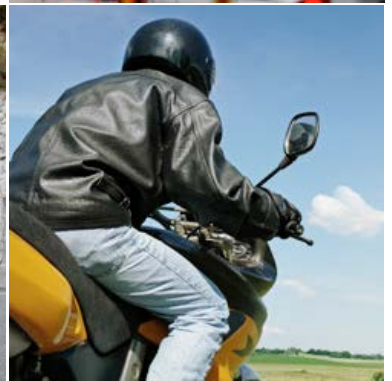
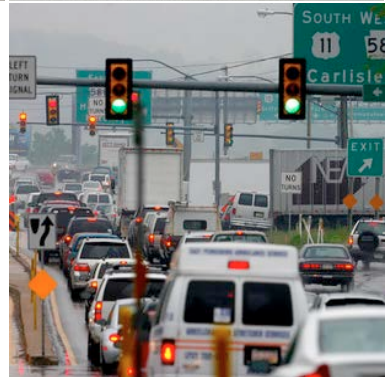


Pennsylvania Annual Report FFY 2018



Pennsylvania Annual Report

Federal Fiscal Year 2018

prepared for

National Highway Traffic Safety Administration

prepared by

Pennsylvania Department of Transportation

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Figure Data Source: Pennsylvania State Crash Record System Data and FARS.



1. Highway Safety in Pennsylvania

EXECUTIVE SUMMARY

The Highway Safety Annual Report (AR) for Federal Fiscal Year (FFY) 2018 (October 1, 2017 through September 30, 2018) documents the use of Federal grant funding administered by the National Highway Traffic Safety Administration (NHTSA) in accordance with 23 United States Code (USC), Sections 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of Fixing America's Surface Transportation (FAST) Act.

The following program types were funded under these sections of 23 USC: police traffic services, impaired driving programs, occupant protection programs, traffic safety information systems improvements, community traffic safety projects, mature driver safety programs, young driver safety programs, motorcycle safety programs, and commercial motor vehicle safety programs. The Highway Safety Office continues to manage partnerships with EMS, police agencies, ignition interlock providers, engineering infrastructure improvements, and the Low-Cost Safety Improvement Program (LCSIP).

This report provides the status of each program goal and performance measurement identified in the FFY 2018 Highway Safety Plan (HSP). For FFY 2018, 12 goals were identified.¹ Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2017 data:

- Six goals were met; and
- Six goals were not met.

PennDOT is confident the funded activities and projects greatly contributed to the achievement of goals met and the overall successes of the Commonwealth's highway safety program. For goals not met, projects still contributed greatly to reductions. For instance, while the 2013-2017 average did not meet the goal for the total speeding-related fatalities, the 5-year average is 27.05% lower than ten years ago. Also, we did not meet the goal for fatalities involving driver or motorcycle operators with a greater than or equal to BAC of 0.08 but the 5-year average was a 34.71 percent decrease from ten years ago. It is important to note that goals and progress were tracked using Pennsylvania State data and measures for this report with the exception of the NHTSA Core Performance Measures found in Table 2.1. The Fatality Analysis Reporting System data for 2018 had yet to be completed during the development of this report.

INTRODUCTION

In accordance with the "U.S. Highway Safety Act of 1966" (P.L. 89-564) and any acts amendatory or supplementary thereto, PennDOT develops an annual comprehensive plan designed to reduce traffic crashes, deaths, injuries, and property damage resulting from traffic crashes. The Department's Bureau of Maintenance and Operations (BOMO) Highway Safety and Traffic Operations Division (HSTOD), under the direction of the

¹ Please see Table 2.1, Pennsylvania FFY 2018 Goals and Results, for more detail.

Deputy Secretary for Highway Administration, is responsible for the coordination of the Commonwealth's highway safety program by Executive Order 1987-10 (Amended).

A comprehensive Highway Safety Plan (HSP) is developed by HSTOD on an annual basis to document the goals and objectives related to creating safer roadways in the Commonwealth. This plan identifies current highway safety problems, defines the processes used to identify these problems, and describes the projects and activities that will be implemented to address highway safety concerns and achieve goals established in the Strategic Highway Safety Plan (SHSP). In this report, the HSP is closely referenced each year to determine our yearly status on accomplishing our highway safety goals.

This Annual Report:

- Documents the Commonwealth's progress in meeting its highway safety goals identified in the FFY 2018 Highway Safety Plan;
- Describes how the projects and activities funded during the fiscal year contributed to meeting the Commonwealth's identified highway safety goals;
- Defines our partners in the Commonwealth's Highway Safety Network; and
- Addresses the progress of programs and activities funded by the National Highway Traffic Safety Administration.

STRATEGIC PARTNERS

The Safety Advisory Committee (SAC) consists of representatives from PennDOT, Pennsylvania Department of Health, Pennsylvania State Police, Pennsylvania Liquor Control Board, National Highway Traffic Safety Administration, Federal Highway Administration, and representatives from local government and police departments. The Program Management Committee (PMC) is a PennDOT executive-level committee and approves the State's overall Highway Safety Program based on the goals and priorities established in the SHSP. The PMC has final approval on all budget changes.

The SAC members provide input on safety program areas and effective countermeasures to help achieve HSTOD's vision and mission. The SAC provides a broad perspective in the alignment of behavioral highway safety programs across all critical safety partners in Pennsylvania. They also approve funding levels for broader state and local safety programs that satisfy fund qualifying criteria and eligibility, legislative requirements, and contract coverage. Behavioral programs involve police traffic enforcement in combination with public education and information activities. Infrastructure safety programs deal with physical infrastructure improvements and are not addressed by the SAC. Infrastructure safety programs are identified by HSTOD and then federal Highway Safety Improvement Program funds are used to correct the identified issues.

To implement the Highway Safety Plan, the SAC divides state and Federal money among state-level and local grant funds.

State Safety Partners

Pennsylvania State Police

Pennsylvania State Police (PSP) has about 4,700 sworn members and has jurisdiction in all political subdivisions in the State. The PSP provides traffic enforcement on the Interstates, turnpike, and provides full-time police service for about one-half of Pennsylvania municipalities. Municipalities with full-time PSP coverage represent about 20 percent of the State population. The PSP is provided with highway safety funding to implement proven and cost-effective traffic safety enforcement strategies to address speeding and aggressive driving, distracted driving, driving under the influence (DUI), and occupant protection. All troops participate in national mobilizations and some assist local police in safety enforcement. The Pennsylvania State Police host 70 child safety seat fitting stations year-round. They participate in trainings (as instructors and as students) and seat check events during enforcement mobilizations.

Department of Drug and Alcohol Programs

According to Pennsylvania statute, individuals who are convicted or plead guilty for an impaired driving offense must undergo a full drug and alcohol assessment prior to sentencing if any of the following apply; the individual has a prior DUI offense, or if indicated by the pre-screening evaluation, or if the BAC at time of arrest was 0.16 or greater. The intent is to properly identify those individuals who have an alcohol or drug addiction and ultimately lead to a reduction in DUI recidivism by including treatment as a component of the court sentencing. This is a crucial factor in the success of the combined health/legal approach to reducing impaired driving. In 2016, the pre-screening evaluation of DUI offenders recommended that nearly 90 percent of those offenders undergo a full drug and alcohol assessment. Of all the DUI convictions in 2016, just over half were for a second or subsequent conviction. The burden of ensuring compliance with this statute lies within each county court and compliance has a direct impact on recidivism. According to court data and a 2016 state Supreme Court case, the county courts are failing to universally comply with this statute. The Department of Drug and Alcohol Programs is continuing its evaluation of the programs within the county court systems to review compliance with statute, as well as to identify best practices to share with non-compliant counties.

Department of Education Institute for Law Enforcement Education

Providing and coordinating training for the police community is paramount in reaching the safety goals outlined in this Impaired Driving Plan. As a result, the police community must be trained in conducting targeted DUI enforcement to include NHTSA standardized field sobriety testing (SFST), chemical breath testing procedures, and trainings such as advanced roadside impaired driving enforcement (ARIDE) and as drug recognition experts (DRE) to detect motorists impaired by drugs. In order to participate in NHTSA grant-funded sobriety checkpoints, officers are trained in sobriety checkpoints and NHTSA SFST certified to act as a testing officer at a checkpoint. The State Highway Safety Office (SHSO) funded the Institute for Law Enforcement Education (ILEE) to perform these training needs for the police community. The Institute for Law Enforcement Education functions as a division of the Pennsylvania Department of Education and offers a broad range of training options with a focus on highway safety issues.

Pennsylvania Chapter of the American Academy of Pediatrics Traffic Injury Prevention Project

PennDOT secured a vendor to continue statewide child passenger safety project coordination. A multi-year contract was awarded to Pennsylvania Traffic Injury Prevent Project (TIPP) and was fully executed on October 1, 2014. A continuation of a long-standing educational effort in the Commonwealth, the selected vendor will, at a minimum, educate children, parents, school personnel, nurses, doctors, police, and the general public on the importance of occupant protection in vehicles, pedestrian safety, bicycle safety, school bus safety, and alcohol prevention for individuals aged birth to 21. Additional tasks include the development of highway safety materials for individuals, act as lead coordinator of the State's Child Passenger Safety Week activities, and make presentations to groups with a particular emphasis on working with pediatricians, hospitals, daycare centers, schools, and colleges to decrease the number of children injured or killed in traffic crashes.

Local Safety Partners

The Highway Safety Office has created 15 grant program areas to implement the Highway Safety Program at the local level. Eligible applicants for most grants are local governments, state-related universities and the Pennsylvania State System of Higher Education (PASSHE) universities, hospitals, and nonprofit organizations. The DUI court grant is awarded to county courts. Most of the grants require the grantee to take on responsibility for coordinating a statewide program and, in some cases, awarding sub-grants for implementation of that program. The Community Traffic Safety Project grant funds the 15 to 20 Community Traffic Safety Programs (CTSP) that work locally to implement a large part of the highway safety program. All of the grants are awarded competitively except for the Municipal Impaired Driving Enforcement and Police Traffic Services grants, which are awarded through a formula based on the number of applicable crashes by municipality and the willingness and ability of a municipality to implement the program.

Community Traffic Safety Program

The Community Traffic Safety Program consists of projects that complement high-visibility enforcement efforts, address local safety problems beyond the effective reach of the State Highway Safety Office, and form a link between state and local government. General tasks include:

- Targeting programming towards local highway safety issues as identified by data review;
- Coordination of educational programs for various audiences;
- Utilization of materials/programs/projects that are appropriate and effective;
- Education of the public concerning Pennsylvania's motor vehicle laws;
- Establishment of partnerships with police departments and other traffic safety stakeholders to collaborate programming; and
- Planning of press and other earned media through collaboration with the PennDOT District Safety Press Officers to communicate standard messages to the public.

Local Police

About one-half of Pennsylvania municipalities are served by local police departments. These municipalities make up about 80 percent of the State population. Municipal police departments conduct enforcement to address occupant protection, speeding and aggressive driving, distracted driving, and DUI. They participate in high-visibility enforcement efforts, national mobilizations, and conduct local enforcement campaigns. The police departments coordinate with other safety partners and are a key part of the education and outreach programs, especially to schools.

County Courts

County courts participate in the DUI Court program, which is aimed at reducing DUI recidivism. The support of the courts during enforcement efforts is crucial in reinforcing the penalties for unsafe driver behavior.

PERFORMANCE MEASURES

NHTSA Core Performance Measures

NHTSA requires states receiving Federal traffic safety grant funds to report on 15 performance measures that include a variety of highway safety focus areas, and specific NHTSA-funded enforcement statistics, as listed and described in Table 1.1. The results for each of these performance measures can be found in Table 2.1. Pennsylvania also reports on 2 additional measures, mature driver fatalities and distracted driver fatalities.

Table 1.1 NHTSA Performance Measures

Measurement	Description/Objective
Traffic Fatalities	Reduce the number of traffic fatalities.
Serious Injuries in Traffic Crashes	Reduce the number of serious injuries related to motor vehicle crashes.
Fatalities per VMT	Reduce the number of fatalities per vehicle-mile traveled.
Unrestrained Passenger Vehicle Fatalities	Reduce the number of unrestrained passenger fatalities.
Fatalities in Crashes with a BAC of ≥ 0.08	Reduce the number of motor vehicle fatalities related to drivers with a Blood Alcohol Content of 0.08 and above.
Speeding-Related Fatalities	Reduce the number of motor vehicle fatalities related to speeding.
Motorcyclist Fatalities	Reduce the number of motor vehicle fatalities related to motorcycles.
Unhelmeted Motorcyclist Fatalities	Reduce the number of motor vehicle fatalities related to unhelmeted motorcyclists.
Drivers age 20 or Younger in Fatal Crashes	Reduce the number of drivers aged 20 or less involved in motor vehicle crashes resulting in fatality.
Pedestrian Fatalities	Reduce the number of pedestrian fatalities related to motor vehicle crashes.
Bicycle Fatalities	Reduce the number of bicycle fatalities related to motor vehicle crashes.
Seat Belt Usage	Observe and collect seat belt observations to calculate the statewide seat belt usage rate.
Seat Belt Citations	Report the number of seat belt citations issued during grant-funded enforcement activities
DUI Arrests	Report the amount of DUI arrests made during grant-funded enforcement activities
Speeding Citations	Report the amount of speeding citations issued during grant-funded enforcement activities

2. Statewide Targets and Results

OVERALL TRENDS AND SHSP TARGETS

In October 2016, NHTSA committed to eliminate traffic deaths within 30 years. Pennsylvania has adopted a goal to support this national effort. This ambitious timeline will rely heavily on the implementation of autonomous vehicle technology, which is anticipated to be implemented sometime between 2025 and 2030. Accordingly, the reduction in fatalities over the next 30 years will not be linear. Pennsylvania's goal is to reduce the current number of fatalities and serious injuries by two percent per year (120 and 305 respectively) over the next five years. This goal was established in conjunction with our Federal partners based on a combination of reviewing Pennsylvania's historical data and observations of national trends. As autonomous vehicle technologies are implemented, the fatality and serious injuries reduction goals will increase. Safety has always been one of the Pennsylvania Department of Transportation's (PennDOT) strategic focus areas. The programs and activities of the HSP and SHSP reflect a substantial broad-based effort designed to meet the ambitious target.

HSTOD staff has been an active partner in the SHSP process since the development of the first plan in 2006 and are members of the SHSP Steering Committee. The revisions for the SHSP were completed in the Fall of 2016 and updated in 2017 with HSTOD actively participating in the process. The behavioral goals, strategies, and action steps in Pennsylvania's SHSP reflect the activities and programs in the HSP.

The seven vital safety focus areas in the 2017 SHSP are as follows:

1. Reducing Impaired Driving;
2. Increasing Seatbelt Usage;
3. Creating Infrastructure Improvements;
4. Reducing Speeding & Aggressive Driving;
5. Reducing Distracted Driving;
6. Mature Driver Safety; and
7. Motorcycle Safety.

In addition to these seven SFAs, nine additional focus areas were identified:

1. Young & Inexperienced Driver Safety;
2. Enhancing Safety on Local Roads;
3. Improving Pedestrian Safety;
4. Improving Traffic Records Data;
5. Commercial Vehicle Safety;
6. Improving Emergency/Incident Influence Time;
7. Improving Bicycle Safety;

- 8. Enhancing Safety in Work Zones; and
- 9. Reducing Vehicle-Train Crashes.

The SHSP was used in the development of the safety initiatives identified in the Performance Plan that defines how the Commonwealth will utilize Federal §402 highway safety funds and other NHTSA incentive and special funding sections. The SHSP document can be found at: <https://www.penndot.gov/TravelInPA/Safety/Pages/Strategic-Highway-Safety-Plan.aspx>.

Figure 2.1 Historic Fatalities and Targets

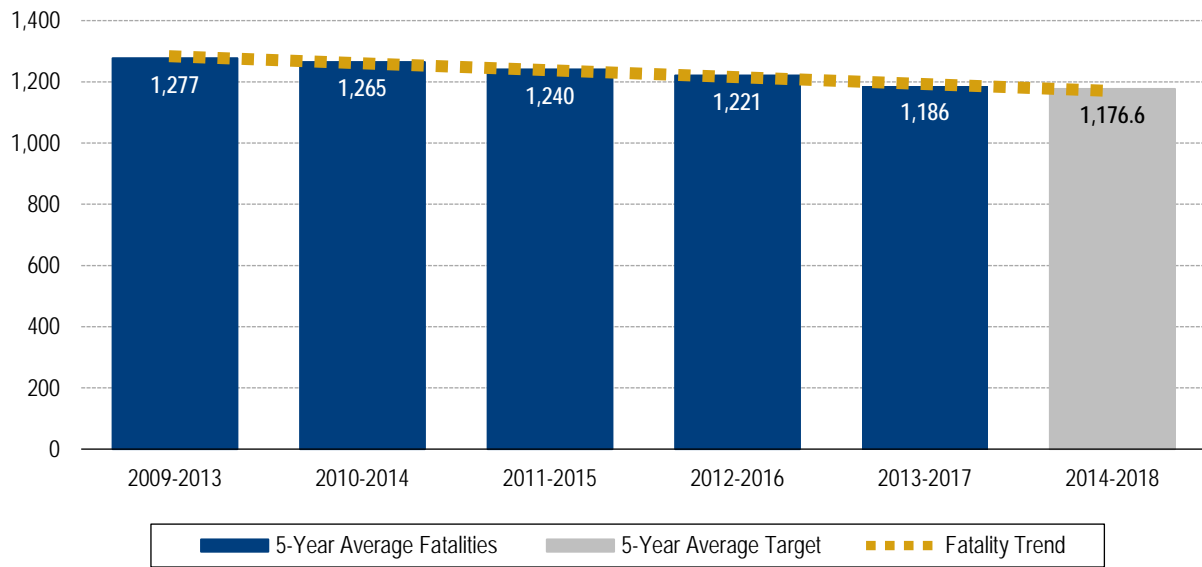


Figure 2.2 Historic Serious Injuries and Targets

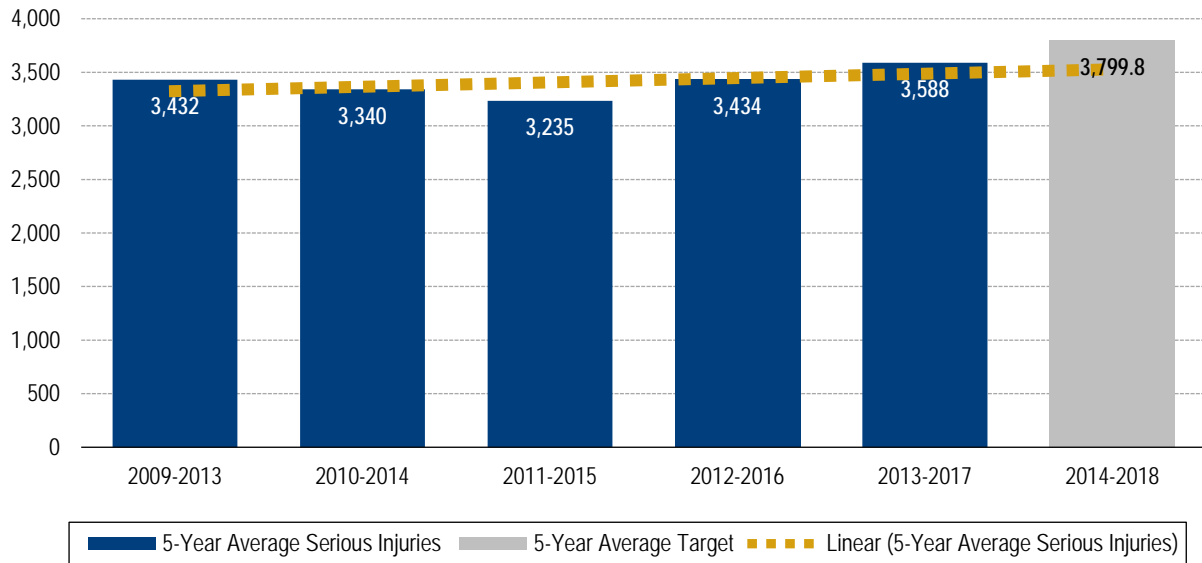
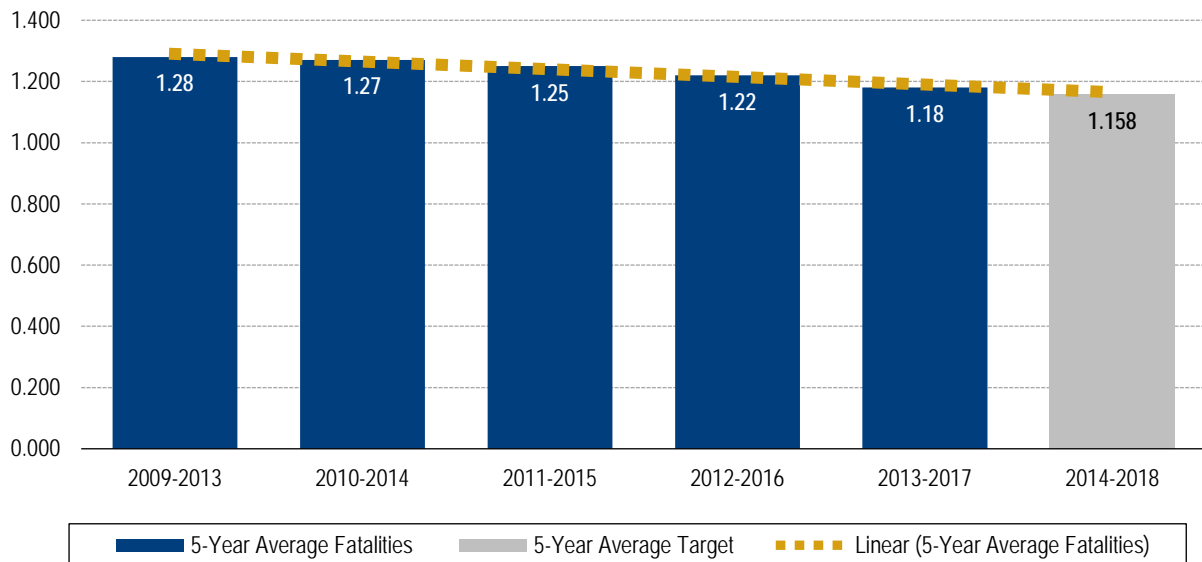


Figure 2.3 Historic Fatalities per 100 Million Vehicle Miles Traveled (MVMT) and Targets



ACCOMPLISHMENTS

Annual Traffic Safety Conference

The Pennsylvania Highway Safety Office coordinated the 2018 Traffic Safety Conference April 3-6, 2018 in State College, Pennsylvania. The conference gathered over 220 attendees across various disciplines, such as health, legal, law enforcement, media, and traffic safety education. PennDOT's Highway Safety Plan goals are comprehensive; therefore, a diverse collection of partners is needed to aid the success of the Department's behavioral traffic safety initiatives.

