

Online Public Forum Questions and Answers

The State Transportation Committee (STC) and the Pennsylvania Department of Transportation (PennDOT) held the 2025 Public Outreach Campaign for the 2027 12-Year Program (TYP) from March 3 to April 30, 2025. An online public forum was held on April 10, 2025. A total of 133 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, active transportation, planning process, design and environmental, multimodal, technology, budget and funding, and other.

Safety

1. Where can we obtain copies of who is responsible for road maintenance in our municipality?

[PennDOT Type 10 Maps](#) show roadway ownership and can be found on PennDOT's website. Maintenance of locally owned roads is the responsibility of the local municipality, while state-owned roads are the responsibility of PennDOT. However, in some instances local roadways are eligible for federal funds for roadway resurfacing or bridge repair. Coordination with the appropriate PennDOT District Office or County Planning Agency should take place to identify those roadways and funding opportunities. There are instances where agreements are coordinated between county maintenance and local boroughs or townships for certain sections of roadways.

2. Why are White Walk signals not linked to signal lights to STOP traffic? The light did not pause or suspend traffic at my wife's death.

Pedestrian traffic signals (white walking person and orange hand) are linked to and operate at the appropriate times relative to the vehicular (red, yellow, green) traffic signals at the same intersection. The walk signal is not displayed when straight-through traffic with a green signal would proceed across the crosswalk or when turning vehicles with a green arrow signal would turn across the crosswalk. Under Pennsylvania law, turning vehicles facing a circular green signal must yield to pedestrians in a crosswalk.

3. Speeding on Pennsylvania highways is out of control. We have the technology to control it, why don't we do it? It would save lives and conserve fossil fuels.

Speeding and aggressive driving are identified as a Safety Focus Area in the Pennsylvania Strategic Highway Safety Plan. The plan indicates that speeding and driving too fast for conditions have been a contributing factor for 39% of total fatalities in Pennsylvania. To help address this issue, the department and our partners in law enforcement are taking a multifaceted approach that encompasses engineering, education, and enforcement programs and strategies. Although technologies may be employed by law



enforcement to identify speeders, their use is limited by Commonwealth law. One successful example is the passage of Act 86 of 2018, which authorized the use of cameras to enforce speeding in work zones. During construction season (April – October), speeding in technology-enforced work zones has been reduced to 17 percent, with excessive speeding (11+ Miles Per Hour over the posted speed limit) reduced to 2.9 percent since the start of the program in 2020.

4. Is it possible to have a speed hump on a state 2-lane blacktop when it passes through a village district?

Speed humps are a form of traffic calming device that may have a significant impact on traffic operations and are designed to reduce vehicular operating speeds and reduce crash severity and frequency. While it is possible to install a speed hump under these conditions, their installation depends on the function and context of the roadway, its traffic volumes, and the nature of the area around the roadway. They work well in residential areas and on local or collector roadways. The selection of the appropriate traffic calming countermeasures needs to take into account the criteria above, as well as Department standards, if you would like more information view PennDOT Publication 13, DM2, Chapter 18.

PennDOT Publications: <https://www.pa.gov/agencies/penndot/forms-and-publications#q=PUB%2013>

5. Why are the roads so bad this year compared to other winters? Does it have anything to do with the brine being used that is destroying the paint on my car? This seems to be stronger and more toxic than in years past. Did something change?

In Pennsylvania, the freeze-thaw cycle, typically occurring between February 15th and April 15th, weakens road surfaces, leading to potholes and other types of damage. PennDOT uses cold patching to fill potholes temporarily, with permanent repairs scheduled for the spring when asphalt plants are open. The following is an interview from last year, providing a more detailed explanation of what happens - <https://www.youtube.com/watch?v=opAmrkG9Qrw&t=95s>.

Additionally, PennDOT consistently uses a 23.3% salt brine solution regardless of the weather conditions. It is important to note that for salt to reduce to the freezing point of water it must dissolve into a brine solution identical to the solution applied directly to the road prior to a storm. PennDOT's use of salt brine helps the Department reduce the overall amount of salt necessary for clearing the roads during most winter storms. While the Department has not changed our salt brine, we do agree that if not washed off your vehicle it could cause corrosion and rust.

6. Can PennDOT do anything to enhance visibility of lane markings during adverse conditions?

PennDOT currently uses waterborne paint and glass beads for pavement markings on state-owned roadways. We test both paint and beads on a test deck to be sure we are using the best products possible in terms of durability and retro-reflectivity. Last year, the Department painted approximately 97,000 line miles statewide at a cost of \$0.0418 per foot for a total cost of \$21 million. There are some products that will perform better than waterborne paint and glass beads when it rains, but the price is significantly higher, anywhere from \$0.40 to \$7.00 per foot. We do use some of these products on interstates and higher-volume roadways, but it is not practical or cost-effective to do so on all roadways.



To enhance visibility during wet-nighttime conditions, the Department installs snow-plowable raised pavement markers (RPMs) or recessed wet-reflective pavement markings on interstates, expressways and freeways, as well as other locations where safety concerns exist such as high crash rates, and severe fog conditions, etc. These products provide the highest level of retro-reflectivity during wet-nighttime conditions surpassing that of any other pavement marking material available. Additionally, delineators are installed facing on barrier, guide rail, and ground-mounted to supplement pavement markings to provide additional nighttime guidance during all weather conditions.

7. Will PA use Smart Traffic Lights? When? Can we please increase the frequency of lane line painting? It is dangerous and unsafe to not be able to see road lines especially when it's raining and at nighttime! This is a common hazard on PA roads.

PennDOT is investing in smart traffic signals through the implementation of connected vehicle technology. The first implementation will be cloud-based Freight Signal Priority (FSP), funded by a Strengthening Mobility and Revolutionizing Transportation (SMART) grant. PennDOT will first use FSP in two pilot locations: an urban location with elevated air quality risks, and a location with heavy freight traffic. If successful, the second stage will expand to other high-priority areas with very high freight traffic and existing air quality risks.

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8. What is being done to improve safety for vulnerable road users and how much funding is being spent on that?

A Vulnerable Road Users (VRU) safety assessment was completed in November 2023. This identified top locations where VRU improvements should be made and identified over 1,000 locations for systemic safety improvements. The types of VRU improvements can be found in the last chapter of the [VRU Safety Assessment](#). Since the passage of the Infrastructure Investment Jobs Act, the Highway Safety Improvement Program (HSIP) allocates 15% of its funding (more than \$20 million each year) to VRU. PennDOT also receives approximately \$1 million in National Highway Traffic Safety Administration



(NHTSA) non-motorized grant funding each year which is used by enforcement and educational outreach projects across Pennsylvania addressing VRUs.

9. Is PennDOT committed to improving pedestrian safety on state roads? What is PennDOT doing to improve pedestrian safety? What happens if there is resistance from the municipality the state road is located in?

PennDOT places a large emphasis on pedestrian safety throughout the Commonwealth, and lists pedestrians as one of the top three emphasis areas for highway safety in Pennsylvania in its Strategic Highway Safety Plan (SHSP). The SHSP and the Vulnerable Road User (VRU) Safety Assessment provide numerous strategies and action items that the department has taken or is taking to improve pedestrian safety. PennDOT also regularly meets with Pedestrian and Bicyclist groups along with municipal officials about pedestrian safety to ensure that safety concerns are being addressed.

Link to SHSP: <https://www.pa.gov/agencies/penndot/traveling-in-pa/safety/strategic-highway-safety-plan.html>

10. Almost 200 pedestrians were killed in PA in 2023. What is being done to prevent pedestrian injury and death? Why is PennDOT prioritizing the convenience of drivers over the lives of vulnerable road users?

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11. Why can't we use EZ Pass data to control speeding?

By state law, toll collection systems cannot be used for speeding citations. Speed limits on the Pennsylvania Turnpike are enforced in accordance with current state laws.

12. You mentioned that highway safety is the priority. Where does pedestrian safety and walkability stand? Are there initiatives to make it more available in communities?



Walkability is an important conversation in all cities, not just Philadelphia and Pittsburgh. Many local partners at the city and county level have expressed interest in increasing pedestrian and bicyclist safety.

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Additionally, the federal Transportation Alternatives Set-Aside (TASA) program, implemented by the department, provides funding for projects and activities defined as transportation alternatives, including pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, trails that serve a transportation purpose, and safe routes to school projects among other projects. The application period for the 2026 awards are open now.

Link to SHSP: <https://www.pa.gov/agencies/pennDOT/traveling-in-pa/safety/strategic-highway-safety-plan.html>

Link to Transportation Alternatives Set-Aside: <https://www.pa.gov/agencies/pennDOT/research-planning-and-innovation/transportation-alternatives-set-aside-program>

13. According to a report from 2011 by B.C. Tefft the risk of death to pedestrians at 32 mph is 25%, at 50 mph 75%. Cars have become larger, heavier and more dangerous since 2011. Has PennDOT considered reducing speed limits?

The department recognizes crashes at lower speeds are generally less severe for Vulnerable Road Users (VRUs), including bicyclists and pedestrians. However, arbitrarily lowering speed limits alone has not been shown to reduce motor vehicle speeds and can lead to a false sense of security for these and other roadway users. PennDOT's authority to set speed limits is established in PA Title 67 § 212.108, which generally requires they be set within 5 miles per hour of the average 85th percentile speed or the safe-running speed on the section of highway, based on an engineering and traffic study. To improve safety due to speeding on a specific corridor, PennDOT may use an overall Speed Management approach, which includes the four "Es" of traffic safety: Engineering, Education, Enforcement, and Emergency Medical Services. Engineering-based solutions, such as, narrowing lane widths and implementing other traffic calming strategies, are effective in reducing traffic speeds. PennDOT incorporates traffic safety into its driver education programs and regularly conducts public outreach campaigns to raise awareness of aggressive driving issues, including speeding. Our partnerships with law enforcement also provide resources to improve speed limit compliance. On a final note, fast emergency response can make all the difference in saving the lives of crash victims. PennDOT supports technologies to improve emergency response, including sharing traffic conditions, incident information, and live traffic camera video feeds with local Emergency Management Agencies, and 911 centers. PennDOT regularly monitors the experience of other DOTs regarding aggressive driving to learn about successful practices and programs.

14. Are there studies being done on speeding? It seems like the situation is out of control.



PennDOT, among other partners, identified speeding and aggressive driving as a Safety Focus Area in the Pennsylvania Strategic Highway Safety Plan. The plan indicates that speeding and driving too fast for conditions have been a contributing factor for 39% of total fatalities in Pennsylvania. To help address this issue, the department and our partners in law enforcement are taking a multifaceted approach that encompasses engineering, education, and enforcement programs and strategies. PennDOT recently began a review of current policies and guidance for speed limits and overall speed management in Pennsylvania. The goal is an update to policies to incorporate national best practices and strategies so both the department and municipalities have the tools and training needed to set more effective speed limits for public roadways.

15. 1. Scientific research demonstrates that the presence of highways in urban population centers is a serious health risk due to rampant air pollution from exhaust fumes, tire microparticles, and disturbed roadway dust; children with asthma and other respiratory conditions are especially vulnerable. When does PennDOT plan to fully bury or "cap" I-95, I-676, and I-76 running through Philadelphia?

2. In Philadelphia, a significant number of roadways on the city's "High-Injury Network" are state-owned arterials. Many PennDOT roads, such as Broad Street and Roosevelt Boulevard, are perceived negatively by nearby residents due to traffic safety concerns. What steps is PennDOT taking to publicly acknowledge the impact of high-speed, high-traffic roadways on the health and safety of local communities?

1. Air quality is one of the evaluation criteria against which the major projects listed in the Delaware Valley Regional Planning Commission (DVRPC), transportation plan are evaluated under federal legislation. Data and analysis are conducted on a regional scale. Projects must be shown to not impede the region's progress towards meeting or maintaining the federal air quality standards.

<https://www.dvrpc.org/airquality/conformity/>. The I-95 projects, as well as other major transportation projects, will become part of the regional air quality model and be evaluated as required. There is no plan to fully bury all the interstate highways in the City on the basis of the mandated federal air quality model.

2. The Department employs a robust, data-driven approach to identify potential Highway Safety Improvement Program (HSIP) projects. This approach considers not only crash frequency, but also factors such as roadway geometry, highway speeds, and average annual daily traffic (AADT).

