor). Once evaluated, areas, where projected future sound levels would approach or exceed federally designated thresholds (known as noise abatement criteria) are considered warranted for noise abatement, and this begins the process of evaluating the feasibility of providing that abatement and its cost reasonableness. If it's determined that it's possible to reduce sound levels and feasibly construct the abatement while meeting an objective cost-reasonable standard, then PennDOT would commit to reducing roadway noise for that particular area in that project.

PennDOT noise abatement policy is currently limited to the construction of warranted noise barriers as part of a highway project on a new alignment or for a major reconstruction project with additional travel lanes. PennDOT does not have a funding mechanism for noise barrier retrofit projects on existing highways at this time due to constrained federal and state highway dollars.

56. Scientists and the UN IPCC has concluded that to avoid catastrophic climate change, greenhouse gas emissions must be halved by 2030 and be eliminated (or carbon-neutral) by 2050. Unfortunately, the 2023 Performance Report only mentions climate change in the context of infrastructure resiliency?

Besides using federal funding for EV charging infrastructure, how does PA's 12-Year Program meet the above emissions-reduction requirements through, for example, investing more on passenger rail and less on highways?

TELL US WHAT YOU THINK!

PennDOT's continues to evaluate methods and procedures to integrate climate change in our project planning and to better evaluate and monitor the impacts of our programmed investments. At this time, our efforts related to carbon reduction are being addressed as follows:

1. PennDOT continues to work with Pennsylvania's Department of Environmental Protection (DEP) for regular updates to the Pennsylvania Climate Action Plan. That plan outlines the state's strategies needed to meet the goals established by the governor. For transportation, the plan emphasizes that the continued improvement in vehicle fuel efficiency, new fuel standards, and increases in electric vehicle adoption are the highest priority strategies. PennDOT's efforts related to the National Electric Vehicle Infrastructure (NEVI) program support these strategies.
2. The Bipartisan Infrastructure Law (BIL) has also established a new Carbon Reduction Program (CRP) to fund other transportation projects that can help reduce carbon emissions. PennDOT is working right now with our regional planning agencies across the state to evaluate project selection criteria and procedures for this funding program. These will be further outlined in future state and regional plans. Like the Congestion Mitigation and Air Quality (CMAQ) funding program, this program is expected to fund a wide variety of transit, active transportation, and traffic operation improvement projects.
3. Related to the above program, PennDOT is required to develop a Carbon Reduction Strategy (CRS) by November 2023. This plan will be updated periodically. The plan will address the CRP program and the associated project selection procedures. In addition, PennDOT is looking to broaden its carbon reduction approach and develop an action plan to further integrate climate and carbon reduction initiatives into planning, maintenance, operations, design and environmental review processes. This will require significant coordination within the Department and with our Planning Partners.
4. PennDOT also plans to evaluate ways to better monitor GHG emissions. DEP produces periodic emission inventories that address the transportation sector. PennDOT is looking to expand upon those analyses and to better integrate them into our performance management systems. Some of these efforts are being discussed now through the development of the CRS.

57. How can we get PennDOT to respond better to municipalities and be more accountable to them? How do we move forward to have PennDOT be more future thinking instead of 20 years behind. How can we make sure PennDOT cares about communities and livelihoods, instead of trucks. At what point will PA move into the 21st century in transportation, instead of just wanting to expand roadways. We lag behind many parts of the country and it is time to do things differently.

The PennDOT Connects program is precisely designed to respond to the concerns of local municipalities. The Department is committed to bettering our transportation system and communities through collaborative planning. More about the Connects program, and how municipalities can become involved, can be found here on PennDOT's website:

<https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>

TELL US WHAT YOU THINK!

58. How much worse does climate change need to get before PennDOT makes VMT reductions a top priority?

While the Department is committed to providing a safe and seamless transportation network covering all modes of transportation, there is no current policy to reduce Vehicle Miles Traveled (VMT) at the state or Federal levels.

59. What studies have been completed regarding changes expected for residents of Langhorne Borough, Middletown township, and Langhorne Manor Borough in the quality of air as trees and shrubs are removed, and replaced with pavement? What will be the environmental effects on the wildlife, including birds and insects? What studies will be conducted to learn how endangered birds, plants, trees, and insects, etc. will be impacted? What studies will be conducted to ascertain what former Leni Lenape tribal hunting and burial grounds will be affected by the project?

Environmental studies and documents for the US 1 Bucks project are available at <https://us1bucks.com/environmental/>.

60. Please ask Deputy Secretary Shifflet how state priorities such as improving access and safety for pedestrians, bicycle riders and micro mobility users are carried out with fidelity in each of the local PennDOT Districts. It appears there is tremendous disparity implementing such priorities from District to District.

PennDOT has placed a renewed emphasis on planning and collaboration under a new policy implemented in December 2016, termed "PennDOT Connects." PennDOT Connects began as a policy issued by PennDOT Secretary Leslie Richards to strengthen the commitment of PennDOT to collaborate with Metropolitan and Rural Planning Organizations and local governments during the transportation planning process. As part of the implementation of PennDOT Connects, PennDOT has conducted extensive outreach and training across Pennsylvania. One focus of those training sessions was to reinforce the benefits of multi-municipal comprehensive planning. Another element of the training was on the benefits of addressing all users of the roadway, including bicyclists and pedestrians.

Multimodal

61. We can't go anywhere we need to go from our Westmoreland County home on public transportation.

Also, we are almost 1/2 hour from the closest super-chargers, so we must calculate whether we can use our electric car - and charging costs at least as much as gas.

Thank you for your comment. This concern will be passed along to our counterparts in the Transit section of the Southwestern Pennsylvania Commission for their input. Additionally, recent federal and state legislation concerning electric vehicle charging stations will provide additional chargers in the future, which should shorten the distances between stations. The initial focus for these are along major

TELL US WHAT YOU THINK!

corridors at certain intervals and distances from the corridors, but as these are completed, the spaces between should begin to see additional stations.

For a list of conditional EV charging station awards, [visit the PennDOT NEVI page](#).

62. Good afternoon; I just took your survey on transportation. Have to say as someone who can't legally drive due to eyesight issues and ends up pedaling most always because our mass transit stinks that our area is horrible for bicycles. Narrow roads with little to no shoulder that is often covered in debris or overgrown. You make lanes wider at intersections for turn lanes stealing what little shoulder is left for cycling. No bicycle lanes are provided; if there are, they are often too narrow and still dangerous. Access across the river is very limited, I'm in north Enola, and I have ridden across 81 because I have 0 choices. I've lived here 51 years; you think by now a decent light rail or bus service would exist, but it doesn't because you have left us no choice but to pedal or drive. I also noted in the survey that Salt Road at Valley Road is a dangerous intersection. I asked Pat Vance years ago about a three-way stop. We are doing a traffic study meanwhile, two grocery stores, several town house communities, and a new town house development on the way by Adams Rici and nothing has changed. Which also reminds me, try pedaling to these two grocery stores from Enola. The only two we have are either by Wentzville or Valley Road. It's a death wish on bicycles. Rts 11/15 is state bicycle route through Marysville, Purdix, yeah it's a death wish here too. It's a state bicycle route yet no shoulder or clean useable exists on these state bike routes. How sad, thank you for letting me vent a bit.