The 2018 conference featured a variety of workshops designed to provide national and state program priorities, legislative and case law updates, newly proven countermeasures, Continuing Education Units (CEU), Municipal Police Officers' Education & Training Commission (MPOETC) training credits and various other sessions designed to improve efficiency and effectiveness of invested behavioral grant funding. New this year, Survivor and Victim Advocates were honored for their efforts that exemplify extraordinary commitment to traffic safety and realizing a collective goal of zero deaths. Attendees were also provided networking opportunities to build and strengthen relationships, reinforcing collaboration and leveraging limited resources towards a shared goal of improving safety on Commonwealth's roadways.

Statewide Occupant Protection Task Force

This task force was developed as part of new qualifying criteria for federal pass-through funds dedicated to improving occupant protection. The task force will improve communication and collaboration among key stakeholders in OP and the associated Strategic Plan provides multi-year planning for Pennsylvania.

Seat Belt Methodology

A re-selection of seat belt observation sites was completed as required by federal regulation. These updates keep us compliant with core NHTSA program qualifying criteria.

Behavioral Survey

NHTSA Core Performance Measures evaluation requires that funds to be used for an annual survey of public highway safety attitudes and behavior. The survey includes questions addressing the core measures to satisfy Federal requirements and incorporates questions related to highway safety concerns particular to Pennsylvania’s state programs.

The survey questions this year were updated to not only assess the attitude and awareness of drivers but also to identify the motivations of their decisions regarding specific highway safety concerns in the Commonwealth. The survey covers a variety of highway safety topics such as impaired driving, seat belt use, speeding, motorcycles, and distracted driving. The survey results help PennDOT gain valuable information from drivers for use in prioritizing its highway safety efforts.

The FFY 2018 survey was conducted by PennDOT’s Bureau of Maintenance and Operations (BOMO) in conjunction with PennDOT’s Press Office from July 24, through August 22, 2018. The following summary evaluation provides an overview of the survey structure and key results, while the remainder of the report addresses results of the individual survey questions. The survey was conducted online, with outreach performed through various channels, including email and social media and utilized PennDOT’s web site as the host for respondent traffic.

In an attempt to ensure the data received was the target audience, Pennsylvania drivers, questions inquiring whether the respondent was a “licensed driver” and their County were included in the survey.

Summary Evaluation

In all, 6,260 individual responses were received from the public. This number of responses indicates that the results provide an overall picture of Pennsylvania drivers’ perception of highway safety measures relative to speeding or aggressive driving, impaired driving, distracted driving, and occupant protection (seatbelt use) with less than a two percent margin of error at a 98 percent confidence level.

Allegheny, Bucks, Lehigh, Montgomery, and Northampton Counties accounted for the largest individual response totals, with the total number of responses received from these counties ranging from 315 to 575. Over 35 percent of the total responses received statewide came from residents of these five counties. Fewer than 12 survey responses were received from each of the following counties: Potter, Mifflin, Greene, Fulton, Juniata, Sullivan, and Forest.

Select individual respondent comments are presented in the final section of this report. Comments are shown exactly as given by the respondents, whenever possible. Minor edits were made when necessary to provide clarity to the issue the respondent comments were intended to address. Recurring themes were noted in these comments, and respondents suggested several methods by which these services could be expanded or improved to meet the needs of Pennsylvania drivers, cyclists, and pedestrians.

Additional survey data, comments, and detailed analysis are available upon request. A Data Analysis Report of this survey is included as Appendix 1 to this publication.

Key Results

Overall, the survey responses suggest a high level of public awareness relative to driver safety. Respondents indicated that:

- “Injury or death of self or others” is the most prevalent reason cited for avoiding most unsafe driving behaviors, except speeding. Eighty-one percent of respondents chose “I could receive a ticket/go to jail/ be arrested/it would be on my public/driving record” as a consequence of speeding. While at least 85 percent of respondents say “Injury or death of self or others” is a consequence of most unsafe driving behaviors, only 48 percent cite “Injury or death of myself as a passenger” as a consequence of speeding.
- Approximately 70 percent of respondents who operate a motorcycle wear a helmet. Nine percent of motorcycle operators indicate they do not wear any protective gear.
- Approximately 67 percent of respondents say they either always use a handsfree option or do not make or take phone calls while driving.
- Ninety-three percent of respondents are familiar with the “Click it or Ticket” slogan to encourage using a seatbelt. Fewer respondents are familiar with slogans for the prevention of distracted driving. Only 18 percent are familiar with the slogan “U Drive. U Text. U Pay” and less than 2 percent are familiar with the slogan “You Can’t Focus on Two Things at Once”.
- Eighty-eight percent of drivers surveyed say they never drive impaired. Eighty-two percent of respondents who choose not to drive impaired cite “I feel it is unsafe” as a reason. For those who say they do occasionally drive impaired, “I thought I was okay to drive” is the most common reason. “It was a short trip” follows as the next most common reason.

FFY 2018 PERFORMANCE MEASURES AND TARGETS

Table 2.1 provides the results of Pennsylvania’s progress in meeting the State’s core performance measures identified in the FFY 2018 HSP. Please note, 2018 data were unavailable at the time of publication.

Table 2.1 Progress in Meeting NHTSA Core Performance Measures Identified in the FFY 2018 HSP

NHTSA Core Performance Measures	2013-2017 Performance Goal	Status	Comments
Traffic Fatalities	1,201	Goal Met: The average number of fatalities from 2013 to 2017 was 1,186 per year.	In 2017 there were 51 fewer traffic fatalities than in 2016.
Serious Injuries	3604.8	Goal Met: The average number of serious injuries from 2013 to 2017 was 3,588 per year.	The serious injuries for 2017 decreased by 170 from 2016. This resulted in a 3.9% reduction.*
Fatalities per 100MVM	1.182	Goal Met: The average annual fatality rate from 2013 to 2017 was 1.18.	The 5-year average has been steadily decreasing since 2012.
Unrestrained Passenger Vehicle Occupant Fatalities	399	Goal Met: The average number of unrestrained occupant fatalities from 2013 to 2017 was 387 per year.	The 5-year average has decreased annually since 2005.
Fatalities Involving Driver or Motorcycle Operator with ≥0.08 BAC	332	Goal Not Met: The average number of alcohol-impaired fatalities from 2013 to 2017 was 345 per year.	The 5-year average in 2003-2007 was 507. The 5-year average for 2013-2017 (10 years later) is 34.71% lower.
Speeding-Related Fatalities	513	Goal Not Met: The average number of speeding-related fatalities from 2013 to 2017 was 515 per year.	The 5-year average in 2003-2007 was 706. The 5-year average for 2013-2017 (10 years later) is 27.05% lower.
Motorcycle Fatalities	180	Goal Not Met: The average number of motorcyclist fatalities from 2013 to 2017 was 185 per year.	The 5-year average has decreased annually since 2012.
Unhelmeted Motorcycle Fatalities	91	Goal Not Met: The average number of un-helmeted motorcyclist fatalities from 2013 to 2017 was 94 per year.	There were 9 fewer unhelmeted Motorcycle Fatalities in 2017 than in 2016. This resulted in a 9.3% reduction.
Drivers Age 20 or Younger Involved in Fatal Crashes	131	Goal Not Met: The average number of teen driver fatalities from 2013 to 2017 was 135 per year.	The 5-year average in 2003-2007 was 284. The 5-year average for 2013-2017 (10 years later) is 52.46% lower.
Pedestrian Fatalities	161	Goal Met: The average number of pedestrian fatalities from 2013 to 2017 was 155 per year.	There were 23 fewer pedestrian fatalities in 2017 than 2016. This resulted in a 13.5% reduction.
Bicycle Fatalities	16	Goal Not Met: The average number of bicyclist fatalities from 2013 to 2017 was 17 per year.	Additional focus will be directed towards bicycle safety programs to stabilize recent fluctuations in data trends.
Seat Belt Usage	84%	Goal Met: The rate of seat belt use for 2017 was 85.6%.	The five-year average for unrestrained fatalities has decreased annually since 2007.

Source: Pennsylvania State Crash Record System Data and FARS.

Areas Tracked but No Targets Set			
Program Area	2016 Data	2017 Data	2018 Data
Speeding Citations	178,461	166,802	170,944
Seat Belt Citations	21,674	18,025	18,094
DUI Arrests	11,305	11,647	11,944

Source: dotGrants reports and grantee quarterly reporting

** Please note that beginning January 1, 2016, PennDOT adopted the MMUCC standard for collecting injury severity data. The field descriptions and definitions changed from the state standard that had been in use for decades. This resulted in a substantial shift in severity levels. Therefore, comparison of the “Suspected Serious Injury”, “Suspected Minor Injury” and “Possible Injury” categories will not be consistent for crashes taking place before versus after the adoption of the new standard.”*

FFY 2018 Evidence-Based Enforcement Program

Evidence-based traffic safety enforcement program activities have greatly contributed to recent successes in improving safety on Pennsylvania roadways. Adhering to the guiding principles of this strategy have improved efficiency, increased funds liquidation, and strengthened collaboration among participating police departments.

Data analysis supported both the identification of targeted roadways and law enforcement agencies with associated jurisdictional coverage. Funding allocations were based on a jurisdiction’s proportion of the overall contribution or piece of the problem within each safety focus area. For example, the City of Pittsburgh accounted for almost four percent of all impaired driving crashes resulting in an injury or fatality report by local police departments. Therefore, approximately four percent of the available impaired driving enforcement funding was allocated to the City of Pittsburgh. Final award amounts were determined by considering past performance, the ability of the departments to participate, and internal contributions to serve as matching efforts.

Participating departments were provided crash data information to clearly identify and target roadways and jurisdictions where crashes were occurring. Thresholds were established to provide the level where roadways will be identified. In addition to the data provided by PennDOT, departments utilized local data and information to further refine roadway selection and shift planning. Often departments in neighboring jurisdictions participated in planning meetings prior to mobilizations to collaborate and leverage resources.

PennDOT monitored the application of evidence-based enforcement practices through participation in bimonthly planning meetings coordinated in the six Highway Safety Regions within Pennsylvania. At these meetings, team members follow up on completed mobilizations and use the results to adjust the coordination of the next effort. Pennsylvania State Police performance during scheduled mobilizations is monitored jointly with the Bureau of Patrol. Quarterly and interim enforcement reports are reviewed along with feedback from Troopers to determine corrective actions.

Interim and annual evaluation of enforcement performance and crash data helps PennDOT best utilize available resources and continuously modify planning efforts.

The following FFY 2018 Programs supported evidence-based enforcement practices:

1. OP-2018-02-00-00 Municipal Occupant Protection Enforcement & Education
2. PT-2018-01-00-00 PA State Police Tasks 3 & 5

3. PT-2018-02-00-00 Municipal Aggressive Driving Enforcement & Education
4. PT-2018-04-00-00 Police Traffic Services
5. M2HVE-2018-01-00-00 PA State Police Task 4
6. M5HVE-2018-01-00-00 PA State Police Task 1
7. M5HVE-2018-02-00-00 Municipal DUI Enforcement

Projects awarded under these program areas were provided \$13,200,273.94 in total grant funding. This represented roughly 51% of the total federal commitments during FFY 2018. Of these commitments, there were \$11,749,449.96 in expenditures during the reporting period, representing an 89% percent liquidation rate.

Maintaining a high liquidation rate is a direct result of implementing evidence-based enforcement practices across Pennsylvania. State and local police departments adhere to structured and organized campaign planning to maximize efficiency and leverage resources, thereby ensuring committed funds unspent during campaigns conducted early in the fiscal year are reallocated to subsequent efforts. PennDOT coordinates many high-visibility enforcement campaigns during the year, allowing participating departments multiple opportunities to conduct enforcement operations.

As noted in the below schedule for FFY 2018, Pennsylvania receives a strong commitment from state and local police towards sustained traffic safety enforcement.

FFY 2018 Pennsylvania High-Visibility Enforcement Campaign Schedule

Major Campaigns	Date(s)	Estimated Police Participation		Comments
		Local (Depts)	State	
CIOT Teen Mobilization	10/16-10/28	80	No	In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen Driver Laws
Halloween Impaired Driving Campaign	10/20-10/31	200	Yes	In coordination with National Collegiate Alcohol Awareness Week. Earned Media Theme: Underage Drinking
Aggressive Driving Wave	11/1-11/19	300	Yes	Earned Media Theme: Left Lane Law/Speeding/Tailgating
Fall CIOT Mobilization	11/20-12/3	250	Yes	Earned Media Theme: Operation Safe Holiday
Impaired Driving Campaign - Holiday Season	12/1-12/31	200	Yes	Earned Media Theme: Operation Safe Holiday/Drugged Driving
Super Bowl Impaired Driving	1/31-2/4	100	Yes	Earned Media Theme: Responsible Party Hosting/Designated Driver
Impaired Driving Campaign - St. Patrick's Day	3/9-3/18	300	Yes	Earned Media Theme: Impaired Driving Myths/Ignition Interlock
Aggressive Driving Wave	3/19-4/30	300	Yes	In coordination with Distracted Driving Awareness Month and National Work Zone Awareness Week. Earned Media Theme: Distracted Driving and Work Zone Awareness
CIOT - Spring	5/14-6/3	330	Yes	Earned Media Theme: Border to Border Enforcement
Impaired Driving Campaign - July 4th	6/25-7/4	350	Yes	Earned Media Theme: Boating Under the Influence
Aggressive Driving Wave	7/5-8/26	300	Yes	In coordination with National Stop on Red Week. Earned Media Theme: Red Light Running, Stop Signs, and Speeding
Impaired Driving Campaign - National Crackdown	8/15 - 9/3	400	Yes	Earned Media Theme: Drugged Driving
CIOT - Child Passenger Safety Campaign	9/16-9/30	25	Yes	In coordination with Child Passenger Safety Week and Seat Check Saturday. Earned Media Theme: Proper Child Seat Usage
Other Campaigns				
Impaired Driving-Fat Tuesday	2/13	5	No	Projects and Police Departments are encouraged to participate if their local community has a celebration
Impaired Driving-Cinco de Mayo	5/5	15	No	Projects and Police Departments are encouraged to participate if their local community has a celebration

As shown in Table 2.1, DUI arrests, speeding and seat belt citations increased from 2017 to 2018. These fluctuations in citations, although not tracked formally for performance measurement, can be attributed to the challenges facing Pennsylvania law enforcement working under a secondary seat belt law and without municipal police access to radar. The costs to conduct enforcement have increased over time due to inflation while the available federal funds for programs have remained relatively constant. The average gains in productivity over the past few years despite a growing gap in investment value further reinforces the effectiveness of this planning practice.

In addition to seeing results through high liquidation rates, sustained participation throughout the year, and increased productivity the historically low traffic fatality levels seen over the past few years are a testament to the success of traffic safety enforcement programs in Pennsylvania.

Project Contributions to Meeting Established Targets

In Pennsylvania, fatalities as a result of traffic crashes have reached historic lows. Table 2.1 provides an assessment of our progress in achieving identified performance targets. With the exception of bicyclist fatalities, every area where the goal was not met saw an annual decrease in fatalities from 2016 to 2017. These recent annual reductions will impact the five-year average trends over time, providing a greater opportunity to meet and exceed future targets.

The successes of Pennsylvania's traffic safety program are a result of multiple factors. In addition to incorporating evidence-based enforcement principles into our programs, factors such as enhanced communications planning, increased training opportunities, adoption of new best practices and initiatives, and improvements in fund liquidation (resulting in decreases in annual fund carry-forward amounts) all contributed to reductions in traffic fatalities occurring in Pennsylvania.

Where applicable, comments are included in the respective program area sections noting reasons projects were not implemented or did not achieve results projected in the FFY 2018 HSP metrics. Notable achievements over time which can be associated with recent traffic fatality reductions trends are also identified. The data is not available to properly assess the impact of newer countermeasures funded during FFY 2018. Assessment of these countermeasures will be limited to avoid speculation.

3. Pennsylvania Highway Safety Program

IMPAIRED DRIVING

Reducing the number of impaired driving-related crashes, fatalities, and injuries occurring on the highways of the Commonwealth is a top safety focus area for Pennsylvania.

Performance Goals

- **SHSP Goal:** Decrease the 5-year average number of alcohol-related fatalities to 332 for the period of 2013-2017.
- **GOAL NOT MET:** The average number of alcohol-related fatalities from 2013 to 2017 was 345 per year.



Figure 3.1 Fatalities Involving Driver or Motorcycle Operator with ≥ 0.08 BAC
Historical 5-Year Averages and Goals

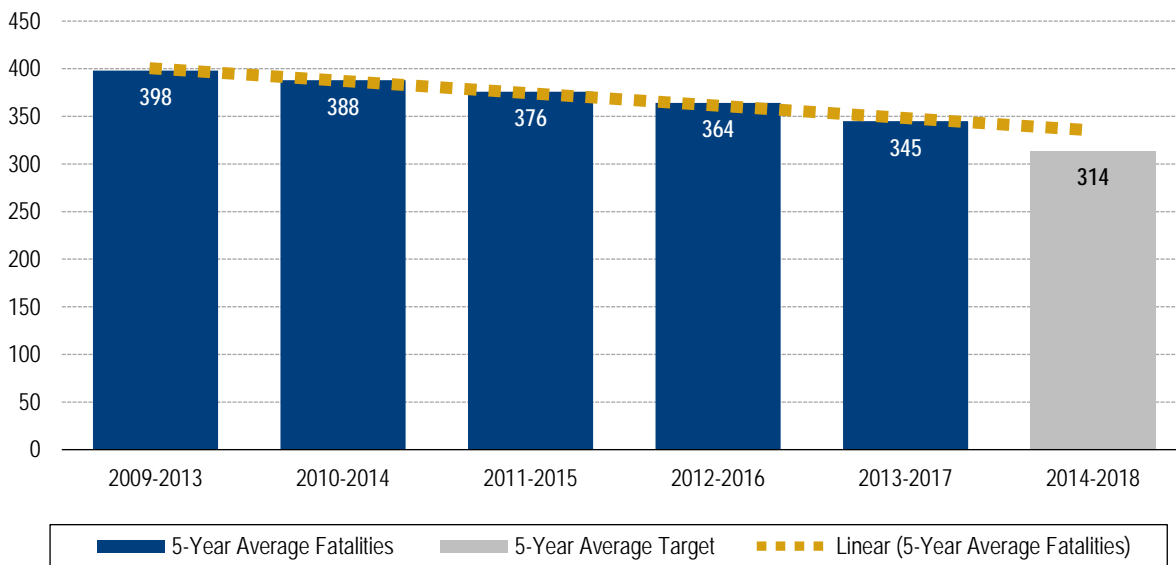


Table 3.1 5-Year Average Annual Targets
Impaired Driving

	Alcohol-Impaired Crashes	Alcohol-Impaired Serious Injuries	Alcohol-Impaired Fatalities	Druugged Driver Crashes
2018 Target	4,096	337.5	314	2,946
2017 Target	4,475	333	332	3,478
2017 Actual	4,268	352	345	2,853

Countermeasures (Programs and Projects) and Results

The highway safety office and safety partners in Pennsylvania utilized a combination of proven countermeasures, including high-visibility enforcement, paid and earned media, effective court programs, and law enforcement training to reduce impaired driving. The following projects were funded in FFY 2018.

High-Visibility Enforcement of Impaired Driving

PennDOT distributed more than \$4.9 million dollars in Federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement during FFY 2018. Pennsylvania’s data-driven High-Visibility Enforcement (HVE) program conducted enforcement in targeted geographic areas identified by crash data to maximize the effectiveness of limited grant funding. Coordination for the high-visibility enforcement was accomplished via our 6 Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members reported on completed mobilizations and used the results to adjust the planning and coordination of the next effort. The data used in planning enforcement included examination of roadway corridors for high DUI crash, injury, and fatality locations, and crashes by time of day, type of vehicle, and age/sex of drivers.



Pennsylvania State Police DUI Enforcement Program (M5HVE-2018-01-17-00 Federal; M5HVE-2018-01-18-00 Federal)

The Pennsylvania State Police (PSP) have implemented the Impaired Driving Enforcement and Initiatives Program to focus its efforts in enforcement and training to provide high visibility, increased enforcement with emphasis on the times and locations that have a high incidence of impaired driving crashes and arrests. Utilizing grant funding from PennDOT, the PSP conducted nearly 1,500 sobriety checkpoints and roving DUI patrols during FFY 2018. This enforcement contacted over 37,500 motorists resulting in nearly 1,500 arrests for impaired driving. Part of the PSP impaired driving enforcement is Operation Nighthawk, which brings troopers together prior to a night of enforcement and includes a motivational speaker with a DUI message and a highly visible dispatch of the troopers setting off for enforcement. This is always covered by the media and raises the public perception of impaired driving enforcement. In addition to the high-visibility enforcement conducted by this program, PSP Cadets continued to receive standardized field sobriety testing certification during their academy training.

Both crashes and arrests for impaired driving due to drugs other than alcohol continue to be a growing factor in the overall DUI focus area for Pennsylvania. Increases in DUID crashes and arrests are most likely due to the large effort towards training law enforcement in DUID detection and identification. This training comes in the form of the Advanced Roadside Impaired Driving Enforcement (ARIDE) course and Drug Recognition Expert (DRE) program. The ARIDE training provides law enforcement the bridge between standardized field sobriety testing and when to call on the services of a DRE-certified officer when dealing with a driver under the influence of a drug other than alcohol. During FFY 2018, 41 ARIDE courses were conducted in conjunction with the PA DUI Association, training hundreds of law enforcement officers. Pennsylvania now has thousands of officers trained in ARIDE. The DRE program continued into its 15th year of operation and certified 22 new officers as DRE experts in FFY 2018, which brings the total number of DRE experts in Pennsylvania to nearly 185. During FFY 2018, DRE officers conducted approximately 1,500 evaluations, which resulted in opinions within the 7 drug categories, non-impaired, alcohol rule-outs, medical rule-outs, and poly drug-impaired drivers.

