



Online Public Meeting Questions and Answers



On April 16, 2015 the State Transportation Commission (STC) and the Pennsylvania Department of Transportation (PennDOT) announced the opening of the public comment period as part of the Twelve Year Program (TYP) update process. This compilation includes questions asked during the Online Public Meeting held on April 16, 2015. All questions are listed in the format received; however, inappropriate language and personal information has been removed. PennDOT has made every effort to respond to each question by email. Additional questions received during the comment period will be responded to in the order that they are received.

Safety

1. Are there any efforts for mandatory seat belts laws and changes to cell phone usage while driving laws?

There is currently no legislation in the PA House or Senate containing language which would create a primary seat belt law for all Pennsylvania drivers. Currently, drivers and passengers under the age of 18 are subject to a primary seat belt law, while a secondary seat belt law pertains to those 18 and over. Also, there is current legislation which contains language aimed at increasing penalties for distracted driver crashes or restricting use of wireless communication devices of individuals driving with a learner's permit. This legislation can be found in (HB 714, Regular Session 2015-2016) and (HB 652, Regular Session 2015-2016).

2. Please re-evaluate the effort planned on PA road safety. Deaths and injuries are still TOO HIGH. Your report mentions almost nothing on this. My browser search finds not one mention of crash, accident, death, injuries... NOT one section to driver testing, training, enforcement and incarceration for crashing! PLEASE help and I speak from one vehicular victim who has survived two crashes by at-fault drivers let back on the highway by PA State Police!

At the conclusion of 2014, Pennsylvania again experienced a record low number of traffic-related fatalities as the state did in 2013. In fact, fatalities in several safety focus areas such as impaired driving, aggressive driving, and unrestrained fatalities decreased as well. The department's Strategic Highway Safety Plan consists of seven vital safety focus areas which each contains a list of countermeasures ranging from enforcement to education and engineering. During 2015, utilizing federal grant funding from NHTSA, PennDOT distributed over \$11M in grants for high visibility enforcement aimed at combating impaired and aggressive drivers, as well as enforcement of occupant protection laws. It is hoped that through the department's planning and programming, the traffic-related crashes and fatalities will continue to decrease year after year as we work toward zero deaths.

3. I often drive my 90 year old mother, who uses a walker, to doctors and medical appointments. She does not drive or have a car. How can I get a handicap sticker for my car to use when I am in the transport of my mother? I do not need one at any other time.

A Person with Disability Parking Placard is issued to the disabled person for their use in any vehicle being operated exclusively by or for the benefit of a person with disability and may only be used when those persons are actually being transported in the vehicle. Your mother would be the applicant and the placard can be used in any automobile your mother would travel in. It hangs off the rear-view mirror when the car is parked. The form

Questions and Answers, continued

will require a certification from a health care provider licensed or certified in PA or another contiguous state. Your mother's doctor's office may be able to assist you in the application process. This link can provide additional information: http://www.dmv.state.pa.us/registration/pwd_plate.shtml.

4. In the April 17, 2015 issue of the Tribune the public was invited to respond to how PennDOT's doing. Thank you for giving me an opportunity to vent. Every day I curse PennDOT when I'm reminded of your stupidity. Reminded by annoying rumble strips, dangerous concrete barriers and signage that contributes nothing but clutter and confusion. Roman road builders you are NOT. Consumption of tax dollars you ARE. Last year state route 985 from Somerset to Johnstown was rebuilt. The road surface was beautiful, approximately 32' wide, with rebuilt bridges and all. Then PennDOT imposed their intelligence to improve this beautiful highway. Let's see, what can PennDOT add: ·Rumble strips; First let's narrow the lanes down to 12' each by adding rumble strips 4' from the outer edge. Not enough PennDOT says! Now let's further narrow the lanes by digging divots down the middle. Not something narrow and unobtrusive. Make them deep and a foot wide so they collect debris. That way they can be a threat to a motorcycle and a constant nuisance to a driver of a vehicle. Yellow painted lines just weren't understood. We are government and can impose our will. When you multiply 2 feet of rumble strips by all the roads that now have them, I wonder just how many thousands of miles of roads have been ruined by PennDOT?· Concrete barriers; Huge dividing barriers to control these unruly subjects, curbs in front of business, etc. These obstructions are dangerous for cars, motorcycles and snowplows. So what? Now PennDOT can spend what's left of their budget patching these debris fields with blacktop after they start breaking up. Again, no one could understand a few simple yellow lines indicating lanes, divided highways etc. We can control them! Signage, Let's be creative and helpful; Buckle Up Every Time, High DUI Crash Area , Targeted DUI Enforcement Area, Adopt A Highway, Falling Rock, Aggressive Driver Area, Slow Down Save A Life, Pass With Care, No Passing Area, No passing Zone, Buckle Up Its Our Law, Heritage Route, Trail Head Parking, No Engine Brake, Reduce Gear, Trucks Over 21,000 lbs Reduce Gear, Be Alert Heavy Truck Traffic, School Bus Stop, Trucks Use Right Lane, Right Lane Ends, Do Not Pass, Truck Crossing, No Parking On Shoulder, Keep Off Shoulders, No Turn On Red, Cattle Crossing, Watch For Entering Vehicles, Bridge Freezes Before Road, Bridge May Be Icy, Right Lane Must Turn, DUI You Can't Afford It, Yield, School Bus Crossing, Road Narrows and Winding Road Next "100,000" miles. I could go on but you get the idea. Reflectors & Guide Rails (guard rails); Masses of Yellow, orange and white reflectors. Stuck on posts, guard rails and on signs. Left, right and in the middle of the road. On barriers and culverts. So many it's hard to know where the road goes until you hear that irritating rumble sound. Then, are you too far left or right? You're in Pennsylvania! Why not save the money and just try building roads for a change. Don't out smart yourself. PennDOT you've made Pennsylvania roads a joke and dangerous.

Rumble strips are cost effective safety features to alert inattentive drivers to a potential danger, such as drifting away from the normal traveled way and departing the roadway. Centerline rumble strips are used to prevent head-on and opposite-direction sideswipe crashes. Edgeline rumble strips are used to prevent run-off road crashes and collisions with fixed objects (such as trees, utility poles, embankments, etc.). Pennsylvania is a leading state in reducing head-on fatalities on two-lane roads. The number of fatalities in head-on crashes has declined by 47 percent since 2000 thanks to the installation of over 5,000 miles of centerline rumble strips. Run-off road crashes have decreased by 23 percent since 2000 due to the installation of over 4,000 miles of edgeline rumble strips. Edgeline rumbles are installed with a minimum 4 foot shoulder to allow the bicycle community enough room to use the roadway. Rumble strips installed with less than 4 foot shoulder may pose a safety hazard to the roadway users by forcing bicyclists out into the travel lanes and forcing overtaking motorists to pass unsafely. Signs and pavement markings are a critical asset used to direct traffic in the safest, most efficient way possible. Reflectors are essential to improving visibility of obstructions and roadway markings.

Questions and Answers, continued

Work Zone Safety

5. To who it may concern: I think painting BRIGHT ORANGE lines in construction areas (along with the barrels) would do a lot more than putting on your headlights. As far as I know, Pennsylvania is the only state with the headlight law. I've driven all over the east coast, and never seen signs for headlights on anywhere but Pennsylvania. People seeing ORANGE LINES on the roads would let people know this is a construction area, rather than having your headlights on. Nine times out of ten you have to paint new lines in a construction area anyways. So why not go ORANGE. This makes more sense to me. This is done in other places around the world. Is Pennsylvania that far behind? THANKS for your time.

The Wisconsin DOT is currently experimenting with orange (work zone) pavement markings. PennDOT is awaiting FHWA approval to expand the "experimental" phase of the orange pavement markings in work zones. The Department has let FHWA know that we are interested in participating when the experimental phase is extended to other state DOTs.

Distracting Driving

6. We want safe roads. Some of the problem is the road configuration, and some is about the aggressive and distracted drivers what's a good driver to do?

While PennDOT includes safety as an integral part of roadway planning, national and state research attribute approximately 85% of roadway crashes to driver behavior. The most effective behaviors of a safe driver are avoiding interaction with aggressive drivers, ignoring distractions, not driving while impaired, and wearing a seat belt. During 2015, utilizing federal grant funding from NHTSA, PennDOT distributed over \$11M in grants for high visibility enforcement aimed at combating impaired and aggressive drivers, as well as enforcement of occupant protection laws.

7. Please put on the 4/16/15 agenda the issue of road safety in PA. There are way too many deaths and injuries on PA roads and NO actions to significantly reduce these EVER. The NTSB had a web session recently to discuss distracted driving with NO plan there either. As one who has suffered in two crashes by admittedly 'at-fault' drivers who the PA State Police let drive away, I speak from experience at the destruction these do to any crash victims who manage to live. Please have a discussion for an action plan.