Thank you for providing feedback regarding public transit service in your area. Public transit service operates best in densely populated areas. In areas such as Enola, where the population density is not as high, it's harder and more expensive for public transit agencies to provide high quality service. CAT Transit offers fixed route service from downtown Harrisburg to points of interest in Enola every two hours, Monday through Friday. Additionally, you may be eligible for programs that help subsidize door-to-door transportation. You can learn more about these programs at: [FMR Education \(pa.gov\)](#).

As part of the PennDOT Connects process, roadways designated as BicyclePA Routes are evaluated related to the state bicycle facility designation, and consideration is given to bicycle-related improvements on a case-by-case basis as part of programmed improvements.

63. As a frequent pedestrian, cyclist, and public transportation user, I find that your 2023 Transportation Report misses the mark on multiple fronts. Here are a few instances where the state can make critical improvements to non-car infrastructure across the state.

First and foremost: make it easier to install bike lanes on state routes.

Every major population center in Pennsylvania has a state route going through a major neighborhood. Whether it's Birney Ave in Scranton, Route 11 on the West Side in Luzerne County, Route 8 in Pittsburgh, Broad, Market, and Baltimore in Philadelphia, and so on, it is extremely difficult to install protected bike lanes. This means a city like Pittsburgh, which actively wants to make its urban areas more pedestrian and cyclist friendly, has to go through the state to install bike lanes. This is an easy, cheap way to automatically improve cyclist safety across the state.

TELL US WHAT YOU THINK!

Please stop widening our highways, we really don't need it

Earlier this year, PennDOT proposed to widen seven miles of i-81 near Scranton. Projects like these plague the docket and really show PennDOT's priorities when it comes to transportation. While commuter rail between Scranton and NYC are delayed for years, funding for a Wilkes-Barre to Philadelphia Amtrak route is unceremoniously cut, and a light rail project from 2013 has never gotten any serious attention at the state level, money for a useless lane widening project appears out of nowhere. Lane widening, alongside systematic disinvestment from public transportation, does nothing but make traffic worse. I would like to see the money used from highway extensions and lane widenings go into transit projects. No matter how much PennDOT widens i-476, an electric and frequent train between the Lehigh Valley and Philadelphia will always do more than any highway project.

Improve the statewide bus network

In most of Pennsylvania, it is next to impossible to take the bus every day unless you live in a suburb and work a 9-5 downtown. Across the United States, it is standard for metropolitan statistical areas the size of Erie, Williamsport, and Reading to run buses from 6 am to 12 am, seven days a week, every 15 minutes at peak. With the exception of the counties served by SEPTA and Allegheny County, public transportation is far behind. We need to seriously fund every transportation network until they are competitive with driving, from Moon Transportation in Coraopolis to LANTA in the Lehigh Valley.

Intercity bus transportation is badly needed, too. NJ Transit is capable of running coach buses across the state for a much lower price than Martz, Fullington, Trailways, Greyhound, and other private coach bus operators. Intrastate NJ Transit fares are usually only as high as \$12. It's possible to get from Scranton to Philadelphia for \$15, it just takes 14 hours and a dozen different transportation authorities to do it. Otherwise, you're stuck paying an exorbitant \$55 for a morning Marts bus or \$40 for an oddly timed Greyhound bus. It is absurd that Pennsylvania, with a higher GDP and a similar density in populated areas to New Jersey, cannot run NJ Transit-style buses.

Growing Population

As Pennsylvania's population continues to climb over 13 million people, and even more, as southerners move north to avoid the effects of climate change, we need to seriously start planning our state around a higher population. Do we really want low-capacity highways across the state, constantly underperforming, backed up, and going under budget? Is the negative growth cycle that takes place as a result of sprawling suburbs a desired effect of population growth? Or do we want to build the kind of communities which can truly and honestly sustain themselves? It is worth investing in our public transit network to really raise the quality of life for all Pennsylvanians. With a GDP similar to Sweden and a population density similar to Austria, the question isn't if we are capable of running intercity trains and buses. Rather, it's if we are prepared to make the smart investment for our future.

TELL US WHAT YOU THINK!

PennDOT is committed to providing service for a comprehensive and multimodal transportation network here in the present and in the future. Using the PennDOT Connects process, citizens can provide input to transportation projects. The Department uses the Active Transportation Plan when planning for new bike lanes. Multimodal Funding Grants and Transportation Alternative Set-Aside (TASA) funds are available for local projects such as active transportation funds.

The Department typically will add capacity to interstates as part of congestion management mitigation. Widening is one tool among many used to mitigate congestion, particularly in the case of mitigating truck traffic generated by local land uses such as warehousing. Transportation agencies across the country have begun implementing [Transportation Systems Management and Operations \(TSMO\)](#) programs, which are defined by the Federal Highway Administration (FHWA) as “a set of integrated strategies to optimize the performance of operations on existing infrastructure through implementation of multimodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of a transportation system.” In simplest terms, TSMO is a way to increase reliability and mobility of our roadways by using a wide-range of strategies rather than adding capacity to manage congestion.

PennDOT plans for the future by using the statewide Long Range Transportation Plan (L RTP) in collaboration with our Planning Partners (MPOs/RPOs). The LRTP sets goals, objectives, and multimodal strategic directions for the Commonwealth’s transportation network. Factors such as population growth and land-use needs are considered as part of the development of the statewide LRTP. The LRTP can be read at TalkPATransportation.com.

Subsidized Intercity bus service is provided in 39 counties, and passenger rail stops in 15 counties. Pennsylvania applies the entirety of its Federal Intercity Bus apportionment (Section 5311(f)) to the provision of service, which is provided by one regional and one national carrier. This funding allows for economical fares for consumers. During FY 2021-22, the subsidized Intercity Bus Program provided 135,885 trips over 1,805,210 revenue miles, and passengers paid an average fare of \$19.71.

64. Snyder County resident: Senior Citizen public transportation in rural areas that doesn't involve the Shared Ride service. Shared-Ride program is unreliable and must be booked hours in advance for rural areas. Also, need wider roads in the backcountry.

Thank you for providing feedback on public transportation for senior citizens in Snyder County. For rural areas such as Snyder County, Shared Ride service is often the most efficient and cost-effective mode of transportation. Service quality has been impacted recently due to labor shortages after the COVID-19 pandemic. The transit agency in Snyder County is working hard to ensure staffing levels return to the levels required to provide reliable and quality service.

Regarding widening rural roads, PennDOT is committed to the safety of the public and providing an efficient transportation system that will accommodate the future traffic needs in every region, while minimizing the environmental and property impacts. PennDOT considers each of these factors as well as cost effectiveness of each transportation project prior to widening any roadway.

TELL US WHAT YOU THINK!

65. Does any part of your plan include improvements to passenger rail transportation or ways to reduce traffic congestion through environmentally sound methods? Thank you for this opportunity to participate and learn.

Pennsylvania's 2045 Long Range Transportation Plan (LRTP) acknowledges the planning implication that Federal legislation being considered at the time of its writing is expected to place even greater emphasis on environmental and climate change efforts. Because transportation is a primary source of greenhouse gases, it can be expected that over the next five years that air quality and emissions reduction will require even greater attention by PennDOT and will heavily shape planning, programs, and investments.