Several safety improvement projects have already been implemented along Broad Street and Roosevelt Boulevard. Currently, the following projects are either in design or under construction along these corridors:

- [Roosevelt Blvd: SR 1 Sec RB2 U.S. 1 \(Roosevelt Blvd.\): Pratt Street to Old Lincoln Highway | Department of Transportation | Commonwealth of Pennsylvania](#)
- [Roosevelt Blvd: SR 1 Sec RB1 Broad Street to Pratt Street | Department of Transportation | Commonwealth of Pennsylvania](#)
- [Roosevelt Blvd Selected Crossover Improvement project: U.S. 1 Roosevelt Boulevard Crossover Lanes Projects | Department of Transportation | Commonwealth of Pennsylvania](#)

- [Broad Street Safety Improvement Project: Broad Street Safety Improvements | Department of Transportation | Commonwealth of Pennsylvania](#)
- Broad Street, Erie Ave and Germantown Ave Intersection Improvement project (Local Project): <https://www.phila.gov/programs/broad-germantown-and-erie-bge>

Furthermore, the Automated Speed Enforcement (ASE) program along Roosevelt Boulevard has proven to be highly effective, resulting in a 32% reduction in overall fatalities and a 64% reduction in fatal crashes involving vulnerable road users, based on a four-year before-and-after crash data analysis.

ASE cameras were implemented along Roosevelt Boulevard in August 2020. Installation of ASE cameras along the Broad Street corridor is planned for early summer 2025.

16. What steps is PennDOT making to improve bike safety on Pennsylvania highways?

All transportation modes are considered during the PennDOT project development process. PennDOT's policies provide design and maintenance guidance for non-motorized vehicles related to roadway infrastructure. PennDOT is working on a Vulnerable Road User (VRU) Safety Education project. The intent is to educate motorists, bicyclists, and pedestrians about the importance of speed management, Pennsylvania law, non-motorized safety equipment (helmet, mirrors, lights, etc.), and infrastructure designed to improve non-motorized road user safety (green bike lanes, bike boxes, etc). One focus of the education project is elementary-aged, 2nd and 3rd grade students and high school aged students in driver education classes. Additional resource materials for VRUs are also being developed and will be made available to the public.

Transportation Projects

17. Suggest an alternate interstate route around the Water Gap to pass between Route 80 NJ Columbia exit, tunnel under the barrier mountain, then connect with interstate 33 at Sciota, PA. This would aid in the "WaterGap" bottleneck. PA.

Developing an alternate route around the Water Gap would require significant investment and environmental considerations, particularly in regard to the National Environmental Policy Act (NEPA). While tunneling under the barrier mountain and connecting to Interstate 33 around Sciota may alleviate bottlenecks, such a project would face significant challenges including geological surveys, environmental impact assessments, and funding constraints.

18. When will roundabout work begin in 2026 for Gass Road and Rochester/Lowries Tun roads?

Both of these projects are just getting started, and we hope to have the consultants under contract in a few months. Based on the current status and information provided at the recent Site Field Views (SFVs), we anticipate both projects will likely not be in construction until approximately 2028 at the earliest.

19. After New Jersey eliminated most roundabouts, why is PennDOT pushing them for intersection modifications/modernization (e.g. Belmont Ave & St. Asaph Rd, Bala Cynwyd, Lower Merion Township)?



New Jersey eliminated mostly high-speed traffic circles. These are rotaries in design, and they were constructed across New Jersey at a time in the 1920s and 1930s when traffic engineers felt they were more efficient for moving traffic through three or more intersecting roads. As populations grew and traffic speeds increased in suburban New Jersey, these became outdated, and were phased out. They also removed many smaller, poorly designed traffic circles.

Modern Roundabouts, which have only been being built in the U.S. since the early 1990's are well-studied to be safer and more efficient than traditional intersections, especially single-lane roundabouts.

They are geometrically designed to slow vehicles to approximately 25 MPH with yield on entry. They also have flared entries, so when crashes occur, they are typically low-speed, sideswipe crashes rather than high-speed T-bone collisions that can happen at traditional intersections, especially with left-turn movements. This significantly reduces the severity of crashes over those at traditional intersections.

Roundabouts also improve pedestrian safety due to the slow speeds and by providing a median refuge area. This allows for two simple crossings of one-way traffic.

They have also been proven to provide up to 30% less delay than signalized intersections.

20. Rt 219 Meyersdale to Maryland state line progress?

The Record of Decision (ROD) was approved on May 29, 2025, and the Provisional Waterway permits from the U.S. Army Corps of Engineers (USACE) are anticipated by early September 2025. The ROD is the official approval on the preferred alignment.

Pennsylvania and Maryland are coordinating the remainder of the design and construction.

Please see the website for more information: <https://www.pa.gov/agencies/penndot/projects-near-you/district-9-projects/us-219-meyersdale-to-old-salisbury-road/feis-rod>

21. Can you please consider a safety and cost saving project at the intersection of SR 130 and Electric Avenue in East Pittsburgh, Allegheny County.

Electric Avenue (SR 2112) intersects with the Tri-Boro Expressway (SR 2112/SR 2037). The Tri-Boro Expressway becomes SR 130 at the signalized intersection of Brown Avenue (SR 130) and Shaw Avenue. There is a 2025 PennDOT resurfacing project in construction that includes the intersection of Electric Avenue and Tri-Boro Expressway. Any ADA curb ramps that are impacted by the resurfacing project will be redesigned and constructed in a following construction season. A future roadway betterment project would be PennDOT's next opportunity for larger safety enhancements, and when more extensive traffic signal work may be included.

22. A speed hump would be very helpful on SR-851 in Railroad Borough, to help reduce traffic at the RR crossing at which the York Co. railtrail also crosses.

There are a few reasons why a speed hump in this area would not be optimal:

- The eastbound approach is close to the intersection with SR 616, so vehicles approaching from the intersection should already be traveling at or below the posted 30 MPH speed limit.
- The westbound approach is along a horizontal curve. The horizontal curve may limit the sight distance of the hump. Additionally, speed humps on horizontal curves can increase the chances



of drivers losing control of their vehicle due to skidding sideways – mostly during wet, snowy, or icy pavement conditions.

- If positioned further east of the crossing, the roadway slope increases, which still presents issues with vehicles losing control, similar to what was previously mentioned.
- There exists a natural “hump” at the crosswalk, and both approaches to the RR have additional warning signs regarding low clearance to indicate this to drivers.
- The pedestrian crossing is well-signed and includes a painted crosswalk, and flashing warning devices calling out the crossing. The PA Vehicle Code gives pedestrians the right-of-way while in the crosswalk. Enforcement of this would be up to law enforcement.
- Because this is an active RR crossing, albeit low volume, one must consider the ramifications of additional sign and paint marking clutter that a speed hump would require.

Apart from a speed hump, the Borough may consider:

- Enforcement of the 30 MPH regulatory speed limit and pedestrian crosswalk.
- Properly locating the R1-6 In-Road Yield to Pedestrian sign.
- Upgrading the flashing devices to Rectangular Rapid Flashing Beacons (RRFB's), which are more effective at alerting drivers.

23. For safety & utility costs the intersection of SR 130/Electric Avenue in East Pittsburgh. A Roundabout would address safety, wasteful fuel and electric uses for the traffic signals. A roundabout would result in safety and cost savings.

Electric Avenue (SR 2112) intersects with the Tri-Boro Expressway (SR 2112/SR 2037). The Tri-Boro Expressway becomes SR 130 at the signalized intersection of Brown Avenue (SR 130) and Shaw Avenue. A future roundabout at either location would have a large footprint, with significant impacts on right-of-way, utilities, and railroads, specifically at Electric Avenue, due to the industrial land use and high volume of large truck traffic. The Southwestern Pennsylvania Commission (SPC) did conduct a large-scale roundabout study. However, this intersection was not identified as a high-potential roundabout when reviewed among other locations. Even though this is a more complex location, the option may be considered further based on safety and operational funding opportunities in the future. Currently, there is no funding earmarked for an intersection alternative at this location.

24. Is there optimism for expansion some day of Lehigh Valley's Route 22 to and from NJ?

There is a measured sense of optimism regarding the expansion of Route 22, supported by ongoing studies and funding allocations. Recently, the Lehigh Valley Transportation Study (LVTS) was launched with PennDOT funding, demonstrating a focus on congestion and safety improvements. However, advancing long-term expansion plans will require additional funding and careful consideration of environmental and community impact.

25. When will PennDOT resurface bypass 30 in Chester County?

PennDOT will be resurfacing a portion of the Route 30 Bypass later this year. US 30 will be resurfaced between the western terminus of the bypass (split at PennDOT's stockpile, roughly 2,000' east of Route 10) to the N. Bailey Road overpass, approximately 9 linear miles. In addition, there are several projects



in development to address US 30 Coatesville-Downingtown Bypass. More information on those projects can be found at us30-chesco.com

26. When will you pave the eastern part of Route 401 in Chester County. It has not been done in almost 35 years. The edge patching that they did about 3-4 years ago did nothing to help and only made it worse. The road noise and rumbling are unbelievable.

The eastern portion of Route 401 was last resurfaced in 2000. The Department will review the current condition as we continue to update and maintain our Five-Year Resurfacing Plan, which is funded with 100% A-582 and/or A-409 discretionary funds. There are no TIP or TYP funded projects presently programmed for this area.

27. In the March 2025 article titled, "Highway to Hell: Inside PennDOT's Plan to Widen I-95 Through South Philly," published by Philadelphia Magazine, why does PennDOT secretary Mike Carroll state "We're really not adding capacity to 95 here," when PennDOT's own plans describe adding lanes to ease projected increases in congestion?

The goal of the project is not to add highway capacity. It is not intended to provide additional capacity, but rather to ensure safer travel at the current capacity. There are limited width increases proposed between ramps that are closely spaced for acceleration and deceleration lanes for getting traffic on and off the highway, not for extra capacity. These areas need adequate length and width for more safely entering and exiting the highway mainline and avoiding a "weaving" of traffic flows between two closely spaced interchanges.

28. What would it take for PennDOT to reduce I-95 within Philly to a local/arterial road instead of highway and shift all highway traffic to the NJ turnpike?

The design of I-95, as for all regionally significant highway projects, will be determined in part using the traffic volume forecasts generated by models produced by planners at Delaware Valley Regional Planning Commission (DVRPC). No reduction of capacity for I-95 is warranted based on these models, which are thorough, complete and conducted according to widely accepted standards.

29. Why can't we have a left turn arrow going into the GreenHill Condos at 1001 City Avenue. Cars race across to get into the complex and it is extremely dangerous.

An advance left-turn arrow is typically warranted based on the volume of left-turning vehicles and the amount of opposing through traffic. In Pennsylvania, traffic signals are owned and maintained by local municipalities.

Please contact the City of Philadelphia Streets Department to request a Traffic Engineering and Safety Study to determine whether an advance left-turn arrow is warranted at the intersection. If warranted, the City may coordinate with PennDOT to incorporate such improvements into a future project.

30. Please place a left turn light on 66th street from City Avenue. The current state is dangerous for drivers entering Greenhill Condominiums.



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31. Why would PennDOT remove a left turn arrow against the neighborhood association's wishes at the corner of Montgomery Ave and Gypsy Lane, Lower Merion Township. It cost money to remove it, why not leave a safety improvement that was working. Why were the neighbors not consulted and given an answer, as they contacted PennDOT before the removal. Since the arrow was taken away a child on a bicycle was hit at that intersection. It's a very dangerous intersection to start with and the people turning left cause a great deal of traffic. Please put it back.

In Pennsylvania, traffic signals are owned and maintained by local municipalities. The left-turn signal at Gypsy Lane was temporarily implemented to accommodate a bridge detour over Mill Creek. Following the completion of the project and removal of the detour, the Township removed the left-turn arrow, as traffic volumes no longer warranted its use at that time.

However, the municipality has recently completed an updated analysis indicating that the intersection now meets the necessary conditions for a left-turn signalized upgrade. The Township may revise the signal operations upon submitting a revised traffic signal permit to the Department.

Please contact Lower Merion Township to follow up and express your support for reinstating the left-turn phase.

32. Regarding 110951 - MacDade Blvd Corridor, what safety improvements are planned for the intersection of Fairview and MacDade?

The referenced project is currently in the preliminary engineering design phase. The Department is in the process of refining the scope of work based on community feedback received to date.

The potential list of improvements for the intersection of MacDade Boulevard and Fairview Road includes, but is not limited to, the following:

- Implement Protected/Prohibited Left-Turn Phasing: Introduce protected left-turn phases (left turns permitted only during a green arrow) for Fairview Road approaches to reduce conflicts between pedestrians and turning vehicles. Additionally, implement “No Turn on Red” restrictions to minimize conflicts between pedestrians and right-turning traffic.
- Leading Pedestrian Interval (LPI): Provide pedestrians a head start at the beginning of the walk phase to enhance visibility and reduce vehicle-pedestrian conflicts in the crosswalk.
- Retroreflective Backplates: Install retroreflective (reflecting light back to its source) backplates on overhead signal heads to enhance signal visibility, particularly in low-light conditions.