UPDATE: At the conclusion of 2014, Pennsylvania again experienced a record low number of traffic-related fatalities as the state did in 2013. In fact, fatalities in several safety focus areas such as impaired driving, aggressive driving, and unrestrained fatalities decreased as well. The number of fatalities due to a distracted driver reduced by 11 percent in 2014 from the previous five year average. Distracted driving is one of the vital seven safety focus areas in our Strategic Highway Safety Plan and as such, the department dedicates funding to promote distracted driving awareness. The majority of our outreach is at the high school level in an effort to start young drivers on safe driving habits. In addition, a statewide media campaign occurs each year during Distracted Driving Awareness Month in April. This year approximately \$225,000 will be spent during the campaign on radio messages, internet media, and other forms of education. Our local safety partners and community outreach groups are encouraged to use the resources and public awareness materials from websites such as www.JustDrivePa.com and distraction.gov.

Transportation Funding and Planning

8. We need clarification (1) as to on whether or not NHPP Funds can be spent on two critical corridors in the City of Lebanon (PA Route 72 and US Route 422) which are locally-owned and maintained and (2) getting relief so that Green Light GO funding can also be used in these corridors in the City of Lebanon?

Routes 72 and 422 in the City of Lebanon are both on the enhanced NHS and are thus eligible for NHPP funds for

Questions and Answers, continued

projects that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility or freight movement. These corridors are also eligible for the Green Light-Go program. We would urge you to submit an application for this funding the next time an application round is announced. Please remember that grant funds require a 50% match.

9. How will PennDOT ensure that funding provided to county MPO's delivers properly on the ground results? While I believe in general our MPO does an exceptional job, my one concern is that funding to help construct a Scenic Byway did not result in a safe shoulder on State Route 419 that was supposed to be instituted to better facilitate non-motorized forms of transportation. The road was re-done and the shoulder is as narrow as ever, if not narrower in some places. It is unsafe. Thank you for the opportunity to comment.

Funding is allocated to Pennsylvania's regional planning organizations through needs based formulas. Each MPO/RPO works closely with PennDOT to ensure projects are prioritized, developed appropriately within engineering guidelines for safety, mobility and functionality and delivered within funding constraints. The portion of 419 in Lebanon County that is in question was considered a betterment job, which is essentially a resurfacing of the pavement that is currently present without any expansion. In this case, all work was completed within PennDOT's existing legal right-of-way. All resurfacing projects adhere to PennDOT's general design criteria, which specify minimum width guidelines for resurfacing, restorations, and rehabilitations and are based off annual daily traffic (ADT) and design speed.

10. I tried to use the link to email a question for the 12 year plan and it came back to me. My questions concerns if there are any plans to toll Rt 80, which has been turned down when submitted by the PATP three times by the FHWA because the commonwealth wants to make money rather than just recovering cost to operate and maintain. Reason this is on my mind I just drove a car from Wisconsin and was tolled everywhere until I got to PA. Thanks for taking your time!

The last attempt in Pennsylvania to toll I-80 was turned down by FHWA in 2010 because anticipated revenues would not solely be used for I-80 maintenance and improvements. At this time, there are no plans to petition FHWA to toll any interstate highways in Pennsylvania.

11. I thought that I would learn about the state's plans via the meeting, but only heard about priorities. I thought that there would be an explicit input forum for the public, but see none. I have seen no indication of planning improvement's to the 52nd Street and Lancaster Avenue intersection in West Philadelphia. This would be a relatively low-cost project and would speed up traffic.

UPDATE: The state's specific plans can be found at www.talkpatransportation.com where you can download a copy of the current Twelve Year Program. This project is not currently listed, but could be included subject to availability of funding and priorities, in the next Twelve Year Program update. The project would involve the installation of new traffic signal equipment, signing, fiber optic communications interconnection, new curb and footway placement, and drainage improvements at the intersection.

12. How will long range plans be used to guide the project selection process? The role of local officials in consultation? Will those plans be used for selecting multimodal projects?

In PA, planning is done on the local level. The STC and PennDOT rely on its many partners and local agencies to collaborate and understand the concerns and issues that affect their communities. We work together to allocate funds with the most regional impacts. PennDOT is continuously looking for ways to enhance communication and coordination and welcomes all of the conversations and dialogue with all of our partners.

Questions and Answers, continued

Bicycle/Pedestrian

13. Is there an existing framework and/or is a new one in development to systematically create opportunities for safe riding and reduce contention with motor vehicles in urban areas? If not, why not? And if so, is it available for public review and comment? If not, why not? Examples of possible changes, from easy to hard that could be employed: When re-painting center lines, bias lane widths to create more space in the uphill direction over the downhill direction so there's more often space to pass a bicycle in lane. Consider lines of sight and proactively remove all easily removed roadside and signage impediments on roads swooping to the right, especially uphill when motor vehicle/bicycle relative speeds are greatest. On 25mph limit roads without good alternates (fairly easy to tell by google maps bicycle directions routing you on them or if the detours to avoid them increases trip distance a great deal), do one of the following: create bicycle lanes, assume responsibility for maintaining the sidewalk to roadway levels of smoothness, or drop the outside lane speed limit to no higher than 30 and paint sharrows. On 25mph limit roadway sections, jig the light timing to create a speed limit or sub speed limit green wave. Selectively (prioritizing by line of sight, gradient and speed limit) remove parking, especially uphill to create space for bicycle lanes.

An explicit systematic program as you describe to create safe riding opportunities for cyclists does not exist within PennDOT, per se. We will be including these concepts as we continue to develop a specific investment program in bike and pedestrian facilities.

14. Will you convey to the PennDOT districts that bicycling facilities recommended by AASHTO and NACTO bicycle design guides should be included in their road projects and approved HOPs and provide the Districts' staffs with the needed training to do so? Two roundabouts are scheduled to be built on very highly trafficked SR 322 this Summer and we are dependent on Penn DOT to make certain that they meet the bicycling facilities guidelines for roundabouts.

PennDOT's Design Manual 2 encourages the use of the Guide for the Development of Bicycle Facilities as a supplement for bicycle accommodation on all projects. The NACTO guidance documents have not been reviewed nor approved for PennDOT design use at this time. A thorough design and legal review is anticipated in the near future. Elements of the NACTO guidances may be used on a project-by-project basis when given thorough engineering scrutiny. The roundabouts in the Hershey area have been submitted as Highway Occupancy Permit requests, and have undergone engineering review. Revisions are necessary, however, at this point in time, they both meet general design criteria, and should provide safe traffic movements for all users.

15. The Bicycle Occupancy Permit hinders the development of safer roads for bicycling. Will you and your staff make the elimination or the revision of the BOP a top priority?

The revision of the Bicycle Occupancy Permit (BOP) is a top priority for PennDOT. The PA Transportation Advisory Committee (TAC) has agreed to shepherd an independent study to examine bicycle policy as well as the BOP process. Following the TAC study, the recommendations will be presented to the Department for consideration.

16. Regarding Biking, the most significant issue is the lack of education of most PA drivers. Awareness of the 4ft law and that bikes may use a full lane is seriously lacking. To educate drivers signage would be extremely helpful but is mostly non-existent. What can be done to improve appropriate signage to reduce bike and auto incidents?

The R4-11 BICYCLES MAY USE FULL LANE sign appears in PennDOT Publication 236 as an approved sign in Pennsylvania and may be used on roadways where no bicycle lanes or adjacent shoulders usable by bicycles are present and where travel lanes are too narrow for bikes and vehicles to operate side by side. This sign can be installed if PennDOT determines that the roadway meets requirements. There is currently no approved sign regarding the 4-ft passing law, however, PennDOT posts many bicycle safety messages (including the 4-ft law) on

Questions and Answers, continued

Twitter and Facebook. The Department also created bicycle safety videos, covering riding skills and laws, which are posted on YouTube. Additionally, safety information and resources are available to the public on the justdrivepa.org website.

17. How will PennDOT assure that state roads including roundabouts will have bicycling facilities that are constructed according to AASHTO or NACTO bicycle facilities guides?

The approved roundabout design documents are PennDOT's Publication 13M Design Manual Part 2: Highway Design, National Cooperative Highway Research Program (NCHRP) Report 672 Roundabout Guide, and AASHTO's A Policy on Geometric Design of Highways and Streets, 6th Edition. However, NACTO documents are not currently approved for PennDOT design. In addition, PennDOT has partnered with the Department of Conservation & Natural resources (DCNR) in statewide bicycle & pedestrian education, which will include Best Management Practices (BMP) for design of bicycle facilities. Procedural review of design parameters on each project is part of PennDOT's quality assurance program.