To support these expanded passenger operations, the Commonwealth will invest more than \$200 million in rail infrastructure and safety improvements that had been previously identified in the 2021 operational feasibility study. Passenger rail investment funds included in the Bipartisan Infrastructure Law (BIL), passed by Congress in November 2021, will allow PennDOT to redirect funding to the Keystone West corridor that had been set aside for new train set costs. PennDOT also anticipates applying for additional BIL funds to support station and platform improvements along the route.

66. In reference to your wanting feedback on public transportation. In the Lewisburg (Union County) Pa. Area, we have one system to use. It is Rabbit Transit out of the York area. We must call that area to connect with the dispatch system to schedule a ride. When doing that, it is the usual to be on hold for 1 1/2 hours to schedule. The same holds true for Hopper ride and Rabbit bus. With the bus we must schedule at least 1 hour return which turns into up to 2 hours waiting for return ride. With Hopper when you are ready for return ride you must call and be on hold another 1 1/2 hours to get scheduled and then wait another 30-60 minutes for pick up. Sometimes you are not able to even get through to dispatch to request a ride home. The lines are either busy or not ringing at all. It is a very necessary need for those who can't drive anymore and can't get to appointments. Why can't something be done with a system for our area instead of having to go through the city to reach dispatcher. I was told by commissioners that it is a private business and they can do nothing. The Bureau council said the same thing and state representatives never called back. Why can't we get our own system in union county? We count too and if you check demographics there is a large number of elderly here.

Thank you for providing feedback on public transportation in Union County. The provider of public transportation in each county is determined by local elected officials. As you noted, Rabbittransit is the provider in Union County. Like many parts of the country, the post-pandemic labor shortage has negatively impacted Rabbittransit's ability to provide reliable, quality service to its passengers. Rabbittransit is constantly looking to fill open positions.

To assist in connecting to scheduling transportation, Rabbittransit offers the ability to manage trips on-line. For the stopHOPPER, community members can go to a smartphone app store and search for stopHOPPER. This app allows riders to schedule and watch the service in real-time. Similarly, riders can go to www.findmyridepa.org to manage their shared ride trips.

**67. Will public transportation be the new focus instead of cars and parking lots?
Will walking be made easier by reducing the focus on getting places by car?**

TELL US WHAT YOU THINK!

Pennsylvania is a diverse state and has all modes of transportation. With 9.1 million licensed drivers and 12 million registered vehicles, vehicular travel will be a significant focus for the Department. We do recognize that many people are not able to or do not choose to drive and depend on active transportation or public transportation to get to where they are going. The Commonwealth makes a significant investment in public transportation of over \$1.5 Billion per year. This funding is used by 54 transit systems to support nearly 200 million trips per year. Later this year, we will be launching a mobility study that focuses on active and public transportation, and we hope you will provide input.

68. What are PennDOT's plans to participate in efforts to add frequencies in the Lakeshore Corridor and in particular, a day train between Cleveland and NYC?

How does PennDOT feel about joining a multi-state compact or partnership to advance Lakeshore Corridor improvements?

PennDOT has periodically had conversations with Erie regional officials over the last decade about the potential for additional passenger rail service in Erie. Any other service requires the participation of New York, Ohio, CSX, and Amtrak. PennDOT supports affordable mobility options throughout the Commonwealth, and Intercity Passenger Rail is an important component of a comprehensive multimodal transportation network. We will continue to participate in discussions as opportunities arise, and funding opportunities are identified to partner with neighboring states, CSX, and Amtrak to evaluate additional passenger service in Erie.

69. We have heard about a second Pennsylvanian from Pittsburgh PA, to Harrisburg and further east for many years (both ways?) Any inclination as to what decade that may happen? Several other states had the same idea, and it has happened whilst we are still surveying the idea.

PennDOT is working with Norfolk Southern and Amtrak to double the Pennsylvanian service to 2 round-trip trains per day. The service is dependent upon infrastructure improvements. It is anticipated that the increased service will happen this decade.

70. Will there be more frequent and convenient train trips out of and into Pittsburgh from other major cities?

Related Question:

71. Will PRT redesign their routes so that they fit frequent lifestyle trips for things like friends, grocery stores, and leaving bars at 2:00 am? Right now, they mostly focus on 9:00 am - 5:00 pm commutes to Oakland and downtown.

PennDOT is working with Norfolk Southern and Amtrak to double the Pennsylvanian service to 2 round-trip trains per day.

Pittsburgh Regional Transit is in the process of redesigning portions of the service. Please visit <https://nextransit.network/> to learn more about their projects and how you may be able to provide input.

TELL US WHAT YOU THINK!

72. This is a follow-up on the broader/general issue to a narrow/specific issue I had written about before.

As we move toward urban revitalization, small town infill development, and TOD (Transit Oriented Development) as well as ex-urban residential development occurring around transportation hubs - trains, bus, highway interchanges) we are seeing more dense residential living areas which require pedestrian access across 2, 3, or even 4-lane highways and state routes.

Is there a coherent plan or review of ways to provide access along road shoulders, bridge shoulders, and across interchanges with signalized off and on ramps?

The Department recommends the municipality pursue a comprehensive master plan for pedestrian and bicycle facilities based on the land use planning study. The plan could serve as a basis to incorporate pedestrian and bicycle facilities as part of the land development projects as well as part of the state and federally funded capital improvement projects. As part of the "PennDOT Connects" policy, PennDOT always seeks meaningful opportunities for engagement in the initial stages of the planning process with our regional planning partners and local municipalities. At District 6-0, we collaborate with Delaware Valley Regional Planning Commission (DVRPC), County Planning Commissions, local Municipalities, and advocacy groups in screening and providing pedestrian infrastructure.

73. Do you ever see high-speed rail as a possibility in PA?

The Keystone Corridor's East Segment was designated as a high-speed rail corridor between 1998-1999 as part of the Transportation Equity Act for the 21st Century (TEA_21)(PL105-178) Section 1103 (c). In 2000, the US DOT extended the Keystone Corridor's high-speed rail designation from Harrisburg to Pittsburgh.

74. How will PennDOT re-vitalize the existing railroad network in the State to start connecting cities via inter-city rail? That is what other countries do and it is much better than using traffic-congested roadways. I would love to see, in particular, a line going from Harrisburg down to Carlisle and further.

PennDOT does not own or operate passenger rail; however, it financially supports capital improvements and operations of passenger rail in the Commonwealth. Amtrak as well as local communities, have identified passenger rail corridors that may connect additional cities.

75. Does the state plan to explore planning or funding for true "bus rapid transit" in any PA metro area?

Pittsburgh Regional Transit is presently working on a Bus Rapid Transit service which is titled "Downtown-Uptown-Oakland-East End BRT service". Phase 1 of the project is set to begin construction during the summer/fall of 2023. More information on this project can be found at: <https://www.rideprt.org/inside-Pittsburgh-Regional-Transit/projects-and-programs/bus-rapid-transit/> LANTA Bus in the Lehigh Valley is also working on a BRT project which they call EBS, or Enhanced Bus Service.

More information on this project can be found at: <https://lantabus.com/ebs/>

TELL US WHAT YOU THINK!