- **High-Visibility Crosswalks and Signage:** The Department has already installed high-visibility continental crosswalks (piano key/ladder style) and “Turning Traffic Yield to Pedestrians” signs as interim measures to enhance pedestrian safety.

Enforcement and Education: In addition to engineering improvements, enforcement and education play a vital role in delivering comprehensive safety solutions. The Department encourages Ridley Township to pursue State Police Accreditation, which would enable eligibility for the Automated Red-Light Enforcement (ARLE) program—a proven tool in reducing red-light running crashes.

33. It will be a year next week since my son Damien Hocker was killed while crossing MacDade Blvd. where is intersects with Fairview Rd. The MacDade Blvd. corridor is listed as a safety improvement project. Could you please tell me more about the plans which are listed as including a road diet and update traffic signals along the MacDade corridor including the intersection where my son was killed? Improvements on MacDade Blvd. have been talked about for years and many children like my son cross the street daily to get to school, friend's houses and other activities. What is the timeline for improvements to be made that prioritize the safety of all road users and prevent future deaths and injuries?

While no words can truly ease the loss you have experienced, please know that the Department remains deeply committed to ensuring the safe, efficient, and reliable movement of people and goods across all modes of travel. Safety is our highest priority, and we have adopted the national “Toward Zero Deaths” vision, striving to eliminate fatalities on our roadways.

Although the Department believes the proposed lane reallocation (road diet) for specific four-lane segments of MacDade Boulevard would improve safety and address speeding concerns, this plan was not embraced by the local community and municipal officials. The Department respects and acknowledges these strong community sentiments. The Department is committed to advancing projects that have local support and alignment with community priorities. It is an essential function of planning to consider the community’s needs and expectations in the decision-making process.

The Department is currently working to identify alternative safety countermeasures that address community concerns while striving to achieve our safety goals to the greatest extent feasible. A detailed project delivery schedule will be prepared once concurrence from the local municipality on a refined scope of work is received.

34. Regarding 93105 - State Rd o/ Darby Creek, will there be room left under the bridge for the Darby Creek Trail?

There is a flat area adjacent to the northeast abutment, which is dry under normal flow conditions, which could, in theory, accommodate a future trail. This area needs to flood to pass larger flows through the structure and would be underwater during heavier rain events. The main issue with accommodating a trail that was identified during design is that upstream of the bridge, there are issues navigating a trail along the stream bank around the tennis club property due to the terrain. It was determined that a trail would need to come up the stream bank and utilize the driveway that circles the tennis courts. It was PennDOT’s understanding that the tennis club was opposed to that option. As a result of difficulties navigating a trail around the Tennis Club, a study completed by the Township recommended that a

future trail cut through the Drexeline Shopping Center redevelopment, cross State Road, and then cut through the wooded parcel between the tennis club and Bella Vista Rd (see [Pilgrim Park Trail Feasibility Study, December 2018](#)). The route going below the bridge was shown as an alternate route in the Township's study.

35. Regarding 15251 - US 1/PA 352 Interchange, what accommodations will there be for bikes to pass through this intersection safely?

Please see the project website FAQ <https://pa352us1delco.com/project-information/faq/>

36. Regarding 82069 - PA 291 Complete Streets, how many lanes will there be once the road diet is done? Also, what treatments will be made to make intersections safer and crossable?

Thank you for reaching out regarding improvements for PA 291 in the City of Chester. PennDOT will be leading efforts to advance the preliminary design for a project to improve PA 291, in conjunction with Delaware County and the City of Chester. We are currently in the final stages of procuring professional engineering services to advance the design of the project. As the preliminary design process progresses in 2025, we anticipate that there will be more public outreach and engagement, where the project will be discussed, input solicited, and final decisions communicated.

37. Are there any plans for US 30 from Philadelphia to Lancaster? How would I get information on progress being made? Are you making efforts to improve transparency? Is PennDOT reaching out to the Trump administration for help?

PennDOT is advancing a series of projects to improve US 30 in Chester County. We have a program website (us30-chesco.com) that includes extensive information on our projects. PennDOT is coordinating extensively with our federal partners related to advancing our program.

38. Why is Route 51 from the Elizabeth bridge to the Fort Pitt tunnels often in a traffic jam? Route 51 is our Route 28 in the South Hills of Pittsburgh.

Unlike Route 28, which has limited land use directly adjacent to the roadway, which lends itself to a controlled access facility, Route 51 has numerous access needs due to the presence of commercial and residential land uses throughout the corridor. However, older signalized intersection infrastructure impacts congestion along that corridor. While, in Pennsylvania, traffic signals are owned, operated, and maintained by the Municipality, a 2025 PennDOT project along Route 51 (Coal Valley Road to Lebanon Church Road) includes 24 traffic signal upgrades. This improvement was funded by Congestion Mitigation and Air Quality (CMAQ) grant funding.

39. Regarding House Bill 988, Jayanna Powell Hit-and-Run Direct Notification System, I would like to know when 63rd St in Lansdowne, West Philadelphia will be looked at. Cameras and speed adjustment are needed.

Act 38 of 2023 expanded the Automated Speed Enforcement (ASE) program to include up to five additional corridors within the City of Philadelphia, based on speeding-related crash data. The Act also authorized a five-year ASE pilot program in up to five school zones. In coordination with PennDOT, the



City of Philadelphia has identified an initial list of five corridors—beyond Roosevelt Boulevard—for ASE implementation.

Based on the current crash analysis, 63rd Street is not included in this initial list of ASE corridors. For consideration of an Automated Red-Light Enforcement (ARLE) camera at the intersection of 63rd Street and Lansdowne Avenue, please contact the City of Philadelphia Streets Department.

Active Transportation

40. Can more bicycle images be painted on our roads as it makes motorists more aware of cyclists?

Bicycle road markings, often referred to as "sharrows" (shared lane markings), are used to indicate that bicyclists may use the full lane and to encourage safer passing by drivers.

In Pennsylvania, the law emphasizes the rights and responsibilities of both motorists and cyclists to share the road. There are specific regulations, such as the "Four-Foot Passing Law," which require motorists to maintain at least four feet of distance when passing a cyclist. Additionally, Pennsylvania has laws regarding helmet use for younger riders and lighting requirements for bicycles at night.

While painting more bicycle images on roads could contribute to increased awareness, sharrows are most effective when integrated into a broader strategy that includes infrastructure improvements, education, and enforcement to create a safer and more bicycle-friendly environment in Pennsylvania. A local authority can request permission to install and maintain bicycle markings on state-owned roadways at any time.

41. As prices have risen people are looking for other means of commuting. Are bicycle/walking paths being looked at and being considered to be raised on the plan in regard to need?

Planning for bicycle and pedestrian infrastructure occurs at the local and regional level of government. As part of the project development process, PennDOT works with local and regional partners to identify needs through the PennDOT Connects. If bicycle and pedestrian infrastructure is included in a PennDOT project, local authorities assume maintenance responsibilities of that infrastructure.

42. Please describe how PennDOT is working to improve access and safety for travel on state roadways for non-motorized vehicles such as bicycles, e-bikes, scooters, horse and buggies, etc?

PennDOT's policies provide design and maintenance guidance for non-motorized vehicles related to roadway infrastructure. PennDOT is working on a Vulnerable Road User (VRU) Safety Education project. The intent is to educate motorists, bicyclists, and pedestrians about the importance of speed management, Pennsylvania law, nonmotorized safety equipment (helmet, mirrors, lights, etc.), and infrastructure designed to improve nonmotorized road user safety (green bike lanes, bike boxes, etc). One focus of the education project is elementary-aged 2nd and 3rd grade students and high school aged students in driver education classes. Additional resource materials for VRUs are also being developed and will be made available to the public. Under the Infrastructure Investment and Jobs Act, every state was required to develop a Vulnerable Users Safety Assessment Report. You can find this VRU Safety Assessment at the following link: [Strategic Highway Safety Plan | Department of Transportation |](#)



[Commonwealth of Pennsylvania](#). The VRU report is at the bottom of the webpage. An update to this assessment is scheduled to be completed in early 2027.

43. Why aren't PennDOT and municipalities more proactive with adding bicycle and pedestrian infrastructure? Allowing people to walk, bike or roll safely to places they need to go would reduce traffic congestion, reduce pollution and would improve health.

As part of the PennDOT project development process, all modes of transportation are considered. PennDOT is currently reviewing and updating information related to Bicycle Facility Design and PennDOT is working on a Vulnerable Road User (VRU) Safety Education project. The intent is to educate motorists, bicyclists, and pedestrians about the importance of speed management, Pennsylvania law, non-motorized safety equipment (helmet, mirrors, lights, etc.), and infrastructure designed to improve non-motorized road user safety (green bike lanes, bike boxes, etc). One focus of the education project is elementary aged 2nd and 3rd- grade students and high school aged students in driver education classes. Additional resource materials for VRUs are also being developed and will be made available to the public.

44. How can you make PA state roadways safer for cycling?

As part of the PennDOT project development process, all modes of transportation are considered. PennDOT is currently reviewing and updating information related to Bicycle Facility Design, and PennDOT is working on a Vulnerable Road User (VRU) Safety Education project. A vulnerable road users (VRU) safety assessment was completed in November 2023. This identified top locations where VRU improvements should be made and identified over 1,000 locations for systemic safety improvements. The types of VRU improvements can be found in the last chapter of the VRU Safety Assessment: [Strategic Highway Safety Plan | Department of Transportation | Commonwealth of Pennsylvania](#). An update to this assessment is scheduled to be completed in early 2027.

45. I would like to see trail connections open 24hrs and to go under major roads for safety and to go along waterways.

In Pennsylvania, trails are owned and managed by a variety of organizations (municipal, non-profit, state, federal). Decisions regarding hours of service and exact routes would be made on a trail-by-trail basis by the managing entity. In the case of the trail location, this is dictated by the suitability of the site for trail construction and whether access to the site can be secured, often through easements, leases, or land purchases. As for going under roadways, this is handled on a case-by-case basis by the organization building the trail.

As for where trails are located, "under major roads and along roadways," that is determined by the entity that builds the trail. As for going under roadways, this is handled on a case-by-case basis by the organization building the trail.

It would be worth bringing this concern to the attention of the organization(s) that build and manage trails in your area.

46. What are you doing to prioritize bicycle safety and access to public transportation?



The department has developed bicycle and walking safety information, videos, and other materials that can be found on the PennDOT website. Additionally, several PennDOT publications are available to the public, such as the PA Bicycle Driver's Manual and Bicycle and Motorist Tip cards, as well as training materials for bicycle education and crossing guards. There are also varied funding opportunities for schools and communities to pursue for "Safe Routes to School" projects and programs. PennDOT developed and actively shares resources, including lesson plans, guides, and other evaluation tools to be used for Safe Routes to School programs.

Regarding access to public transportation, PennDOT works with 54 transit systems across Pennsylvania. Each transit agency coordinates with a local board to develop service that is accessible, affordable, efficient, and cost-effective in their community. Transit agencies are encouraged to participate in their local planning processes to ensure that newly developed facilities incorporate transit considerations. The PennDOT Connects planning policy emphasizes collaboration from all transportation stakeholders, with transit access being one of the specific focus areas.

Pedestrian Safety: <https://www.pa.gov/agencies/pennDOT/traveling-in-pa/safety/traffic-safety-driver-topics/pedestrian-safety>

Bicycle Safety: <https://www.pa.gov/agencies/pennDOT/traveling-in-pa/riding-a-bike/bicycle-safety-and-pennsylvania-laws>

47. As prices have risen people are looking for other means of commuting, are bicycle/walking paths being looked at and being considered to be raised on the plan in regard to need.

Planning for bicycle and pedestrian infrastructure occurs at the local and regional level of government. As part of the project development process, PennDOT works with local and regional partners to identify needs through the PennDOT Connects. If bicycle and pedestrian infrastructure is included in a PennDOT project, local authorities assume maintenance responsibilities of that infrastructure.

48. What would it take for PennDOT to prioritize not only vehicle safety and road convenience but also community walkability? The mental health crisis among our youth and across society, really, has to do with a lack of connection to local communities and real support systems. In places that aren't walkable, kids don't have easy ways to meet up, be active, or just exist in a shared space. So instead, they turn to social media, spend more time on screens, move less, and sometimes get pulled into really toxic online spaces. It's not just about mental health—it's about how we build (or fail to build) communities where people can actually connect. How can we apply systems thinking to public infrastructure?

In Pennsylvania, bicycle and pedestrian infrastructure is owned and maintained by local authorities or organizations. Planning for bicycle and pedestrian infrastructure occurs at the local and regional level of government. PennDOT Connects provides local and regional partners the opportunity to identify pedestrian improvements to increase community walkability. If bicycle and pedestrian infrastructure is included in a PennDOT project, local authorities assume maintenance responsibilities for that infrastructure. PennDOT strives to collaborate with our local and regional partners under the Safe System Approach to enable comprehensive safety program development and implementation.