18. Why is safety for cyclists on the road such a low priority? Inadequate road shoulders, rumble strips in shoulders, right turn lanes with no accommodations for cyclists going straight...these all force people who ride bikes to merge with motor vehicle traffic. Isn't PennDOT supposed to meet the needs of all road users?

PennDOT is tasked with meeting the needs of all road users, and considers the safest travel environment our number 1 priority. Appropriate shoulder widths, judiciously placed rumble strips, through-accommodations for cyclists going straight, and a myriad of other roadway features are what makes our highways viable corridors for all road users. External forces, such as environmental restrictions, topographical features, local economy, and safety concerns, can guide our choices of roadway features and accessories.

19. Does PennDOT try to add bike/ped accommodations on all resurfacing/re striping projects? Does PennDOT also try to narrow travel lanes to 10 feet whenever possible?

PennDOT evaluates all surface transportation modes in our highway/bridge corridors. Reduced lane widths are considered when balancing the needs of the motor vehicles, including buses and trucks. PennDOT also needs to consider the uniformity of lane widths throughout the corridor in order to meet driver (motorized & non-motorized) expectations.

20. Two million dollars a year is not very much money after being spread throughout the state, and the multi-modal fund will be highly competitive, what else will the transportation commission do in order to allocate enough money for biking and walking projects?

\$2 million is the minimum amount available each year for biking and walking projects from the multi-modal fund. In addition to other available funds within both PennDOT and DCED's multi-modal fund allocations, biking and walking projects can utilize FHWA's Transportation Alternatives Program Funding which has historically been funded around \$27 million annually. Other federal funds, which can also be used for projects such as highway resurfacing and bridge improvements, are available for this type of work and can be selected for the Twelve Year Program depending upon MPO and RPO priorities.

21. As you are addressing walking and bicycling and I live where there is constant buggy, bikes and walking how will this be addressed for RT23? I believe something should re route the trucks since when I am driving a truck or car isn't going around a buggy or bike and heading straight towards my car. And if a bike or person is on my side of the road when I try to move over I don't hit them. The "goat path" needs to be used for a purpose and not for a walking or buggy trail. Why are all the other roads being in this area being repaired and this one is always ignored?

The Rt. 23 Corridor (also known as the "Goat Path") is no longer a project. Over the more recent course of this project's long history, a Major Investment Study (MIS) was initiated. The MIS produced a series of transportation needs in the PA 23 Sub corridor (existing PA 23). A range of alternatives were developed to address the identified

Questions and Answers, continued

transportation needs. These alternatives included – No Build, Transportation Systems Management (TSM), Traffic Control Measures (TCM) and Travel Demand Management (TDM), Widening, & finally Relocation. At this time, PennDOT District 8-0 is moving forward with implementing some of the spot improvements to the existing alignment of PA 23. There are currently two projects aimed at making some of the identified improvements: Install a signal at Landis Valley Road, Widen and reconstruct SR 23 in Leola between Heller's Church Road and Quarry Roads (including a center turn lane as well as curb & sidewalk between these intersections), Replace existing signal at Heller's Church Road, Widen shoulders to 8' between Groffdale and Shirk Roads and resurface, and Upgrade signals throughout the corridor.

22. I would like to see an on and off ramp from 219 onto Eisenhower Blvd. I own a business on Eisenhower Blvd. between Scalp and Theatre. This area needs sidewalks!!! Our patients walk from bus routes and neighboring businesses on the roads. Crazy.

While a potential Eisenhower Interchange would be less than 2 miles from the Scalp Avenue Interchange, adequate access exists from the Scalp Avenue and route 756 interchanges. Adding a third interchange in this area will require exemptions from FHWA. Funding opportunities exist for sidewalks including the Transportation Alternatives Program and the MultiModal Fund. Please look for a solicitation for applications for each of these programs and encourage your local government to apply.

23. Five bicyclists were killed in motor vehicle crashes in South Central PA in 2014. Will your staff develop a process to determine what are the causes of such fatalities as well as others with grave injuries and devise a plan to address these causes?

PennDOT has a process in place to enter all information collected at the scene of a crash into a database that can be queried on many different attributes of the crash and those involved in a crash. This data is used to direct the highway safety program priorities and to identify appropriate countermeasures to reach the statewide goal of reducing traffic crashes, injuries, and fatalities. Program priorities and countermeasures are set in the Strategic Highway Safety Plan and in the annual Highway Safety Plan.

24. When PennDOT rebuilds or repairs bridges, can you make sure to leave a 4 or 5 foot berm for bicyclists (in addition to a sidewalk)?

Where warranted, we are adding sidewalks due to the higher number of pedestrians in these areas. PennDOT considers the uniformity of travel lane widths throughout the corridor in order to meet driver (motorized & non-motorized) expectations. Reduced travel lane widths are considered when balancing the needs of the motor vehicles, including buses and trucks, with those of bikes. Bridge deck replacements incorporate shoulder widths that are in conformance with PennDOT design standards unless environmental concerns limit their widths. PennDOT's Design Manual 2 references the *Guide for the Development of Bicycle Facilities* as a supplement for bicycle accommodation on all projects.

25. Considering PA averages 14 bike related deaths per year; has PennDOT ever given thought about planning to give cyclist a path like Delaware and Maryland offer on their roadways to give more peace of heart with safety while we're out there peddling for their health and transportation?

Bicycle lanes are being requested by municipalities at an elevated rate in recent years as a means of reducing bicycle/motorized vehicle crashes. Funding constraints in recent years have prevented the adoption of widespread capacity adding projects of any mode in PA. Act 89 of 2013, which included the establishment of a Multimodal Fund, provides new opportunities for this type of construction.

Questions and Answers, continued

26. The Bicycle Occupancy Permit hinders the development of safer roads for bicyclists as most municipalities will not agree to a BOP. Is there any progress in changing the Bicycle Occupancy Permit?

The revision of the Bicycle Occupancy Permit (BOP) is a top priority for PennDOT. The PA Transportation Advisory Committee (TAC) has agreed to shepherd an independent study to examine bicycle policy as well as the BOP process. Following the TAC study, the recommendations will be presented to the Department for consideration.

27. Rehabbing and replacing roads and bridges offers affordable opportunities to make these roads and bridges safe for people who walk and bike. Will there be requirements to include bike/ped infrastructure on all these projects?

PennDOT assesses pedestrian need while designing new bridge replacements and bridge deck replacements in urban areas. Where warranted, we are adding sidewalks due to the higher number of pedestrians in these areas. PennDOT considers the uniformity of travel lane widths throughout the corridor in order to meet driver (motorized & non-motorized) expectations. Reduced travel lane widths are considered when balancing the needs of the motor vehicles, including buses and trucks, with those of bikes. Bridge deck replacements incorporate shoulder widths that are in conformance with PennDOT design standards unless environmental concerns limit their widths. PennDOT's Design Manual 2 references the *Guide for the Development of Bicycle Facilities* as a supplement for bicycle accommodation on all projects.

28. Background: Secretary Richards spoke very positively about bicycling as a mode of transportation at the March PPAC meeting. There are many questions that we would like to pose as Lebanon Valley Bicycle Coalition advocates for safer, better, bicycling, www.bikelebanon.org. As you know, PennDOT has not had an active fully staffed bike ped program for many years. A full time bike ped coordinator is being brought on and there is a new Multi Modal Transportation division in Central Office. This is all good news. From Bike Safe...Bicycling is an integral part of our country's transportation system. Yet, with the increasing popularity of bicycling over the past several decades, the risks to bicyclists are still evident. Engineers and planners increasingly recognize the needs of bicyclists of varying abilities. This has led to an increasing focus on the development of bicycle guidelines, particularly with the aim of improving bicycle safety. The NACTO *Urban Bikeway Design Guide* and the AASHTO *Guide for the Development of Bicycle Facilities (2012)* are examples of such efforts. The *Bicycle Safety Guide and Countermeasure Selection System (BIKESAFE)* is another resource that can help transportation professionals improve conditions for bicyclists. our question is: Will you convey to the PennDOT Districts that bicycling facilities recommended by AASHTO and NACTO bicycle design guides should be included in their road projects and approved HOPs and provide the Districts' staffs with the needed training to do so? Two roundabouts are scheduled to be built on very highly trafficked SR 322 this Summer and we are dependent on Penn DOT to make certain that they meet the guidelines for roundabouts which are recommended by FHWA.