Metric: Conduct 175 sobriety checkpoints, 1,500 roving DUI patrols.

Result: METRIC NOT MET: Conducted 173 sobriety checkpoints and 1,292 roving DUI patrols.

Metric: Certify 20 officers as Drug Recognition Experts and conduct 20 ARIDE courses.

Result: METRIC MET: Certified 22 officers as Drug Recognition Experts and conducted 41 ARIDE courses.

Municipal DUI Enforcement Programs (M5HVE-2018-02-17-00 Federal; M5HVE-2018-02-18-00 Federal)

PennDOT offered 46 DUI enforcement grants and four (4) police traffic services grants, which involved approximately 700 municipal police departments during FFY 2018. Participating departments conducted DUI enforcement operations, including sobriety checkpoints, roving patrols, phantom checkpoints, and Cops in Shops operations. Enforcement was coordinated throughout the year to correspond with both national and local mobilizations. Crash, injury, and arrest data provided to the departments assisted them in identifying high-risk areas to target impaired driving enforcement. The departments also used local arrest records and crash data. At a minimum, enforcement agencies receiving grant funding were required to participate in the National Crackdown surrounding the Labor Day holiday but also include other DUI mobilizations highlighted on the NHTSA Communications Calendar. DUI law enforcement liaisons ensured participating police departments had access to the NHTSA Law Enforcement Action Kit through a password protected web site. Grant funding under this program was also utilized on a sustained basis throughout the year to maintain the high-visibility enforcement model. This impaired driving enforcement resulted in well over 138,000 motorists contacted and nearly 1,800 arrests for impaired driving.

Metric: Conduct 275 sobriety checkpoints, 850 roving DUI patrols, and 30 Cops in Shops operations.

Result: METRIC NOT MET: Conducted 237 sobriety checkpoints, 953 roving DUI patrols, and 17 Cops in Shops operations.

Paid Media (M5HVE-2018-01-17-00 State; M5HVE-2018-01-18-00 State) and Earned Media

The PennDOT Central Press Office used state funds during FFY 2018 to buy media in support of the high-visibility enforcement programs targeting impaired driving. Roughly \$170,000 was spent on the Independence Day campaign, which ran during the month of June. The buy used online, social media, programmatic display, and radio advertising while promoting NHTSA and Governor's Office approved messaging. Adults aged 18 to 54 were the target demographic. The campaign had a heavier focus in the 9 media markets with the highest number of DUI crashes/fatalities. Over 3 million impressions were made.

Metric: Conduct two paid media campaigns to support high-visibility enforcement.

Result: METRIC NOT MET: Conducted one paid media purchase in support of high-visibility DUI enforcement.



DUI Courts (M5CS-2018-01-17-00 Federal; M5CS-2018-01-18-00 Federal)

During 2017 in Pennsylvania, there were more than 15,700 convictions for a second or subsequent DUI offense. The convictions accounted for nearly 56 percent of all DUI convictions in 2017. PennDOT provides counties with grants for DUI Court to address recidivism. While in DUI Court, the repeat offender will go through a series of parole and treatment phases until the judge decides proper progress has been made and a change in behavior has occurred. DUI Court grants from PennDOT are renewed for three years and are intended as start-up funds. Studies and evaluations have shown that DUI courts are successful and reduce DUI recidivism. During FFY 2018, just one county applied for DUI Court grant funding from PennDOT. Studies and evaluations have shown that DUI courts are successful and lead to a significant reduction in DUI recidivism. DUI court programs in Pennsylvania have shared very low DUI recidivism rates amongst the graduates consistent with national studies.

Metric: Fund one DUI Court.

Result: METRIC MET: Funded one DUI Court.

DDAP/PennDOT DUI Intervention Project (AL-2018-01-17-00 Federal; AL-2018-01-18-00 Federal)

Pennsylvania statute requires individuals who are convicted or plead guilty for an impaired driving offense must undergo a full drug and alcohol assessment prior to sentencing if any of the following apply; the individual has a prior DUI offense, or if indicated by the pre-screening evaluation, or if the BAC at time of arrest was 0.16 or greater. This allows for individuals with an alcohol and/or drug dependence to be properly assessed and gives the judge an opportunity to include treatment as a component of the DUI sentence. There has been variance amongst the counties in Pennsylvania in how this statute has been applied to DUI offenders and has had a potentially negative impact on recidivism.

This project is the first time a statewide study of DUI criminal justice and treatments systems at the county level has been conducted. The objective has been to ensure that quality assessments and treatments services with clinical integrity are being required and provided to DUI offenders. By the end of FFY 2018, all of Pennsylvania's 67 counties have been assessed through site-visits. All of those non-compliant counties brought themselves into compliance through the guidance of this project. A byproduct of this project has been the formation of a "DUI Treatment Compliance Oversight Committee" including membership from PennDOT, DDAP, AOPC, the JOL, the TSRP, PA Sentencing Commission, PA Probation and Parole, and a few other stakeholders. In addition to the oversight committee, a final report of the project was published outlining the findings and recommendations of the project.

Metric: Complete evaluation of all 67 County Court DUI Programs and submit final report.

Result: METRIC MET: All 67 County Court DUI Programs Evaluated.

Institute for Law Enforcement Education (M5TR-2018-01-17-00/PT-2018-03-17-00 Federal; M5TR-2018-01-18-00/PT-2018-03-18-00 Federal)

A contributing factor to the success of the Pennsylvania high-visibility enforcement program is the level of training support provided to law enforcement. Pennsylvania simply could not achieve its highway safety goals without enforcement conducted by highly trained law enforcement in the areas of standardized field sobriety testing, sobriety checkpoints, evidentiary breath testing, and other pertinent focus areas. The training allowed the officers to better implement enforcement strategies aimed at reducing impaired driving. PennDOT funded the training through an MOU with the Institute of Law Enforcement Education at the Department of Education.

Metric: Hold 25 breath test-related trainings.

Result: METRIC MET: Conducted 80 breath test-related trainings.

Metric: Perform 20 sobriety checkpoint-related trainings.

Result: METRIC NOT MET: Conducted 7 sobriety checkpoint-related trainings. Demand for training was lower than anticipated.

Metric: Train 4,000 law enforcement officers in highway safety-related disciplines.

Result: METRIC MET: Trained approximately 4,300 law enforcement officers.

Metric: Perform 25 SFST-related trainings.

Result: METRIC NOT MET: Conducted 17 SFST-related trainings. Demand for this training was lower than anticipated.

Traffic Safety Resource Prosecutor (TSRP) (M5TR-2018-02-17-00 Federal; M5TR-2018-02-18-00 Federal)

Proper prosecution and adjudication of DUI arrests supports and strengthens the effectiveness of high-visibility enforcement efforts. The TSRP provided training ranging from case law to case presentation. In addition, the TSRP served as a legal expert on DUI matters for law enforcement officers and prosecutors statewide and provided on-demand resource for legal issues in DUI cases. Throughout the growth of the TSRP program in

Pennsylvania, the most beneficial byproduct to both law enforcement and prosecutors has been the technical assistance provided by the TSRP. This technical assistance ranges from questions on proper charges for prescription drug-impaired driving arrests to aiding in impaired driving case reviews with county prosecutors. More than 500 instances of technical assistance were provided by the TSRP during FFY 2018. The TSRP also provided timely opinions on changes in case law stemming from recent DUI court cases. Another extremely beneficial portion of the TSRP program is the training, particularly “Cops in Court.” This training places police and prosecutors in the same classroom to discuss courtroom practices, evidence, and rules of criminal procedure. Expanding on this topic is the mock trial training conducted by the TSRP, which uses a simulated impaired driving case and follows each step from arrest to prosecution.

Metric: Fund 1 Traffic Safety Resource Prosecutor.

Result: **METRIC MET:** Funded 1 full-time TSRP.

Judicial Outreach Liaison (JOL) (M5TR-2018-03-17-00 Federal; M5TR-2018-03-18-00 Federal)

Since implementing a state-sanctioned Judicial Outreach Liaison with funding from NHTSA Headquarters, the JOL program has substantially evolved and continues serving as a liaison between the judiciary and the rest of the highway safety community. Activities conducted by the JOL included hours dedicated to the CRN revision project, the DDAP county assessment project, DUI court promotion and support, and participation in meetings with the highway safety office. In addition, the JOL presented material to certain stakeholder groups. These groups included, the statewide DUI task force, the DUI oversight committee, the state legislative commissions and task force, as well as national groups such as the National Center for DWI Courts. The JOL has also dedicated hours towards the DUI intervention project where his experience and expertise has been used to examine each county’s DUI program and how DUI offenders are assessed for treatment purposes.

Metric: Fund 1 Judicial Outreach Liaison.

Result: **METRIC MET:** Funded 1 JOL position.

DUI Law Enforcement Liaisons (LEL) (M5TR-2018-04-17-00 Federal; M5TR-2018-04-18-00 Federal)

Two Law Enforcement Liaisons (LEL) dedicated to impaired driving support were also funded under a grant with the Pennsylvania DUI Association. These positions are funded under the NHTSA grant program using §405(d) funding. During FFY 2018, the LELs served as a technical resource for the 46 DUI enforcement grantees and four (4) police traffic service grants statewide. More than 700 municipal police departments and the state police receive funding under the grant program and the LELs serve as a technical resource for each one of these agencies. Their tasks included providing technical assistance to the impaired driving task forces, relaying proper case law regarding various aspects of impaired driving, providing training, and acting as an extension of PennDOT for our law enforcement partners.

Pennsylvania DUI Association Technical Services Program (M5TR-2018-05-17-00 State; M5TR-2018-05-18-00 State)

In accordance with 75 Pa.C.S. §1549(b) and 6103, and 67 Pa. Code §94, PennDOT is tasked with training and certification of Alcohol Highway Safety School Instructors and Court Reporting Network Evaluators. These programs are organized at the county level in Pennsylvania and each program has a county DUI coordinator. Every DUI offender convicted or offered an Accelerated Rehabilitative Disposition (ARD) in lieu of a conviction is required to be evaluated for a substance abuse problem and to attend a 12.5-hour alcohol highway safety class. PennDOT contracts with the Pennsylvania DUI Association who delivers these tasks. Other activities under this contract include trainings and workshops in an effort to keep the coordinators, instructors, and evaluators abreast of the latest trends and techniques in processing DUI offenders. State funds were utilized to deliver these tasks.

Metric: (Re) Certify 180 AHSS Instructors.

Result: **METRIC MET:** (Re) Certified 207 AHSS Instructors.

Metric: (Re) Certify 225 CRN Evaluators.

Result: **METRIC NOT MET:** (Re) Certified 196 CRN Evaluators.

Ignition Interlock (M5II-2018-01-17-00 State; M5II-2018-01-18-00 State)

Under a separate contract, the Pennsylvania DUI Association provided quality assurance and technical assistance to PennDOT on ignition interlock issues. The newly enacted Pennsylvania law makes the ignition interlock requirement mandatory for first-time DUI offenders with high blood alcohol levels and for individuals who refuse chemical testing. Interlock devices prohibit a vehicle from being operated by a drinking driver with a Breach Alcohol Content higher than 0.025. During FFY 2018, there were over 10,000 Pennsylvania residents with an installed ignition interlock device. In FFY 2018, well over 67,000 vehicle ignition starts were prevented by ignition interlock devices statewide. The contractor also conducted site visits to ignition interlock installation service centers, which are audited for compliance with the state ignition interlock specifications that set precedence for device specifications and installation procedures. State funds were utilized to deliver these tasks.

Metric: Perform 300 (or at least 100 percent of operations existing in Pennsylvania) monitoring site visits of certified ignition interlock service centers.

Result: **METRIC MET:** Performed 300 site visits.

Summary

The fairly strong DUI laws in Pennsylvania coupled with a high-visibility enforcement program have been the greatest contributing factors in staying ahead of our fatality reduction goals in the reducing impaired (DUI) driving safety focus area. Other programs adding to the reduction are specialized police training, highway safety liaison projects (law enforcement, prosecution, and adjudication), DUI court support, advances in DUID training, as well as other educational and comprehensive outreach projects. Even as we see overall fatality numbers continue to decline, 1 out of every 3 highway deaths continue to be due to impaired driving. If we are to achieve our overarching fatality reduction goals, Pennsylvania must continue a high-visibility enforcement program to reduce impaired (DUI) driving.

Metrics not met related to the number of projected sobriety checkpoints and roving patrols conducted by state and local police can be attributed to less available funding for the enforcement projects. Initial projections for these metrics were established prior to final project negotiations. With roughly 90% of the committed enforcement funds liquidated during FFY 2018 and an increase in DUI arrests from calendar year 2016 to 2017 it can be reasonably argued the projects were successful towards influencing the recent reductions in crash data. It is also worth noting that the unmet metrics by the Institute for Law Enforcement Education project regarding sobriety checkpoint and SFST trainings were supplemented by trainers under the DUI Law Enforcement Liaisons project.

OCCUPANT PROTECTION

Proper and consistent use of seat belts and child safety seats is known to be the single most effective protection against death and a mitigating factor in the severity of traffic crashes.

Performance Goals

- **SHSP Goal:** Decrease the 5-year average number of unrestrained passenger vehicle occupant fatalities to 399 for the period of 2013-2017.
- **GOAL MET:** The average number of unrestrained passenger vehicle occupant fatalities from 2013 to 2017 was 387 per year.

Figure 3.2 **Seat Belt Usage**
Historical Annual Trend and Targets

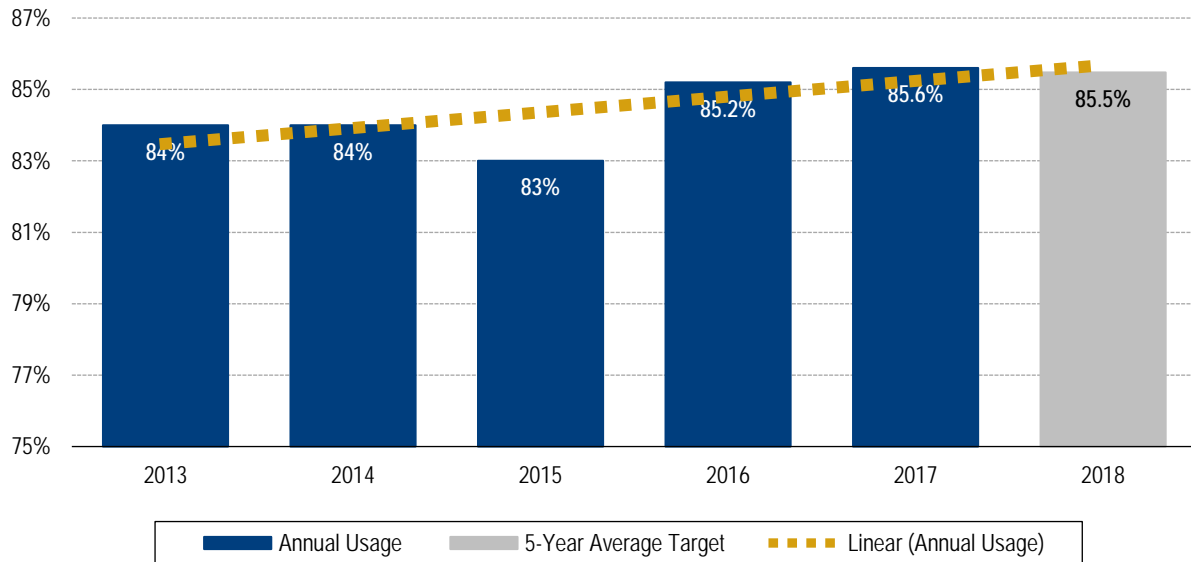


Figure 3.3 Unrestrained Passenger Vehicle Occupant Fatalities
Historical 5-Year Averages and Targets

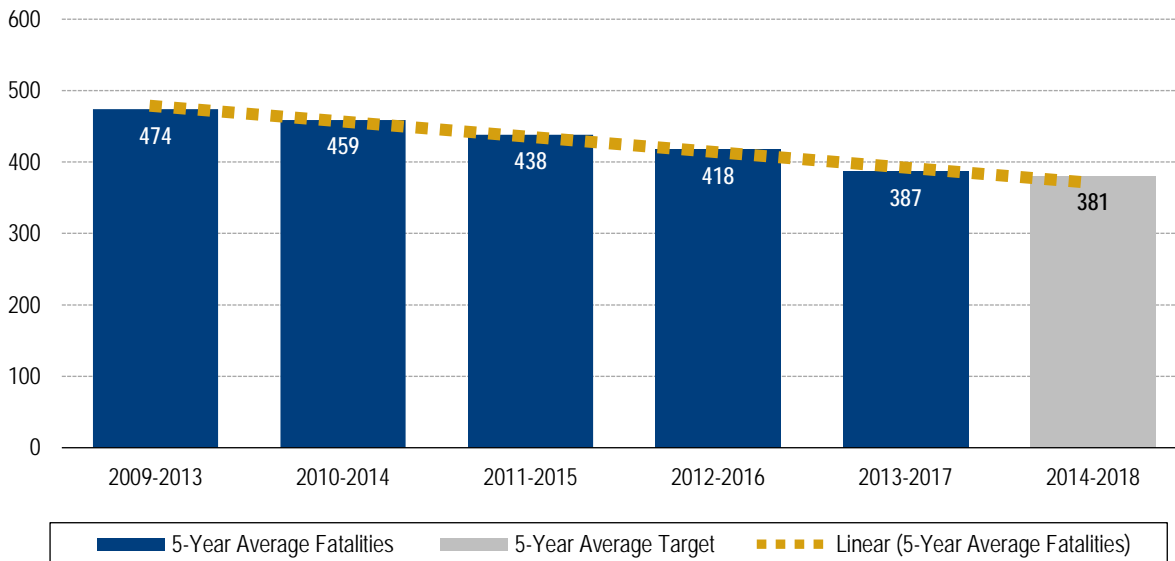


Table 3.2 5-Year Average Annual Targets
Unrestrained Passenger Vehicle Occupant

	Crashes	Serious Injuries	Fatalities
2018 Target	13,797	779	381
2017 Target	14,107	803	399
2017 Actual	14,180	857	387

Countermeasures (Programs and Projects) and Results

High-Visibility Seat Belt Law Enforcement

Publicized seat belt law enforcement programs, using specially trained officers and equipment, have been proven effective in increasing seat belt use and reducing occupant protection-related fatal, injury, and property damage crashes. A comprehensive approach using both periodic and sustained enforcement operations to address general and high-risk populations provides a greater opportunity for long-term program impact.

Periodic High-Visibility Belt Law Enforcement

The PennDOT Highway Safety Office facilitates the creation, implementation, and monitoring of a statewide strategic seat belt plan covering every county for the Thanksgiving 2017 and May 2018 Click It or Ticket (CIOT) mobilizations, and for the targeted Teen Seat Belt and Child Passenger Safety Week mobilizations. The occupant protection enforcement program conducts enforcement in areas identified by crash data while also addressing rural areas, which may have low usage rates but do not have the traffic volume to score high in the data analysis.

Individual police department budgets are determined based on crash data, population, willingness to participate, and past performance. Additionally, the State Police receive funding to conduct occupant protection enforcement where there are no full-time municipal police departments to meet the population coverage requirement of 405(b).

The Thanksgiving CIOT mobilization ran from November 20 to December 3, 2017 as part of the larger Operation Safe Holiday campaign that also includes aggressive driving and impaired driving enforcement. Enforcement focused on high unbuckled crash roadways and nighttime. Grantee law enforcement agencies scheduled enforcement patrols, seat belt check minicade details, traffic enforcement zones, and informational sites. PSP and 236 municipal departments were funded with \$391,750 and conducted 6,864 hours of enforcement. Grantees contributed an additional 105 hours of in-kind enforcement. The mobilization resulted in 10,011 total citations including 774 occupant protection citations. Agencies funded during the Thanksgiving campaign were required to provide in-kind enforcement during the May/June mobilization equal to 10 percent of their funded hours.

The Memorial Day CIOT mobilization included 336 funded agencies, totaling \$724,280 for 14,642 enforcement hours including 312 in-kind enforcement hours. The mobilization was kicked off with participation in the NHTSA-coordinated Border to Border campaign. Strategies used for the May/June wave included traffic enforcement zone details, safety checkpoints, and roving patrols. The CIOT mobilization resulted in 26,482 contacts and 22,966 citations, including 2,066 occupant protection citations.

Sustained Belt Law Enforcement

The sustained enforcement strategy is aimed at getting police departments to do seat belt enforcement outside of the funded mobilizations. Departments receiving grant money will be required to conduct in-kind overtime enforcement during a designated month. The months are scheduled so that seat belt enforcement is conducted in every month of the year. The 12-month enforcement in FFY 2018 totaled 4750 hours and produced 11,917 contacts resulting in 337 occupant protection citations.

Nighttime (10 p.m. to 5 a.m.) Seat Belt Enforcement

All municipal police departments that receive grant funding for mobilizations are required to conduct at least 50 percent of those enforcement hours at night. The result was 52 percent, or 12,857 hours of nighttime enforcement.

Teen Seat Belt Enforcement

The Teen Seat Belt Mobilization was conducted October 16-27, 2017. 99 Law Enforcement Agencies (LEA) from across Pennsylvania participated in the mobilization that reached over 135 secondary schools.

The mobilization's focus was primarily on youth drivers (under 18) on school campuses, targeted youth events, or roadways around their high schools. Each participating LEA conducted various youth driving-oriented activities, including at least one Seat Belt Informational Site detail (distributing an estimated 53,500 enforcement handouts) on or around high school campuses; they generated earned media, completed seat belt surveys, and seat belt minicades details. Additional activities included Buckle Up PA's educational seat belt programs, Survival 101, and 16 Minutes. When the education and student awareness activities were completed, officers

then completed Teen Seat Belt Enforcement. Buckle Up PA's message is simple – law enforcement will be writing seat belt tickets to save lives, so buckle up.