49. What are plans to improve encouragement, safety and crash reduction for people on bicycles?



PennDOT Safety Press Officers and Regional Safety partners work with communities to encourage bicycle safety through bike rodeos, assemblies, and participation in community events. PennDOT is also working on a Vulnerable Road User (VRU) Safety Education project. The intent is to educate motorists, bicyclists, and pedestrians about the importance of speed management, Pennsylvania law, non-motorized safety equipment (helmet, mirrors, lights, etc.), and infrastructure designed to improve non-motorized road user safety (green bike lanes, bike boxes, etc.). Additional resource materials for VRUs are also being developed and will be made available to the public. PennDOT's Strategic Highway Safety Plan (SHSP) identifies bicycle safety as a focus area in Pennsylvania: [Strategic Highway Safety Plan | Department of Transportation | Commonwealth of Pennsylvania](#). The SHSP provides various strategies and action items that the Department has taken or is taking to improve bicycle safety. PennDOT also regularly meets with Pedestrian and Bicyclist groups along with municipal officials about pedestrians. An update to the SHSP is scheduled to be completed in early 2027. Approximately \$20 million of Highway Safety Improvement Program (HSIP) funds are allocated annually to implement Various VRU-related safety projects throughout Pennsylvania. These projects include location-specific and statewide systemic safety improvements. These projects range from upgrading or adding new trails for pedestrians and bicyclists, upgrading traffic signals to add pedestrian countdown timers, and adjust signal phasing for pedestrians, adding Rectangular Rapid Flashing Beacons (RRFBs) at pedestrian crossings, and adding bike lanes in several metro areas across the Commonwealth.

50. When will PennDOT formally ask the Pennsylvania legislature to legalize parking-separated bike lanes on state routes?

The Administration supports HB 291 (Daley), which was referred to the Senate Transportation Committee on February 4, 2025. This language has been introduced during several sessions and allows for the design and construction of parking-protected (separated) bike lanes and pedestrian plazas by providing for additional parking regulations. Currently, under Section 3354(a) of Title 75, vehicles must park within 12 inches of the curb. This has effectively prevented the use of parking-protected bike lanes or pedestrian plazas.

51. Pennsylvania lacks useful off-road pedestrian and bicycle connections between population centers and other destinations, unlike more walkable regions like England and Scotland. How does PennDOT plan to integrate contiguous long-distance walking and cycling routes ("circuit trails") into its project pipeline?

In Pennsylvania, bicycle and pedestrian infrastructure is owned and maintained by local authorities or organizations. As part of project development, local and regional plans that identify bicycle and pedestrian improvements are considered during project scoping. If proposed, local authorities or other organizations must agree to maintain the facilities after the construction is complete.

52. Can we see the implementation of bike hike trails along more State Roads?

Planning for bicycle and pedestrian infrastructure occurs at the local and regional level of government. As part of the project development process PennDOT works with local and regional partners to identify needs through the PennDOT Connects. If bicycle and pedestrian infrastructure is included in a PennDOT project, local authorities assume maintenance responsibilities of that infrastructure.

53. Could we please make it a goal to have bicycle access to all bridges In Pennsylvania? Especially those from Pennsylvania to New Jersey. Including Pennsylvania Turnpike.



In Pennsylvania, bicycles are not permitted on freeways -including freeway bridges- without the permission of PennDOT. A formal process has been established to request freeway bicycle access. However, Pennsylvania Turnpike facilities are owned and maintained by the Pennsylvania Turnpike Commission, and PennDOT does not have a role in providing Turnpike access.

Planning Process

54. What is PennDOT's role in fostering collaboration among municipalities across Pennsylvania? AND How does PennDOT ensure that communication is accessible and actionable for communities?

PennDOT works closely with our regional Planning Partners (Metropolitan Planning Organizations and Rural Planning Organizations) to foster cooperation in the transportation project planning process, including the development of Transportation Improvement Programs (TIPs) and the 12-Year Program (TYP). All of these partners have publicly-facing websites and encourage public participation.

Additionally, there is a District Planner in each PennDOT District to ensure that local governments have a voice in future transportation projects within their area. These District Planners coordinate meetings with municipalities when new TIP projects are funded. These meetings facilitate communication with the affected municipalities to ensure that their communities' visions and needs are heard before the project is initiated.

The PennDOT Connects program collaborates with localities to review projects and potential impacts, providing an opportunity for those communities to provide feedback. There are numerous opportunities during a project's lifespan for the public to be involved before construction begins.

55. Are there investments in connecting bedroom communities with centers of employment/major cities?

Projects in the 12-Year program are focused on improving highways and bridges as well as transit operations and improvements.

56. How can we allocate more TIP funds to public transit agencies?

The Pennsylvania General Assembly sets the annual level of funding for public transit through the annual budgetary process, while Congress sets levels through authorization acts such as the Infrastructure Investment and Jobs Act.

57. More than ever before, Pennsylvanians are seeing the value of multimodal transportation networks in their communities in order to better get around by a mix of walking, cycling/scooting, and taking public transit. When will PennDOT install physical "complete streets" infrastructure on all arterial roads, and what proactive mechanisms will PennDOT adopt to ensure that all roadway projects necessarily include significant "complete streets" components?

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.

58. It has been definitively proven for a very long time that cars are the least environmentally friendly, deadliest, and most expensive mode of transportation, and that constructing new roads only ever causes more traffic rather than relieving congestion. When Pennsylvania has more lane-miles than New York and New England combined, it seems like the construction of any more roads and highways at all is a waste of taxpayer money and terrible for our economy. Why hasn't PennDOT shifted all capital expenditures over to exclusively non-car transportation, or even at least made a master plan for modern, state-wide rail and bicycle trail networks, instead of continuing to hobble our competitiveness by almost exclusively investing in a discredited technology?

PennDOT is focused on ensuring safe and efficient movement throughout the Commonwealth. Our transportation system users have many needs and varied abilities and means of travel. Users can travel regularly by bicycle, or walking, by public transit, by driving across our roads and bridges, or by using a combination of these and other modes. Furthermore, PennDOT is dedicated to supporting the economy by promoting the efficient movement of goods and freight on our highways and bridges, along our railroads, and through our three ports. As a result, nearly half of Pennsylvania's 12-Year Program (TYP) is dedicated to multimodal infrastructure, including public transit, bicycle and pedestrian infrastructure, and rail freight needs. Most of the remaining funding in the TYP is committed to highways and bridges, most of which is budgeted toward safety improvements, resurfacing, reconstructing Pennsylvania's 120,000 miles of state and local roadways, and fixing or replacing 32,000 bridges. Less than 4% of TYP funding is dedicated to building new roadways and widening.

Design and Environmental

59. What is the specification for how low the tops of sewer covers are below the level of the pavement? The sunken sewer covers are death traps when making a turn on a motorcycle.

Utility hole covers are to be flush with (or about 1/8" below) the surface of the pavement. However, sometimes, when roadways are resurfaced, the utility company lags behind in raising the utility hole. If



there is a particular location that you're concerned about, please report it by calling 1-800-FIX-ROAD or submitting the concern through PennDOT's Customer Care Center

CCC Home Page - <https://customercare.penndot.pa.gov/eCCC/eCCC.nsf>

60. American transportation planners are infamously skeptical (and sometimes unaware) of non-Anglosphere transportation paradigms in planning, contracting, and construction; even when foreign conventions are cheaper, more efficient, and more effective than American ones. How will PennDOT take proactive steps to learn from global best practices within the next 12 years?

Members of PennDOT staff attend conferences with international representation to obtain best practices from around the world. Additionally, the Federal Highway Administration (FHWA), in cooperation with the American Association of State Highway and Transportation Officials (AASHTO), carries out an International Highway Technology Scanning Program (established by 23 U.S.C. 506) to access innovative technologies and practices in other countries that could significantly improve highways and highway transportation services in the United States. Each scan focuses on a topic of high interest to the domestic transportation community. Scan team members typically represent FHWA, AASHTO, State DOTs, local governments, transportation trade and research groups, the private sector, and academia. After a scan is completed, findings are evaluated and shared with the U.S. highway transportation community, including State DOTs. The goal of the program is to implement the world's best practices in the U.S. successfully.

61. Why does PennDOT prioritize level of service (LOS) over pedestrian and bicyclist safety when designing projects?

PennDOT strives to consider modes of transportation during project development. Level of Service (LOS) is used for vehicular traffic for most projects to reduce congestion in accordance with Federal requirements. However, over the past decade or so, there has been more emphasis placed on the needs of pedestrians and bicyclists. Additionally, PennDOT is implementing traffic calming measures, where appropriate, and installing roundabouts, which geometrically reduce vehicle speeds and allow pedestrians to cross in one direction of travel at a time. Note that in most cases, sidewalks are owned and maintained by the local municipalities.

62. Can you comment on PennDOT's collaborative role with DCED in community planning, such as curb cuts, accessibility communities, and addressing needs of vulnerable road users (disabilities, bikes, etc.)? Thanks.

Through the Department of Community and Economic Development's (DCED) Center for Local Government Services, the Office of Community Planning serves in a collaborative role as a resource to provide technical assistance on a variety of planning, land use, and development matters to planning commissions, zoning officers, zoning hearing boards, and other local government officials and staff, including resources to address specific transportation planning needs within our communities.

63. Will PennDOT begin vital green infrastructure as communities all over the world have already done? Funding/planning avail, Plants are carbon banks address climate collapse. Air pollution reduced, water absorbed & filtered, flood control, etc.



In Pennsylvania, green infrastructure for roadways usually involves managing stormwater and roadside vegetation. PennDOT, by law, must use native vegetation on projects, which improves ecological health and reduces invasive species. Both state and federal safety standards restrict the use of fixed objects and hazards, such as trees, within the “clear zone” (an unobstructed, traversable roadside area that allows a driver to stop safely). However, vegetated channels are utilized for stormwater parallel to the roadway in lieu of curb-and-gutter with storm sewer systems when possible. Green alternatives such as rain gardens, infiltration basins, and vegetated filter strips are among the other types of green infrastructure stormwater controls measures that are utilized by PennDOT. PennDOT will sometimes plant trees along our right of way when tree planting does not interfere with the safe operation of the roadway system. This may include planting trees beyond the clear zone, in and around stormwater structures, and other places where appropriate.

64. Linear transportation infrastructure presents barriers to wildlife during natural migrations, resulting in unsafe crossings and numerous annual collisions with automobiles. How will PennDOT work to repair the environmental damage caused by the construction of numerous highways in Pennsylvania?

PennDOT considers the appropriateness of designing and constructing a wildlife crossing and/or exclusionary fencing as part of each project during the project development phase. Considerations may include animal/vehicle crashes (public safety), the cost to implement, adjacent property usage, available wildlife data, environmental benefits, and other relevant factors. Additionally, PennDOT was awarded a federal Wildlife Crossing Pilot Program (WCPP) grant to create a statewide Wildlife Crossing Plan.

65. Are there plans for animal corridors to be built in locations rich with wildlife like Northeastern Pennsylvania?

PennDOT was awarded a Wildlife Crossing Pilot Program (WCPP) grant to develop a strategic plan for wildlife crossings and ecological connectivity to reduce wildlife/vehicle crashes and improve wildlife movement based on prioritized transportation corridors. The plan will be developed through a consensus-building approach, engaging key stakeholders to result in a high degree of collaboration and ownership for the plan and its implementation.

66. Will PennDOT consider Wildlife Corridors: pathways allowing animals to move safely between fragmented habitat areas?

PennDOT considers the appropriateness of designing and constructing a wildlife crossing and/or exclusionary fencing as part of each project during the “project development” phase. This phase is early in the process of project planning. Considerations may include animal/vehicle crashes (public safety), the cost to implement, adjacent property usage, available wildlife data, environmental benefits, and other relevant factors. Additionally, PennDOT was awarded a federal Wildlife Crossing Pilot Program (WCPP) grant to create a statewide Wildlife Crossing Plan.

67. Have we had any projects advance yet that incorporate wildlife crossing materials such as for amphibians or other critters?



PennDOT currently has over 36 wildlife crossings built across the state, ranging from culverts for reptiles and amphibians to large bridge structures for deer, elk, and other large mammals, and even birds.

68. Trees can be selected that produce minimal autumn leaf droppings and other annoyances. 12-1/2 trees can intercept an Olympic-sized swimming pool worth of stormwater annually.

PennDOT, by law, is required to use native vegetation on all its projects. PennDOT sometimes plants trees along our right of way when tree planting does not interfere with the safe operation of the roadway system. This may include planting trees beyond the clear zone, in and around stormwater structures, and other places where appropriate.