76. What is going to happen with King of Prussia Rail Coalition project going forward? Is it completely dead?

Thank You

Please find information on the status of the King of Prussia Rail Coalition project online in the following press release: [SEPTA has paused the design development of the King of Prussia rail project.](#)

77. Pedestrian crosswalks in many towns and boroughs are very poorly illuminated. Thus causing more opportunities for danger to pedestrians. As more of these pedestrian right of ways appear, there needs to be more lighting regulations for safety.

Thank you for the comment on pedestrian safety, we will take that into consideration in the future.

78. I took the 12-Year Program survey.

I stated that we needed biking, walking and micro-mobility on the John Harris Route 83 bridge – the computer stated that they will rebuild it and that would solve the problem.

I stated “NO” and it said “Tough cookies – thanks for the input”. The computer thinks it solved the problem.

It was like talking to District 8 Planners in person.

Why is there biking and walking on bridges in Pittsburgh but not Harrisburg.

With the great advances in battery technology – why is Pennsylvania not planning for the future “Micromobility”. Don’t District 8 planners look at other cities in the USA?

Federal guidelines state that we can have bike ped on Interstates if it doesn't exceed 10%

Why are we not encouraging micromobility instead of full-size cars – it takes way more energy to push a full car down the road. I thought save the planet, save energy and create cleaner air was the new mandate. But District 8 keeps building to move full size car only and let bikers, walkers and micromobility wander the long way around to get somewhere and sometimes that is impossible at all.

Call and tell me why we have to ship a 170lb human body in 1 ton or more steel container to move a mile or two to the next town for every trip instead of micro-mobility

Bicycle and pedestrian infrastructure is considered on a case-by-case basis. As part of the PennDOT Connects process, PennDOT and our local partners discuss details for each project prior to developing project scopes and cost estimates and all mobility needs are considered, including bicycles and pedestrians.

Micro-mobility includes a range of small, powered devices, including pedalcycles with electric assist and low-speed electric scooters. PennDOT’s Publication 13 Design Manual 2 includes specific guidance on when and how to include bicycle facilities in projects, and as part of the PennDOT Connects process, the Department coordinates with our local partners to provide the safest and most accessible transportation network possible while not precluding future active transportation improvements.

TELL US WHAT YOU THINK!

Regarding other forms of micro-mobility, PennDOT is coordinating with Pittsburgh, PA on a long-term pilot project to evaluate the challenges and opportunities associated with low-speed electric scooter use in urban environments.

PennDOT continues to coordinate with federal partners and others to meet state and federal goals for the reduction of greenhouse gases and the Department can utilize new funding flexibility to support bicycle and pedestrian infrastructure as part of our projects. Additionally, new funding streams for local governments in the Infrastructure Investment and Jobs Act assist with reducing crashes and gaps in the local active transportation network.

79. Harrisburg International Airport (HIA) Central Pa airport has a rail system next door (RR pretends to want more business) but NO connection or stop for the airport. So why? Have you ever been to Europe or any other country? shame on us.

Thanks for your question pertaining to rail connectivity with the Harrisburg International Airport (MDT). The new Middletown Amtrak Train, which opened in January 2022, is connected indirectly to MDT. Capital Area Transit has a bus route that provides passengers the ability to connect between the new Middletown Amtrak Station and MDT.

80. What pedestrian/bike trail upgrades are PennDOT considering in Carbon County?

None are currently being considered but funding opportunities for potential projects are available through the [Transportation Alternatives Set-Aside \(TASA\)](#), [Multimodal Transportation Fund \(MTF\)](#), and other grant programs.

Carbon County is part of the [NEPA Metropolitan Planning Organization \(MPO\)](#). If you have suggestions, or would like to get involved, please contact the MPO.

81. Concern citizens about Easton Transportation's future: Are Easton Passenger Train Services' plans real?

PennDOT is not involved with an Easton Passenger Train Service's plan; however, the Department is working with the Lehigh Valley Planning Commission on a Passenger Rail Feasibility Study to identify whether passenger rail is a viable transportation option for the region. The results of the study will provide information for consideration, but no specific recommendations are expected from the study. The first phase of the Lehigh Valley Planning Commission's Rail Analysis project is scheduled for completion in the Fall of 2023.

82. What are the current plans to investigate the merits of creating a Roosevelt Blvd subway line? Will the current funds that were appropriated to the King of Prussia line be available for projects like this in the future?

Why is SEPTA predominately managed by suburban communities? Urban riders account for the majority of ridership yet has the smallest voice (only 2 appointed Philadelphia board members while

TELL US WHAT YOU THINK!

suburban counties EACH get 2 members). Are there any plans from the state to address this systemic inequality in representation?

1. The Department will be evaluating transit options in conjunction with US 1 Route for Change Alternative Refinement Study. SEPTA will provide details on how funds allocated for KOP Rail will be used when the proposed capital budget and long-term program is released in April of 2024.

2. SEPTA's governing board members were set by the state legislature in 1968, at SEPTA's founding, and in 1991 to add appointed board members from the Legislature. There is a 15-member board of directors, two from Philadelphia and two from each of the four Pennsylvania suburban counties. In addition, the Pennsylvania House and Senate majority and minority leaders each appoint a member for a total of four representing the Legislature, and the governor appoints one member. There are no current plans to change this set up.

83. Is there any recent update on sustainability of the Shared Ride transportation program statewide?

The Bureau of Public Transit has a study on this subject in progress. It is expected to be delivered in the Fall of 2023.

84. Since 1980 when SEPTA Regional Rail stopped serving Quakertown, Upper Bucks has been a public transit desert. As local economies in communities with public transit like Doylestown and Allentown have expanded, the economy in Upper Bucks has stagnated. Downtown Quakertown continues to be a disappointment, with marginal businesses moving in and out. Residents seeking gainful professional employment must commute to the north or south. This results in more traffic and more emissions. Restoring public transit to Quakertown and the Upper Bucks region would help develop the local economy, alleviate local traffic congestion and allow residents to have easier access to higher-paying professional jobs in Philadelphia. I would ask the state of Pennsylvania to partner with federal officials to secure funding for expanding public transit into Upper Bucks County.

SEPTA has proposed rail restoration to Quakertown on several occasions over the last few decades and its most recent [Reimagining Regional Rail](#) report contains this proposal as well. There may be opportunities within the Infrastructure Investment and Jobs Act (IIJA) for the restoration of commuter rail service.

85. PennDOT should investigate the restoration of the 23 trolley line in Philadelphia.

Transit line restorations are the responsibility of [SEPTA](#).

Technology

86. I would like to know what is being considered and budgeted for installing electric charging stations on PA's major highways, including the PA turnpike? We have an electric vehicle, so it is extremely important to us to have this availability. More and more electric cars are being sold.

Related Question:

TELL US WHAT YOU THINK!

87. How is PA preparing to handle the increased number of electric vehicles on the road today and into the future?

PennDOT is supporting the adoption of electric vehicles and preparing for the increased charging infrastructure needs of the traveling public through the National Electric Vehicle Infrastructure (NEVI) Formula program, which was established as part of the Bipartisan Infrastructure Law. This program provides PennDOT with \$171.5 million over five years to support the deployment of charging infrastructure. PennDOT is first required to use these funds to build out a network of high-power DC fast charging stations along our Interstate highways, and other designated major roadways. Following “build-out” certification by the federal government, PennDOT will be able to use NEVI funds to support publicly accessible charging station deployments in other locations.