Participating LEA grantees completed 135 Informational Seat Belt Details on high school campuses, made 3,150 direct enforcement contacts and wrote 480 seat belt citations.

Evidence-Based Traffic Safety Enforcement Program

Coordination for the events is done via our 6 Highway Safety Regions and their planning meetings held bimonthly throughout the year. At these meetings, team members follow up on completed mobilizations and use the results to adjust the planning and coordination of the next effort. The data used in planning enforcement includes examination of roadway corridors for high unrestrained crash, injury, and fatality locations, crashes by time of day, type of vehicle, and age/sex of drivers. Data related to high-risk areas and demographics also is provided to target the NHTSA paid media buy for Memorial Day Mobilization and other identified campaigns.

Pennsylvania State Police Occupant Protection Enforcement and Education Program (M2HVE-2018-01-17-00 Federal; M2HVE-2018-01-18-00 Federal)

The Pennsylvania State Police (PSP) participated in seat belt enforcement programs targeting roadway segments with relatively high occurrences of unrestrained crashes. Activities include saturation patrols, regulatory checkpoints, conducting press releases, conducting pre- and post-action safety belt surveys, and reporting results of enforcement and educational efforts.

Metric: Participation from all 16 Pennsylvania State Police Troops in periodic and ongoing enforcement campaigns, including Child Passenger Safety Week.

Result: METRIC MET: Received participation from all 16 PSP Troops, as planned.

Municipal Occupant Protection Enforcement and Education Programs (OP-2018-02-17-00 Federal; OP-2018-02-18-00 Federal)

Municipal police participation in occupant protection enforcement operations is coordinated, supported, and administrated through a statewide project offered by PennDOT. Enforcement sub-grants utilized an allocation formula based on occupant protection-related data. Eligible governmental units were identified based on police jurisdictional coverage of high-crash areas, population density, and other data.

Metric: Provide funding to municipal police departments based on number and severity of crashes to participate in Thanksgiving 2017 and May Click It or Ticket 2018 enforcement campaigns.

Result: METRIC MET: Municipal Departments were funded for both the Thanksgiving and May Click It or Ticket mobilizations.

Metric: Dedicate 50 percent of funded enforcement hours to nighttime enforcement.

Result: METRIC MET: 52 percent of all occupant protection enforcement was completed at night.

Metric: Provide funding to municipal police departments to participate in a Teen Seat Belt enforcement campaign (October 16-28, 2017).

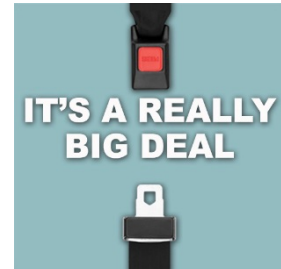
Result: METRIC MET: 99 Law Enforcement Agencies participated in the Teen Seat Belt Mobilization.

Metric: Provide funding to municipal police departments to participate in Child Passenger Safety Week enforcement (September 16-19, 2018).

Result: METRIC MET: A Child Passenger Safety Enforcement Mobilization was conducted from September 17-30, 2017.

Paid Media (M2HVE-2018-01-00-00 State) and Earned Media

NHTSA evaluated the effects of the May 2002, 2003, and 2004 CIOT campaigns on belt use in the states. In 2002, seat belt use increased by 8.6 percentage points across 10 states that used paid advertising extensively in their campaigns. Belt use increased by 2.7 percentage points in 4 states that used limited paid advertising and increased by 0.5 percentage points in 4 states that used no paid advertising. These results show that highly visible CIOT campaigns have a greater effect on seat belt use than campaigns that used limited or no advertising.



- **Paid Media Plans** –PennDOT used state funds for paid advertising during the May CIOT mobilization in the form of radio messages, on-line ads, and gas/convenience store advertising targeting males 18 to 54, nighttime drivers, and pickup truck drivers. Statistics have shown these demographics are the least likely to buckle up.
- **Earned Media Plans** – The PennDOT Central Press Office provided Earned Media Plans for all occupant protection enforcement campaigns, including Child Passenger Safety Week, to generate earned media statewide. Some suggested activities to generate earned media included press releases, public service announcements, and enforcement advisories.

Metric: Conduct one paid media campaign to support high-visibility enforcement during the May Click It or Ticket mobilization.

Result: METRIC MET: Completed a media campaign to support the May Click It or Ticket mobilization.

Child Occupant Protection Programs

State laws addressing young children in vehicle restraints are different than those for adults in all states, as young children require restraints appropriate to their size and weight. In addition to enforcement operations targeting compliance with child restraint laws, communication and educational programs designed to educate motorists on the proper installation and usage of child restraints have been shown to reduce the likelihood of injury due to improperly secured children in a crash.

PennDOT contracts with the Pennsylvania Chapter of the American Academy of Pediatrics (AAP) to implement the child occupant protection program under its Traffic Injury Protection Program. TIPP was tasked with delivering hospital education, managing the statewide child seat loaner program, maintaining a network of certified car seat technicians, conducting school programs, promoting and publicizing child passenger safety, and serving as PennDOT liaison for child passenger safety.

The hospital education program consists of an annual review of maternity ward discharge procedures related to passenger safety through a survey. The survey results are used to see that hospitals are implementing best practices, and to collect requests for training or informational materials. TIPP assists in offering courses in child passenger safety for Continuing Medical Education (CME) credits and in noncredit classes for hospital staff. TIPP also offers trainings and informational materials to pediatrician offices and conducts an annual teleconference for pediatricians.

The child safety seat loaner program is funded through state legislation and is unique in the country. Pennsylvania has 177 loaner programs that provide safety seats to low-income caregivers. TIPP is PennDOT's liaison in managing the loaner programs. Annually, the loaner programs are surveyed to determine needs in trainings, materials, and to monitor program activity. Loaner program staff is kept up to date on recalls and on their CPS technician certification. In 2018, 4,042 seats were purchased by the State and delivered to loaner programs for distribution.

Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2018-01-17-00 Federal; OP-2018-01-18-00 Federal)

These Pennsylvania State Police child passenger safety fitting stations are staffed by trained technicians who provide hands-on instruction to parents and caregivers to address misuse of child passenger safety restraints. Proper use of child restraints provides better protection from injury or death in an accident; studies have demonstrated those who have received instruction are likely to continue using the restraints. Pennsylvania State Police will continue to operate a fitting station in each PSP station statewide. Other fitting stations will be staffed by certified CPS technicians.

Metric: Perform at least 2,100 car seat checks total during the fiscal year.

Result: METRIC NOT MET: Checked 1,654 child safety seats. This is a demand-based metric.

Metric: Conduct at least 70 separate check-up events during each seat belt mobilization event; inspect at least 500 child restraints during each mobilization period.

Result: METRIC NOT MET: Completed an average of 60 events and checked an average of 430 child restraints during 3 mobilization periods.

Statewide Child Passenger Safety (CPS) Coordination (CP-2018-02-17-00 Federal; CP-2018-02-18-00 Federal /CP-2018-02-17-00 State; CP-2018-02-18-00 State)

A primary component of the Pennsylvania Child Passenger Safety Project is training and educational activities designed to increase usage of child restraints, including:

- **Child Passenger Safety Technician Certification Training** -Implement and oversee the administration and the credibility of NHTSA's 32-hour Child Passenger Safety Technician courses, taught statewide. The technicians staff the 193 Child Restraint Inspection Stations statewide, which instruct the public on the proper installation and use. Administer the update/refresher courses, special needs classes, and medical staff trainings. Outreach to recruit new technicians and establish Inspection Stations is based on current population data and recommended levels of service originally established by NHTSA as recommended follow-up from the Occupant Protection for Children Assessment conducted in 2005.

- **Public Education and Outreach Training** -Provide educational and training programs to raise awareness of the benefits of using seatbelts and proper child restraints and of the penalties possible for not using them. The outreach is provided to the general public, hospitals, and other private health care provider.
- **Car Seat Loaner Programs** -The cost of obtaining child restraints can be a barrier to some families in using them. A Child Seat Loaner Fund was established by legislation in the Pennsylvania Vehicle Code. According to this law, any fines associated with convicted violations of child passenger laws are collected in a fund that is used solely to purchase child restraints for Loaner Programs. There currently are 177 Loaner Programs in 58 of the 67 Pennsylvania counties. The Child Passenger Safety Project conducts outreach to establish new Loaner Programs based on population and poverty-level data. The project maintains a Loaner Program Directory and distributes it to hospitals and the Injury Prevention Coordinators from the Department of Health. The directory is available to the general public also on the project's web site.

Metric: Conduct 10 NHTSA Child Passenger Safety Technician Certification Training Courses, certify 100 new technicians.

Result: METRIC MET: Conducted 22 NHTSA CPS Technician Courses, certifying 278 new technicians and 7 new instructors.

Metric: Conduct 36 renewal and refresher courses for technicians.

Result: METRIC MET: Conducted 21 renewal courses and 28 Technical Update classes.

Metric: Conduct Hospital Educational Trainings: CME/CMU – 30 courses, 300 participants; non-CME – 30 courses, 300 participants.

Result: METRIC NOT MET: CME/CEU – 38 courses with 337 attendees; 1 pediatric webinar approved for CME/CEU = 209 registrants and 29 requests for CME/CEUs; non-CME courses – 82 courses with 275 participants

Metric: Conduct 55 programs for school staff, caregivers and school transportation providers.

Result: METRIC MET: Conducted 74 programs with 2,235 participants.

Summary

Occupant protection efforts were continued during FFY 2018. Efforts in this grant year included a Thanksgiving and Memorial Day CIOT mobilization along with Teen Driver and Child Passenger Safety mobilizations. Pennsylvania continued efforts in sustained seat belt law enforcement by requiring all funded departments to provide in-kind enforcement hours during the mobilization that they did not receive funding. 54 percent of all enforcement was conducted during nighttime hours. Since Pennsylvania still has a secondary law in place, outreach to law enforcement regarding the importance of writing the secondary seat belt ticket will continue along with media and outreach efforts to increase Pennsylvania's seat belt usage rate and lower unrestrained fatalities.

POLICE TRAFFIC SERVICES

Aggressive Driving and Distracted Driving are traffic safety issues that affect all motorists. Aggressive driving behavior typically includes a combination of speeding, tailgating, red light running, frequent lane changes, failing to yield to the right-of-way, and passing improperly. Distracted driving is defined by any action that either takes a motorist’s attention away from driving, their eyes off the road, or their hands off the wheel. It is believed that crash data relating to both factors is unintentionally underreported and does not truly grasp the scope of the problem. PennDOT is constantly trying to bring both issues to the forefront through outreach via enforcement and public awareness.

Performance Goals

- **SHSP Goal:** Decrease the 5-year average number of speeding-related fatalities to 513 for the period of 2013-2017.
- **GOAL NOT MET:** The average number of speeding-related fatalities from 2013 to 2017 was 515 per year.

Figure 3.4 Speeding-Related Fatalities
Historical 5-Year Averages and Targets

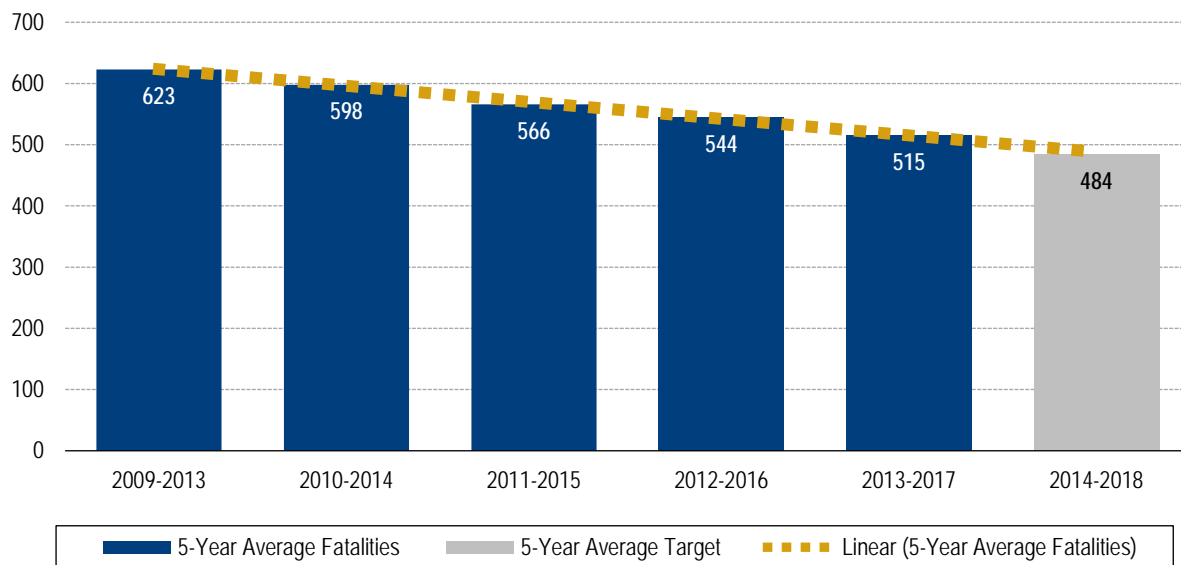


Table 3.3 5-Year Average Annual Targets
Speeding-Related

	Crashes	Serious Injuries	Fatalities
2018 Target	32,707	1,053	484
2017 Target	32,541	1,063	513
2017 Actual	32,138	1,145	515

Table 3.4 5-Year Average Annual Targets
Distracted Driving

	Crashes	Serious Injuries	Fatalities
2018 Target	15,076	261	61
2017 Target	14,923	259	61
2017 Actual	14,968	282	63

Countermeasures (Programs and Projects) and Results

The basic behavioral strategy used to control speeding and aggressive driving traffic law violations is high-visibility enforcement operations. Using the same principles as high-visibility impaired driving or occupant protection enforcement programs, locations for enforcement are directed towards high-crash or high-violation geographical areas. The following projects were funded in FFY 2018.

Pennsylvania State Police – Police Traffic Services (PT-2018-01-17-00 Federal; PT-2018-01-18-00 Federal)

Every State Police troop participated in Pennsylvania’s Aggressive Driving Enforcement and Education Program. Data-driven enforcement and earned media efforts occurred in all 67 counties and reached motorists in over 1,200 municipalities. The PSP assisted in joint operations with local police departments; especially with those that need the use of radar (local police can’t use radar in Pennsylvania). See further description of the program under Municipal Aggressive Driving Enforcement and Education Program.

The Special Traffic Enforcement Program (STEP) is a State Police program designed to increase traffic safety and reduce the number of crashes through innovative traffic enforcement operations. The enforcement occurred statewide and yearlong in data-driven locations. Many of the STEP locations overlapped with “Fines Doubled” Highway Safety Corridors. Over 287,000 traffic citations were written during STEP details in FFY 2018. It is hoped that innovative aggressive driving enforcement programs, such as STEP, help deter speeding and aggressive driving as well as other traffic offenses. (CTW, Chapter 3: Sections 2.2, 2.3)

Metric: Participation from all 16 Pennsylvania State Police Troops in periodic and ongoing enforcement campaigns, providing support to participating municipal police departments.

Result: METRIC MET: Every troop participated in aggressive driving enforcement during FFY 2018. The State Police completed 5,082 overtime enforcement hours.

Metric: Perform over 10,000 hours of STEP overtime enforcement.

Result: METRIC MET: 16,453 hours of STEP overtime enforcement was completed.

Municipal Aggressive Driving Enforcement and Education Program (PT-2018-02-17-00 Federal; PT-2018-02-18-00 Federal)

The State Police and 238 municipal departments conducted enforcement over the course of 3 separate waves. The police departments were chosen by identifying the municipalities with the most aggressive driving and speeding crashes over the past five years. Serious injury and fatality data also weighed heavily into department selection. Press events and public awareness outreach helped reinforce the impact of the enforcement efforts. The themes of the earned media tied aggressive driving and speeding into other initiatives happening during the same time of the year. For example, the outreach during the enforcement wave in April tied in Work Zone Safety and Distracted Driving. Local district judges were informed when enforcement was occurring so they could help support the program.



Coordination for the events was completed via our 6 Highway Safety Regions and their bimonthly planning meetings. At these meetings, team members followed up on completed mobilizations and used the results to adjust the planning and coordination of the next effort. In addition to the bimonthly meetings, special aggressive driving subcommittee meetings were also conducted regionally. At these meetings local data was incorporated and collaborative efforts among neighboring police departments were planned (CTW, Chapter 3: Sections 2.2, 2.3, 4.1).

Metric: Mobilize 230 local police departments to provide enforcement in collaboration with the PSP.

Result: METRIC MET: In FFY 2018, 238 local departments participated in Aggressive Driving Enforcement Waves. The selected departments were encouraged to address their high crash locations based upon data available using the Pennsylvania Crash Information Tool.

Metric: Conduct one enforcement campaign with a distracted driving theme during FFY 2018.

Result: METRIC MET: The earned media and enforcement theme of April's Aggressive Driving Enforcement Wave was Distracted Driving. Distracted drivers unknowingly commit actions that can be perceived as aggressive.

Police Traffic Services Program (PT-2018-04-17-00 Federal; PT-2018-04-18-00 Federal; M5HVE-2018-02-17-00; M5HVE-2018-02-18-00)

PennDOT offered single enforcement grants to Bucks County, Chester County, the City of Philadelphia, and the City of Pittsburgh in FFY 2018. Each grant provided for municipal police participation in impaired driving, occupant protection, and aggressive driving countermeasures. Funding distribution for the three (3) safety focuses utilized an allocation formula based on local crash data. This new centralized structure gives Police Departments more flexibility to conduct evidence-based and data-driven enforcement during major national safety campaigns and local initiatives.

Metric: Provide a Police Traffic Service Program opportunity to four municipal police jurisdictions in FFY 2018.

Result: METRIC MET: FFY 2018 marked year four of the Philadelphia Police Traffic Service Grant, year three for the City of Pittsburgh, and year two for both Bucks and Chester County. Preliminary results of the programs are positive. Over 27,500 motorists were contacted through overtime enforcement efforts under these grants.

Paid Media (PT-2018-01-17-00 State; PT-2018-01-18-00 State)

DON'T DRIVE DISTRACTED

Distracted Driving is any activity that could divert a person's attention away from the primary task of driving. All distractions endanger driver, passenger, and bystander safety.

These types of distractions include:



#PASafety #PATrafficLaw

PennDOT Central Press Office used state funds to conduct a media campaign on distracted driving during the month of April. Radio, programmatic displace and social media were featured aspects of the campaign. Texting while driving was the main theme and adults age 18-54 were the primary demographic. Harmelin Media, PennDOT’s subcontractor for paid media, reported that over 13 million impressions were made during the campaign.

Metric: Coordinate one paid and earned media campaign during Distracted Driving Month (April). The campaign will incorporate resources from NHTSA.

Result: METRIC MET: The campaign ran during the month of April. A total of \$150,000 in state funds were spent on the media buy.

Implementation of a Driver Improvement School (DE-2018-01-17-00 Federal; DE-2018-01-18-00 Federal)

This project would establish a Driver Improvement School program in Pennsylvania as described in the FFY 2018 HSP.

Metric: Develop a Driver Improvement School

Result: METRIC NOT MET: This project was delayed until FFY 2019 to accommodate limited staffing resources available to implement the project.

Summary

In an effort to combat dangerous driving habits, the Department of Transportation funds various enforcement and education programs to address aggressive driving, distracted driving, speeding crashes, and other behavioral highway safety concerns. The programs each consist of data-driven enforcement and strategically placed media. All enforcement and educations campaigns fall in line with established time periods based on NHTSA’s communication calendar. Crash data is constantly analyzed and municipalities that make up a larger percentage of the crash picture receive an applicable dedication of resources.

MATURE DRIVER

Pennsylvania has over 2.1 million licensed drivers aged 65 and older who make up 23.6 percent of the driving population. Mature citizens constitute the fastest growing segment of the population. Pennsylvania State Data Center’s 2014 report *Pennsylvania Population Projections 2010-2014*, indicate that residents aged 65 and older will continue to increase almost 15 percent between 2015 and 2020. Mature drivers are overrepresented in multiple vehicle crashes; these numbers do not determine fault of driver, but due to the human body’s increased fragility as we age.

Table 3.5 5-Year Average Annual Targets
Mature (Aged 65 and Older) Driver

	Crashes	Serious Injuries	Fatalities
2018 Target	19,863	557	284
2017 Target	19,614	549	282
2017 Actual	21,319	603	279

Improving Mature Driver Safety (DL-2018-01-17-00 Federal; DL-2018-01-18-00 Federal)

During FY18, the Bureau of Driver Licensing updated the Seniors Driving Safely brochure series, adding topics such as checking for and responding to vehicle recalls, and information about the importance of proper vehicle inspection and utilizing certified driving rehabilitative specialist. The updated brochures were distributed to PennDOT District Safety Press Officers and others through the safety network.



Phase One of the Contrast Sensitivity Project was completed. Based on the analysis of data results in-conjunction with the research reviewed, the University of Pittsburgh recommended that PennDOT screen drivers older than 70 years of age on a regular basis for poor contrast sensitivity. While the University clearly indicated in their final report additional studies will be needed to determine what an appropriate “cut-off” value would be for acceptable contrast sensitivity and driving, BDL believes that the results provided through this study could be used to provide education and guidance for healthcare providers in making decisions when determining if a driver is visually safe to drive a motor vehicle.

Additionally, this task was to develop a statewide mature driver safety work group that would consist of various individuals that have an interest in keeping our older drivers safe on the highways.

Metric: Develop a Mature Driver Safety Coalition.

Result: METRIC NOT MET: Due to a shortage of staffing resources during this FFY the project was delayed resulting in not enough time during this grant period to complete this task before the end of the FFY. BDL will pursue funding again in FFY19 to conduct this project during calendar year 2019.

Summary

Throughout the past several years, PennDOT has made an effort to engage Pennsylvania's mature driver population. Due in part to the Baby Boomers increasing the mature driver population, multiple highway safety regions in the State have experienced an increase in mature driver-related crashes and fatalities. These increases are reflected in the amount of mature driver safety programs performed by the Pennsylvania Highway Safety Network as a whole.