69. What can be done about the high amount of litter at truck pullovers?

Waste removal is a common problem at truck parking facilities, particularly at sites along the National Highway System that have limited amenities and no on-site staff. Several measures that can be used to effectively control litter at truck parking facilities include:

- adequate garbage disposal amenities that are emptied at regular intervals;
- on-site security cameras for enforcement of anti-litter laws;
- posted warnings and wayfinding signs to direct visitors to garbage disposal facilities on the property;
- designing parking facilities to minimize the walking distance between parking spaces and garbage disposal amenities; and
- a regular, frequent on-site presence of staff, visitors, and law enforcement that provides a general human presence and does not have the atmosphere of an abandoned or low-trafficked area.
- PennDOT is also working to expand the amount of staffed parking facilities to accommodate the increased truck traffic.

70. What is the maximum allowed depth of manhole covers on PennDOT roads. Deep manhole covers are very hazardous for motorcyclists.

Utility hole covers are to be flush with (or about 1/8" below) the surface of the pavement. However, sometimes when roadways are resurfaced, the utility company lags behind in raising the Utility hole. If there is a particular location that you're concerned about, please report it by calling 1-800-FIX-ROAD or submitting the concern through PennDOT's Customer Care Center.

CCC Home Page - <https://customercare.penndot.pa.gov/eCCC/eCCC.nsf>

71. What will be done about manhole covers that sit 2-4 inches below the pavement?

Utility hole covers are to be flush with (or about 1/8" below) the surface of the pavement. However, sometimes when roadways are resurfaced, the utility company lags behind in raising the Utility hole. If there is a particular location that you're concerned about, please report it by calling 1-800-FIX-ROAD or submitting the concern through PennDOT's Customer Care Center.

CCC Home Page - <https://customercare.penndot.pa.gov/eCCC/eCCC.nsf>



72. More roundabouts please! Once people get used to them, the benefits are staggering. Less cost, safer, more efficient

Roundabouts typically have a 50-75% reduction in injury crashes and up to a 90% reduction in fatal crashes and can carry around 30% more vehicles than other similarly sized intersections. Because of the dramatic improvements to safety and capacity, PennDOT requires an evaluation for every major intersection improvement project to determine the feasibility of constructing a roundabout. Safety, vehicle efficiency, cost, right-of-way/environmental constraints, and topography are considered in the final decision on roundabout feasibility. Public comments are also considered in the decision of building a roundabout. As of today, PennDOT has built more than 100 roundabouts on state routes, and many more are on the way!

Multimodal

73. After 17 years since PA's Climate Change Act, PennDOT continues to prioritize fossil-fuel transportation (e.g., highways, air travel) rather than sustainable transport (e.g., intercity rail, biking, etc.). Given that climate change will continue to worsen without significant emissions reductions, what is PennDOT's plan for achieving net-zero emissions?

While the transportation sector continues to be a significant contributor to greenhouse gas (GHG) emissions, PennDOT has been actively involved in taking steps to address Climate and Air Quality (AQ) related issues on the state's transportation system. We continue to integrate climate change considerations into our planning and project development processes, with a focus on leveraging federal funding and collaborating with stakeholders to reduce emissions.

The federal Congestion Management and Air Quality (CMAQ) program began in 1992 to improve regional and community air quality within the largest metropolitan areas. Nationally, there have been 29,000 projects and \$30 billion provided through the CMAQ program to reduce transportation emissions. Some of the CMAQ-funded projects in Pennsylvania include diesel engine retrofits and other advanced truck technologies, idle reduction, congestion reduction and traffic flow improvements, transit improvements, bicycle and pedestrian facilities and programs, carpooling and carsharing, and alternative fuels and vehicles to name a few.

Also, in accordance with the [Pennsylvania 2008 Climate Action Act](#), we have taken various measures to evaluate and address Greenhouse Gas (GHG) emissions and help mitigate the air quality issues affecting our Pennsylvania communities. Please note that the Climate Action Act does not prescribe a specific "net-zero" goal for PennDOT or the Commonwealth.

Pennsylvania's 2019 Climate Action Plan set a target to reduce GHG emissions by 26% by 2025 (from 2005 levels, final data is not yet available) and 80% by 2050. Similarly in 2021, the updated Climate Action Plan, recommends additional strategies to cut emissions from transportation, including encouraging accelerated adoption of electric vehicles (EVs); reducing vehicle miles traveled (VMT) through transit expansion and land-use changes; and, improving and expanding infrastructure for alternative fuels (including hydrogen and compressed natural gas). PennDOT works within the broader



policy frameworks set by the Governor's Office, the Pennsylvania Department of Environmental Protection (DEP), and federal mandates.

PennDOT is engaged in numerous initiatives aimed at meeting statewide targets and implementing transportation-related measures identified in PA's Climate Action Plan such as: [Electric Vehicles and Alternative Fuels](#), [Public Transit](#), [Passenger Rail](#), [Active Transportation](#), [Transportation Systems Management and Operations \(TSMO\)](#), and the [Carbon Reduction Program](#).

Performance measures for AQ improvements continue *to show success and progress*. Below is an illustration of the Commonwealth's AQ trends.



74. How can PA DOT expand and improve mass transit?

Pennsylvania invests more than \$2.5 billion annually in public transportation, overseeing operating and capital investments for fixed-route and shared-ride systems throughout the state, as well as passenger rail service, station improvement projects between Pittsburgh and Philadelphia, and intercity bus routes. Fixed-route service is provided in 46 counties, while shared ride service is provided in every county in the Commonwealth by 54 transit systems. Transit funding also supports technological innovations such as the implementation of a Fixed Route Intelligent Transportation System at 32 fixed-route transit agencies, and Find My Ride, a website where consumers can learn about how to ride public transportation, apply for subsidies and schedule on-demand trips on the shared ride system.

Governor Shapiro's 2026 budget proposal includes an increase of nearly \$300 Million to help agencies continue to provide transportation services at the level we have today. Each transit agency works with a local board to develop services that are affordable, efficient, and cost-effective in their community. Pennsylvania provides the 5th largest state investment in state dollars in the nation. An expansion of services would require additional investments of state and local funds. Transit agencies continually strive to enhance their services. Some systems are piloting micro-transit services where individuals can book a same-day on-demand trip within certain zones. Additionally, multiple systems are engaged in transit development plans to determine future service needs. PennDOT has a Public Private Partnership

(P3) initiative to operate Compressed Natural Gas (CNG) fueling stations at many facilities. This investment has saved transit agencies \$14 million in fuel costs, enabling them to reinvest those savings in service improvements.

75. What efforts are being made to address the issues of Shared Ride: Crossing County lines and providing additional hours for early mornings, evenings, weekends, and holidays. People need better access to healthcare. PA is also an Employment First State, and transportation is one of the top three barriers in nearly every and all of PA's 67 Counties for disability employment in the community.

The shared-ride public transportation system is available in all 67 counties of Pennsylvania. As the 40-year-old system is currently designed, service providers rely on passenger fares and subsidized fare reimbursements to pay for their operating costs. By sharing a vehicle, the average fare per passenger is lower than it would be if the passenger rode alone. Expanding service boundaries and hours would likely result in fewer passengers per trip, increasing the cost of the service to providers. Each local entity determines its hours of service and geographical coverage based on its limited resources, aiming to have maximum productivity to balance costs. This allows them to operate at the lowest cost per hour and spread the fixed costs between riders. For FY 23-24, the average cost per shared ride trip was \$40. For comparison purposes, in FY 14-15, that cost was \$26. The program, as it is currently structured, is not financially sustainable. PennDOT recently completed phase 1 of a Study examining more sustainable funding options for the shared ride program. Governor Shapiro's FY 2025-26 budget also includes additional funding for Shared Ride services.

Shared Ride Studies Link: <https://www.pa.gov/agencies/penndot/programs-and-doing-business/public-transportation/reports/sharedride-studies.html>

76. How many years before we have rail service to NYC? This is taking way too long!

PennDOT was selected and awarded funds from the Federal Railroad Administration's (FRA) Corridor Identification and Development Program (CID) and has advanced work to Step 2 to develop a Service Development Plan. Step 2 will take four years to complete and will provide the framework for the next steps which includes preliminary engineering.

77. Would the Commonwealth ever make it a priority to bring some form of public passenger transportation to every urban area in PA---say, every urban area with a population of 15,000 or more?

The Commonwealth currently supports public transportation in every county in Pennsylvania. We offer fixed-route service in 42 counties and provide nearly \$1.6 Billion annually in operating subsidies for that service. In addition, we have an on-demand shared ride service in every county. Shared ride service is available to everyone; however, the service can be cost-prohibitive if the rider is not subsidized for part of the trip. The Commonwealth provides subsidies for individuals who are taking trips to medical appointments through the Medical Assistance Transportation Program. In addition, seniors over the age of 65 and individuals with disabilities who are between 18 and 64 are eligible for an 85% subsidy for service. To learn more about the services offered in PA, visit PennDOT Find My Ride Education - Home. Individuals can learn about available services, apply for subsidies, and even schedule shared ride trips.



The 53 transit systems in PA work with local communities to determine needed services and collect local support.

Find My Ride Education Link: <https://findmyride.penndot.pa.gov/fmr-edu/Home>

78. We need bus transportation on Saturdays. All of my kids work and would do better if they could get to work on Saturdays.

Transit agencies across the Commonwealth work diligently to survey the needs of their communities and offer service that fits their budget and community characteristics. To request service, please contact your local transit agencies. PennDOT's website provides a listing of local agencies to contact.

Transit Map Link: <https://gis.penndot.gov/transitmap/>

79. How does PennDOT project acceptance of Level 3 HAVs. Already in the wild in California. If a legal California Level 3 Mercedes is in PA is that acceptable to operate? Can the Department rule on this or does the Legislature need to clarify?

Automated Vehicles (AVs) currently have five levels of automation according to SAE: Level 1 is "assisted driving;" Level 2 is "partially automated driving;" Level 3 is "highly automated driving;" Level 4 is "fully automated driving;" and Level 5 is "fully autonomous driving."

Enabling an automated driving system, considered SAE Level 3 and above, in a consumer owned vehicle is not currently legal in Pennsylvania. This decision does not lie with PennDOT or the Highly Automated Vehicle (HAV) Advisory Committee, as legislation needs to be passed in order to amend Title 75. A bill to do so was proposed in 2023, and can be tracked on the General Assembly website.

Link: <https://www.palegis.us/legislation/bills/2023/hb2102>

80. Will HazMat Freight Train (& derailment risks) be incorporated into emergency planning, infrastructure inspections & upgrades, or other planning?

Not all railroads in Pennsylvania haul Hazardous Material (hazmat); however, those that do coordinate emergency efforts with state and local officials, municipalities, and emergency services. Railroads are also required to meet safety regulations and inspection requirements of the Federal Railroad Administration.

81. Where does the installation of the tracks needed for a 2nd daily passenger train from Pittsburgh to Philadelphia stand? Will project funding be impacted by the new federal administration?

PennDOT was selected to receive \$143 million from the Federal Railroad Administration's (FRA) Federal-State Partnership Program for infrastructure improvements between Harrisburg and Pittsburgh, PA. These improvements will facilitate a second Pennsylvanian train on Norfolk Southern's track. PennDOT is coordinating with the FRA to obligate federal funds, while concurrently working with Norfolk Southern on several early action projects. The second train is planned to begin in late 2026.

82. Does PennDOT have a plan to restore passenger rail service to the many Pennsylvania communities which once had passenger rail service but which no longer have such service?



In 2019, the Transportation Advisory Committee published the Intercity Passenger Rail Report policy, which examined a number of corridors within the Commonwealth. The policy report recommends advocating for supportive policies, establishing funding, and financing strategies, utilizing Long-Range Transportation Plans, and other measures. It is available to view on talkpatransportation.com under TAC Studies and Reports.

83. What is PennDOT doing to support 5311f subsidized intercity bus service? The situation with Philly-Reading service where Ourbus had to step up is unreliable and could seriously disrupt people's essential trips. We need a true state supported program and branding like Virginia, Colorado, Washington, and many other states have.

PennDOT works with rabbittransit to contract intercity bus services in the Commonwealth. The 5311f program currently provides financial support for 10 routes in the state. PennDOT is working to improve communication and the availability of service every day. More information can be found on the routes that are supported on the Intercity Bus website.

Link: <https://www.intercitybus.org/>

84. What does the Bureau of Aviation do for PennDOT?

The Bureau of Aviation resides in the Multimodal Transportation Deputate, which is one of five Deputates in PennDOT. The state has 120 public-use airports and over 550 private-use airports and heliports. Please note that PennDOT does NOT own any airport or heliport. The Bureau's top priority is safety, which parallels the Department's focus on a safe, equitable, and sustainable transportation system. For Aviation, the Bureau performs annual safety inspections to ensure that any aircraft landing or departing a runway is free of any obstructions, such as tree canopies and fixed objects. The Bureau is comprised of three Divisions: Engineering and Planning; Safety and Licensing, and Flight Operations.