PennDOT's Design Manual 2 encourages the use of the *Guide for the Development of Bicycle Facilities* as a supplement for bicycle accommodation on all projects. The NACTO guidance documents have not been reviewed or approved for PennDOT design use at this time. A thorough design and legal review is anticipated in the near future. Elements of the NACTO guidance documents may be used on a project-by-project basis when given thorough engineering scrutiny. The roundabouts in the Hershey area have been submitted as Highway Occupancy Permit requests, and have undergone engineering review. They both meet general design criteria, and should provide safe traffic movements for all users.

29. On road bicycle facilities are almost non-existent in Pennsylvania except for Philadelphia and Pittsburgh. A major factor for this situation is that the BOP does not apply to those two cities. When will the BOP be eliminated for the rest of the Commonwealth?

The revision of the Bicycle Occupancy Permit (BOP) is a top priority for PennDOT. The PA Transportation Advisory Committee (TAC) has agreed to shepherd an independent study to examine bicycle policy as well as the BOP process. Following the TAC study, the recommendations will be presented to the Department for consideration.

Questions and Answers, continued

30. I live in State College in Centre County. It is pretty bicycle friendly here, but there's always room for improvement in this regard. Could you please keep bicycle lanes in mind when planning transportation? I often bike to work, which is great exercise and good for health. Cars often pass by me too fast and too close, which is scary, even though I'm traveling in a bike path shared use road. This occurs especially when there is no lane marked on the road, and only signs to show its a shared road. Could you please educate the public about bike laws (e.g. pass at a minimum of 4 feet, pass cautiously). Could you also place more bike path lines on the roads so drivers will know bicyclists have a right to ride there, and so they will drive more cautiously around bicyclists. Here's an image of how the Netherlands often marks shared use lanes: http://upload.wikimedia.org/wikipedia/commons/e/eb/Fietsstrook_Herenweg_Oudorp.jpg Could we have more markings like this on the roads?

Bicycle lanes are being requested by municipalities at an elevated rate in the recent years. While funding constraints over recent years prevented the adoption of widespread capacity adding projects of any mode in PA, Act 89 of 2013 provides new opportunities for this type of construction. PennDOT posts many bicycle safety messages, including the 4ft law, on Twitter and Facebook. The Department also created bicycle safety videos, covering riding skills and laws, which are posted on YouTube. Additionally, safety information and resources are available to the public on the justdrivepa.org website. The increased use of "Shared Use Arrows", commonly called sharrows, are a roadway pavement marking that is seeing more use at the state and local level, and is encouraged by PennDOT as a reminder to both motorists and cyclists that the lane is a shared facility.

31. What do you plan to do in order to support and facilitate biking and walking infrastructure and trail developments like the Industrial Heartland Trail in western PA?

PennDOT has several grant programs that provide funding for bicycle, pedestrian and recreational facilities, including the Transportation Alternatives Program (TAP) and the Multimodal Transportation Fund (MTF). Both programs are able to fund a wide range of nonmotorized improvements, including sidewalks, crosswalks, shared use paths, bicycle lanes, trails and other similar improvements. Additionally, since transportation planning starts at the local level, Metropolitan and Rural Planning Organizations, including the Erie MPO, would be able to assist with project planning, funding, and implementation.

Bridges

32. The bridge on Gristmill Rd. over the Conestoga River in Earl Township got a posted 15 ton weight limit from being nothing a couple of weeks ago. The signs went up without advance warning and there is a local fire company a half mile up the road and uses it a lot for their calls. Also plenty of trucks use the bridge. I saw the bridge is on the list for bridge preservation, but what can be done to this bridge with no weight restriction?

The bridge on Gristmill Road over the Conestoga River underwent an inspection earlier this year. The results of the inspection revealed deficiencies, and upon further analysis required an immediate posting of 15 tons placed on the structure for public safety. The structure was originally identified as a preservation candidate, but due to the recent inspection results the scope of the project has been revised to a complete rehab including superstructure replacement. The District Bridge Unit met with Lee Zimmerman, Road master for Earl Township on April 2, 2015 to make the township aware of the situation surrounding the sudden posting. District 8-0 is currently in the process of working with the MPO to identify the funding and priority of the rehabilitation work.

33. I would like to know how are deficient bridges determined. Is there a ranking system that determines the degree of deficiency?

A bridge is structurally deficient when either the superstructure, substructure, bridge deck or culvert condition rating is 4 or lower based on a scale of 0-9 as defined by the Federal Highway Administration. A bridge can also be identified as structurally deficient when a Structural Evaluation Appraisal Rating or Waterway Adequacy Rating triggers a classification of structurally deficient: 1. Structural Evaluation Appraisal Rating is based partially on the superstructure, substructure condition ratings and the load carrying capacity; therefore, a well maintained bridge

Questions and Answers, continued

may still be appraised at a “4” because the original design load carrying capacity is less than today’s standard. 2. Waterway Adequacy Appraisal Rating evaluates the waterway opening with respect to passage of flow through the bridge. The bridge site conditions may warrant lower ratings when flooding is due to a restricted bridge opening causing occasional or frequent overtopping (3 to 10 years or less than 3 years, respectively) of bridge deck and roadway approaches with significant or severe traffic delays (several days or long term, respectively).

34. Is PADOT providing any additional funding to counties or local municipalities for the inspection of local (Non) State-owned bridges not currently on the NBIS?

PennDOT processes payments to local governments for Liquid Fuels, Act 44, and Act 89 (old Act 26). These funds can be used to pay for the inspection of non NBIS bridges.

35. Even with Act 89 it is extremely difficult for local bridges to get on the TIP. It would seem that even if you can’t get these projects on the first four years of the 12 Year Plan there should be more effort to consider these projects in the second four years. Do you have any thoughts on how we can improve the process to enhance opportunities for local bridges to get more consideration?

Act 89 legislated PennDOT’s local bridge bundling program which provides the ability for several, similarly designed, bridges in a region to be delivered as one construction contract. The resulting savings from delivering multiple, similar bridges at once are applied toward the local bridge owner’s share of the contract cost. Please contact your local MPO or RPO and PennDOT district for further information and to express interest in participating in this program.

36. How can Northampton County be included in the local bridge bundling program?

The Central Office managed local bridge bundling program selects areas throughout the Commonwealth on an overall risk basis. Participation is based on analysis and not request. However, Districts and MPO/RPO’s can perform local bridge bundling on their own with Transportation Improvement Program (TIP) dollars in coordination with the Central Office managed program.

Roadways

Transportation Projects

37. Will there be an increase in allocation to fund local congestion relief? Think Rt 422 going through our community. We have committed 2 Million dollars locally can we count on PennDOT to help us complete the project?

This question specifically refers to the redesign of the intersection of US 422 and SR 724 (Shillington Road)/SR 3055 (Mull Avenue) and related improvements on US 422 between that intersection and the intersection with SR 3016/Cacoosing Avenue. The project would pose issues with historical structures on the location, but could be considered for the 2017 Program Update, weighed against other regional priorities relative to available funding. At this time, it is unknown if any additional funding will be available to address this intersection. A highway resurfacing project on US 422 from Wernersville to PA 724 in South Heidelberg and Lower Heidelberg Townships, and Sinking Spring Borough is anticipated to be let in December 2015.

38. *Please note: The following questions were submitted regarding the Edge Hill Tyson Reconstruction Project. The questions and responses have been combined.*

Why has the Edge Hill Tyson Reconstruction Project taken so long? Can the Edge Hill Tyson Reconstruction Project be fast tracked by increasing labor or resources? Is there anything the residents can do to help speed up the Edge Hill Tyson Reconstruction Project? How much extra residential taxpayer money has been spent due to these delays in the Edge Hill Tyson Reconstruction Project?

This project has been delayed for a number of years primarily due to lack of funds. With additional revenues realized through Act 89 of 2013, the project is now moving forward. Construction is tentatively estimated for summer 2019, understanding this date is subject to change due to the extensive amount of property (involving

Questions and Answers, continued

over 200 property owners) that must be acquired by Abington Township. The estimated construction cost is \$14 million.

39. What are your plans for RT23 and the so called “goat path”? New business and housing is being built on this road and nothing is being done.

The Rt. 23 Corridor (also known as the “Goat Path”) is no longer a project. Over the more recent course of this project’s long history, a Major Investment Study (MIS) was initiated. The MIS produced a series of transportation needs in the PA 23 Sub corridor (existing PA 23). A range of alternatives were developed to address the identified transportation needs. These alternatives included – No Build, Transportation Systems Management (TSM), Traffic Control Measures (TCM) and Travel Demand Management (TDM), Widening, & finally Relocation. At this time, PennDOT District 8-0 is moving forward with implementing some of the spot improvements to the existing alignment of PA 23. There are currently two projects on the Lancaster TIP aimed at making some of the identified improvements: Install a signal at Landis Valley Road. Widen and reconstruct SR 23 in Leola between Heller’s Church Road and Quarry Roads (including a center turn lane as well as curb & sidewalk between these intersections). Replace existing signal at Heller’s Church Road Widen shoulders to 8’ between Groffdale and Shirk Roads and resurface. Upgrade signals throughout the corridor.