PennDOT’s EV Mobility Plan includes additional goals to support electric vehicle travel in Pennsylvania, such as deploying mobile charging units for emergency travel situations and ensuring geographic diversity of charging stations.

In August 2023, PennDOT and the Federal Highway Administration announced conditional awards for the first round of NEVI funding to ensure EV charging options along alternative fuel corridors in the state. For a list of conditional awards, [visit the PennDOT NEVI page](#).

88. What is the state Department of Transportation doing to embrace new travel technologies, including adaptive traffic signals?

PennDOT’s Research Program coordinates research, education, and technology transfer on behalf of the Department. It supports PennDOT’s strategic agenda by addressing vital transportation needs of the Commonwealth. The Research Program Management section recently conducted a study on SMART intersections, which involve adaptive signals. This study can be read on the Department’s website here: <https://www.penndot.pa.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/default.aspx>

The Department also has an autonomous vehicle task force, and the State Transportation Innovation Council (STIC - <https://www.penndot.pa.gov/about-us/StateTransportationInnovationCouncil/Pages/default.aspx>) facilitates the rapid implementation of proven, well-researched and documented state, regional, national and international technologies, tactics, techniques and any other innovations that are new to Pennsylvania.

89. What plans does PennDOT have to test and implement novel drone technology in the multimodal system?

Department staff operate drones to perform structural and construction inspections, surveying work, traffic incident management, and other tasks. The use of drones can often result in fewer hours of lane or road closures and less exposure to hazards for workers. One further example of their benefit is that staff analyze drone footage for traffic studies and use the flight’s video output to generate 3D models of construction projects. Drones even assist in calculating quantity estimates for how much ground will need to be moved for a construction project.

TELL US WHAT YOU THINK!

Importantly, drones have been deployed during natural disasters, such as flooding events, sinkholes, and landslides or when rocks fall on roadways. In one case, PennDOT closed a road to remove a teetering boulder, which was endangering the traveling public. A drone recorded the detonation and spread of the debris from the blast without any risk to department personnel.

Budget and Funding

90. There needs to be a way to collect road taxes for electric cars.

The Pathways program was developed to identify and evaluate reliable and equitable alternative funding solutions to the unreliable, outdated state gas tax. PennDOT continues to work with Governor Shapiro's Administration and State Legislators on solutions to address Pennsylvania's transportation needs. To learn more about PennDOT Pathways, visit www.penndot.pa.gov/funding. Currently, there is an alternative fuel tax for electric, and the current rate can be viewed at <https://www.revenue.pa.gov/Tax%20Rates/Pages/default.aspx>.

91. How much funding (tax) does Pennsylvania receive from our electric vehicles, motorcycles, and bicycles?

Currently, there are 45,398 electric vehicles, 369,245 motorcycles, and 5,655 Motorized Pedacycle/Motor Driven Cycles registered in Pennsylvania. Registration fees vary with the type of vehicle and those fees are listed on our website at <https://www.dmv.pa.gov/Information-Centers/Payment/Pages/Payments-and-Fees-Page.aspx>. PennDOT also receives funding from the Motor Fuels tax and Alternate fuels tax. Current rates can be viewed here at <https://www.revenue.pa.gov/Tax%20Rates/Pages/default.aspx>.

92. I understand that Pennsylvania, along with 16 other states, are looking at the idea of a Gas Tax called "Pay As YOU GO". In other words, you pay a tax on the miles you travel. Would that completely replace the highest in the nation gas tax at the pump? I am retired on a fixed income and shrinking investments. We have to travel to the Harrisburg area to see our family. Are we going to be penalized with a new higher tax?

PennDOT has been working with a coalition of 17 Eastern States (The Eastern Transportation Coalition) to research the feasibility of a potential Mileage-Based User Fee (MBUF), which would charge drivers for the use of roadways by the number of miles they travel. An MBUF or any special fee for alternative fuel vehicles would require legislative action. PennDOT continues to work with Governor Shapiro's Administration and the General Assembly on solutions to address Pennsylvania's transportation needs.

93. What are some ways Pennsylvania is looking to diversify funding streams, specifically in addition to, or replacement for the gas tax?

How does Pennsylvania prioritize and select which roads see resurfacing, reconstruction, or other improvements?

Is there any other work PennDOT foresees they will have to attend to beyond the scope of the TYP?

TELL US WHAT YOU THINK!

1) The Pathways Program was developed to identify and evaluate reliable and equitable alternative funding solutions to the unreliable, outdated state gas tax. To find out more about PennDOT Pathways, visit www.penndot.pa.gov/funding. The Transportation Revenue Options Commission was established in March 2021 through an Executive Order signed by Governor Tom Wolf. It developed comprehensive funding recommendations for Pennsylvania's vast transportation network. You can read the final report at <https://www.penndot.pa.gov/about-us/funding/Pages/TROC-Report.aspx>.

2) PennDOT prioritizes maintenance needs based on the Lowest Life Cycle Cost (LLCC). This is a process designed to maximize the life of an asset. Once an asset can no longer be preserved, PennDOT works with our Rural and Metropolitan Planning Organizations and other stakeholders, including the public, to prioritize identified asset needs.

3) PennDOT updates the Transportation Improvement Program (TIP) every two years, which allows the 12-Year Program (TYP) to be re-evaluated. The TIP and TYP are fiscally constrained based on forecasted state and federal budgets, and the needs of the transportation system outweigh the available funding.

94. We need a resolution from the legislature and the governor addressing a plausible funding scenario to replace the nine Interstate bridges that were identified for tolling. And we also need a funding stream established by the legislature and the governor that will require owners of electric vehicles to pay into the system through battery charging, vehicle registration, or vehicle mileage.

Currently, six of the bridges are moving forward under the Major Bridge Public-Private Partnership. The remaining three bridges are being evaluated, and funding sources are identified in coordination with Governor Shapiro's Administration and State Legislators. Of the nine bridges, six bridges were identified for Package 1:

- [I-80 Canoe Creek Bridges](#)
- [I-80 North Fork Bridges](#)
- [I-78 Lenhartsville Bridge](#)
- [I-80 Nescopeck Creek Bridges](#)
- [I-80 over Lehigh River Bridge Project](#)
- [I-81 Susquehanna Project](#)

The six bridges in Package 1 will be delivered via the MBP3. Estimated timeframes are available on each project page.

Three bridges remain to be delivered:

- [I-83 South Bridge](#)
- [I-95 Girard Point Bridge Improvement Project](#)
- [I-79 Bridgeville Widening, Bridges and Interchange Reconfiguration Project](#)

These three bridges will be delivered through traditional methods and not advanced as a second or subsequent package of bridges. The process to allocate funding on the 12-year program to allow the I-83

TELL US WHAT YOU THINK!

South Bridge project to advance through the environmental, design and construction phases of the project has been initiated. To expedite this critical project, the department continues to seek federal discretionary funding so the project can be delivered earlier.

PennDOT continues to work with Governor Shapiro's Administration and State Legislators on solutions to address Pennsylvania's transportation needs.

95. To fund infrastructure, registration fees should be tripled or at least \$50.00; Drivers fees should start at \$50.00 and go to \$500.00 for commercial. With gas taxes declining, this just makes sense. State police must be paid for by local county taxes, not gas tax. GA is useless for new ideas that make sense. Thank You

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96. Will there be a chance that toll booths will require electronic payment if not already?