85. We've all heard about the recent high-profile aircraft accidents; what can we do to make flying safer in Pennsylvania?

Flying is often referred to as the safest form of transportation, but it requires many elements working in tandem to achieve that level of safety. Conditions like adverse weather and or multiple aircraft sharing the same airspace make safety a complex challenge. One thing our communities can do to ensure their airspace is as safe as can be is to adopt airport hazard zoning ordinances for the airports in their locality. The Pennsylvania Airport Hazard Zoning Act (Act 164 of 1984) requires municipalities with airport hazard areas to adopt, administer, and enforce zoning ordinances to prevent hazards to aviation to ensure airspace safety, yet less than 50% of these municipalities have adopted some form of Airport Hazard Zoning.

86. Please tell me why I am not allowed to use the wheelchair ramps to get my bicycle on and off the train. I'm 63 years old and I have to carry a bike up and down extremely steep steps, which is very dangerous. I have hurt myself a couple times doing it. Especially my back.

This is specific to Southeastern Pennsylvania Transportation Authority (SEPTA) guidelines and policies. Please direct your question to the appropriate contact at SEPTA.



87. What are the 3 largest public transit projects PennDOT is hoping to complete in the next 3 years?

PennDOT does not directly operate public transit services and, therefore, does not directly have public transit projects. Public transportation is operated by 53 local transit providers. PennDOT supports these local transit providers through programs that subsidize their operations and capital costs. PennDOT also supports Transit Systems with technical assistance and capital funds. This year's annual report Annual Performance Reports | Department of Transportation | Commonwealth of Pennsylvania was released on our website on April 30 and features a section focused on the Decade of Investment in PA transit capital. There are planned projects to rebuild public transit facilities in Harrisburg, Washington County, Scranton, Williamsport, Blair County, and Milton, to name a few.

Annual Performance Reports Link: <https://www.pa.gov/agencies/penndot/programs-and-doing-business/public-transportation/reports/annual-performance-reports.html>

88. What plans does PennDOT have concerning improving transit services across the Commonwealth, and encouraging alternatives to driving?

The Commonwealth currently supports public transportation in every county in Pennsylvania. There is fixed-route service in 42 counties and provide nearly \$1.6 Billion annually in operating subsidies for that service. In addition, we have on-demand shared ride service in every county. Shared ride service is available to everyone; however, the service can be cost-prohibitive if the rider is not subsidized for part of the trip. The Commonwealth provides subsidies for individuals who are taking trips to medical appointments through the Medical Assistance Transportation Program. In addition, seniors over the age of 65 and individuals with disabilities who are between 18 and 64 are eligible for an 85% subsidy for service. To learn more about the services offered in PA, visit PennDOT Find My Ride Education - Home. Individuals can learn about available services, apply for subsidies, and even schedule shared ride trips. The 53 transit systems in PA work with local communities to determine needed services and collect local support.

Find My Ride Education Link: <https://findmyride.penndot.pa.gov/fmr-edu/Home>

89. Pennsylvania's passenger railroad infrastructure fails to serve major existing population centers, such as the Lehigh Valley cities of Allentown, Bethlehem, and Easton; Scranton and Wilkes-Barre; Reading; State College; York; West Chester; King of Prussia; Pottstown; and more. How will PennDOT ensure that all of the state's population centers have consistent rail access by 2038?

Existing passenger rail service is available from Philadelphia to Pittsburgh through Harrisburg, as well as Amtrak's long-distance corridors, with stops in Connellsville and Erie. Two additional passenger rail corridors are currently under study to connect the City of Reading with Philadelphia and on to New York City, as well as Scranton to New York City. Due to many constraints, including substantial cost, passenger rail service cannot connect all of the state's population centers by 2038.

90. Land use and transportation are inherently connected, and infrastructure decisions made by transportation agencies can heavily influence the placement of housing by future developers. How will PennDOT work with local municipalities to ensure that long-term development patterns,



especially housing, physically follow multi-modal transit corridors and pedestrian/cycling trail corridors?

Through PennDOT Connects and coordination with regional Planning Partners (Municipal Planning Organizations and Rural Planning Organizations), PennDOT seeks input from municipalities to learn about their current and planned land use development and transportation needs. PennDOT Connects meetings enable PennDOT to learn about municipal plans in the form of Comprehensive Plans, Official Maps, Subdivision and Land Development Ordinances, Zoning, etc. The PennDOT Connects Municipal Outreach program also aids municipalities in need of updating or improving these plans to help improve coordination between PennDOT and local government.

Link to PennDOT Connects Municipal Outreach: <https://www.pa.gov/agencies/penndot/research-planning-and-innovation/penndot-connects.html>

91. With healthcare services increasingly centralized, how can we ensure adequate transportation services for transportation disadvantaged individuals in remote areas??

This is certainly a growing problem in rural communities and cannot be solved solely by transit providers. Local transit providers make their best efforts to meet the transportation needs of the communities they service. However, when healthcare services are centralized, it requires transit providers to make longer trips, with sometimes fewer people onboard the vehicle, making these trips very expensive to operate. With limited resources available to fund these costly trips, transit providers are forced to make difficult decisions regarding how far and how often long-distance trips are provided. PennDOT has had a shared ride program in existence for 40 years to help with this issue. PennDOT recently issued a report outlining some of the issues surrounding the fiscal sustainability of this program.

Shared Ride Studies Link: <https://www.pa.gov/agencies/penndot/programs-and-doing-business/public-transportation/reports/sharedride-studies.html>

92. What is being done to help SEPTA maintain the train lines? We rely on Chestnut Hill West to access Penn Medicine and Abramson Cancer center.

There are two types of answers depending on whether you're talking about the lines governed by the Federal Railroad Administration (FRA) which is Regional Rail - passenger trains, or the Federal Transit Administration (FTA) which is Heavy Rail - subways and trolleys. From a PennDOT perspective, we have the State Safety Oversight Office within the Multimodal Deputate that is specifically responsible for the safety and oversight of Federal Transit Administration (FTA) governed rail. We partner with Southeastern Pennsylvania Transportation Authority (SEPTA) to ensure the safety of those FTA lines. The Regional Rail is under the jurisdiction of the FRA, a separate entity from PennDOT. SEPTA is the recipient of both FRA And FTA funds to ensure the safety of the Regional Rail lines. Chestnut Hill West is part of Regional Rail.

SEPTA uses its own workforce to inspect and maintain their rail infrastructure to the Federal Railroad Administration (FRA) and Federal Transit Administration's (FTA) standards. SEPTA also has a capital program to replace and/or rehabilitate rail infrastructure, which is separate from standard maintenance activities.

93. Can you please consider consolidating all the transit agencies in Pittsburgh? In my opinion, it is a waste of money because of duplicity of service.

The Pennsylvania Public Transportation Law encourages local transportation organizations to study the feasibility of consolidation of local transportation organizations. It incentivizes consolidation when there is evidence to support cost savings. The decision to study the feasibility of consolidation is determined at the local level by the regional transportation organizations. The annual report provides some information on expenses and revenues for each transportation provider in the region for cost comparisons.

Annual Performance Reports Link: <https://www.pa.gov/agencies/penndot/programs-and-doing-business/public-transportation/reports/annual-performance-reports.html>

94. As someone who works in Philadelphia, today's news about SEPTA's service cuts due to their lack of funding has me extremely worried. I wouldn't be able to get to the nonprofit organization I volunteer at during the weekdays if the trains shut down at 9 PM.

Governor Shapiro's FY 2025-26 budget proposed to increase public transit funding by \$292 million per year. These additional funds are intended to offset service cuts.

95. Here in Pittsburgh, our public transit system is facing severe cuts due to budget shortfalls, and it's my understanding that this is happening elsewhere in the Commonwealth, too. What resources or approaches can PennDOT bring to the table to ensure our communities have access to functional public transit systems?

Governor Shapiro's FY 2025-26 budget proposed to increase public transit funding by \$292 million per year. These additional funds are intended to offset service cuts.

96. What is PennDOT doing to improve Amtrak? Upgrading ADA station compliance (disability access) and expanding lines or adding trains in unserved communities? Thanks.

PennDOT continues to partner with Amtrak to make substantial improvements along the Keystone Corridor to provide ADA-compliant and accessible Amtrak stations. PennDOT is working to ensure all Amtrak stops between Harrisburg and Philadelphia will include high-level platforms and fully accessible station facilities. PennDOT works closely with Amtrak to implement ADA accessibility improvements at stops between Harrisburg and Pittsburgh and is currently working with Norfolk Southern (owner of the rail line west of Harrisburg) and Amtrak to double the frequency of trains running to and from Pittsburgh. Additional corridor expansions are under consideration in other parts of Pennsylvania but are reliant on continued federal funding support.

97. What is PennDOT doing to encourage freight transport by rail, avoiding the roads and private vehicles?

Pennsylvania is one of the few states that have a dedicated funding source for Rail Freight partners. PennDOT has the Rail Transportation Assistance Program (RTAP) capital budget program and the Rail Freight Assistance Program (RFAP), about \$45 million annually to help rail partners invest and expand



rail. PennDOT also works with PhilaPort to try and connect the port with rail partners. Additionally, PennDOT has the State Rail Plan, which helps catalogue rail infrastructure.

98. Western PA is dying with no transit system. Buses don't run in enough places and times to depend on it for work. We need a rail system covering Western PA

Pittsburgh Regional Transit operates comprehensive bus, trolley, "the T", and incline service in Western PA, primarily Allegheny County. Pittsburgh is served daily by an Eastbound and Westbound Pennsylvanian and the Floridian Amtrak Train. Commuter rail (as opposed to light rail) is not currently under consideration for Western PA. In addition, there are also 10 other transit systems in the Southwestern PA MPO (SPC) that receive state and federal funds to support fixed-route public transportation in Western PA. To find more information on who they are and how to reach them, you can refer to PennDOT's Transit map.

99. Hi, Chris B here from Pittsburgh, what can PennDOT do to help municipalities and transit agencies to provide better infrastructure to facilitate more efficient public transit, like more bus lanes, priority signals, and more?

PennDOT works with local municipalities on these issues as they arise. The department has worked with transit agencies in Harrisburg, State College, and Philadelphia to implement prioritization signals for buses. In Philadelphia, SEPTA installed AI cameras on some busses last year to better implement their bus lanes and prevent cars from parking or loitering in bus lanes. SEPTA Releases Findings of AI Camera-Assisted Bus Lane Enforcement Study – Southeastern Pennsylvania Transportation Authority. Currently, PennDOT is working with the City of Harrisburg to look at high-priority corridors and what might need to be done to improve the efficiency of service in the Harrisburg region. In the Pittsburgh region, Pittsburgh Regional Transit (PRT) works with the local municipality to prioritize efficiency. The University Line, coming soon, is a example of that collaboration.

"SEPTA Releases Findings of AI Camera-Assisted Bus Lane Enforcement Study – Southeastern Pennsylvania Transportation Authority" Link: <https://www.septa.org/news/septa-releases-findings-of-ai-camera-assistedbus-lane-enforcement-study/>

100. Why is SEPTA calling for extreme service cuts?

Governor Shapiro's FY 2025-26 budget proposed to increase public transit funding by \$292 million per year, that would potentially address the revenue side of the equation. If they do not receive additional revenue, the service cuts would go into place to reduce expenses and balance their budget.

101. I am so angry and disgusted about these SEPTA cuts you must act!

Governor Shapiro's FY 2025-26 budget proposed to increase public transit funding by \$292 million per year. The General Assembly will consider the budget proposal in the upcoming budget negotiations.

102. What are you going to do to make sure the Paoli Thorndale line won't be eliminated?

Governor Shapiro's FY 2025-26 budget proposed to increase public transit funding by \$292 million per year, that would stave off recently announced service cuts that include the Paoli Thorndale line. If they



do not receive additional revenue, the service cuts would go into place to reduce expenses and balance their budget.

103. What are the prospects to restore direct passenger rail between Harrisburg and Baltimore?

There are no current plans to restore passenger service between Harrisburg and Baltimore.

104. Is there any way of convincing the legislature to stop the stalling and see public transit as a non-partisan issue and an economic priority? Service cuts should not even be on the table.

Pennsylvania invests more than \$2.5 billion annually in public transportation, overseeing operating and capital investments for fixed-route and shared-ride systems throughout the state, passenger rail service and station improvement projects between Pittsburgh and Philadelphia, and intercity bus routes. Fixed-route service is provided in 46 counties, while shared ride is provided in every county in the Commonwealth by 54 transit systems.