40. I would like to see an upgrade to the intersection of Route 12 and Elizabeth Avenue. There is an old existing culvert at this location that constricts the intersection. There are numerous accidents both reportable and non-reportable at this location. The PennDOT maintenance crews are routinely fixing the guiderail at this location. The issue is that a four divided highway condenses at this location to a two lane roadway with minimal shoulders and no left turn lane for eastbound Route 12. There are serious vehicles encroachment issues that occur from passenger vehicles at this location. School Buses routinely take up the oncoming lane to make a right turn from Elizabeth Avenue to proceed west along Route 422. Please address this issue as part of this coming 12 year plan.

The intersection of SR 12 and Elizabeth Avenue (SR 2016) is identified as a candidate congestion/safety project in the Reading MPO Long Range Transportation Plan and will be considered, subject to availability of funding and priorities, in the Twelve Year Program update.

41. While doing regular resurfacing or re-striping, can PennDOT consider reducing lane widths to 10 feet (in residential or Main Street areas with speeds of 35 MPH or less) to slow traffic, increase safety and add a bit of room for folks on bicycles?

PennDOT evaluates all surface transportation modes in our highway/bridge corridors. Reduced lane widths are considered when balancing the needs of the motor vehicles, including buses and trucks. PennDOT also needs to consider the uniformity of lane widths throughout the corridor in order to meet driver (motorized & non-motorized) expectations.

42. Is the current \$127.5 million proposal for roundabouts along Route 222 between Allentown and Reading anticipated to serve projected increases in vehicular capacity over the next 20-30 years or will replacement with a +\$750 million four-lane limited access highway be necessary within that time frame, making it a more costly long term option than immediate construction of a four-lane highway? Is a feasibility study or economic impact analysis available to the public that identifies the long term economic growth potential that these two different options afford to municipalities served by the infrastructure improvements as well as subsequent effects on the state budget as a whole?

Similarly, is this type of analysis available for implementation of passenger rail service between Reading and Philadelphia.

Questions and Answers, continued

The referenced funding is for a series of projects along US 222 including: reconstruction of the US 222 / PA 662 intersection as a multilane roundabout; widening of US 222 to four lanes from Ontelaunee Township to just north of Schaeffer Road, Maiden creek Township with intersection improvements at PA 73 and the installation of multilane roundabouts at Tamarack Boulevard / Genesis Drive and Schaeffer Road; reconstruction of the US 222 / Long Lane intersection as a multilane roundabout; and widening of US 222 to four / five lanes from Schaeffer Road to the Kutztown Bypass; and widening of US 222 to four / five lanes between the Kutztown Bypass and the Lehigh County line. Each of these projects is being designed to address anticipated traffic growth over a 20-year timeframe consistent with PennDOT design standards. The US 222 corridor study prepared by PennDOT in 2003 evaluated a range of alternatives and their impacts in this corridor. The analysis of passenger rail service was most recently documented in the 2008 R6 Norristown Line Service Extension Study completed by DMJM Harris / AECOM for the Delaware Valley Regional Planning Commission. The project was determined to be unfundable at that time.

Noise

43. With the shoring up of the shoulder for use during the construction along the inbound 376, before the Greentree interchange, all of the trees and other vegetation have been removed. This has left a very large opening along that stretch for sound and pollution to travel easier to all of the homes. Currently, it looks like there will not be the ability for any trees to grow in that area due to the rock and gravel foundation.

The slope stabilization, with rock, was necessary to insure the integrity of the shoulder.

44. What is the projected installation date of the “Parkedge Sound Barrier” along Parkedge Road in Green Tree Borough? (Re: The Current Parkway West Construction)

The current Parkway West Project never included any sound barriers for the area of highway along the Parkedge community. In the future, projects that modify the Carnegie and Green Tree Interchanges, will examine the potential installation of sound walls at this location.

45. I live near Thompsons Cross Roads, off Dixon Blvd. in South Union Twp. Our house is approximately 150 yards from Route 21. The noise from trucks using Jake Brakes is deafening to me and my husband. This goes on both day and night and as early as 3:00 AM! I can't imagine how loud this must be to those families living along the road and wonder how they sleep when it awakens us? I have seen signs in communities banning Jake Breaks and we would like to suggest a ban on these brakes. With the current road construction in this area, the noise pollution is only going to escalate. Some of these trucks are coming to a complete stop at the traffic light using their Jake Brake. This should not be allowed and the offenders fined! Please consider, at the very least, a sign.

A municipality may request to prohibit the use of engine brake retarders on a portion of a roadway, a portion of a municipality or an entire municipality. The municipality must submit a request in writing to the applicable PennDOT Engineering District office. Highway safety is a primary concern. Accordingly, there are highway safety criteria which are evaluated, including highway elevation changes, posted speed limit and truck accident history. If the request is approved, the municipality must pass an ordinance and post highway signs. More information is available in the PennDOT's Traffic Engineering Manual (PUB 46), which is available on PennDOT's website.

46. Regarding Noise Level Assessments for Federally Funded Highway Projects. Can you overview how you plan for the impact on neighborhoods that are impacted by highway expansions?

There is a specific process that PennDOT uses to identify communities that will be considered for noise abatement and to determine whether noise abatement measures can be implemented within state or federal guidelines. PennDOT uses criteria established by the Federal Highway Administration (FHWA) for various land uses to determine impacts and where abatement consideration is warranted. Locations such as residences, libraries, houses of worship, hospitals, schools and parks are often the most common land uses that receive abatement

Questions and Answers, continued

consideration. Existing traffic noise levels are monitored at noise-sensitive locations that have been identified, which may be affected by the proposed highway project. Computer modeling is performed to assess future conditions based on forecasted traffic information 20 years in future when the highway is at its maximum capacity. If the future noise levels approach or exceed the noise abatement criteria or are elevated by 10 decibels [dB(A)] above the existing conditions PennDOT must then evaluate any proposed noise abatement to determine if it is warranted, feasible and reasonable, based on FHWA guidelines.

Pavement Conditions

Paving, Potholes, Maintenance

47. I have been a construction contractor for many years and I observe that the road(s) foundation is the root problem. Are there any plans to fix the roads right the first time instead of using band-aids?

Funding constraints over the past decade prevented us from keeping up with pavement repairs to the extent we wanted. We have been trying to preserve pavements for as long we can because we did not have funding to perform complete reconstruction. Additional revenues realized through Act 89 will, over the next several years, allow us to invest in more appropriate repairs.

48. I ruined my tire on this pothole this morning at about 7:30. Pothole within 1 mi east of Mile 279.5 Any chance reimbursement?

While state law outlines circumstances when someone may be able to recover for personal injuries resulting from hitting a pothole, Section 8522(b)(5) of the Judicial Code specifically rules out payment for damage to a vehicle due to a pothole.

49. It seems to me that there needs to be some fundamental change in the pothole fixing issue which gets worse and more expensive each year. The technology seems unchanged in 50 years and perhaps some nasa type research project is needed to come up with a better idea. The big problem seems to be that vehicles get bigger and heavier each year, but the strength and durability of roads does not change. Apparently the romans built roads that lasted 2000 years, but the road underlayment was ten feet deep and traffic limited to horses and chariots moving at 10 miles per hour. The challenge is in getting from a four horse chariot to an 18 wheel 600 horsepower road tractor weighing 100,000 pounds. Good luck. Perhaps I should buy an amish buggy and horse until summer.

This was a very difficult winter and even though we did not receive as much snow as last winter, it was equally, if not more devastating, to our roads. There were multiple freeze thaw cycles where the temperature changed by over 20 degrees in a short amount of time. This is why we see potholes coming up now. We are in a very severe situation and understand it. We are receiving a lot of calls on our 800 hotline to tell us where potholes are. We are enabling crews to go out on weekends and crews are working long hours. We are coordinating with asphalt companies which are in full manufacturing mode. Please be patient. Pothole repair also requires the right weather conditions. We need dry and reasonably warm weather in order to fill potholes. When it rains, we cannot fill potholes because of the moisture being part of the mix and whatever we would put down would eventually pop back up. Act 89 is allowing us to repair more potholes in a long-lasting way; in fact, we have committed an additional \$15 million to potholes this year. Given that much of the interstate system and higher volume roadways are over 40 years of age, you have a recipe for having a large number of potholes. We have very stringent guidelines to get out and fix these; you will see crews out there until they are done. PennDOT also evaluates new technology and materials to address pothole repair, and has begun use of some of these innovations to make more and better repairs.