MOTORCYCLE

Over the last decade, Pennsylvania saw a 3.6 percent increase in licensed motorcyclists but a 3.18 percent decrease in registered motorcycles. Because of their size, motorcycles can be easily hidden in blind spots and are easily overlooked by other drivers. Over the past years, the majority of multivehicle crashes involving a motorcycle have had a vehicle other than the motorcycle cited as the prime contributing factor in the crash. Therefore, it is important that drivers be aware of motorcycles sharing the road.

Performance Goals

All Motorcycle

- **SHSP Goal:** Decrease the 5-year average number of motorcycle fatalities to 180 for the period of 2013-2017.
- **GOAL NOT MET:** The average number of motorcycle fatalities from 2013 to 2017 was 185 per year.

Unhelmeted Motorcycle

- **SHSP Goal:** Decrease the 5-year average number of unhelmeted motorcycle fatalities to 91 for the period of 2013-2017.
- **GOAL NOT MET:** The average number of unhelmeted motorcycle fatalities from 2013 to 2017 was 94 per year.

Figure 3.5 Motorcycle Fatalities
Historical 5-Year Averages and Targets

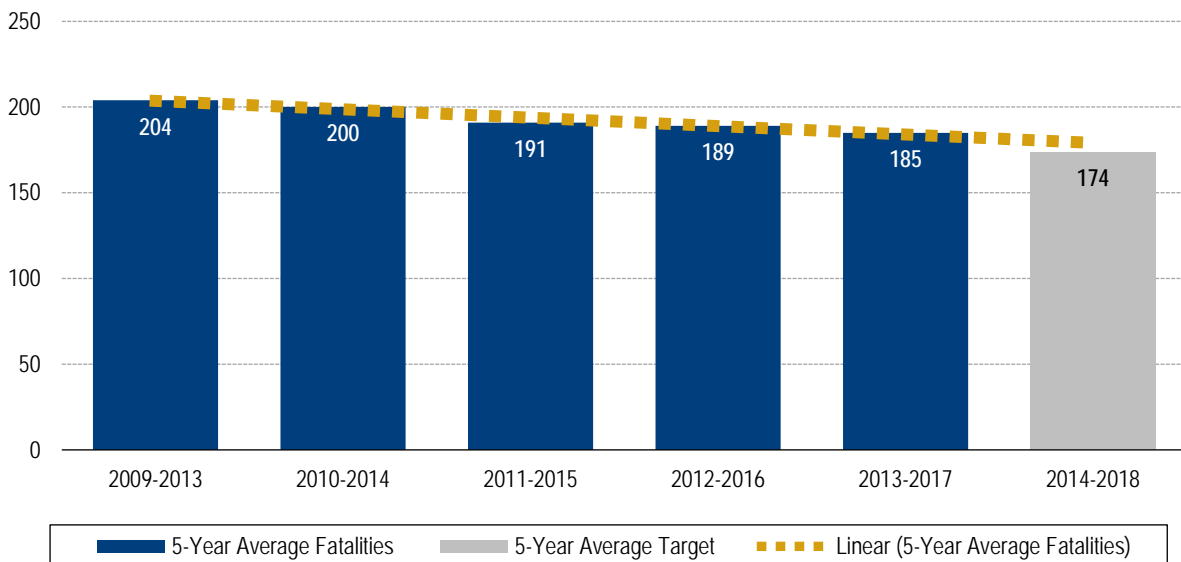


Figure 3.6 Unhelmeted Motorcycle Fatalities
Historical 5-Year Averages and Goals

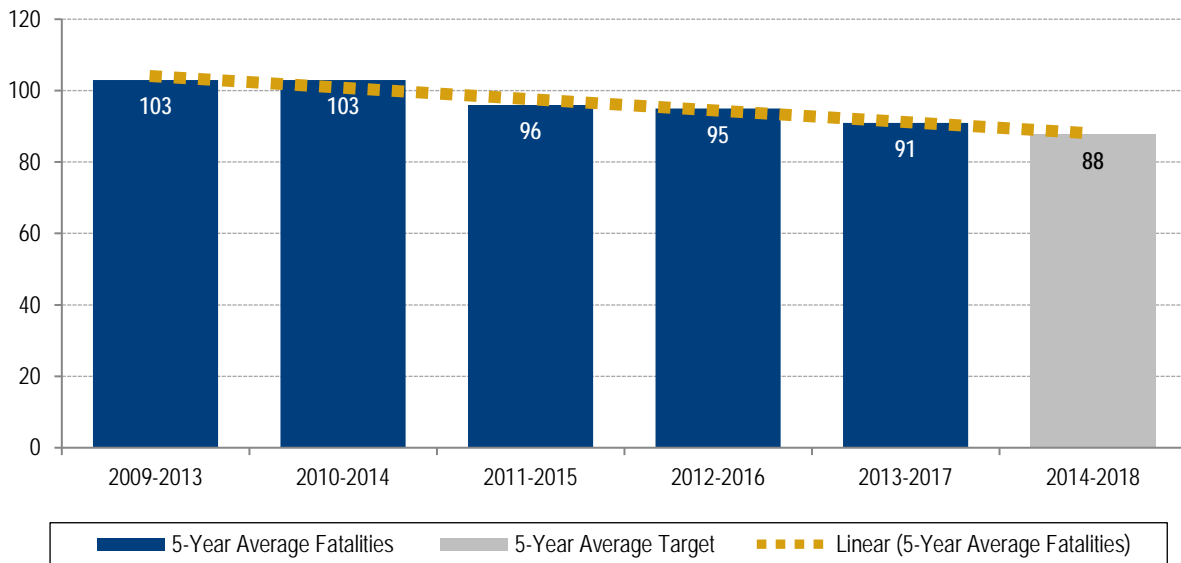


Table 3.6 5-Year Average Annual Targets
Motorcycle

	Crashes	Serious Injuries	Fatalities
2018 Target	3,271	487	174
2017 Target	3,374	501	180
2017 Actual	3,354	546	185

Countermeasures (Programs and Projects) and Results

Motorcycle Rider Training

Motorcycle rider education and training is a vital strategy for ensuring both novice and experienced riders learn basic and advanced skills necessary to operate a motorcycle safely. Training should be made available on a timely basis to all who wish to take it.

The Pennsylvania Motorcycle Safety Program (MSP – <http://www.pamsp.com>) was established to teach riders of all skill levels the fundamentals needed to safely operate a motorcycle. The MSP was created from legislation in 1984 and began one year later. Now in its 33rd year of training, the MSP remains free to all Pennsylvania residents who hold a valid Class M license or motorcycle learner’s permit.

Pennsylvania Motorcycle Safety Program Trainings (M9MA-2018-01-00-00 State)

In 2018, Total Control Training, Inc. was selected by PennDOT to provide training services for the PAMSP. Pennsylvania offers 5 training courses free of charge at many sites across the State. The training provides new riders with skills needed to operate a motorcycle more safely and provides opportunity for more advanced riders to refresh and refine their skills. There are 4 levels of motorcycle training (Introduction to Riding, Beginner Riding Clinic, Intermediate Riding Clinic, and Advanced Rider Clinic) and a Three-Wheeled Basic Riding Clinic. The internationally acclaimed Advanced Riding Clinic (Total Control ARC®) curriculum is also used extensively by government agencies and the military to reduce crashes, injuries and fatalities.

Metric: Increase, by 10 percent, the overall number of students trained in all MSP training courses from 16,673 in 2016 to 18,340 in 2017.

Result: METRIC NOT MET: Enrolled 13,007 students in motorcycle training courses in 2017. The low enrollment is partially due to delays caused by the selection of a new vendor in 2017/2018.

Motorcycle Safety Communications and Outreach

Motorcycles are smaller vehicles and are often unseen by other motorists due to low conspicuity. Many states rely on communications and outreach campaigns to increase drivers' awareness of motorcyclists. These campaigns often coincide with the summer riding season and include motorcyclist organizations to promote peer-to-peer safety outreach. PennDOT supports motorcycle awareness programs through its Motorcycle Safety Program.

Pennsylvania Share the Road Program (M9MA-2018-01-17-00 Federal; M9MA-2018-01-18-00 Federal/ M9MA-2018-01-17-00 State; M9MA-2018-01-18-00 State)

Share the Road and Watch for Motorcycles is a public outreach program aimed at raising awareness of motorcycles. Crashes involving motorcycles are often the fault of the other driver, and it is believed the drivers often do not see the motorcycle. By raising awareness and reminding drivers that motorcycles are on the road, some of these crashes may be avoided. Through the program "Watch for Motorcycles," materials were produced and distributed. Paid media with a safety message was deployed during Motorcycle Safety month in May. PennDOT districts also displayed motorcycle safety messages on fixed and variable message boards.

Metric: Distribute 25,000 lawn signs with the help of ABATE (Alliance of Bikers Aimed Toward Education).

Result: METRIC MET: 25,000 lawn signs were distributed

Metric: Conduct one paid media campaign: Billboards running May through September in the markets covering the counties with the highest number of motorcycle crashes.

Result: METRIC MET: Media campaign was conducted, as planned.

Live Free Ride Alive (LFRA) Program (M9MA-2018-01-17-00 State; M9MA-2018-01-18-00 State)

The LFRA program is designed to educate riders on the importance of being properly licensed, riding sober, use of all protective gear, and safe riding experiences. The grassroots effort of the program is PennDOT's Live Free Ride Alive booth, which will visit six motorcycle events over the summer months to talk to riders about the importance of getting licensed, getting trained, and don't speed or ride impaired. The booth offers riders a chance to register for training courses and view a video presentation on the various training courses offered through the Department's Motorcycle Safety Training Program. Additionally, LFRA posters, stickers, and other various materials will be distributed to dealerships, driver license centers, welcome centers and various tourism locations across the state.

The LFRA program also includes an extensive paid media component, which includes billboards and online promotion of the LFRA Facebook page, which also promotes these same safety messages and encourages motorcyclists to learn more about riding their motorcycle safely at www.livefreeridealive.com, the program's interactive website.

Metric: Attend six motorcycle rallies in calendar year 2017.

Result: METRIC MET: Six rallies were attended in 2017.

Metric: Increase "likes", by 10 percent, to the LFRA Facebook page from 33,609 in 2017 to 36,969 in 2018.

Result: METRIC MET: Currently, LFRA's Facebook page has 56,087 "likes".

SUMMARY

Pennsylvania continues to maintain a robust and highly popular Motorcycle Training Program. The program has recently seen a decline in the number of riders trained because of fewer licensed motorcyclists and registered motorcycles contributing to less demand for the Basic Rider Course. We will continue to promote the training program while also looking at ways to improve it for riders. Special attention will be given towards promotion of the Advanced Rider courses. Additionally, the Pennsylvania Motorcycle Steering Committee will continue to work with the Highway Safety Office to increase peer-to-peer and dealership outreach efforts, enhance localized problem identification, and establish focus groups to aggressively approach this focus area. Impaired riding awareness will continue to be included in both training and outreach efforts.

YOUNG AND INEXPERIENCED DRIVERS

In 2017, 1,137 persons died on Pennsylvania roadways. Of the fatal crashes, 133 involved drivers and passengers aged 20 or less. Young drivers are overrepresented in 2017 multiple vehicle crashes when comparing age groups, as 62.5 percent of drivers aged 16 to 21 were involved in crashes whereas only 55.9 percent of all drivers were involved in crashes. Of particular concern is the involvement of drinking drivers under the age of 21. Eighteen percent of the driver deaths in the 16 to 20 age group were drinking drivers, down from 12 percent in 2016. Improvement in this age group is a very important need.

Performance Goals

- **SHSP Goal:** Decrease the 5-year average number of fatalities in crashes involving a young driver to 131 for the period of 2013-2017.
- **GOAL MET:** The average number of drivers age 20 or younger involved in fatal crashes from 2013 to 2017 was 135 per year.

Figure 3.7 Drivers Age 20 or Younger in Fatal Crashes
Historical 5-Year Averages and Goals

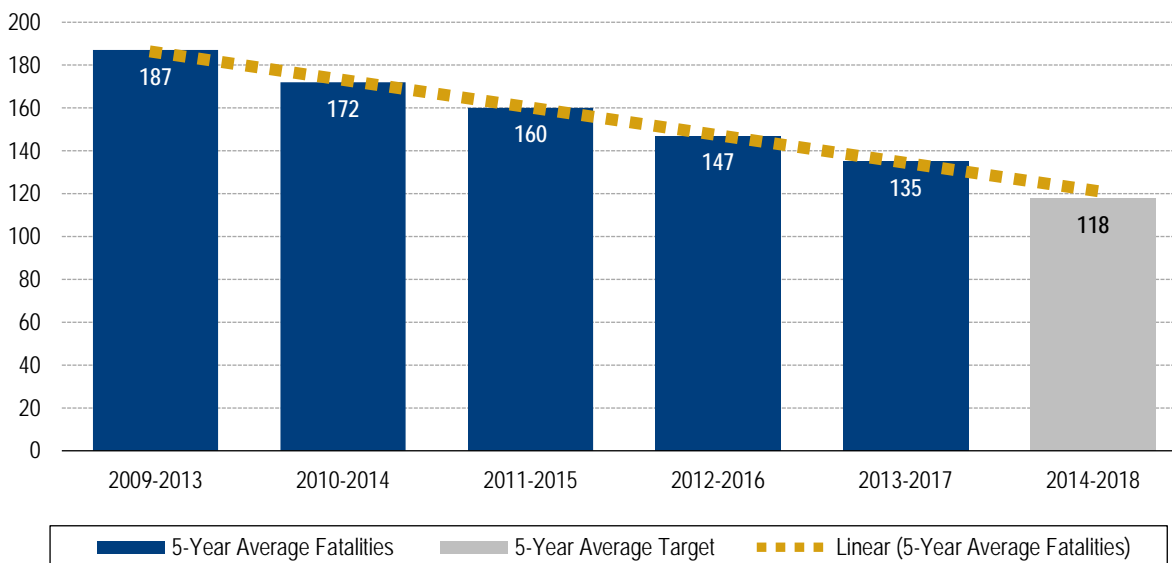


Table 3.7 5-Year Average Annual Targets
Drivers Age 20 or Younger

	Crashes	Serious Injuries	Fatalities
2018 Target	22,120	453	118
2017 Target	23,089	501	132
2017 Actual	24,016	581	135

Countermeasures (Programs and Projects) and Results

Young Driver Education

As evaluations of formal driver education programs to date have found that driver education does not decrease crash rates, new strategies to promote safe driving habits by young drivers are being explored. Authorized under 23 USC 402(m), Teen Traffic Safety Programs are structured to implement statewide efforts to improve traffic safety for teen drivers. It is anticipated that using peer-to-peer education and prevention strategies will prove effective over time to address emerging trends.

Additional strategies for young driver traffic safety will continue to be evaluated for potential effectiveness in reducing crashes involving young drivers.

Teen Driver Safety Program (TSP-2018-01-17-00 Federal; TSP-2018-01-18-00 Federal)

In FFY 2018, grant funds were again made available for a dedicated Teen Driver Safety Program. The requirements for the funds included promoting partnerships and coordination between existing programs and stakeholders, providing mini-grant opportunities to high schools, school groups, and community groups for peer-to-peer teen driver education and prevention strategies, and performing educational outreach to parents/caregivers on all aspects of the graduated driver licensing (GDL) law.

Metric: Conduct 10 parent caregiver workshops.

Result: METRIC NOT MET: One workshop was conducted in FFY 2018.

Metric: Conduct three Train-the-Trainer workshops on the “Impact Teen Driver” program.

Result: METRIC NOT MET: There were 0 Train-the-Trainer workshops conducted for FFY 2018.

Metric: Facilitate at least 20 mini-grants and 150 Teen Traffic Safety Kits to school/community-based peer-to-peer groups to focus on the implementation of “What Do You Consider Lethal?” program

Result: METRIC NOT MET: The project facilitated 0 mini-grants and 24 Traffic Safety Kits were administered.

Young Driver Intervention Initiative (TPS-2018-01-17-00 State; TPS-2018-01-18-00 State)

Drivers aged 16 through 20 who receive a moving violation will receive a personal letter from the Secretary of Transportation reminding them of the importance of obeying the law and the consequences of poor driving habits so early in their driving experience. A formal analysis will be conducted to determine if secondary infractions decrease within two years following the first infraction. It is anticipated that this analysis will be completed in year 2020.

Metric: Reduction of secondary infractions within two years of first infraction by 10 percent for drivers included in the initial two years of this project compared with drivers prior to project implementation.

Result: METRIC NOT MET: The analysis of this initiative is not expected to be completed until 2020. There were over 46,000 Young Driver Intervention Letters sent since the start of the program in May of 2016 through

November 30, 2107. From December 1, 2017 through November 30, 2018 there were over 22,000 Young Driver Interventions letters sent out.

Summary

Young Driver Safety was a vital safety focus area for all drivers. Programs conducted in FFY 2018 ultimately reduced crashes and fatalities of young drivers in Pennsylvania. Educational programs conducted helped to get safety messages directly to the students as well as caregivers. Pennsylvania has created new programs, along with expanding and updating old ones, to continue pushing the message of young driver safety and will continue to do so in coming grant years.

PEDESTRIAN AND BICYCLE SAFETY

Pedestrian and bicycle safety are emerging highway safety focus areas. Fatalities in both focus areas have remained steady over the past several years, with small decreases from 2016 to 2017.

Performance Goals

Pedestrian Safety

- **SHSP Goal:** Decrease the 5-year average number of pedestrian fatalities to 161 for the period of 2013-2017.
- **GOAL MET:** The 5-year average number of pedestrian fatalities from 2013 to 2017 was 155 per year.

Figure 3.8 Pedestrian Fatalities
Historical 5-Year Averages and Goals

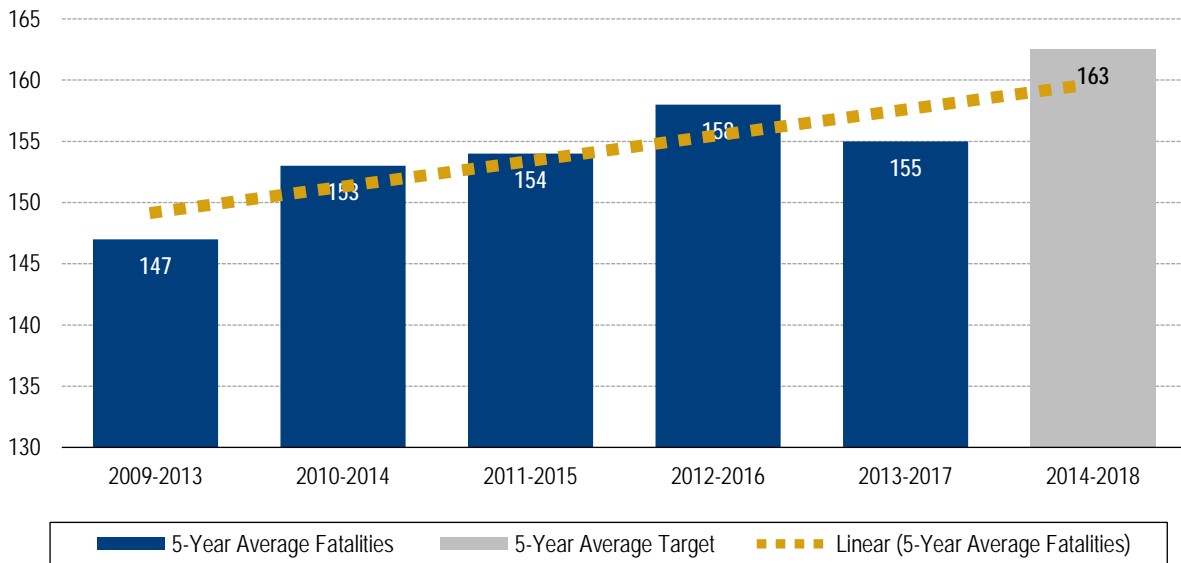


Table 3.8 5-Year Average Annual Targets
Pedestrians

	Crashes	Serious Injuries	Fatalities
2018 Target	4,127	348	163
2017 Target	4,182	347	161
2017 Actual	4,132	363	155

Performance Goals

Bicycle Safety

- **SHSP Goal:** Decrease the 5-year average number of bicycle fatalities to 16 for the period of 2013-2017.
- **GOAL NOT MET:** The 5-year average number of bicycle fatalities from 2013 to 2017 was 17 per year.

Figure 3.9 Bicyclist Fatalities
Historical 5-Year Averages and Goals

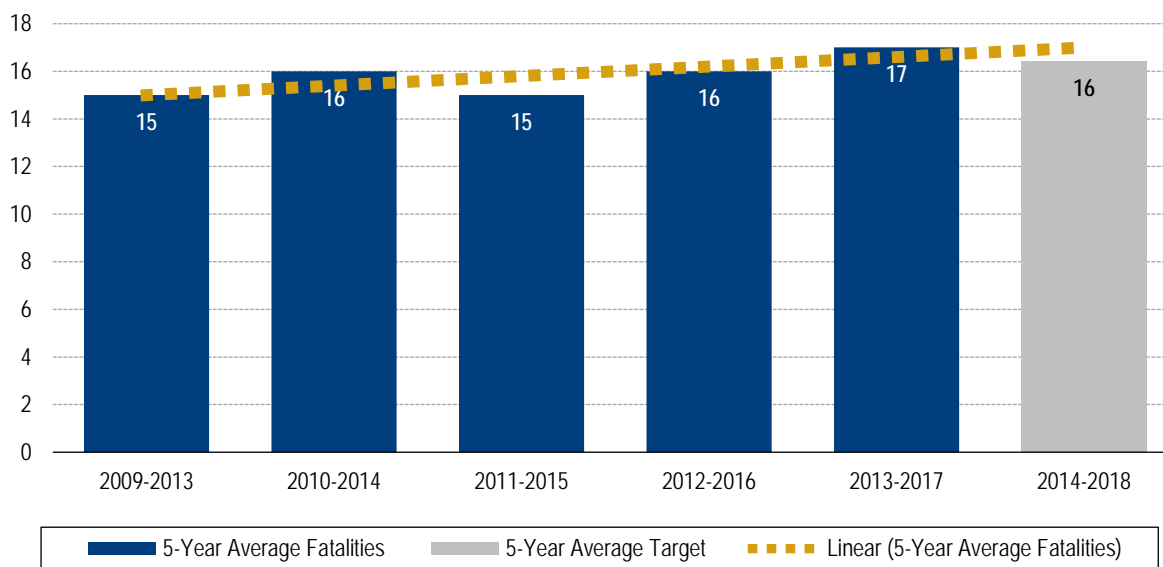


Table 3.9 5-Year Average Annual Targets
Bicyclists

	Crashes	Serious Injuries	Fatalities
2018 Target	1,279	55	16
2017 Target	1,301	57	16
2017 Actual	1,282	72	17

Countermeasures (Programs and Projects) and Results

All Pedestrians and Bicyclists

Countermeasures for pedestrian and bicycle safety are primarily aimed at improving behaviors of pedestrians, bicyclists, and drivers through education and enforcement measures. Targeted enforcement campaigns focusing on law violations and raising awareness are vital components of a comprehensive approach to increasing safety.