Each transit agency collaborates with a local board to develop services that are affordable, efficient, and cost-effective in their community. Pennsylvania provides the 5th largest state investment in state dollars in the nation. Expansion and, in some cases, maintenance of service will require additional investments of state and local funds. To that end, Governor Shapiro's 2026 budget proposal includes an increase of nearly \$300 million to help agencies continue to provide transportation services at the level we have today.

105. 1. When will PennDOT perform a cost-benefit analysis of the long-term impact of maintaining vs removing the portion of I-95 that runs from South Philadelphia to Center City (more information here: https://x.com/civic_grit/status/1787161913001963695)?

2. Why aren't traffic calming measures such as speed tables automatically added to state routes when those roads are repaved? For example, according to the PennDOT project manager, no traffic calming measures are currently planned for the repaving of Kelly Drive in Philadelphia.

3. Will PennDOT analyze how walking, cycling, and public transit can reduce and/or eliminate the estimated 10 percent increase in traffic by 2045 that PennDOT is using as the basis to widen and expand I-95 in Philadelphia?

4. How can PennDOT justify expanding and widening I-95 in Philadelphia when SEPTA, an agency that serves 4 times the number of daily users than I-95 (800,000 for SEPTA vs 160,000 for I-95) is facing a budget crisis?

1. Traffic volume projections from the regional planners at Delaware Valley Regional Planning Commission (DVRPC), based on existing conditions data, planning fundamentals specific to the location, and other criteria, all indicate that I-95 is an essential transportation resource in the City of Philadelphia.

2. Traffic calming measures are typically selected based on the roadway's functional classification and overall context. It is important to note that the inappropriate application of these measures can lead to unintended consequences, such as diverting traffic onto less suitable residential streets, which may impact safety.



Addressing aggressive driver behavior is challenging through engineering alone. A comprehensive approach that includes enforcement and education is essential to achieving effective and lasting safety outcomes.

3. All traffic forecasts used for PennDOT projects in the Philadelphia region are calculated by DVRPC, utilizing the most recent trends in population, land use, anticipated development, and anticipated transportation mode usage. Projections of traffic volume for the current I-95 reconstruction program and studies for the future were also determined using this methodology.

The I-95 project currently underway has included a number of elements that serve and enhance multimodal transportation including sidewalks, multi-use trails, bike lanes, the Route 15 trolley, a flex of funds for regional rail improvements parallel to the I-95 corridor, and an upcoming flex of funds for rail station improvements. Additionally, funds are being planned to use for upgrades to the Market Frankford Elevated infrastructure including the Spring Garden Street Station.

4. The Southeastern Pennsylvania Transportation Authority (SEPTA) plays an essential role in transportation within the Philadelphia metro area. It must have adequate operational and capital funding to serve its ridership. The highway network also plays an essential transportation role in the region, which requires investment to maintain its functionality and safety.

Incidentally, the figure cited for SEPTA is network-wide and that for I-95 is for a single highway of the PennDOT District 6 network.

106. What opportunities is PennDOT exploring to address Truck Parking across Pennsylvania?

- PennDOT produced guidance documents for implementing truck parking best practices through a Transportation Advisory Committee (TAC) [study](#) in 2023. The documents provide local municipalities case studies from their peers, both in Pennsylvania and from other successful truck parking improvement projects from around the country.
- PennDOT revitalized its task force of freight planning stakeholders to implement a multifaceted approach, bringing members from PA Legislative offices, PennDOT, FHWA, and the Pennsylvania Motor Truck Association together to develop sound planning principles focused on truck parking.
- PennDOT provided regional context to federal partners in relation to the National Freight Network; recognizing the need for progressive and practical land-use principles, and engaged the MPO/RPO regions that are predominantly affected by the growth of the freight industry. PennDOT works with partners at the Pennsylvania State Police regarding the enforcement of truck parking implementation to increase safety both on the state and local transportation systems as well as the Owner Operators in the logistics forums.

Technology

107. PennDOT's traffic forecasting modeling practices and assumptions are not clearly communicated to the public, and some aggressive automobile traffic growth trends once anticipated by public agencies have not come to pass. What measures is PennDOT taking to ensure that its traffic

forecast models do not incorrectly assume excessive and/or perpetual traffic growth along roadways; and how will PennDOT better engage with the public about such models?

The projected traffic growth factors are derived using a number of data sources, such as historical Vehicle Miles Traveled (VMT) and Woods and Poole demographic and socio-economic data. Data is inputted into a VMT forecasting tool to calculate growth factors annually. The results are then provided to the PennDOT Engineering Districts.

We are actively evaluating the forecasting tool to determine if any updates are needed.

108. When might we see more EV chargers along the Pennsylvania Turnpike and Northeast extension?

PennDOT's primary method of increasing EV charging infrastructure is via the National Electric Vehicle Infrastructure (NEVI) program. On our website, the NEVI Active Awards Map displays a number of EV fast-charging projects in progress along the Turnpike and Northeast Extension. The charging stations are anticipated to become available throughout 2025 and 2026. The first NEVI station along the Turnpike to become operational will likely be the Fort Littleton NEVI project in the spring or summer of 2025. The Pennsylvania Turnpike Commission has additional plans to install EV fast-charging stations at all Turnpike and Northeast Extension service plazas over the next couple of years, even those that are not receiving NEVI funding.

Link to Active Awards Map:

<https://experience.arcgis.com/experience/b3e694355d77400da7cb5efaffd017dc/page/Page/?views=Legend>

109. The US Route 22 corridor between Monroeville and Altoona is a fast-charging desert. What can the state do to speed up the expansion of EV charging in that corridor?

PennDOT has similarly identified this corridor as important for long-distance travel and has noted that it is currently underserved by charging infrastructure. Within the original framework of the National Electric Vehicle Infrastructure (NEVI) program, PennDOT is first required to use funds for high-power charging along designated corridors, which primarily consist of interstate highways. After this build-out is complete, PennDOT may seek "Full Build-Out" certification from the federal government, which will allow our remaining NEVI funds to be invested in other locations. PennDOT's NEVI Community Phase Framework outlines the department plans to invest the remaining funds. The first funding opportunity that PennDOT will make available after receiving build-out certification will be the "Corridor Connections" program, which includes EV fast-charging along US Route 22.

Community Phase Framework Link: https://www.pa.gov/content/dam/copapwp-pagov/en/penndot/documents/research-planning-innovation/planning/evs/documents/pa_nevi_post-afc_plan.pdf

110. What is the Department's vision for modernizing the interstate system? Other states are adding additional lanes and capacity on their interstate systems.

Adding capacity to an interstate is a very expensive proposition. PennDOT has made attempts to improve interstate safety, much of which is bridge replacements. Many bridges are over fifty years old

and reaching the end of their life cycle. Keeping the existing network safe and efficient is a challenge, and improvements are made when and where they can be.

111. Will those truck parking facilities include charging for zero-emissions trucks?

With the advancement of the National Electric Vehicle Infrastructure (NEVI), the focus has been on the development of charging infrastructure for passenger vehicles. There has been little implementation in the space of medium and heavy-duty trucks. There have been advancements within the Port facilities to leverage zero-emission equipment moving freight within the designated facilities. The practical implementation of medium and heavy-duty freight in the commercial space leveraging the National Highway System (NHS) has been limited. Some prominent companies in the freight delivery business have leveraged the use of zero-emission delivery vans and light trucks; however this implementation has been on the private side to date, with companies such as Amazon and FedEx implementing the technology within their own facilities. Heavy-duty trucks, the largest segment of users of these parking facilities, currently have limitations that make them impractical for battery-electric motive power using existing technology, including lengthy battery charging time, weight considerations for batteries, and grid capacity in rural areas where many truck parking facilities are located.

Budget and Funding

112. Does PennDOT have any plans to begin tolling I-80 or other major interstates in PA?

Neither PennDOT nor Governor Shapiro support tolling interstates.

113. What is being discussed currently with the Highway Trust Fund and its sustainability for future DOT projects?

The Highway Trust Fund exists in the Federal Government with respect to project delivery. Pennsylvania's Fund is the Motor License Fund, which PennDOT uses to deliver road and bridge projects. Both funds are heavily reliant on motor fuel taxes—a funding concept that is more than 100 years old. In fact, 75% of PennDOT's funds come from motor fuel taxes. Gas taxes have become a less predictable source of revenue for transportation agencies across the country. As passenger vehicles become more fuel-efficient, and adoption of all-electric vehicles continues to increase, we are seeing reduced revenues at the gas pump. In 2024, Act 85 (later amended by Act 149) was passed by the Pennsylvania General Assembly and signed into law by Governor Josh Shapiro, setting the Commonwealth on a path to modernize how electric vehicle (EV) and plug-in hybrid vehicle (PHEV) owners support road and bridge maintenance. On April 1, 2025, Pennsylvania began to charge EV and PHEV owners a yearly Road User Charge (RUC). Every state is facing this issue, and discussions on this will continue into the future as more EVs appear on the roads.

114. How will PennDOT work with municipalities, non-profits, and school districts to fully allocate and spend down the \$12M in unspent Safe Routes to School funding (connected to TASA/TAP) that has been in hand for years, since it is vulnerable to potential rescission/claw back from the federal government?



All of the remaining “unspent” Safe Routes to School (SRTS) funding has been allocated to projects during the previous Transportation Alternatives Set Aside Program (TASA) selection round. We expect these projects to be completed within the next 3 years. Many of these projects are still undergoing preliminary engineering and design activities and haven’t technically been spent or obligated yet. Obligations typically occur when a project is ready to be advertised for bid.

To reiterate, there are no available SRTS funds for allocation to further projects. We will continue to work with municipalities, school districts, and other interested parties to deliver necessary projects with TASA funding.

In the unlikely scenario of a rescission, before these projects can obligate funding, we will substitute the awarded SRTS funds with Transportation Alternatives Program (TAP) or other eligible Surface Transportation Program (STP) funds to compensate.

115. How will recent Federal Transportation funding freeze affect the Capital Beltway Projects and other future projects in PA?

Pennsylvania was the recent recipient of a \$500M grant, the largest received in PennDOT's history, which will be used to replace the I-83 Bridge over the Susquehanna River. However, those funds are unfortunately not obligated and could still be at risk. The I-83 Bridge project is critical and will continue regardless of funding source. The preservation of previously awarded grant funding would benefit every region of our state, as that frees up an additional \$500M that can be used in other districts for other necessary projects.

116. Car-centric and car-dependent infrastructure is known to contribute to significant urban sprawl, dramatically increasing the total cost of PennDOT roadway construction and maintenance and increasing the financial burden of Pennsylvania taxpayers. How do PennDOT’s long-term plans strive to reduce car dependency to achieve financial sustainability?

Pennsylvania’s [2045 Statewide Long Range Transportation Plan \(LRTP\)](#) establishes a direction for the Commonwealth’s transportation system for a 20-year planning horizon. That direction is expressed through the six goals included in the LRTP that help to guide PennDOT’s programs and project investments. The LRTP Goals include:

- Safety—Enhance safety and security for both motorized and non-motorized modes throughout Pennsylvania’s transportation system.
- Mobility—Strengthen transportation mobility to meet the increasingly dynamic needs of Pennsylvania residents, businesses, and visitors.
- Equity—Improve transportation access and equity throughout Pennsylvania.
- Resilience—Strengthen Pennsylvania transportation resilience to climate change and other risks to reduce the environmental impacts associated with transportation improvements.
- Performance—Improve the condition and performance of transportation assets.



- Resources—Structure transportation funding and finance approaches that allocate sufficient resources for system safety, maintenance, preservation, and improvement.

PennDOT also strives to promote alternative modes of transportation and reduce car dependency. They include: [Public Transit](#), [Active Transportation](#) and [Transportation Systems Management and Operations \(TSMO\)](#).

117. What is PennDOT's plan to increase aviation funding?

The General Assembly is aware of the need for aviation funding. Unfortunately, we have far more grant requests from our 120 airports than we do funds available. Act 89 dedicated a modest amount of funding, which is available for important projects such as hangers and taxiways. Any additional funding would require an action from the House and the Senate.

118. Now that the NEVI program is under attack, does the Department have an alternative course?

The NEVI program is under attack and is painfully slow. Could the state act as a catalyst for private EV charging companies to speed up expansion?

PennDOT has \$75 million and 90 projects that have been obligated from federal partners for the buildout of the charging network. The network will result in gaps no greater than 50 miles along the Alternative Fuel Corridor when all 90 stations are operational. 18 NEVI stations are already open, and many others will be under construction in 2025. Pennsylvania will be a national leader in the buildout of charging stations. There are opportunities to expand outside of NEVI, and discussions will continue as the number of electric vehicles continues to increase.

119. An increase in registration fees seems to be the simplest and fairest way to collect funds for road and bridge maintenance. With a weakening of the gas tax, what are other funding mechanisms being considered for road and bridge project funding?