50. What is Crawford county doing to address the deplorable secondary road conditions of severely potholed roadways after two extreme winters here in northwest Pennsylvania . You as a maintenance organization are not doing basic patching as needed and therefore are going back to the 1970's when I first started working at Crawford

Questions and Answers, continued

county maintenance. You are allowing these roadways to fall beyond repair. Get out and patch them now. They are terrible and you are not patching them and doing other maintenance instead.

This was a very difficult winter and even though we did not receive as much snow as last winter, it was equally, if not more devastating, to our roads. There were multiple freeze thaw cycles where the temperature changed by over 20 degrees in a short amount of time. This is why we see potholes coming up now. We are in a very severe situation and understand it. We are receiving a lot of calls on our 800 hotline to tell us where potholes are. We are enabling crews to go out on weekends and crews are working long hours. We are coordinating with asphalt companies which are in full manufacturing mode. Please be patient. Pothole repair also requires the right weather conditions. We need dry and reasonably warm weather in order to fill potholes. When it rains, we cannot fill potholes because of the moisture being part of the mix and whatever we would put down would eventually pop back up. Act 89 is allowing us to repair more potholes in a long-lasting way; in fact, we have committed an additional \$15 million to potholes this year. Given that much of the interstate system and higher volume roadways are over 40 years of age, you have a recipe for having a large number of potholes. We have very stringent guidelines to get out and fix these; you will see crews out there until they are done. Engineering District 1 (Northwest) has reported that they are on schedule and will meet our required deadlines to repair potholes this Spring.

51. As is true in several locations I know, the pothole situation is especially bad. The stretch of King Road in both directions between Immaculate University and Rt. 352 is especially bad. There's a couple of patches where the holes are so expansive, there's virtually no way to avoid them. Is there a published schedule of when we can expect these to be addressed? Thank you.

This was a very difficult winter and even though we did not receive as much snow as last winter, it was equally, if not more devastating, to our roads. There were multiple freeze thaw cycles where the temperature changed by over 20 degrees in a short amount of time. This is why we see potholes coming up now. We are in a very severe situation and understand it. We are receiving a lot of calls on our 800 hotline to tell us where potholes are. We are enabling crews to go out on weekends and crews are working long hours. We are coordinating with asphalt companies which are in full manufacturing mode. Please be patient. Pothole repair also requires the right weather conditions. We need dry and reasonably warm weather in order to fill potholes. When it rains, we cannot fill potholes because of the moisture being part of the mix and whatever we would put down would eventually pop back up. Act 89 is allowing us to repair more potholes in a long-lasting way; in fact, we have committed an additional \$15 million to potholes this year. Given that much of the interstate system and higher volume roadways are over 40 years of age, you have a recipe for having a large number of potholes. We have standards in place to address potholes by specific deadlines. There are not published schedules available to the public, but pothole repairs are planned at the County level. PennDOT's priority is to start with the higher volume roadways, but will work through the entire state-owned road system as soon as possible but have an internal deadline of June 30th. In addition to their own forces, Engineering District 6 (Southeast) has allocated work to contractors, and received assistance from PennDOT crews from other parts of the state in order to address the potholes in your area. Regarding your specific concern with King Road, work was planned and entered into our system on April 15. Since then and to date, manual patching and mechanized patching work has been performed. There is remaining work to be done.

52. UPGRADE TO 113 & 401 , 113 & TOWNSHIP RD , 113 & 23 113 WAS NOT CRACK SEAL VERY GOOD, A FEW YEARS AGO WHEN THEY WORK ON BOTH EDGES AND VERY ROUGH ALSO! WE DO NOT SEE MANY PENN. DOT WORKERS, POTHOLES ARE NOT BEING FIX!!! ROADS CRACK WHERE NOT SEAL LAST TWO YEARS. WE MIGHT BE BETTER WITH DIRT ROADS.

We have standards in place to address potholes by specific deadlines. In addition to their own forces, Engineering

Questions and Answers, continued

District 6 (Southeast) has allocated work to contractors, and received assistance from PennDOT crews from other parts of the state in order to address the potholes in your area. Funding constraints over the past decade forced PennDOT to address items most at need, which have been our bridges. This prevented the department from keeping up with pavement repairs to the extent desired. In the last 8 years, PennDOT has concentrated on the repair of structurally deficient bridges and reduced the number by over 2,000. In addition, revenues realized through Act 89 will, over the next several years, allow us to invest in more repairs across the entire system.

53. Given the severity of the last two winters, what is PennDOT's stance on recessed (below snowplow blade) pavement markings? If the stance is favorable, is there any kind of implementation plan in the works?

PennDOT District 4 (Northeast) began installing recessed, durable pavement markings near the end of 2013 with favorable success. Installation is beginning across the remainder of the Commonwealth this year.

54. I typically don't send email to complain but all else has failed and the problems with our roadways in Upper Bucks County has gotten dire. The biggest problem is Route 412 in Ottsville & Rieglesville, PA. This Road is the main road that runs between Bucks County & Lehigh Valley. I have to travel this road every day. For the past 2-3 years there has been a huge difference in the way Route 412 has been maintained in the Winter & in the Spring/Summer. It is a winding, up & down road that also carries 18 wheelers around sharp turns that they need to take 1.5 lanes to get around. During the winter the roads have been ice & snow covered. Last year there was a night when the police had to sit at the top of the hill with flares as the residents slid down the icy hill some landing in ditches. During the Spring (now) the roads are completely riddled with huge potholes. There are sections of this winding road that are crumbled all the way across the road and for long stretches. And to top it off the number of potholes that you could fit an entire wheel in is too many to count. This road has become an obstacle course of drivers who slam on their brakes to wait for traffic to pass so they can pull into the left lane across the double yellow line to get around the potholes. In the past couple months I have called PennDOT's local agency multiple times and let them know about the snow & ice & potholes. I have also emailed our State Representative but still there has been no change to the condition of Route 412 except by the High School & Middle School that is on this road. Keep in mind the students must travel on all of 412 to get to school so while its great that they patched 1 or 2 holes its like a drop of water in the ocean. As a side note all of the local townships surrounding this road have already filled every one of their potholes which were also just as bad. Upper Bucks County is a beautiful area & is desperately in need of your actions on this road way!

This was a very difficult winter and even though we did not receive as much snow as last winter, it was equally, if not more devastating, to our roads. There were multiple freeze thaw cycles where the temperature changed by over 20 degrees in a short amount of time. This is why we see potholes coming up now. We are in a very severe situation and understand it. We are receiving a lot of calls on our 800 hotline to tell us where potholes are. We are enabling crews to go out on weekends and crews are working long hours. We are coordinating with asphalt companies which are in full manufacturing mode. Please be patient. Pothole repair also requires the right weather conditions. We need dry and reasonably warm weather in order to fill potholes. When it rains, we cannot fill potholes because of the moisture being part of the mix and whatever we would put down would eventually pop back up. Act 89 is allowing us to repair more potholes in a long-lasting way; in fact, we have committed an additional \$15 million to potholes this year. Given that much of the interstate system and higher volume roadways are over 40 years of age, you have a recipe for having a large number of potholes. We have very stringent guidelines to get out and fix these; you will see crews out there until they are done. We have standards in place to address potholes by specific deadlines. In addition to their own forces, Engineering District 6 (Southeast) has allocated work to contractors, and received assistance from PennDOT crews from other parts of the state in order to address the potholes in your area.

Questions and Answers, continued

55. I know there are a lot of Pennsylvania potholes out there, and I would like to take part in the survey – I saw them filling potholes on 380 just past where 286 becomes 380 today. I drive this way frequently and it is in need of repair, hopefully the 286 project will extend paving down the hill onto 380. Also, they have made a real mess out of New Texas by Kane Road where there is active road work going on. I sure hope they plan to pave that stretch once they are through laying the pipes or whatever they are digging up the road for. Also, Kane Road really needs an overhaul. I sure hope there are plans to pave Kane with all the extra traffic on it due to 286 construction. Is PennDOT responsible for the guard rails as well? Kane has several dangerous spots where guardrails have been compromised. I see many sad looking guardrails in the area that won't guard anyone in the event of a crash. Thank you for passing on my comments to whomever is in the position to respond and react to them.