Training engineers and land use planners to incorporate these focus areas into their efforts ensures all transportation system users can travel safely. Countermeasures are tailored to urban and rural locations based on many factors specific to each location.

PennDOT supports a Safe Routes to School Program and maintains a variety of pedestrian and bicycle safety information at: <https://www.penndot.gov/TravelInPA/Safety/TrafficSafetyAndDriverTopics>. Pedestrian and bicycle safety videos were developed for PennDOT's YouTube channel and are available to the public. Programs for school age children are administered through the Pennsylvania Child Passenger Safety Program and Community Traffic Safety Programs.

Walkable Community Programs (RS-2018-01-00-00 State)

These funds were dedicated towards supporting low-cost safety improvements at high pedestrian and bicycle crash locations.

Metric: Distribute 100 Yield-to-Pedestrian Channelizing Devices.

Result: METRIC MET: PennDOT Engineering Districts were provided 460 devices for distribution during the reporting period.

Pedestrian Education and Enforcement Program (FHLE-2018-01-00-00 Federal)

These funds were dedicated towards supporting localized High Visibility Enforcement (HVE) operations and community outreach to increase compliance with appropriate traffic laws by both pedestrians and drivers.

Metric: Conduct pedestrian enforcement and education programs in up to eight high pedestrian crash municipalities.

Result: METRIC NOT MET: Four projects were funded during the reporting period in Allentown City, Altoona City, Lancaster City, and Mt. Lebanon Township. These pilots efforts were well-received and will provide valuable feedback towards future programming efforts.

Bicycle Safety Outreach – Toolkits (FHPE 2018-01-00-00 Federal)

These funds were dedicated towards purchasing and distributing bicycle safety toolkits as part of comprehensive bicycle safety outreach efforts coordinated by Community Traffic Safety Programs and PennDOT District Safety Press Officers.

Metric: To distribute approximately 2,500 toolkits to data-driven locations.

Result: METRIC MET: Outreach activities such as bike rodeos, community safety demonstrations, and bicycle club presentations across Pennsylvania coinciding with Bike Safety Week resulted in the distribution of over 3,600 toolkits.

Bicycle-Pedestrian Facilities Training (RS-2018-01-00-00 State)

These funds were dedicated to support Bicycle/Pedestrian Facilities training programs.

Metric: Conduct 1 trainings in State Fiscal Year (SFY) 2018.

Result: METRIC NOT MET: The training was postponed until 2019.

Summary

Pedestrian and bicycle safety countermeasures rely on enforcement and education measures to modify the behaviors of pedestrians, bicyclists, and drivers. Efforts conducted in FFY 2018 are likely to help curb the recent increases observed in fatality data. Developing a strong relationship with the new PennDOT Bike/Pedestrian Program Coordinator will be a top priority moving forward to collaborate and identify new program opportunities.

As new best practices and strategies are identified, reflecting the results of countermeasures in Pennsylvania and across the country, PennDOT will adapt its efforts to ensure the safest roadways possible for all users. In the interim, PennDOT will continue to actively promote pedestrian and bicycle safety through education, enforcement, and engineering activities. Additional focus will be placed towards raising awareness of funding opportunities for pedestrian safety activities. PennDOT will promote the lessons learned from the four Pedestrian High Visibility Enforcement grants and work with NHTSA to conduct a workshop adapted from lessons learned in New York and Connecticut.

TRAFFIC SAFETY INFORMATION SYSTEMS

Pennsylvania’s traffic safety information system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and Federal levels of government. The traffic safety information system is used to perform problem identification, establish goals, set performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

Crash record management is divided into 3 sections:

The Reports section sorts, categorizes, batches, prepares paper crash reports from the field, and ensures that the reports are scanned into the Crash Report System (CRS). This section is also responsible for tracking all information about fatal crashes from various parties to ensure it is timely and complete.

-The Analysis section uses the CRS to validate crash information coming in from police crash reports and checks the incoming data against a set of 400 edits.

-The Information Systems section is responsible for providing crash data to end users using the Crash Data Analysis and Retrieval Tool (CDART). Those requesting data include engineers, media, the Attorney General’s office, program managers, police officers, and the general public. The data is used to help create the Strategic Highway Safety Plan, set safety targets, determine safety focus areas, and develop implementation strategies.

Projects that will be implemented to improve the traffic safety information system are outlined in the Traffic Records Strategic Plan, which was created under the direction of the technical Traffic Records Coordinating Committee (TRCC). The plan includes identified deficiencies in the system, crash records performance measures, updates on ongoing projects, and any new projects.

Table 3.10 5-Year Average Annual Targets
Traffic Safety Information Systems

	Completeness	Accuracy	Timeliness
2018 Target	0.70	0.45	9.3
2017 Target	0.75	0.49	9.5
2017 Actual	0.78	0.46	11.77

Countermeasures (Programs and Projects) and Results

Philadelphia TraCS Implementation (M3DA-2018-01-16-01 Federal/State; M3DA-2018-01-17-01 Federal/State)

The City of Philadelphia is aware of our need to transition to electronic reporting in order to accommodate the next version of the crash data standard and the corresponding changes to the crash report form. A pilot project using a small unit within their police department was undertaken using the Crash Reporting System web site. It was determined that transitioning the entire police department would not meet their needs so other options needed to be considered. Budgetary restrictions made developing in-house software unworkable. Multiple

vendors were considered, including a version of TraCS that was made available to local law enforcement. The decision was made to pilot the TraCS citation software and eventually implement.

Metric: Transition 100 percent of the police districts in the City of Philadelphia to entirely electronic submission of crash reports during FFY 2018.

Result: METRIC NOT MET: The City of Philadelphia did not fully implement the TraCS system during FFY 2018. Hardware installation and training are ongoing. Electronic reporting through TraCS was at 0% for the first two quarters of FFY 2018 and increased to about 25% by the end of FFY 2018.

Driver Licensing Participation in Clerus State to State (S2S) Program (M3DA-2018-01-16-02 State)

The State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state.

Metric: Enable ability to determine if a person holds a DL or identification card in another State and improve the Fraud Detection and Prevention within the driver license issuance process by September 30, 2018.

Result: METRIC MET: The project was implemented in FFY 2018.

Crash Reporting Law Enforcement Liaison (LEL) (M3DA-2018-01-16-02 Federal; M3DA-2018-01-17-02 Federal)

Without an effective traffic safety information system, it is impossible to make effective decisions to help prevent traffic crashes and save lives. The success of traffic safety and highway improvement programs hinges on the analysis of accurate and reliable traffic crash data. There is a need for better information of the circumstance of collisions to guide programs related to enforcement, education, maintenance, vehicle inspection, emergency medical services, and engineering.

The success of the Pennsylvania Department of Transportation Crash Reporting System relies on the data received from law enforcement agencies (LEA) throughout the State. Enforcement agencies, if they do submit data, do so through a combination of both paper and electronic mediums. The hope of collecting all crash reports electronically may never be realized if we continue to allow the status quo. Interventions must be established to target local LEAs to significantly improve timeliness, accuracy, completeness, and eliminate the manual data entry process. This project continues to provide the LEA community with a Crash Reporting Law Enforcement Liaison (CR LEL) as a point of contact between PennDOT's Crash Information Systems and Analysis Unit, and approximately 1,200 municipal police agencies across the State. This grant period marks the end of the ninth year of the Crash Records (CR) project.

Metric: Increase the electronic submission of Law Enforcement Agency crash reports from 92 percent to 100 percent of agencies, including the City of Philadelphia in FFY 2018.

Result: METRIC NOT MET: The City of Philadelphia did not fully implement the TraCS system during FFY 2018. Hardware installation and training is ongoing. Electronic reporting increased from about 0% in the first two quarters of FFY 2018 to about 25% at the end of FFY2018.

Crash Architecture and Public/Partner Data Interface (M3DA-2018-01-16-03 Federal; M3DA-2018-01-17-03 Federal)

The Pennsylvania Crash Information Tool (PCIT) was deployed in 2015 and serves as a publicly accessible crash records database. PCIT currently provides access to a variety of reports featuring commonly requested highway safety categories. Reports may be filtered by year and customized by various traffic safety focus areas. The website also enables users to retrieve specific data in table or map format. The new mapping feature was implemented in April of 2017. PennDOT staff has provided numerous trainings on navigating the PCIT webpage and encourages all users to promote the site amongst their agencies. Traffic to the webpage has increased every year since its creation.

Metric: Provide links to data, additional querying, and mapping capability by September 30, 2018.

Result: METRIC MET: The Pennsylvania Crash Information Tool’s interface was updated during FFY 2018 to include geographic selection of area of interest, and login capability for engineering partners. The web address for PCIT is <https://crashinfo.penndot.gov>.

Pending Traffic Records Coordinating Committee Projects (M3DA-2018-01-18-00 Federal)

Multiple projects were considered by the committee for funding to continue through FFY2019. Three pending projects were identified in the FFY 2018 Highway Safety Plan, including:

- PennDOT’s Vehicle Registration and Driver Licensing Rewrite
- MIRE Data Collection Enhancements
- Additional Traffic Counters

Metric: Secure funding decisions by the TRCC regarding the identified three pending projects to ensure funds are liquidated in a timely manner.

Result: METRIC MET: While the TRCC determined to not proceed with the initial three projects, the committee voted to approve funding for the Traffic Records Integration Plan, and to resume funding for the MCSAP Bar Code Readers.

Summary

Projects that were implemented in FFY 2018 were outlined in the 2017 Traffic Records Strategic Plan, which was created under the direction of the technical Traffic Records Coordinating Committee (TRCC). This evolving plan includes identified deficiencies in the system and crash records performance measures, as well as updates on ongoing projects. Pennsylvania’s traffic safety information system provides the basic information necessary for efficient and successful highway safety efforts at the local, state, and Federal levels of government. The statewide safety information system is used to perform problem identification, establish goals and performance measures, allocate resources, determine the progress of specific programs, and support the development and evaluation of highway and vehicle safety countermeasures.

The TRCC routinely solicits and reviews proposals for funding throughout the fiscal year, as liquidating traffic records funds is a common challenge among the States. PennDOT is currently working with the TRCC to encourage proposal development. PennDOT is also working with the TRCC to implement certain recommendations from the NHTSA Traffic Records Assessment as a way of improving the overall effectiveness of the TRCC.

COMMUNITY TRAFFIC SAFETY PROJECTS

The Pennsylvania Highway Safety Office funds a network of Community Traffic Safety Projects to serve as outreach to local communities across the Commonwealth. Pennsylvania is a large state with 67 counties and approaching 13 million citizens. Due to the size and local diversity of each community, it is necessary to maintain these projects that have expertise at the local level. Outreach methods and focus on different safety focus areas is successfully completed by the CTSP Coordinators who maintain extensive contact networks in their coverage area.

Projects annually submit proposals to the Highway Safety Office for review and funding approval. Data analysis and problem identification is the foundation for each project and will determine the structure and accuracy of the goals, activities, measures, and evaluation efforts for the duration of the project. Analysis might include years of crash, injury, and fatality data, license, registration, and conviction data and other data from various sources. Data included in agreements identify safety problems and support the subsequent development of goals and activities. Broad program area goals must be tied to the specific countermeasures selected, including clear articulation of how and why specific tasks were chosen.

Countermeasures (Programs and Projects) and Results

Educational and Outreach Programs

Education and outreach programs are a vital component of statewide traffic safety efforts. Activities supporting enforcement efforts greatly increase the effectiveness and ability to change driver behavior. Educational programs, targeted to all age groups, raises awareness of traffic safety laws, available resources and training, and general driver instruction. Outreach programs to schools, community groups, businesses, police departments, EMS providers, and the judicial community increase knowledge of traffic safety campaigns throughout the year and provide opportunities for collaboration to enhance program effectiveness, gathering feedback for future program modifications, and to standardize messaging among safety partners.

Community Traffic Safety Program (CP-2018-01-17-00 Federal; CP-2018-01-18-00 Federal)

The Community Traffic Safety Program involves identifying enforcement training needs, partnering with local organizations to address identified safety focus areas, assisting enforcement agencies to target local problems based on crash data, serving as a local contact for the general public acting on PennDOT's behalf in the development of local safety action plans and safety efforts, providing educational programs to schools and local employers, and providing outreach and education on a variety of traffic safety issues to Magisterial District Justices (MDJ).

Metric: Fund 15 to 20 Community Traffic Safety Projects.

Result: **METRIC MET:** Funded 17 CTSPs.

Metric: Coordinate 100 educational programs to the public addressing identified priority safety focus areas specific to geographic areas.

Result: METRIC MET: Conducted 165 identified priority safety focus area programs.

Metric: Contact 100 percent (estimated 550 total) of the Magisterial District Judges in Pennsylvania by September 30, 2018.

Result: METRIC MET: Achieved 100 percent direct contacts through District Judge outreach.

Metric: Coordinate 6 regional Law Enforcement Seminars/Trainings by September 30, 2018.

Result: METRIC MET: Conducted 8 Law Enforcement Seminars/Trainings.

Summary

Community Traffic Safety Projects in Pennsylvania completed a variety of programs and outreach efforts in FFY 2018. A key feature of these projects is their localized outreach expertise. Pennsylvania covers a large geographic area and offers challenges to outreach projects that are not built for individual areas. We have recognized these challenges and work to provide CTSPs with the tools they need for their specific region.

COMMUNICATIONS AND MEDIA

PennDOT's central press office and regional safety press officers (SPO) manage highway safety media through partnerships with local safety programs and law enforcement. Press and social media announcements promoting enforcement activities, law-enforcement trainings, safety initiatives, and community events are reviewed, sent out, and tracked year-round. SPOs send press releases, hold school and community outreach programs, and organize safety media events to help educate the public through our safety messages.

Central press office staff also helped by promoting national mobilizations, announcing the State's lowest fatality number, and by continuing to promote the State's Crash Information Tool, which allows the public to query crash data and databases on <https://crashinfo.penndot.gov>.

PennDOT's social media presence continues to grow, with safety messages frequently appearing on our digital assets. The department's Facebook, Instagram, and Twitter platforms continue to add more opportunity for our target audiences to receive safety messages beyond the focused paid media periods.

The department has updated its yearlong Safety Communications Plan, which includes state, national, and industry safety initiatives, with suggested and required media activities. The plan includes PSAs, school messages, social media posts, templates for media announcements, and partnership ideas.

Paid marketing buys were purchased for the following campaigns:

Distracted Driving

PennDOT used approximately \$150,00 in state funds to conduct a media campaign on distracted driving in April. The campaign featured radio, programmatic display, and social media advertising on Facebook, Instagram, and Twitter. Over 11 million total impressions were made on social media and nearly 2.2 million impressions were made on programmatic display. The target demographic was adults 18-54, and the campaign aimed to reduce the number of these crashes while increasing statewide awareness of the consequences associated with distracted driving. The Pennsylvania Association of Broadcasters also assisted in the efforts by running spots on more than 220 radio stations in the state.

Click it or Ticket

During the month of May, digital, radio, lifestyle, and social media advertising was used to target adults 18-54 in the top eight Pennsylvania media markets. The purpose of the campaign was to help reduce the number of unrestrained crashes and increase awareness of the consequences associated with not wearing a seat belt. The campaign used \$170,000 in state funds to support the national CIOT mobilization. Over 2.6 million social media impressions and nearly 1.4 million programmatic display impressions were generated because of this effort. It is important to note that these messages continue to be posted throughout the year.

Impaired Driving

During the month of June, PennDOT used state funds to purchase media in support of the Independence Day crackdown. Roughly \$170,000 was spent on the campaign that included on-line, social media, and radio advertising. Adults age 18 to 54, were the target demographic in Pennsylvania's top nine media markets.

Departmental crash data was used in targeting the demographic. Digital ads yielded nearly 1.5 million impressions while programmatic display totaled nearly 1.2 million.



Countermeasures (Programs and Projects) and Results

Public Information and Education (CP-2018-03-17-00 Federal; CP-2018-03-18-00 Federal/State)

The Public Information and Education line is used for brochures and other free educational pieces to address safety focus areas and other safety issues. These publications are typically available for download and in some cases printed. Limited state funds were used to support these expenses in FFY 2018.

School Bus Safety – Stop on Red Awareness Campaign

These funds were dedicated to support a campaign designed to reduce the illegal passing of school buses with the red lights flashing and stop arm extended. This project was postponed due to limited availability of administrative staffing resources.

Summary

PennDOT is constantly evaluating the effectiveness of its media messages. Each year we try to diversify the reach of our messages by both expanding coverage areas and addressing different demographics. Taglines are adjusted and updated to remain relevant to current NHTSA suggestions. When deployed properly, our media messages should work seamlessly with coinciding enforcement waves to saturate a market with positive highway safety messages. It is hoped these messages act as a deterrent and ultimately result in a reduction of crashes and fatalities.

PLANNING AND ADMINISTRATION

Public law 89-564 (Highway Safety Act) requires that a Highway Safety Program be approved by the Federal government. To adequately perform this task and ensure the program is activated in accordance with the NHTSA/FHWA orders, directives, regulations, policies, etc., the Bureau of Maintenance and Operations, Program Services Unit, is responsible for Pennsylvania's Highway Safety Program.

Countermeasures (Programs and Projects) and Results

Planning and Administration (PA-2018-01-17-00 Federal; PA-2018-01-18-00 Federal / PA-2018-01-00-00 State)

The Program Services Unit is responsible for planning and implementing Pennsylvania's Highway Safety Program. The objectives of this project cannot be measured in quantifiable terms related to other projects which can reflect a measure of accomplishment; however, the objectives of this project do provide for the planning and administration which are efforts readily identifiable and directly attributable to the overall development and management of the Commonwealth's Highway Safety Plan.

Metric: Implement at least 90 statewide and local projects addressing highway safety during FFY 2018.

Result: METRIC MET: Pennsylvania implemented 100 statewide and local projects during FFY 2018.

Metric: Perform approximately 100 site evaluations and 50 fiscal audits of highway safety projects by September 30, 2018.

Result: METRIC NOT MET: 72 site evaluations were completed along with 444 fiscal audits.

Metric: Prepare Annual Report submission to NHTSA no later than December 31, 2018.

Result: METRIC MET: The Annual Report submission to NHTSA was completed by December 31, 2018.

Metric: Prepare Highway Safety Plan and 405 applications for submission to NHTSA no later than July 1, 2018.

Result: METRIC MET: The Highway Safety Plan and 405 applications were completed before the deadline.

Grant Program Training Needs (CP-2018-04-17-00 Federal; CP-2018-04-18-00 Federal)

The Program Services Unit established this project to address training needs necessary to support the objectives of the Highway Safety Plan which are not otherwise included in established projects. This project also provides funding for trainings needs for the PennDOT District Safety Press Officers.

Metric: Conduct one planning and training workshop for PennDOT and Community Traffic Safety Project outreach coordinators by November 23, 2017.

Result: METRIC MET: Conducted 1 planning and training workshop for PennDOT and Community Traffic Safety Project outreach coordinators October 23-25, 2017.

Metric: Conduct one planning and training workshop for PennDOT grantees, partners by April 29, 2018.

Result: METRIC MET: The PennDOT/Grantee training workshop was conducted April 3-6, 2018.

4. Program Funding

FUNDING OVERVIEW

Section 402 Program (State and Community Highway Safety Grant Program)

Section 402 funding supports state highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grants funds only for highway safety purposes. At least 40 percent of these funds are to be used to address local traffic safety problems.

BOMO awarded 36 grants in FFY 2018 totaling \$14,413,707.72 under this program.

\$10,749,423.50 of committed §402 funds (75 percent) has been spent during the fiscal year, including \$4,317,021.71 share to local (40 percent).

Section 405b Program (Occupant Protection Incentive Grants)

Section 405b funding provides incentive grants to encourage states to adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles. These funds must be used for implementation and enforcement of occupant protection programs.

BOMO awarded 1 grant in FFY 2018 totaling \$1,782,000.00 under this program.

\$1,554,903.10 of committed §405b funds (87 percent) has been spent during the fiscal year.

Section 405c Program (State Traffic Safety Information System Improvement Grants)

Section 405c provides incentive grants to encourage states to adopt effective programs to improve traffic data systems by improving timeliness, accuracy, data integration, and availability to end users.

BOMO awarded 4 grants in FFY 2018 totaling \$2,205,000.00 under this program.

\$1,709,371.61 of committed §405c funds (78 percent) has been spent during the fiscal year.

Section 405d Program (Alcohol-Impaired Driving Countermeasures)

Section 405d provides incentive grants to states to implement programs that reduce driving under the influence of alcohol and/or drugs. A state may use these grant funds only to implement and enforce impaired driving programs.

BOMO awarded 56 grants in FFY 2018 totaling \$6,922,087.36 under this program.

\$5,921,829.88 of committed §405d funds (86 percent) have been spent during the fiscal year.

Section 405f Program (Motorcyclist Safety Programs)

Section 405f provides incentive grants to states for motorcyclist safety training and motorcyclist awareness programs.

BOMO awarded 1 grant in FFY 2018 totaling \$227,120.00 under this program.

\$143,171.72 (63 percent) of committed §405f funds have been spent during the fiscal year.

Section 405h Program (Nonmotorized Safety Programs)

Section 405h provides incentive grants to states for nonmotorized safety programs.

BOMO awarded 5 grants in FFY 2018 totaling \$313,140.40 under this program.

\$231,210.08 (74 percent) of committed §405h funds have been spent during the fiscal year.