PennDOT does not currently own or maintain any toll facilities. The PA Turnpike has the E-Zpass transponder that captures your trip information, calculates the toll, and deducts it from your E-Zpass pre-paid account balance. The Turnpike has also implemented All-Electronic Tolling, where the toll equipment will capture an image of your license plate as you drive through the toll point. An invoice will be generated and mailed to the vehicle's registered owner.

97. Level of service (LOS) has been a metric to measure the efficiency of state roads running through towns and cities but has unfortunately led to unnecessary widening of roads and induced demand that has led to dangerous, unpleasant downtown and Main Street spaces. Changing the metric to something more useful, like Vehicle Miles Traveled (VMT) has been done with success in several states throughout the US now. Will PennDOT consider changing this metric to better reflect cities' and towns' needs?

No single metric can capture the full picture of downtown street performance, especially in terms of a "complete" streets and all modes. VMT (vehicle miles traveled) is a measure of motorized vehicle throughput, which is not necessarily a performance metric.

Vehicle miles traveled (VMT) is increasingly being used when considering challenges related to funding. However, it is not a good measure of efficiency.

Level of service (LOS) has its place in any roadway efficiency analysis because it helps us better understand issues related to capacity, but it does miss transit, bike, pedestrian, and other modes. For transit, metrics related to bus on-time and ridership are necessary. For pedestrians and bicycles additional measures, including those not easily quantifiable like community desires and vision, are necessary to assess the effectiveness of our roads, especially downtown streets. In accordance with

TELL US WHAT YOU THINK!

federal requirements and [PennDOT Publication 319](#), Needs Study Handbook, PennDOT evaluates a variety of metrics and other factors, including community context, when considering transportation solutions. All projects and locations are different and require thoughtful consideration; there is no one simple metric that can nor should be used to consider effectiveness of our transportation network.

98. Obviously, funding is the biggest barrier to new projects with PennDOT. How can PennDOT pursue new revenue streams? How much money could be raised by local taxes?

The Department is currently reviewing streams via the PennDOT Pathways Program. In addition, Act 89 of 2013 provided counties the ability to create a \$5 additional fee on vehicle registrations. To date, 25 counties have implemented the fees, and this fee has raised over \$200 million for local projects.

99. Can we hear about the bike and pedestrian budget and thoughts on the future of transportation in PA given transportation's role as the largest contributor to greenhouse gases of any other sector in the US? Is there a vision to prioritize biking and walking in urban areas where most trips are less than three miles?

Pennsylvania's 2045 Long Range Transportation Plan (LRTP) acknowledges the planning implication that Federal legislation being considered at the time of its writing is expected to place even greater emphasis on environmental and climate change efforts. Because transportation is a primary source of greenhouse gases, it can be expected that over the next five years that air quality and emissions reductions will require even greater attention by PennDOT and will heavily shape planning, programs, and investments.

100. With the use of automated speed enforcement potentially expanding, will the funding generated be used towards engineering improvements which would naturally bring the average speed back to the intended speed limit? (Traffic calming, road diets, etc.)

The funding generated from Automated Speed Enforcement (ASE) would be used to implement engineering improvements along or around the corridor in which ASE is implemented through the Transportation Enhancement Grants Program. This would help to create a safer environment for all road users and would make roads more inviting to pedestrians, cyclists, and public transportation users. The study by the Pennsylvania State Transportation Advisory Committee (TAC) found that automated speed enforcement (ASE) was effective in reducing speeds and improving safety on Roosevelt Boulevard and recommended that the ASE program not only continue beyond the legislatively prescribed sunset of December 18, 2023, but that its use be widened to become a statewide program.

The study also found that The TAC also believes the current funding program process should continue, with net revenue from the program continuing to be remitted to PennDOT for the funding safety and mobility projects in accordance with Title 75 Pa. C.S. §3370. ASE generated significant revenue, which could be used to fund engineering improvements that would further reduce speeds and improve safety.

Per the statute, all revenue from the program minus the operation and maintenance cost to sustain the program is remitted to PennDOT. PennDOT then deposits the amount into a restricted account in the Motor License Fund. The fines deposited into this account are used for the Transportation Enhancement

TELL US WHAT YOU THINK!

Grants Program, which was established by 75 Pa. C.S. §3116 under the Automated Red-Light Enforcement (ARLE) program.

The Transportation Enhancement Grants Program provides funding to projects focusing on improving the safety and mobility of the traveling public, such as traffic signal improvements, bicycle and pedestrian improvements, and roadway safety improvements. Grants are awarded on a competitive basis, selected by a selection committee consisting of four PennDOT representatives appointed by the Secretary of Transportation and four Philadelphia representatives appointed by the Mayor of Philadelphia.

Other

101. What a great survey! The interactive features and images should increase your participation rate. Well done.

What tool did you use to create it?

Thank you for your feedback on our transportation survey. We are glad that you enjoyed the interactive features and images.

The survey tool was a customized application built specifically to PennDOT's requests. It was built from "scratch," partnering with our McCormick Taylor and Information Logistics consultant teams.

The survey was written using ASP.NET MVC framework on the server-side and a set of client-side libraries such as AngularJS and jQuery. The templates are custom designs. Google Maps is used for the mapping application, and we pull current project content from PennDOT's One-Map.

Thank you for your participation in the 12-Year Program public comment period.

102. I'm writing because of an issue I encountered while filling out the transportation survey. Specifically, this was on the "Tell Us Your Transportation Issues" page under the option to add a description for the issue. In case that description is not clear, I attached a screenshot showing the section I am talking about.

The issue was that the text box for user input only allows for a maximum of 255 characters, but the instructions for this section state "Please include as much detail as possible about your idea or concern. If this represents a corridor, please tell us the starting and ending points".

It is not feasible to provide the level of requested detail with only 255 characters. I'm guessing the 255 character limit may have been unintentional given the instructions explicitly state to provide "as much detail as possible" and also since this character limit is not in place for other text boxes such as the "nearest feature" section directly above. Because of this, I wanted to reach out and request that you please consider increasing the character limit.

Thank you for your feedback on the transportation survey. We appreciate you taking the time to provide us with your thoughts.

TELL US WHAT YOU THINK!

We understand your concern about the character limit for the "Tell Us Your Transportation Issues" section. We agree that it is important to be able to provide as much detail as possible about transportation issues, and we apologize for any inconvenience the 255-character limit may have caused.

We have documented your feedback, and we will be discussing increasing the character limit in the near future.

103. PennDOT sends these surveys out asking our opinions on a variety of things; then the PennDOT survey turns into a smart a. "How do you want to pay for this?" You have the funding, and you need to use it wisely. I understand how government funding works and how tax dollars get spent. I also understand how life works. If you are going to ask me to submit a survey on problem intersections or what I feel is important, don't turn it into a waste of time for those of us responding. The condescending tone of these surveys smells of high school students creating them. Be better than that. You obviously paid someone a lot of money to create this thing, make sure it's a good value, or stop wasting my tax dollars.**

Thank you for taking the time to submit your feedback on PennDOT's 12-Year Program public comment period. We appreciate your input and take all feedback seriously.