This was a very difficult winter and even though we did not receive as much snow as last winter, it was equally, if not more devastating, to our roads. There were multiple freeze thaw cycles where the temperature changed by over 20 degrees in a short amount of time. This is why we see potholes coming up now. We are in a very severe situation and understand it. We are receiving a lot of calls on our 800 hotline to tell us where potholes are. We are enabling crews to go out on weekends and crews are working long hours. We are coordinating with asphalt companies which are in full manufacturing mode. Please be patient. Pothole repair also requires the right weather conditions. We need dry and reasonably warm weather in order to fill potholes. When it rains, we cannot fill potholes because of the moisture being part of the mix and whatever we would put down would eventually pop back up. Act 89 is allowing us to repair more potholes in a long-lasting way; in fact, we have committed an additional \$15 million to potholes this year. Given that much of the interstate system and higher volume roadways are over 40 years of age, you have a recipe for having a large number of potholes. We have very stringent guidelines to get out and fix these; you will see crews out there until they are done. Engineering Districts 11 and 12 (Southwest) have both reported that they are on schedule and will meet our required deadlines to repair potholes this Spring. PennDOT is responsible for installing and maintaining guiderails along state highways. If a section has been damaged, it is programmed for replacement. Regarding your comments on Kane Road, that is not a state owned road and issues regarding that road would be better directed to Plum Township.

56. Is there a way to find out when the Department's next planned maintenance is for specific PennDOT roads in our municipalities? Some of our infrastructure upgrades cannot necessarily be accomplished in the time frame between your issuance of a municipal officials response form which notifies us of your intention to work on a given roadway, and the date you actually start work. As we contemplate and prioritize underground utility upgrades, it may be helpful for us to have access to the Department's maintenance plans (with our understanding your schedule may need to change.) If we know PennDot plans to work on a certain road in 3-4 yrs, etc, we may be able to plan accordingly. I don't expect the department to notify each municipality of planned maintenance over a several year period, but are we able to access your most recent plans? If I am not mistaken, the Department's policy is to generally try to resurface roadways in 7–10 years, but it seems, that like our roads, actual resurfacing occurs less frequently than that.

Maintenance plans are created yearly based on identified deficiencies, funding, and the Surface Improvement Plan. Maintenance then determines the priorities of repairs. These repairs can change weekly, monthly, and yearly. It is recommended to contact the appropriate regional Engineering District office to coordinate planning efforts.

57. What does it take after nearly 15 years (and counting) to get a 1 mile stretch of road - Stump Road between Rte 313 and Rte 611 in Plumstead Township, Bucks County, to be repaved? Hundreds of deep potholes, no shoulder, swerving cars, lost tires, rims and accidents waiting to happen. Enough political red tape, fix the road this Spring - we pay taxes for action not excuses. Our State Rep. Margarette Quinn has not done anything to get this resolved. Tired of my tax dollars being used for nonsense.

This was a very difficult winter and even though we did not receive as much snow as last winter, it was equally, if not more devastating, to our roads. There were multiple freeze thaw cycles where the temperature changed by

Questions and Answers, continued

over 20 degrees in a short amount of time. This is why we see potholes coming up now. We are in a very severe situation. Funding constraints over the past decade also prevented us from keeping pace with pavement repairs to the extent we wanted. We have been trying to preserve pavements for as long as we can because we did not have funding to perform complete reconstruction. Additional revenues realized through Act 89 will, over the next several years, allow us to invest in more appropriate repairs. While Stump Road, between Route 313 and Route 611, is not currently listed on the 2015 resurfacing program, portions of this stretch have been paved by the Department in mid-April 2015. Areas of the roadway that exhibited potholes have also been patched.

58. The Sawmill road, SR 2011, that I am interested in is in Pike County. This is my second request for an update on if and when SR2011, Sawmill Road, might be repaired? What is the plan?

Pike Co SR 2011, Sawkill Road is tentatively scheduled for paving in 2016 Construction Season.

59. Are you ever going to repair Route 309 in Luzerne County between the Beaumont Inn and the Dallas Township Building? The road to Baghdad was in better shape during the war. Don't know how this section of road could be missed in the so called pothole blitz last week.

This section of PA 309 will be resurfaced this summer.

60. When are you going to modernize your horrific road repair procedures. Use of Tar and Chip does zero, is so outdated and is a waste. Mobile hole filling with the same material is so poorly performed should not be a consideration, 2. When will you finally start to adhere to road drainage considerations with use of road crowns and culverts instead of relying on the actual road surface to carry water run off? 3. You speak of safety, yet most miles of state none primary roads do not have road shoulders. When will our roads come up to standards of the rest of the country?

1. As per national research, the practice of chip sealing is an effective and commonly used method of preservation for PennDOT to seal cracked, raveled or weathered pavement. The cost allows PennDOT to preserve many more miles of roadway than would be affordable if only bituminous overlays were done. When properly placed, and applied to warranted pavements, we can expect a 5-7 year extension of pavement life. 2. We design roadways, cross slope and drainage in accordance with Department, AASHTO and Federal standards. 3. Each year, improvement is made to roadways with inadequate pavement or shoulder width. This work, however, is programmed along with all other roadway, bridge and safety improvements that have been defined as needs. Therefore, we cannot address all of these locations as soon as we would like.

61. Why are the roads. In Western Pa so bad, and why does it take forever to at least get them patched? Getting roads repaved I know is impossible in the cheap state. This state would rather squander tax money on other useless plans.

Funding constraints over the past decade forced PennDOT to address items most at need, which have been our bridges. This prevented the department from keeping up with pavement repairs to the extent desired. In the last 8 years, PennDOT has concentrated on the repair of structurally deficient bridges and reduced the number by over 2,000. Additional revenues realized through Act 89 will, over the next several years, allow us to invest in more repairs across the entire system.

Signage

62. Our community of Greensburg in Westmoreland county has been trying, unsuccessfully, for the last three years to have District 12-0 enforce the codes that PennDOT has in place to warn them to remove illegal signs (we are not talking about legal, seasonal political signs) that are in the encroachment right of way areas. Everything from Cash for Houses to Local Plumbing Companies, to Roofers, and everything in between. The "Frequently Asked Questions" section of the dot.state.pa.us website <http://www.dot.state.pa.us/pennDOT/Districts/District9.nsf/9faq?OpenPage&AutoFramed> states that "PennDOT is required by law to control outdoor advertising signs

Questions and Answers, continued

adjacent to interstate and federal aid primary highways in order to receive its full share of federal highway funds. By ensuring the orderly and effective display of outdoor advertising, we remain consistent with national policy to protect the public's investment in our highways. We also protect Pennsylvania's natural beauty." Further, another question on your website states, "What is PennDOT's responsibility for an illegal sign?" And the answer on the PennDOT website is, " PennDOT is obligated by law to remove illegal signs. PennDOT will first send a written request to the responsible person to remove the sign. If not removed, PennDOT is authorized by law to remove the illegal sign and collect the cost of removal for the responsible person, etc." We have contacted our Penn DOT District office on numerous occasions to implore them to enforce the laws that PennDOT has in place to clean up the huge sign problem in the Greensburg area. We have been told everything from "We don't have time" to "Where did you see that PennDOT is responsible to write letters and pick up the signs?" We have seen absolutely no improvement after three years of contacting the District office; in fact it has gotten worse. We are extremely frustrated out here, and hope that you can help us to get this problem under control once and for all.

You are correct, signs of that nature, otherwise known as temporary or nuisance signs, are illegal in the right-of-way. In fact, it is illegal to install, erect or place any sign of any nature, including a temporary sign, on a PennDOT right-of-way, unless it is done with the permission of the Department in accordance with the State Highway Law or the Vehicle Code and PennDOT Regulations. Temporary signs can and will be removed by PennDOT. The signs that are determined to be safety hazards are removed immediately and all others are removed based on workload and resources. PennDOT will attempt to notify the owner, if identifiable, to remove the signs within a reasonable amount of time. If not removed within that time period, the temporary sign will be removed by the Department. The removal of temporary, nuisance, or illegal signs is based on available resources and operational priorities and scoped consistently statewide. Activities such as winter maintenance and Spring pothole repairs receive top priority. The Highway Beautification Unit in the Greensburg area reports receiving occasional complaints for nuisance signs and immediately searched out these signs with field inspections. They report that there are areas along certain routes that are commercial developments and nuisance signs often proliferate faster than they can remove them. Once priorities such as winter services and pothole repairs are complete, then workload priorities will be revisited. If you would like to relay specific locations, the district will happy to check further. You may also contact Beth Bender at (717) 787-9829 or frbender@pa.gov from our Central Office to discuss further.