HIGHWAY SAFETY PROGRAM EXPENDITURES (PROJECT LIST)

Table 4.1 Federal Fiscal Year 2018 Highway Safety Program Expenditures

Program Area	CFDA	Program Description	Obligated Funds	Expended Funds
PA-2018-01-00-00	20.600	Planning and Administration	430,000.00	359,809.07
OP-2018-01-00-00	20.600	PA State Police – Task 2 (CPS)	100,000.00	40,429.49
OP-2018-02-00-00	20.600	Municipal OP Enf. & Edu.	1,799,989.67	1,763,138.74
PT-2018-01-00-00	20.600	PA State Police – Tasks 3 & 5	2,050,000.00	2,046,705.10
PT-2018-02-00-00	20.600	Municipal Aggressive Driving Enforcement and Education Program	2,200,000.00	1,952,983.30
PT-2018-03-00-00	20.600	Dept. of Ed Institute for Law Enforcement Training (402)	375,940.50	308,506.77
PT-2018-04-00-01	20.600	Police Traffic Services-Bucks	113,280.00	78,639.20
PT-2018-04-00-02	20.600	Police Traffic Services-Chester	91,939.00	88,197.14
PT-2018-04-00-03	20.600	Police Traffic Services-Pittsburgh	105,534.00	72,477.40
PT-2018-04-00-04	20.600	Police Traffic Services-Philadelphia	249,182.50	0
CP-2018-01-00-01	20.600	CTSP-G-2018-Washington City-00001	141,383.63	120,922.04
CP-2018-01-00-02	20.600	CTSP-G-2018-Delaware-00002	77,548.97	66,776.51
CP-2018-01-00-03	20.600	CTSP-G-2018-Allegheny-00003	149,019.40	128,806.52
CP-2018-01-00-04	20.600	CTSP-G-2018-Cambria-00004	90,411.40	86,954.43
CP-2018-01-00-05	20.600	CTSP-G-2018-Chester-00005	107,371.50	104,218.33
CP-2018-01-00-06	20.600	CTSP-G-2018-Cumberland-00006	130,918.40	124,773.72
CP-2018-01-00-07	20.600	CTSP-G-2018-Erie-00007	127,000.00	115,525.00
CP-2018-01-00-08	20.600	CTSP-G-2018-Frackville-00008	232,289.45	186,023.90
CP-2018-01-00-09	20.600	CTSP-G-2018-Lackawanna-00009	58,601.60	55,819.98
CP-2018-01-00-10	20.600	CTSP-G-2018-Luzerne-00010	92,000.00	87,946.58
CP-2018-01-00-11	20.600	CTSP-G-2018-Northumberland-00011	103,481.61	85,619.63
CP-2018-01-00-13	20.600	CTSP-G-2018-Philadelphia-00013	391,419.91	330,074.97
CP-2018-01-00-14	20.600	CTSP-G-2018-Spring-00014	127,612.20	97,483.22
CP-2018-01-00-15	20.600	CTSP-G-2018-York-00015	230,465.16	215,579.07
CP-2018-01-00-19	20.600	CTSP-G-2018-Bethlehem City-00019	76,772.16	71,499.90
CP-2018-01-00-20	20.600	CTSP-G-2018-Indiana University-00020	128,899.63	124,999.49
CP-2018-01-00-22	20.600	CTSP-G-2018-Bucks-00022	68,598.94	38,925.73
CP-2018-02-00-00	20.600	Child Passenger Safety Coordination	954,432.96	739,299.95
CP-2018-04-00-00	20.600	PennDOT-BOMO-Grant Program Training Needs	50,000.00	5,795.20
TSP-2018-01-00-00	20.600	Teen Driver Safety Program	224,999.20	166,677.46
AL-2018-01-00-00	20.600	DDAP – Reducing DUI Recidivism	100,000.00	80,076.80

CP-2018-00-00-00	20.600	PA DUI LELs (DRE Tablets/Software/Coordination)	400,000.00	256,415.60
DL-2018-01-00-00	20.600	Mature Driver Safety Program	200,000.00	71,900
<i>Subtotal CFDA #20.600 (\$402)</i>				10,749,423.50
M2HVE-2018-01-00-00	20.616	PA State Police Occupant Protection Enforcement and Education Program	1,782,000.00	1,554,903.10
<i>Subtotal CFDA #20.616 (\$405b)</i>				1,554,903.10
M3DA-2018-01-00-01	20.616	M3DA-2018-01-00-01 (State to State Improvements)	500,000.00	271,685.45
M3DA-2018-01-00-02	20.616	M3DA-2018-01-00-02 (Crash Reporting Law Enforcement Liaison)	1,040,000.00	850,317.67
M3DA-2018-01-00-03	20.616	M3DA-2018-01-00-03 (Crash Arch & Public/Partner Data Interface)	540,000.00	430,490.12
M3DA-2018-01-00-04	20.616	M3DA-2018-01-00-04 (Traffic Integration Plan)	125,000.00	0
<i>Subtotal CFDA #20.616 (\$405c)</i>				1,709,371.61
M5HVE-2018-01-00-00	20.616	PA State Police – \$405d Impaired Driving Program	2,222,000.00	1,982,995.82
M5HVE-2018-02-00-01	20.616	IDP-G-2018-Cambria-00022	34,700.00	32,343.31
M5HVE-2018-02-00-02	20.616	IDP-G-2018-Cambridge Springs-00003	25,000.00	24,642.01
M5HVE-2018-02-00-03	20.616	IDP-G-2018-Easton-00042	15,000.00	9,590.38
M5HVE-2018-02-00-04	20.616	IDP-G-2018-Ferguson-00018	43,435.30	36,526.99
M5HVE-2018-02-00-05	20.616	IDP-G-2018-Hatfield-00004	34,298.00	27,701.00
M5HVE-2018-02-00-06	20.616	IDP-G-2018-Haverford-00043	45,000.00	38,960.32
M5HVE-2018-02-00-07	20.616	IDP-G-2018-Indiana Co-00006	10,000.00	9,787.11
M5HVE-2018-02-00-08	20.616	IDP-G-2018-Lower Saucon-00023	24,994.75	22,466.57
M5HVE-2018-02-00-09	20.616	IDP-G-2018-Lower Merion-00010	29,987.38	29,953.75
M5HVE-2018-02-00-10	20.616	IDP-G-2018-Montgomery Twp-00036	50,000.00	46,836.27
M5HVE-2018-02-00-11	20.616	IDP-G-2018-Northumberland-00013	299,998.93	289,701.23
M5HVE-2018-02-00-12	20.616	IDP-G-2018-Old Lycoming-00014	45,000.00	38,831.38
M5HVE-2018-02-00-13	20.616	IDP-G-2018-West Deer-00016	49,978.10	47,547.94
M5HVE-2018-02-00-14	20.616	IDP-G-2018-Abington-00041	55,000.00	49,232.10
M5HVE-2018-02-00-15	20.616	IDP-G-2018-Baldwin-00001	55,000.00	52,258.41
M5HVE-2018-02-00-16	20.616	IDP-G-2018-Bethlehem Township-00002	12,980.60	11,371.24
M5HVE-2018-02-00-17	20.616	IDP-G-2018-Blair-00035	40,000.00	33,784.63
M5HVE-2018-02-00-18	20.616	IDP-G-2018-Kiski-00026	30,000.00	28,107.58
M5HVE-2018-02-00-19	20.616	IDP-G-2018-Mt. Lebanon-00012	45,000.00	44,756.26
M5HVE-2018-02-00-20	20.616	IDP-G-2018-Hopewell-00032	29,998.65	20,285.65
M5HVE-2018-02-00-21	20.616	IDP-G-2018-Lehigh-00008	40,000.00	39,588.60
M5HVE-2018-02-00-22	20.616	IDP-G-2018-Lower Burrell-00009	40,000.00	39,998.42
M5HVE-2018-02-00-23	20.616	IDP-G-2018-Luzerne-00019	77,500.00	74,308.29
M5HVE-2018-02-00-24	20.616	IDP-G-2018-Venango-00015	10,000.00	4,908.20
M5HVE-2018-02-00-25	20.616	IDP-G-2018-York-00017	276,563.35	252,364.33
M5HVE-2018-02-00-26	20.616	IDP-G-2018-Mifflin-00029	10,017.51	8,869.58

M5HVE-2018-02-00-27	20.616	IDP-G-2018-Moon-00011	55,000.00	54,949.45
M5HVE-2018-02-00-28	20.616	IDP-G-2018-Plum-00037	49,955.00	48,309.63
M5HVE-2018-02-00-29	20.616	IDP-G-2018-Pottstown-00038	50,000.00	48,268.29
M5HVE-2018-02-00-30	20.616	IDP-G-2018-Butler-00021	25,000.00	21,348.29
M5HVE-2018-02-00-31	20.616	IDP-G-2018-Clearfield-00034	12,184.00	3,216.43
M5HVE-2018-02-00-32	20.616	IDP-G-2018-Dauphin-00045	50,000.00	27,865.42
M5HVE-2018-02-00-33	20.616	IDP-G-2018-South Whitehall-00024	75,000.00	73,784.61
M5HVE-2018-02-00-34	20.616	IDP-G-2018-Towanda-00025	15,499.36	7,001.90
M5HVE-2018-02-00-35	20.616	IDP-G-2018-Warren-00039	15,000.00	14,541.70
M5HVE-2018-02-00-36	20.616	IDP-G-2018-Cumberland-00030	49,000.00	31,094.52
M5HVE-2018-02-00-37	20.616	IDP-G-2018-Lackawanna-00007	60,000.00	54,610.13
M5HVE-2018-02-00-38	20.616	IDP-G-2018-North Strabane-00033	24,995.08	23,323.88
M5HVE-2018-02-00-39	20.616	IDP-G-2018-Bethlehem City-00020	40,000.00	36,098.50
M5HVE-2018-02-00-40	20.616	IDP-G-2018-Hermitage-00005	29,950.00	28,287.64
M5HVE-2018-02-00-41	20.616	IDP-G-2018-Latrobe-00028	40,000.00	39,271.51
M5HVE-2018-02-00-42	20.616	IDP-G-2018-Lebanon-00044	25,000.00	21,043.45
M5HVE-2018-02-00-43	20.616	IDP-G-2018-Washington Township-00040	22,000.00	12,410.44
M5HVE-2018-02-00-44	20.616	IDP-G-2018-Upper Darby-00027	40,000.00	37,527.88
M5HVE-2018-02-00-45	20.616	IDP-G-2018-West Norriton-00046	25,000.00	19,303.83
M5HVE-2018-02-00-46	20.616	IDP-G-2018-Erie-00031	34,349.80	32,891.29
M5HVE-2018-02-00-47	20.616	PTS-G-2018-Bucks-00002	71,674.00	55,049.09
M5HVE-2018-02-00-48	20.616	PTS-G-2018-Chester-00001	67,835.81	65,503.73
M5HVE-2018-02-00-49	20.616	PTS-G-2018-Pittsburgh-00003	63,675.00	48,194.53
M5HVE-2018-02-00-50	20.616	PTS-G-2018-Philadelphia*-00004	215,778.15	90,792.47
M5CS-2018-01-00-01	20.616	HSGP-G-2018-Washington County-00002	66,026.40	66,026.32
M5TR-2018-01-00-00	20.616	Dept. of Ed Institute for Law Enforcement Training (405d)	622,745.09	622,745.09
M5TR-2018-02-00-00	20.616	PA District Attorneys Institute -Traffic Safety Resource Prosecutor	204,890.99	177,488.94
M5TR-2018-03-00-00	20.616	Judicial Outreach Liaison	54,994.79	40,289.07
M5TR-2018-04-00-00	20.616	Pennsylvania DUI Association – DUI LELs	804,749.48	804,749.48
			<i>Subtotal CFDA #20.616 (\$405d)</i>	5,921,829.88
M9MA-2018-01-00-00	20.616	PennDOT-BDL-Motorcycle Safety Initiatives	227,120.00	143,171.72
			<i>Subtotal CFDA #20.616 (\$405f)</i>	143,171.72
FHLE-2018-01-00-01	20.616	HSGP-G-2018-Allentown-00004	27,902.00	24,757.16
FHLE-2018-01-00-02	20.616	HSGP-G-2018-Altoona City-00005	14,896.00	14,867.72
FHLE-2018-01-00-03	20.616	HSGP-G-2018-Lancaster City-00006	26,652.00	14,468.94
FHLE-2018-01-00-04	20.616	HSGP-G-2018-Mt. Lebanon Twp-00007	43,690.40	35,192.26
FHPE-2018-01-00-00	20.616	Bicycle Safety Outreach - Toolkits	200,000.00	141,924.00

<i>Subtotal CFDA #20.616 (\$405h)</i>	231,210.08
<hr/>	
Total NHTSA	20,309,909.89

5. Appendix 1



HIGHWAY SAFETY SURVEY

Data Analysis Report

Prepared by PennDOT Bureau of Innovations
October 2018



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Background

This report represents the results of a survey of Pennsylvania drivers conducted by PennDOT's Bureau of Maintenance and Operations (BOMO) in conjunction with PennDOT's Press Office in July and August of 2018. The purpose of the survey was to collect information on why respondents engaged in certain driving behaviors, such as wearing seatbelts, impaired and distracted driving, and using helmets while operating a motorcycle. The survey was conducted online, with outreach performed through various channels, including the press and social media.

The following summary evaluation provides an overview of the survey structure and key results, while the remainder of the report addresses results of the individual survey questions.

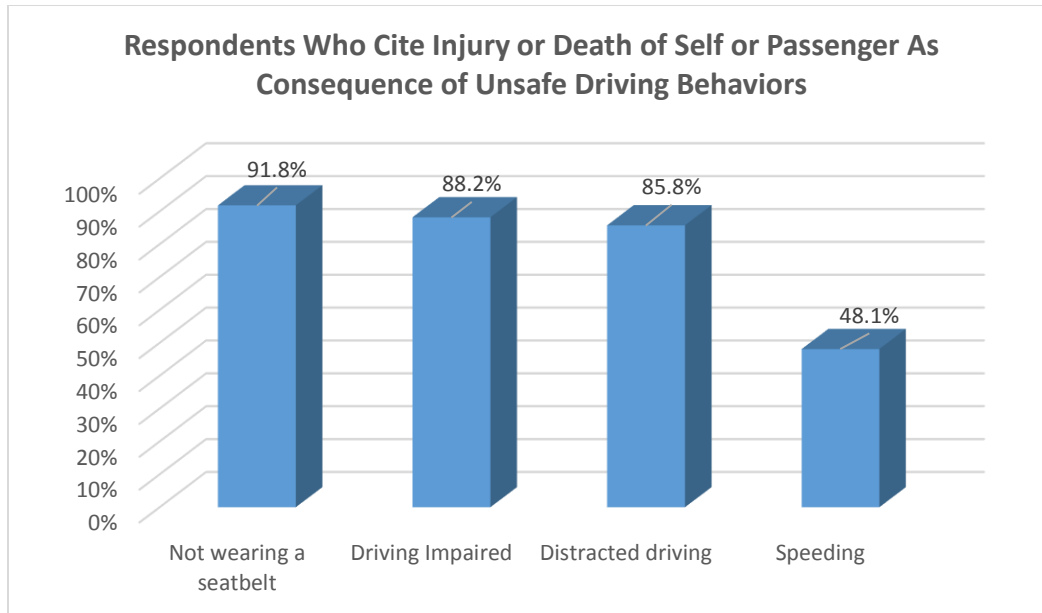
Summary Evaluation

In all, 6,260 individual responses were received from the public. This number of responses indicates that the results provide an overall picture of Pennsylvania drivers' perception of highway safety measures relative to speeding or aggressive driving, impaired driving, distracted driving, and occupant protection (seatbelt use) with less than a two percent margin of error at a 98 percent confidence level.

Allegheny, Bucks, Lehigh, Montgomery, and Northampton Counties accounted for the largest individual response totals, with the total number of responses received from these counties ranging from 315 to 575. Over 35 percent of the total responses received statewide came from residents of these five counties. Fewer than 12 survey responses were received from each of the following counties: Potter, Mifflin, Greene, Fulton, Juniata, Sullivan, and Forest.

Key Results

- "Injury or death of self or others" is the most prevalent reason cited for avoiding most unsafe driving behaviors, except speeding. Eighty-one percent of respondents chose "I could receive a ticket/go to jail/ be arrested/it would be on my public/driving record" as a consequence of speeding. While at least 85 percent of respondents say "Injury or death of self or others" is a consequence of most unsafe driving behaviors, only 48 percent cite "Injury or death of myself as a passenger" as a consequence of speeding.



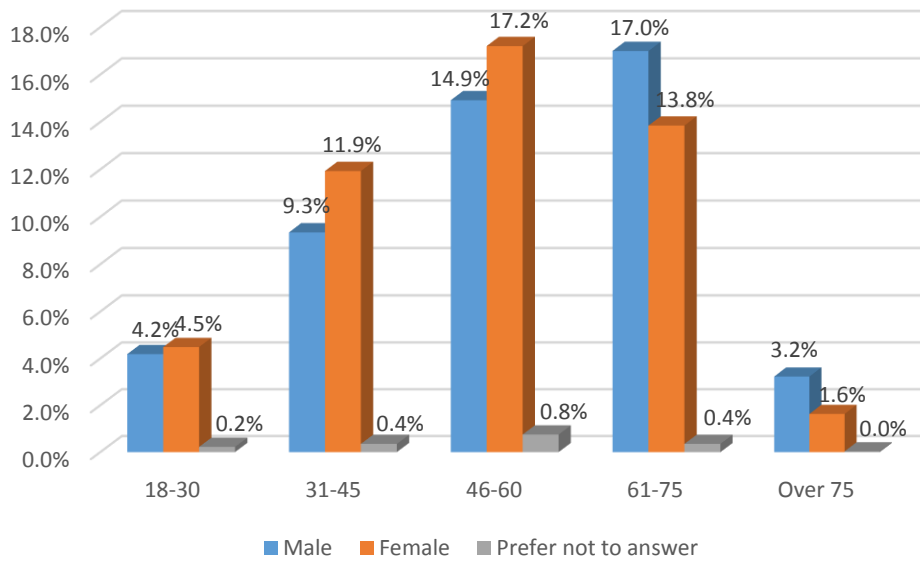
- Approximately 70 percent of respondents who operate a motorcycle wear a helmet. Nine percent of motorcycle operators indicate they do not wear any protective gear.
- Approximately 67 percent of respondents say they either always use a handsfree option or do not make or take phone calls while driving.
- Ninety-three percent of respondents are familiar with the “Click it or Ticket” slogan to encourage using a seatbelt. Fewer respondents are familiar with slogans for the prevention of distracted driving. Only 18 percent are familiar with the slogan “U Drive. U Text. U Pay” and less than 2 percent are familiar with the slogan “You Can’t Focus on Two Things at Once”.
- Eighty-eight percent of drivers surveyed say they never drive impaired. Eighty-two percent of respondents who choose not to drive impaired cite “I feel it is unsafe” as a reason. For those who say they do occasionally drive impaired, “I thought I was okay to drive” is the most common reason. “It was a short trip” follows as the next most common reason.

Survey Sample

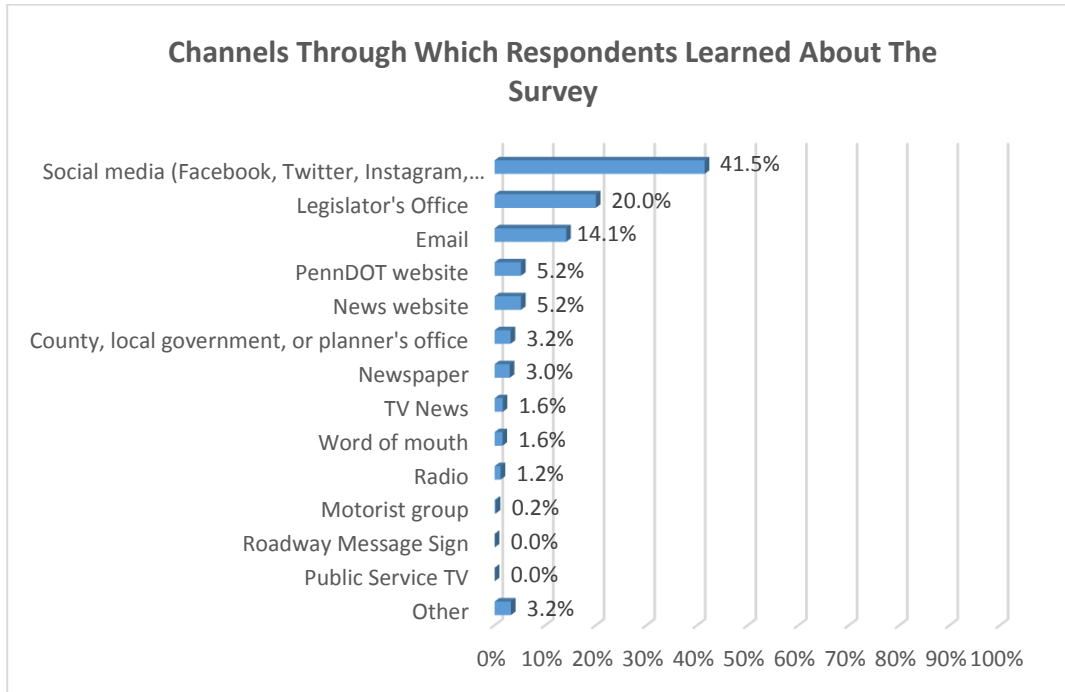
Overall, the sample is split almost equally between male and female respondents (with two percent preferring not to answer).

Approximately 63 percent of respondents are between the ages of 46 and 75. Drivers between the ages of 18 and 30 accounted for only 9 percent of survey respondents.