We understand that you were frustrated with the "How do you want to pay for this?" question on the survey. We apologize if this question came across as condescending. The intention of the question was to gauge public opinion on how to prioritize funding for transportation projects.

PennDOT is committed to using taxpayer dollars wisely. We appreciate your support and will continue to work hard to earn your trust.

We hope that you will continue to participate in our public comment process.

104. Not sure who is responsible for the recent survey, however I would like to express my sincere appreciation for the opportunity to participate. Furthermore, the survey is well organized, user friendly, and very thorough. Great job and I hope this message gets through to the appropriate representatives.

Thank you for your feedback on the recent 12-Year Program public comment survey. We are always grateful to hear from the public and appreciate your time and effort in completing the survey.

We are glad you found the survey well-organized, user-friendly, and thorough. We worked hard to make the survey as easy as possible to complete, and we are pleased that you found it to be so. Your feedback has been shared with the appropriate representatives at PennDOT and is greatly appreciated. We value your input and appreciate you taking the time to participate in the survey.

105. I recently completed your 12-year survey. It would be great if there were a suggestion field within the "highlight a problem" section of the survey. For instance, I would have loved to specify the pin I dropped at the Harrisburg Transportation Center was to suggest direct passenger train service to Baltimore (a heavily traveled corridor by car without a viable railroad route alternative).

TELL US WHAT YOU THINK!

Thank you for taking the time to complete the 12-Year Program survey. We appreciate your feedback on the survey, and we will take your suggestion into consideration for future surveys.

We agree that it would be helpful to have a suggestion field within the "Highlight a Problem" section of the survey. We will take this into consideration when updating the survey for the next public comment period.

We are always looking for ways to improve our surveys, and your feedback is valuable to us. Thank you again for your time and consideration.

106. I frequently drive along 222 between the Lancaster/Reading Interchange and downtown Lancaster. I've noticed there is a lot of litter along the sides of the road and in the median. Are there programs in place to address litter and clean up on some frequency? If not, do other states/regions of our state have programs like this that could be adopted here? 222 is one of the main highways that people drive to come to Lancaster, and the amount of trash makes a poor impression on visitors. Appreciate any insight you can share!

District 8-0 Maintenance offices pick litter each year, typically as part of the Great American Clean-up and again throughout the season as time and workforce permit. Litter enforcement is difficult as it is conducted by Pennsylvania State Police or local PD's and they must witness the perpetrator in the act or find identification within the litter that can specifically tie someone to the litter.

107. Central PA is now a warehouse corridor. This sale of farmland to developers building huge warehouses is causing MAJOR impacts on local roads and exit and entrance of ramps to I-81 in my area. This truck traffic also impacts I-81 and vehicle safety. What are plans to address this change in quality of life here in Central PA?

Land use management in Pennsylvania is centered with local governments. Counties, townships, boroughs, and cities are responsible for planning land use, transportation facilities, the implementation of land use management, and transportation goals per PA Act 247, the Municipalities Planning Code (the MPC). The State (PennDOT) has a limited direct role in land use/growth management, but it does interact with municipalities regularly, and it offers different tools to assist local governments with their land-use management planning and implementation.

PennDOT has an interchange improvement planned on I-81 between Exits 47-48 in Carlisle Borough, Cumberland County, to add auxiliary lanes (MPMS 117799). Additionally, a new Exit 12 interchange on I-81 in Guilford Township, Franklin County, will provide direct access to the Industrial Park, thus reducing truck traffic on local roads (MPMS 93055).

108. Is Carlisle Borough responsible for W. Louther St?

Carlisle Borough is responsible for W. Louther St.

109. I'd like to request the addition of signage to curb littering on Route 11/15 (W. Walnut Street) between Erford Road and N. Front Street, Wormleysburg.

TELL US WHAT YOU THINK!

There are fast food restaurants in the area there is always trash on the road as a result of having those establishments in the area.

I've seen signs on other like highways that tell people not to litter; otherwise, a fine.

District 8-0 Maintenance offices pick litter each year, typically as part of the Great American Clean-up and again throughout the season as time and workforce permit. The Do Not Litter \$300 fine signs are part of a spectrum of tools PennDOT uses to combat littering. However, signs alone will not solve the issue. Enforcement is conducted by PSP or local PD's and they must witness the perpetrator in the act or find identification within the litter that can specifically tie someone to the litter.

110. The litter along highways such as: Route 33, Route 209, Route 80, etc. is horrendous. Why aren't prisoners and DUI people gathering the litter as usual? Is this on purpose?

Annually the PA Department of Transportation (PennDOT) spends upwards of \$14 million for Department personnel to clean up litter from the 40,000+ miles of state-maintained highways. PennDOT's response to littering is multi-faceted and on-going. Our Department Maintenance forces attempt litter pick up three times per year and on days when we are experiencing inclement weather; however other road maintenance activities like pothole repair, pipe replacement and pavement preservation along with snow removal and treatment of our roads to allow for a safe travel by the motoring public take precedence. The Department utilizes highway beautification programs such as Adopt-A-Highway, Great PA Cleanup, and Adopt and Beautify on non-Interstate routes. Due to safety concerns, the Department does not allow volunteers to work on Interstate highways. Through our Sponsor A Highway program, business entities can "Sponsor" a stretch of Interstate and a third party will safely remove the litter six (6) times per year.

<https://www.legis.state.pa.us/cfdocs/legis/LI/consCheck.cfm?txtType=HTM&ttl=75&div=0&chpt=49&sc tn=3&subsctn=0>.

If you have any immediate roadway concerns, our county maintenance offices can be reached at the following numbers:

Carbon County Maintenance 610.377.1880
Monroe County Maintenance 570.424.3024
Schuylkill County Maintenance 570.385.7812

111. Eliminate the mileage and tonnage incentives that's tacked on to the normal hourly rate trucking companies offer their DOT drivers. This encourages drivers to speed (more trips completed and more product delivered).

Install blinking caution (yellow) arrows at all intersections that currently have a "left turn on green with caution."

Why are utility access lids (manholes) ALWAYS placed exactly where the wheels of vehicles travel?

Thank you for your comment during the recent 12-Year Program public comment period.

TELL US WHAT YOU THINK!

The Department does not have any bearing on how employers incentivize employees. PennDOT understands the concerns raised and shares the goal of reducing speed, accidents and improving safety on our roads. The Department works with the PA Motor Truck Association and through the Motor Carrier Safety Advisory Committee (MCSAC) to ensure that our roads are safe for everyone.

Although utilities are required to place their facilities outside the pavement and shoulder, often there is no feasible space outside the pavement and shoulder for placing the facility, in which case occupancy within the pavement or shoulder may be authorized. We do our best to keep utility access lids outside the wheel paths, but sometimes there's no other place for the utility access lids to go because of other utilities and other roadway features.

Additionally, over the years, many roadways have been widened. While the utility manholes may originally have been located outside of lane/wheel tracks, widening of the pavement may have resulted in them now being within the travel lane.

112. I'm reaching out concerning the amount of trash along roads/highways in my area...I reside in York, Pa...I'm especially concerned with the amount of trash between York and Harrisburg on I-83. As a taxpayer, I was just wondering if you could provide input or information on PENNDOT's plan for addressing trash on our state's highways and roads... Thank you!