63. What do I need to do to get a stop sign in my neighborhood that would need to be located on a state road?

Traffic signals - except ramp meters - and other flashing warning devices on state and locally owned highways in Pennsylvania are paid for and maintained by the municipality in which they are located. Keep in mind, however, that the location in question must meet certain minimum warrants before a signal can be installed. Please contact the appropriate municipal office to further discuss your request. Like traffic signals, stop signs are the responsibility of the municipality in which they are located. Please contact the city, township or borough of the location in question.

Public Transit and Passenger Rail

64. How can our communities better coordinate public transportation with employers to help individuals without cars get to work?

Many areas have created vanpool and carpool programs. For instance, the southcentral region of PA has created a program called Commuter Services of PA. On their website <http://pacommuterservices.org>, individuals can register to be matched to a carpool or vanpool. They even offer an emergency ride home. We are hoping to expand this service to other areas of the state.

65. Hello. Thank you for the opportunity to question or comment on this subject in advance of the online meeting on April 16. (1) I would like to see better "advertisement" of the routes and schedules. The routes and schedules are in pamphlets at stations, in telephone books, in U.S. Post Offices, and easily available, "online." However,

Questions and Answers, continued

telephone books and Post Offices are used much less frequently, of late. I think more people would use the services if they realized where nearby buses actually go. (I may be naïve!) Can there be some kind of inexpensive (hah!) awareness campaign? Maybe small billboards at malls, hospitals, large grocery stores, movie theater complexes, courthouses, and the like. Maybe invent a mascot who can appear at these places and in television ads. (2) Maybe some “express” routes could go right down I-95. Transportation service in the area is excellent, and more people should use it — especially for medium-length trips. I know budgets are constrained, to say the least; but that’s my two cents’ worth of input! Another idea: Put bus & train schedules at bike-share stands.

Each individual transit agency advertises their services, schedules and routes. Many of them have an online presence and are always looking for ways to increase ridership. We are working to develop a statewide application that would allow people to see options for transportation on their computers or mobile devices. In addition, the PA 511 system has an option to find out what public transportation options are available in specific counties. We will share your comments with the transit agencies in PA and also the Pennsylvania Public Transportation Association.

66. York, Pennsylvania, has been going through some very positive changes over the past few years. Businesses are coming and staying rather than coming and going. However, one thing that becomes increasingly obvious is that York seems to be left out of viable transportation to its neighboring cities. My question is as follows: Is it totally unrealistic to suggest that York be included in its neighboring cities’ regional rail/Amtrak lines? I firmly believe that a stop on the Harrisburg/Baltimore line, or a stop on the Lancaster/Philadelphia line would do wonders for the city of York.

There are significant challenges in expanding rail service in terms of ownership, right-of-way and cost. Funding for rail service is very competitive and is mainly for capital costs. Operating costs require ongoing subsidies. However, scheduled bus service from York to Harrisburg and northern Maryland is available.

Please visit www.rabbittransit.org for more information.

67. I am from the Lehigh Valley MPO. Is STC open to new start rail passenger service to & from our market. I am director of a local effort to return pass. Rail known as SMART/LV; Suburban-metro Area Rail Transit/Lehigh Valley, and am working to establish a proper rail transit authority thru the cities of Allentown, Easton, and Bethlehem.

There are significant challenges in expanding rail service in terms of ownership, right-of-way and cost. Funding for rail service is very competitive and is mainly for capital costs. Operating costs require ongoing subsidies.

68. One area where there needs to modernization and accountability which is a drain on the state budget is public transportation. Urban areas in Pennsylvania, large and small (Philadelphia in particular) are growing population year over year after decades of decline. Public transit is critical on so many levels in large urban areas. What steps are being taken to address the antiquated public transit systems and the inefficient management systems that are running them in Pennsylvania?

Act 44 of 2007 changed the way transit agencies are funded and provided PennDOT more oversight on the performance of transit systems. PennDOT has been conducting performance reviews of public transportation systems. The review identifies ways to improve transit system efficiency and effectiveness and best practices that may be beneficial to other systems. The performance review process requires that agencies be evaluated every 5 years. The review process allows us to look at agency performance on factors such as operating costs, passengers per hour and revenues. The Department also works with transit agencies to set performance targets for the future. The agencies are required to develop an action plan to improve any performance deficiencies. In addition, Act 89 of 2013 provided capital assistance to transit agencies which will help them improve their vehicles and infrastructure, ultimately providing improved service and reliability.

Questions and Answers, continued

69. The lack of public transportation in the Northeast leaves the people with no other option than to use their own personal vehicles. Why is there no push to get local rail service that connects cities/regions which will in turn reduce the congestion on our highways?

There are significant challenges in expanding rail service in terms of ownership, right-of-way and cost. Funding for rail service is very competitive and is mainly for capital costs. Operating costs require ongoing subsidies.

70. It's really disconcerting that there has been no discussion of non-rail public transit in the Q&A session this evening. This is an area where there really could be bang for buck and it was completely ignored.

While submitted questions did not directly address non-rail public transit, please be aware that the STC and the Pennsylvania Department of Transportation are committed to ensuring a safe, efficient and quality public transit service experience throughout the Commonwealth. Investment in this mode encompasses about 40% of the Twelve Year Program and continues to be an important component of Pennsylvania's mobility.

71. Will this Help Upper Bucks to get to Easton/Bethlehem to Philadelphia? I noticed no buses that go to Easton or Bethlehem or even Quakertown for Seniors. For people that don't drive, having buses run like other towns would help these people.

The Shared-Ride Program offers communities door-to-door transportation services throughout Pennsylvania and subsidizes the cost of that service for senior citizens age 65 and older. Passengers must make trip requests at least one working day in advance of the trip, and must be willing to share the vehicle with other passengers. Shared-Ride service is subsidized through the general lottery fund. Each eligible senior citizen trip is funded up to 85%. Persons with disabilities utilize shared-ride transportation service, at a discounted fare. These services are provided locally so each system has its own hours of operation and service areas. Additionally, PennDOT provides funding to intercity bus operators. You may want to contact Greyhound, Susquehanna Transit Company, or Carl R. Bieber, Inc. for a specific route you may be looking to find.

Other Issues

72. Why does PennDOT not require utility contractors to post a bond for work done on PA roads? One only has to drive on state road 372 through Parkesburg to see how this is a problem. Is this how you want employees to communicate with residents? I think you need to do better than this nearly unreadable mess sent to me. Closing Comments: SORRY FOR INCONVIENCE BUT THOUGHT TWP TOLD COULD PARK THERE TILL WE COULD PICK UP LATER IN DAY BUT STILL SORRY FOR INCONVENIENCE) My concern that the truck was illegally parked under a tree in violation of three traffic laws. Notice the responder did not know Parkesburg is a borough.

By law, an applicant for an HOP can be required to sign an indemnity agreement, obtain insurance in a form and amount acceptable to the Department, obtain surety bonds for at least two years after completion, deposit funds in escrow, or use bonded contractors/consultants. Most large utility companies have a "blanket bond" which covers all of their work, as opposed to bonding individual projects/permits. As for your Customer Concern, we regret any inconvenience caused by improperly parked Department vehicles, as well as the vague answer you received. Going forward, we intend to communicate to our employees that vehicles should be properly parked unless they are an integral part of any work taking place in an area.

73. Are you continuing to have your pesticide applicator subcontractor, DBI, spray glyphosate throughout District 5 PennDOT, despite the recent revelation by the World Health organization that Roundup and other products containing glyphosate are a probable carcinogen?

Yes, we will continue to use glyphosate in managing roadside vegetation. Glyphosate continues to be an effective herbicide in controlling the extensive root systems of noxious and invasive weeds including Canada Thistle, Giant

Questions and Answers, continued

Hogweed, Poison Hemlock, Poison Ivy and knotweed around guiderails and similar roadway structures. Our applications are restricted to the right of way with no direct applications to food or pasture crops which are the focus of the World Health Organization.

74. Why is ppt screen so small?

We used Onstream Media software for our April 16, 2015 webinar. This product gave us the ability to show the speaker, powerpoint and closed captioning all in one screen.

75. Can you share how many people participated in this evening's online meeting? It was very well done. Thank you!

Thank you for your participation. We had over 125 people participate in the event which is over a 25% increase from the previous webinar held as a pilot just two years ago.

76. Thank you for the opportunity to attend this evening!!

You are welcome! Thanks for attending, we appreciate your feedback.

77. Is safety a concern with these so called 'bomb trains' running through the state?

Crude oil tanker trains are vital to our economy and are a big part of our energy industry. To make sure that this important cargo is moved safely across our state, we are working closely with Pennsylvania Utility Commission and Federal Rail Administration to make sure that inspections take place and that we work together with emergency preparedness. Governor Wolf has made oil train safety a priority and has hired a consultant to evaluate risks and make safety recommendations.