The Governor continues to advocate for the decoupling of State Police funding. For folks at home, PennDOT, over the years, has been statutorily required to divert motor license fund highway and bridge dollars to support the state police. At our high-water mark, we were diverting around \$800 million per year (approximately \$.13 per gallon of gas tax). When Governor Shapiro was sworn in, that number was \$500 million. In the first two years of the Governor's administration, \$250 million of that has been decoupled. That means PennDOT has had \$250 million additional dollars available without anyone in the Commonwealth paying a single penny in additional tax or fee. The Governor has proposed to decouple an additional \$50 million this year. Those steps, combined with the federal dollars we've received, both program and discretionary dollars, help meet the needs that we have. But the need is vast. The conversation will continue in both Washington and state capitols across the country, with backfilling the transportation dollars due to declining motor fuels taxes that are collected as a result of the advent of electric and hybrid electric vehicles. We still have much work to do, but the decoupling of the State Police funds was the first step.

120. Are there state funds available to continue covering the interstates that bisect our city and usurp valuable real estate?



The Interstate Highway system remains an essential part of Pennsylvania's transportation infrastructure. Transportation funding allocated to the Commonwealth of Pennsylvania is available to continue the maintenance and development of our Interstate highways.

Other

121. How can Job Corps and PennDOT work together.

PennDOT's On-the-Job Training (OJT) Program aims to provide training opportunities that build a robust transportation workforce. The OJT Program can collaborate with Job Corps' Advanced Highway Construction, Pre-Apprentice program to provide presentations and information to Job Corps participants about the OJT Program and the OJT Job Bank to connect potential trainees with contractors.

Outreach to Job Corps will be included in upcoming OJT Program outreach efforts.

122. Why do OH and IN have much nicer rest stops?

The Department is reinvesting in its 12 Welcome Centers, and 35 Safety Rest Areas across the state as funding becomes available. The Department has recently renovated its welcome centers in Mercer and Erie Counties and constructed new rest areas in Dauphin County in 2020. The Department is currently renovating and upgrading several locations across the state with new sewer treatment plants, potable water supply systems, HVAC systems, Backup Power generator systems, Fenced Pet Areas, and Tire Filling stations, while also addressing the needs of the traveling public for a safe and friendly experience while visiting the sites.

123. What is PennDOT doing to alleviate the growing litter problem?

It takes a large financial and time investment to clean litter, and it remains a persistent issue across the Commonwealth. Litter along PA roadways can travel along the land and impervious surfaces, into storm drains and waterways affecting wildlife and human consumption in the watershed more broadly. PennDOT is responsible for 44,000 miles of roadway, and we're incredibly dependent on our partners for help and support, such as through the Adopt-A-Highway program. In 2024, PennDOT hosted nearly 23,000 volunteers belonging to 4,600 groups and supported the collection of more than 39,000 bags of trash from PA roadways in the Adopt-a-Highway program. These efforts accounted for more than 9,100 miles of roadway, and the program is on track to improve those numbers this year.

Additionally, while PennDOT's Adopt-A-Highway program relies on volunteer groups to maintain adopted sections of roadway, the Sponsor-A-Highway program involves businesses and interested parties securing agreements with PennDOT vendor who use skilled maintenance forces to remove litter in exchange for the installation of signage recognizing their sponsorship. Parties interested in taking part in the Sponsor-a-Highway program can do so by calling 1-800-FIXROAD or visiting vendor websites directly.

124. Good Morning – I have signed up for the April 10th session.

Over the years I have sent letters to PENNDOT regarding the condition of the highways around Philadelphia and its suburbs.



I am talking particularly about I-95, the Blue Route, the PA Turnpike, the Schuylkill Expressway and Route 309. These are highways I travel frequently.

I am always told that PENNDOT has an ongoing cleaning program, but traveling up and down these highways, I consistently observe tires, furniture, broken glass, bags of trash, litter, debris and almost anything imaginable along these highways.

It is particularly embarrassing when a Visitor to our area leaves PHL airport and sees the condition of I-95 and the Blue Route.

I take it upon myself to clean the area on Sumneytown Pike (Route 63) around the Lansdale interchange of the Turnpike because it is great exercise for me and I help to clean the Environment.

Just my 2 cents!

Thank you for listening.

PennDOT invests time and funds in litter removal, but it remains an ongoing challenge. In southeastern Pennsylvania, PennDOT spent \$6.3 million on litter removal from state roads in 2024. The department will continue to assign crews to remove litter whenever weather conditions and scheduling allow.

In addition to the maintenance crews and contractors, the Adopt-A-Highway groups also work diligently to keep our roadways clean. These volunteers face the difficult cycle of cleaning a roadway one week, only to return the following week to find it littered again as if it had never been cleaned.

PennDOT's Sponsor-A-Highway program involves businesses and interested parties securing agreements with PennDOT vendor who use skilled maintenance forces to remove litter in exchange for the installation of signage recognizing their sponsorship. Parties interested in taking part in the Sponsor-a-Highway program can do so by calling 1-800-FIXROAD or visiting vendor websites directly.

Please visit Litter in Pennsylvania to learn more about PennDOT's efforts.

Litter in PA Link: <https://www.pa.gov/agencies/dep/residents/recycling-and-disposal/litter.html>

125. I would love to see a more seamless system for public submissions. How can we accomplish this?

I regularly submit improvement ideas and about 75 percent of the time I am told it is a township issue and that I need to contact the township on my own. Often, I do not follow up with the township, sometimes I am unsure what township I am in. Most of the time my idea stops there, I don't take additional steps.

Also, when I refer to my fix road comments it has a number, but it doesn't tell me my written submission. I wish the fix road interface was easier to use. What if there was an app and a resident makes their own account and there you can see a history of your comments? I have a lot of them, lol.

Thank you for your comments regarding the Customer Care Center (1-800-FIX-ROAD). We will take this suggestion into consideration during future updates of the system.



126. How many people are employed that fill potholes?

PennDOT has approximately 7,100 employees dedicated to the maintaining, restoring, and expanding the state's highway system. Within that number, the Department does not have specific classifications that deal solely with the maintenance of potholes. Our maintenance crews complete numerous road maintenance activities in addition to pothole repairs, including pipe replacement, pavement preservation, and snow removal on our roads to ensure safe travel for the motoring public across Pennsylvania's 40,000 roadway miles and 25,000 bridges. Most permanent pothole repairs are completed in the spring and summer when temperatures stay above freezing. A typical crew consists of around eight crew members to complete a permanent pothole repair.

127. Who is responsible for auditing the driver education coursework?

The Pennsylvania Department of Education (PDE), specifically the Division of Instructional Quality, oversees driver education coursework in the commonwealth. The PDE manages all aspects of driver education, including Local Education Agencies (LEAs) and Private Driver Training Schools (PDTs). This oversight encompasses driver education theory courses (which can be online, in-person, or correspondence), behind-the-wheel training, multi-vehicle range instruction, simulation, and programs for clients with physical challenges or those seeking rehabilitation.

The PDE conducts visits to these programs on a three-year rotating cycle. All driver education programs must align with established content and performance expectations.

128. Container traffic on I-78 is going to grow dangerously in the future. How do we relieve the congestion?

The Department is following current recommendations of the Transportation Advisory Committee studies that address freight, the most recent being the 2023 study on Truck Parking efforts the Department is currently undertaking. PennDOT fosters collaboration between applicable business units including Planning and Operations, as well as across government with Pennsylvania State Police to develop guidance documentation and share best practices with all freight stakeholders. These guidance documents and best practices are being presented and, when applicable, implemented to address the ever-growing freight movement activities, not only on the I-78 corridor, but also on all identified critical freight corridors within the Commonwealth. These efforts look to make systemic decisions on freight movement as a whole to avoid shifting the burden from one corridor to another within Pennsylvania.

129. 1. Fix potholes.

2. Why do the tolls seem to go up every 3 months?

3. Why is there trash on the side of highways and trees and grass not being cut on a semi-regular basis?

4. Why isn't there enough lighting on the highways?

5. Lastly, why is there so much cronyism and favoritism?



1. In Pennsylvania, the freeze-thaw cycle, typically occurring between February 15th and April 15th, weakens road surfaces, leading to the formation of potholes and other types of damage. PennDOT uses cold patching to fill potholes temporarily, with permanent repairs scheduled for the spring when asphalt plants are open. If you have a specific area of concern, please contact 1-800-FIX-ROAD or the PennDOT Customer Care Center.

2. PennDOT does not toll any state interstates or bridges, and the current administration does not have any plans for tolling. The Pennsylvania Turnpike Commission's (PTC) annual toll increases are legislated through Act 44 of 2007 and are not controlled by PennDOT. Please see more information here: <https://www.paturndpike.com/about-us/investor-relations/act-44-plan>.

3. PennDOT invests time and funds in litter removal, but it remains an ongoing challenge. For example, in southeastern Pennsylvania, PennDOT spent \$6.3 million on litter removal from state roads in 2024. The frustrating reality is that within two weeks of completing a litter-removal operation, the area often appears as if it had never been cleaned. The department will continue to assign crews to remove litter whenever weather conditions and scheduling allow.

In addition to maintenance crews and contractors, the Adopt-A-Highway groups also work diligently to keep our roadways clean. These volunteers face the difficult cycle of cleaning a roadway one week, only to return the following week to find it littered again as if it had never been cleaned.

Please visit Litter in Pennsylvania to learn more about PennDOT's efforts.

Litter in PA Link: <https://www.pa.gov/agencies/dep/residents/recycling-and-disposal/litter.html>

4. PennDOT uses a number of internal and external resources to determine where to put lighting along our highways. Internal resources such as Publication 408 (Construction Specifications for PennDOT projects) and Publication 13M (PennDOT's Highway Design Manual Part 2) are used, as well as the AASHTO Current Roadway Lighting Design Guide, the Illuminating Engineering Society (IES) Current Lighting Handbook, and other nationally recognized resources. If you have a specific area of concern regarding lighting, please contact 1-800-FIX-ROAD or the PennDOT Customer Care Center.

5. PennDOT undergoes a collaborative process to develop a funding distribution plan, known as the Pennsylvania 2025 Transportation Program Financial Guidance. Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group. The Financial Guidance Work Group is directed by principles that Financial Guidance must be based on:

- A cooperative effort
- A long-term strategic viewpoint
- A Commonwealth perspective
- Existing and readily available data
- Statewide and regional needs-based decision-making
- Responsiveness to near-term issues and priorities
- Coordination with other agencies and initiatives.



130. Why is PennDOT still so interested in level of service improvements and highway expansion?

Listen to your constituents, especially Philadelphians talking about projects in Philadelphia: We don't want or need highway expansions through our city. Spend your limited capital funds on projects that benefit every Philadelphian, not the select few that drive.

Philadelphia is located within the Delaware Valley Regional Planning Commission (DVRPC) area. All projects undertaken by PennDOT District 6 must be programmed through the regional planning process at DVRPC. A number of provisions to limit new highway capacity are included in the DVRPC plan that PennDOT supports. Every project on the program is indicated as either increasing capacity or not according to the criteria and definitions provided in the summary available on the DVRPC website. The regional transportation program includes investments that address all forms of surface transportation. A summary of the scope of the current plan can be found at:

<https://www.dvrpc.org/tip/pa25/fy2025patip.pdf>

131. Why did you guys lie about the survey results for the i95 plan in south Philly?

The survey in the Virtual Meeting Room was not intended for and will not be used as a referendum on the given Design Concepts. The Low, Medium, High, and None, selections were collected using the drop-down menus, and all the written comments about the Design Concept preferences were collected. This information will take more detailed studies forward for the Walt Whitman interchange and the other focus areas of the I-95 Central to South Philadelphia corridor.

132. I subscribed to the Region 6 newsletter but I found the number of daily emails to be cumbersome and largely irrelevant to me. Is it possible to narrow the newsletter to focus on only a specific county and topics? For example, I live in Philadelphia and road closures and other alerts in say Chester County are not relevant to me and largely end up with me ignoring the 3-6 daily emails from PennDOT. In terms of topics I think it would be helpful if you allowed people to check only certain kinds of alerts, like projects that have upcoming public comments or updated designs.

Please sign up for a 511PA account to receive customized alerts for road closures in your area of interest or along specific routes. [\[511PA\]](#)

133. PennDOT should take over the PA Turnpike Commission. It would save taxpayers and it would streamline highway services. The Turnpike is wasteful.

The PA Turnpike Commission was formed in 1937 to construct, finance, operate and maintain the Turnpike. While PennDOT does not have the authority to implement or collect tolls for state-owned roads or bridges, PennDOT does retain a seat on the Board of Commissioners, represented currently by PennDOT Secretary Mike Carroll.