The Department shares your concern and knows litter in the Commonwealth continues to be a major problem and casts Pennsylvania in a poor light to residents, visitors, and businesses. All suggestions are welcomed and valued, in the on-going effort to clear Pennsylvania's roadways.

Annually the PA Department of Transportation (PennDOT) spends upwards of \$14 million for Department personnel to clean up litter from the 40,000+ miles of state-maintained highways. PennDOT's response to littering is multi-faceted and on-going:

- Each year PennDOT joins with the Department of Environmental Protection (DEP) to draw attention to the littering problem, sponsoring advertising and promoting upcoming cleaning events, as well as how to participate.
- As part of Pennsylvania's Litter Action Plan, PennDOT in partnership with the Department of Community and Economic Development (DCED) and Keep Pennsylvania Beautiful launched the statewide anti-litter campaign, "PA Fights Dirty: Every Litter Bit Matters" in 2022. The campaign's first phase was and continues to be education to the public on situational littering and anti-littering message statewide.
- PennDOT partners with Keep Pennsylvania Beautiful in multiple events each year. Pick Up PA (formerly known as The Great American Cleanup of PA), PA Pick-It-Up Days, and Earth Day remove hundreds of thousands of pounds of trash from PA roadways.
- PennDOT also partners with the public through several Beautification programs, Adopt-A-Highway (AAH), Adopt and Beautify, Sponsor-A-Highway, and Adult Litter Brigades. Collectively these programs save the Commonwealth more than \$10 million dollars per year, while helping clean Pennsylvania's 40,000 miles of roadway. Additional information on these programs is available on PennDOT's webpage.

TELL US WHAT YOU THINK!

Additionally, in June 2018 legislation designed to strengthen littering laws was passed, "Senate Bill 431 requires that for a first offense of scattering rubbish, a person is required to pick up litter or illegally dumped trash for not less than five nor more than 30 hours within six months, in addition to the existing fine of \$50 to \$300. For a second or subsequent offense, the offender may also be required to pick up litter or illegally dumped trash for not less than 30 nor more than 100 hours over one year, in addition to the existing fine of \$300 to \$1,000." Existing fines are doubled when committed in a litter enforcement corridor and tripled for litter that originated from a commercial business with a litter enforcement corridor. (Act 2018-62 grants the Department authority to designate state routes and local municipalities the authority to designate local routes as litter enforcement corridors. The Act also deems the scenic highways designated by 74 Pa.C.S. Chapter 83 as litter enforcement corridors).

Thank you again for contacting PennDOT regarding litter on the roadways. Should have any questions or require additional information, please contact Carl Wesneski, Statewide Beautification Manager, at 717.705.1552.

113. New warehouses are impacting rt. 81 from exit 37 to 581 in Franklin and Cumberland counties. There are overflowing rest areas and trucks parked all over Interstate. PennDOT doesn't care how much traffic the warehouses create. The roads are also rippling because of the weight of these trucks.

Township engineer made a comment that PennDOT is well aware of the issues with the highway. PennDOT should shut down construction on new warehouses until traffic study is done.

Also 83 south must be widened from Harrisburg to Baltimore because of warehouses in that region.

Land use management in Pennsylvania is centered with local governments. Counties, townships, boroughs, and cities are responsible for planning land use, transportation facilities, the implementation of land use management, and transportation goals per PA Act 247, the Municipalities Planning Code (the MPC). The State (PennDOT) has a limited direct role in land use/growth management, but it does interact with municipalities regularly and it offers different tools to assist local governments with their land-use management planning and implementation.

PennDOT has an interchange improvement planned on I-81 between Exits 47-48 in Carlisle Borough, Cumberland County to add auxiliary lanes (MPMS 117799). Additionally, a new Exit 12 interchange on I-81 in Guilford Township, Franklin County will provide direct access to the Industrial Park, thus reducing truck traffic on local roads (MPMS 93055).

The Pennsylvania State Transportation Advisory Committee (TAC) currently has a study underway to address Truck parking in Pennsylvania, slated to be completed in December of 2023.

114. Why are there so many potholes on I76, Conshohocken exit, and 202 North/South? Especially going to and from the Airport? Why isn't the grass being cut on the highway? Lastly, why isn't trash being picked up on side of the highway or various roads? Especially coming from the airport. This is the first thing visitors see when they come to Philly. Here are a few suggestions, have summer cleaning jobs for kids. Give some kind of incentive to homeowners to keep clean a certain distance

TELL US WHAT YOU THINK!

from their home. Lastly having a trash police person/ warrant person Who would issues citation to stores business, the landlord who own properties, and issue citation to homeowners who doesn't keep their sidewalk clean.

Maintenance, including pothole repair and mowing, is conducted by District 6, which has a regular maintenance program. Issues with mowing and potholes can also be reported to the PennDOT Customer Care Center <https://customercare.penndot.gov/eCCC/eCCC.nsf>.

The Department shares your concern and knows that litter in the Commonwealth continues to be a major problem and leaves Pennsylvania in a poor light for residents, visitors, and businesses. All suggestions are welcomed and valued in the on-going effort to clear Pennsylvania's roadways.

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For private property, violations involving trash and litter are handled by local municipalities and their code enforcement departments.

TELL US WHAT YOU THINK!

115. I just completed your survey, but was not given a chance to give my opinion concerning PA Toll Roads.

When traveling out of state to visit my daughter, I need to head to I-70 to head west toward Wheeling, WV. The fastest way is to take the PA 66 Toll Road from Delmont south to I 70 at New Stanton. However, I no longer take that route because of the absolutely ridiculous toll to go such a few miles. Instead, we continue on Rt 22 West and take I 376 through Pittsburgh to get to I 79 south to I 70 in Washington, PA. My husband and I both feel that with the high gas taxes in PA there should no longer be toll roads in PA. I hope that you eliminate all toll roads in PA.

PennDOT does not currently own or maintain any toll facilities, these roads and facilities are maintained and operated by the Turnpike Commission. Tolls collected on the Turnpike help to maintain and improve the roads, bridges, and tunnels under its jurisdiction as well as public transit throughout the state.

116. Hi, I have a suggestion regarding snow plowing. I live in Dingman Township in Pike County and there are only 7? roads that the township needs to plow. They are always pristine every snowstorm. With so many state roads there isn't enough trucks to keep up so sub-contractors are hired. Even with the hired subs the state roads are always a mess. The township trucks drive over these state roads to get to their roads. Would it be cheaper to provide the townships with some salt to cover the extra maintenance and have them plow/salt the state roads they're driving on? They can easily get loaded at state salt sheds. Then the state trucks can stick to the mains like route 6, 84, 209 and all roads will be in the same passable condition.

Thank you for your suggestion. It will be considered for implementation.

117. If you have ever watched police or construction workers direct traffic, you notice that the last thing they do is "merge here – take your turn". Instead, they let one lane of traffic through the intersection, then another lane, etc.

For extended projects that will reduce the number of lanes for weeks or months, why not put up "stay in your lane signs" and have a portable 2 or 3 lane "traffic light" that will allow one lane to go for a minute or two, followed by the other lane? You could even get elaborate and have a sensor detect how far the traffic is backed up and adjust the time accordingly.

Thank you for your suggestion. It will be considered for implementation.