Age and Gender of Respondents

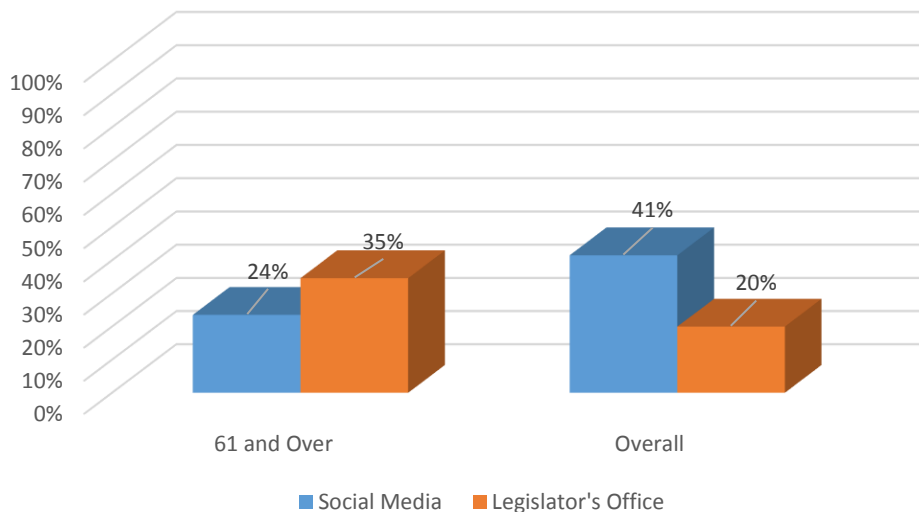


Overall, social media was the most effective method of reaching the public to respond to the Highway Safety Survey. A greater percentage of respondents in the 18 to 30 age group say they heard about the survey through social media than other age groups. Respondents age 61 and over are more likely to have heard about the survey from legislator’s offices than social media.



Nearly 35 percent of respondents 61 and over indicate they learned about the survey from legislator’s offices, compared to 23 percent from social media.

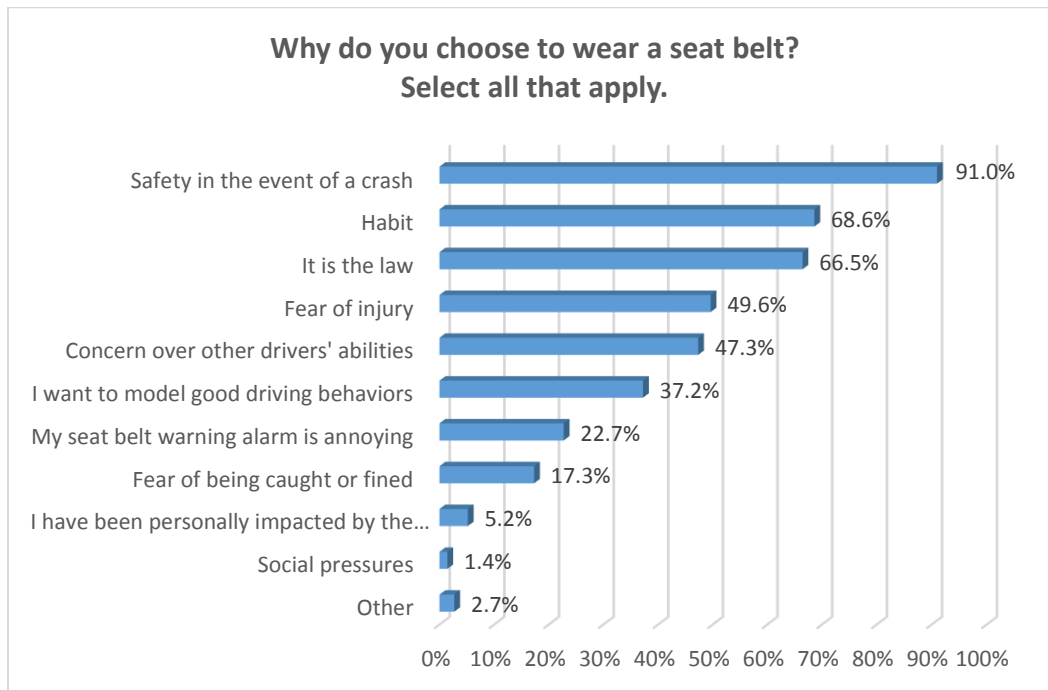
Top Sources of Respondents Overall vs. Age 61 and Over



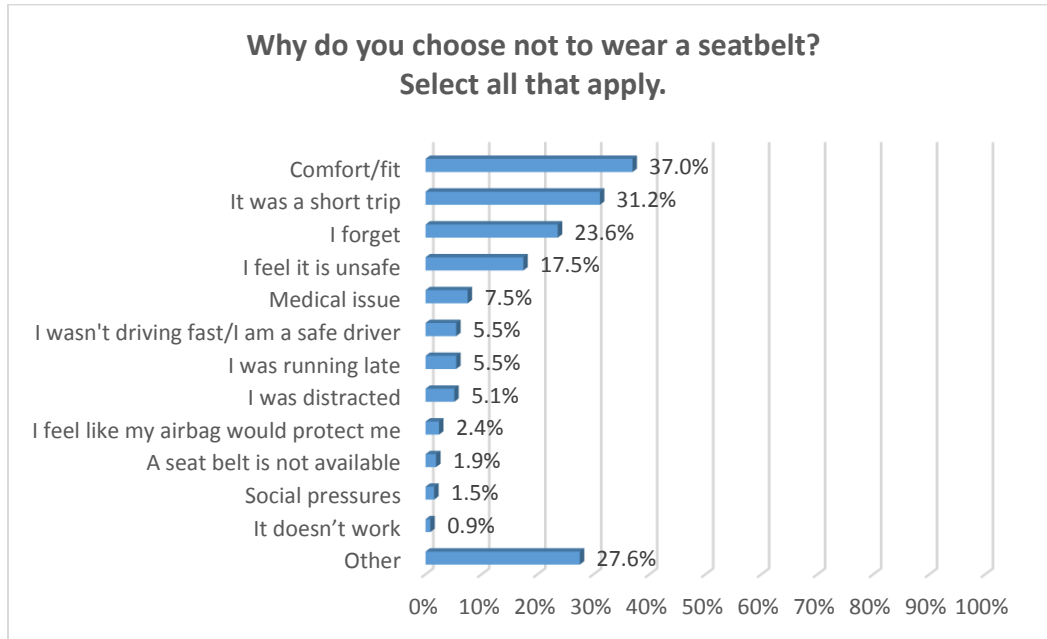
Occupant Protection

Nearly 91 percent of respondents say they always wear a seatbelt. A lower percentage in most age groups say they always wear a seatbelt. Only 83 percent of individuals age 18 to 30 say they always wear a seatbelt.

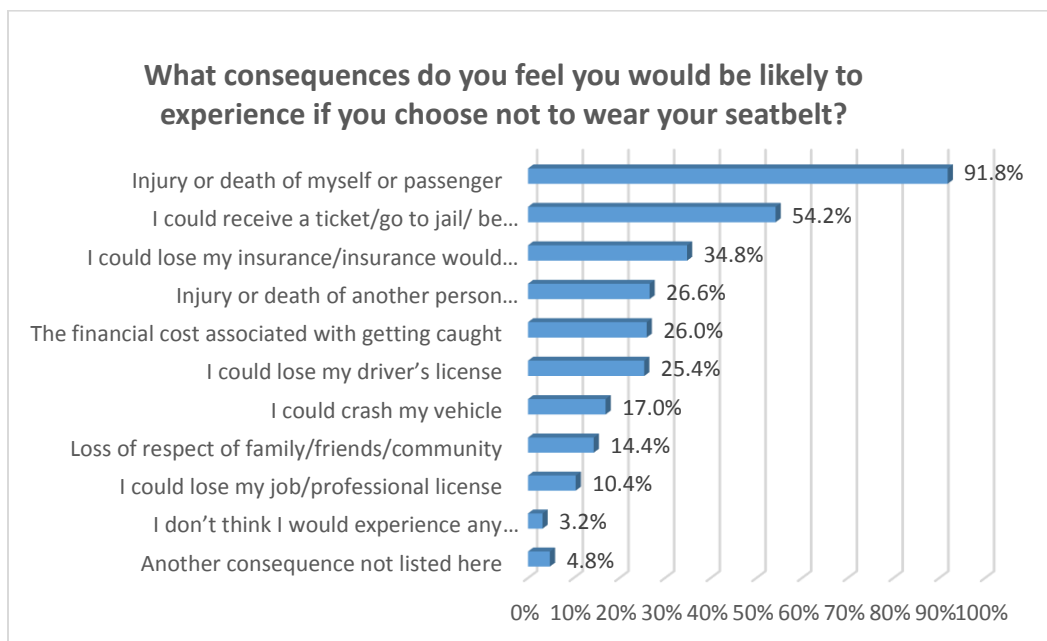
When asked why they choose to wear a seatbelt, 91 percent of respondents indicate “Safety in the event of a crash” as a reason. The second most common response is “Habit”, with approximately 69 percent selecting it as a reason. “It’s the law” and “fear of injury” were also reasons chosen by at least half of respondents. Overall, it seems the safety message around seat belt usage, combined with legal incentives, has made seal belt use a habit for many drivers in PA.



Respondents who choose not to wear a seatbelt indicate “Comfort/fit” and “It was a short trip” as the most common reasons.



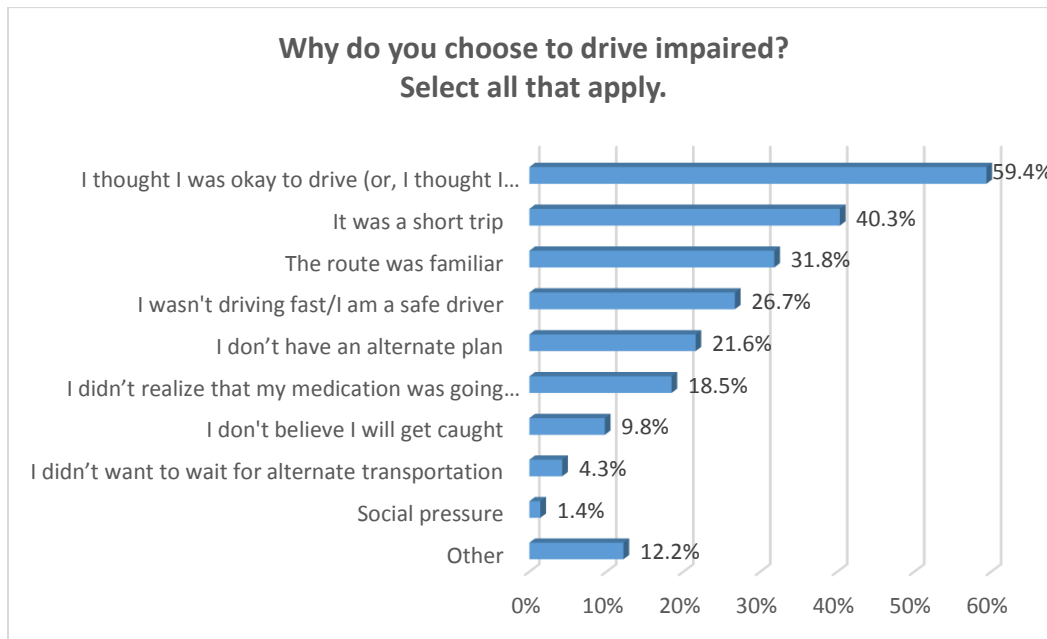
The potential consequence of injury or death is cited more frequently than legal consequences of not wearing seatbelts. Nearly 92 percent of respondents say, “Injury or death of myself or passenger” would be a likely result of not wearing a seatbelt. “I could receive a ticket/go to jail/be arrested/it would be on my public/driving record” is the next most common reason, with 54 percent of respondents choosing this reason.



Driving Impaired

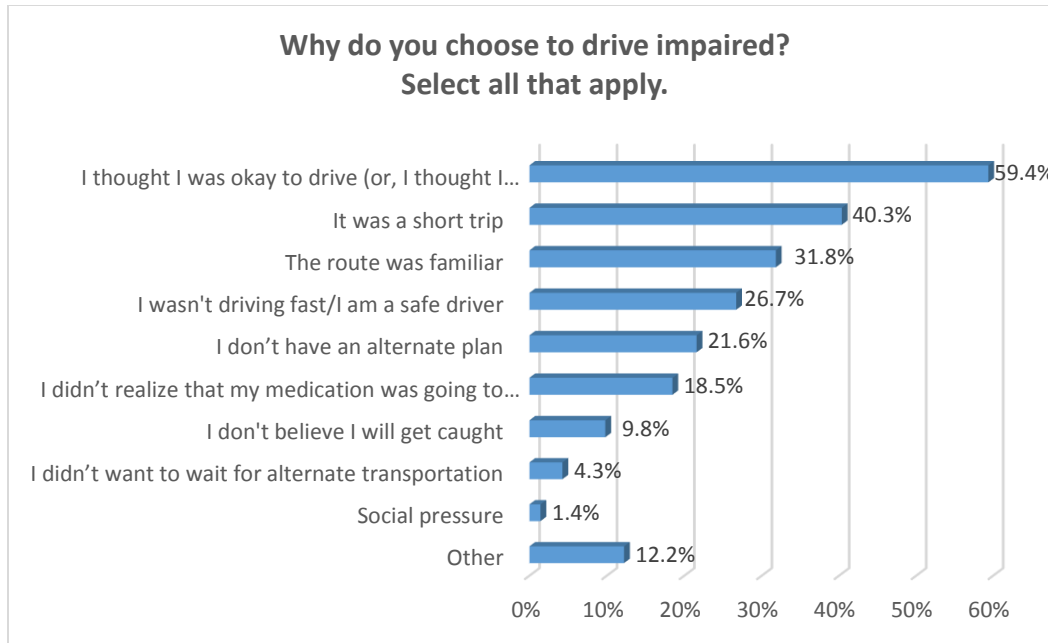
When asked “If you are legally considered to be impaired (consuming two or more drinks in an hour, taking prescription medication that impairs the ability to safely drive, under the influence of illegal substances, etc.), how often do you choose to drive?”, 88 percent say they never drive impaired. Approximately ten percent of respondents say they sometimes drive impaired. The percentage of drivers who never drive impaired is slightly lower in males in age groups 18 to 30 (82.7 percent) 31 to 45 (80.9 percent) and 46 to 60 (87.5 percent) than among older males.

When asked why they choose to drive impaired, 59 percent of respondents say, “I thought I was okay to drive”. “It was a short trip” was the second most common reason selected.



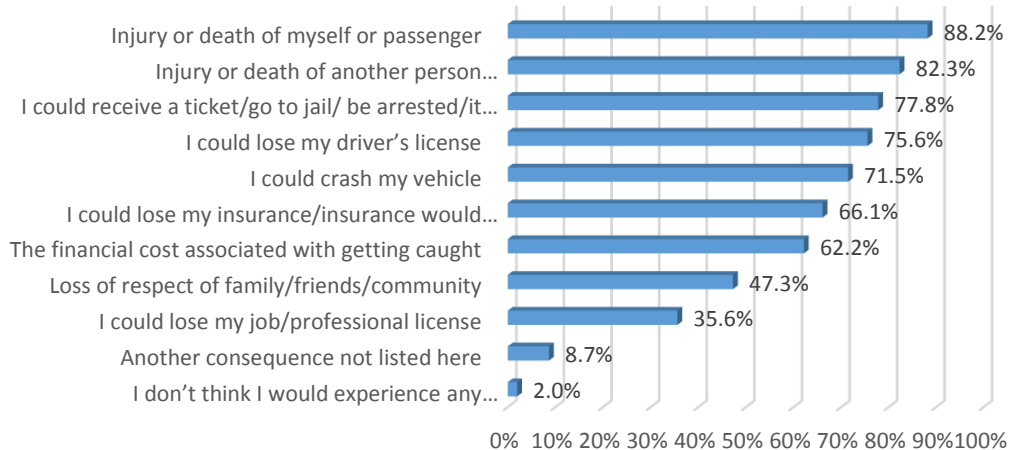
When asked why they do not drive impaired, 82 percent of respondents say they feel it is unsafe. Other common reasons respondents provide are “Concern over my impact on others” (66.5 percent) and “Concern over the impact it could have on self/family/passengers” (61.3 percent). Fear of law enforcement consequences is cited as a reason by only approximately 43 percent.

- Approximately 32 percent of respondents aged 18 to 30 say they have an alternate plan compared to only 16.5 percent of all respondents. This may indicate that younger drivers more frequently plan to either use public transportation or a designated driver when they plan to drink alcohol.
- Nearly 57 percent of respondents aged 18 to 30 say they are concerned about consequences from law enforcement compared to approximately 43 percent of all respondents.



Injury or death of self, passengers or another person are the most common likely consequences of impaired driving cited by respondents. Approximately 88 percent of respondents feel a likely consequence of driving impaired is injury or death of themselves or their passengers. Over 82 percent say, "Injury or death of another person" is a consequence of driving impaired.

What consequences do you feel you would be likely to experience if you choose to drive impaired? Select all that apply.



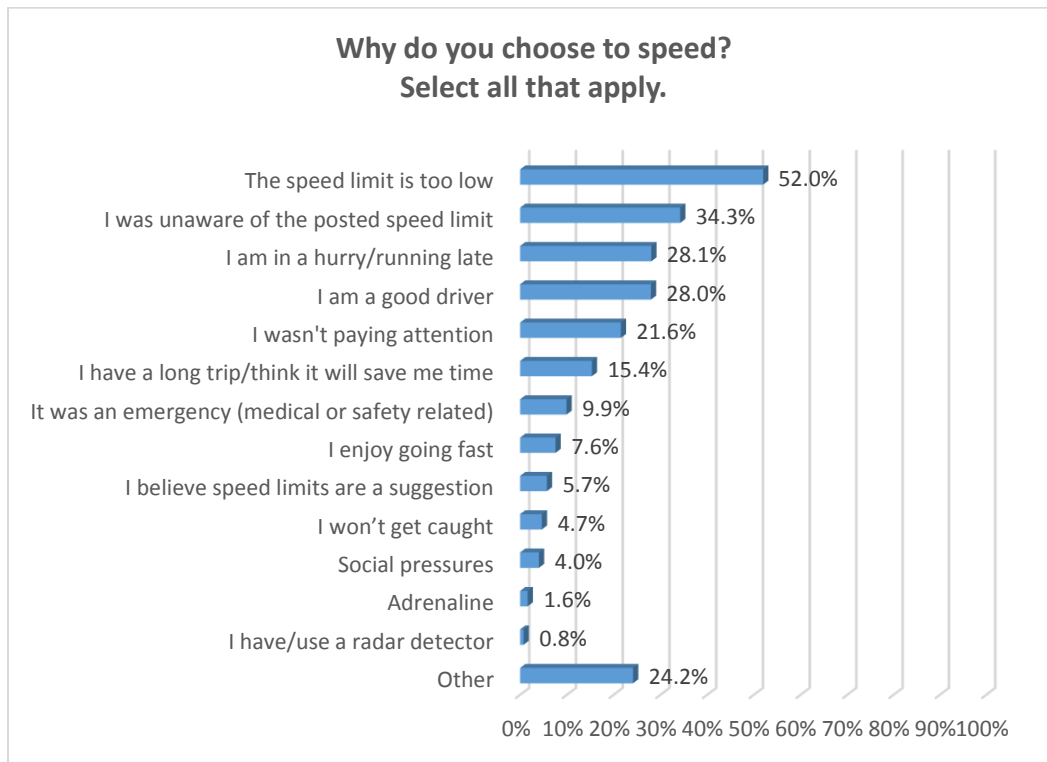
Several respondents call for stiffer penalties for driving under the influence, especially for repeat offenders, such as:

- “Anyone caught driving drunk/impaired should lose his/her license for some period of time; after two or three such, permanently. Anyone who kills or injures someone through drunk/impaired/inattentive driving should get tried and sentenced as if s/he had used a gun; we seem to treat these deaths as a cost of doing business, not as murder, and I find that appalling.”
- “Anyone that has been arrested for drugs or under the influence of anything should have to have some type of device in the car.”
- “Impaired driving needs stricter penalties. Friend is permanently blind because of a drunk driver.”

Speeding

Over 86 percent of respondents say they speed at least some of the time. Approximately 19 percent say they speed most of the time or always.

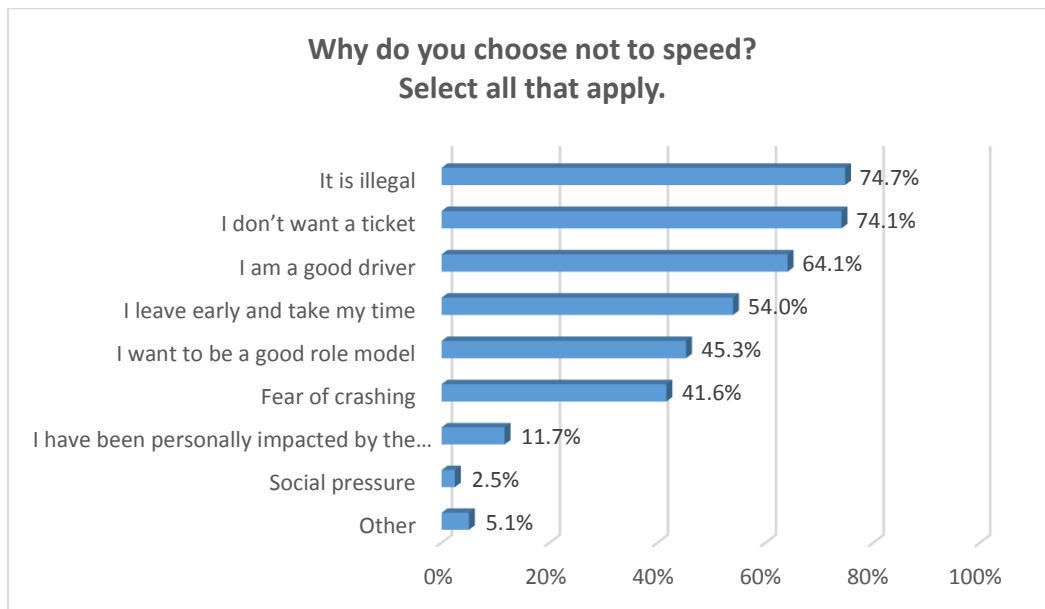
Fifty-two percent of respondents indicate the speed limit being too low as a reason they speed. This opinion is more prevalent among individuals aged 18 to 30 years old, where 66 percent of this age group indicate the speed limit is too low. In addition, young drivers say that “I enjoy going fast” is a reason they speed.



Some respondents comment they drive above the speed limit to keep up with the flow of traffic. For example:

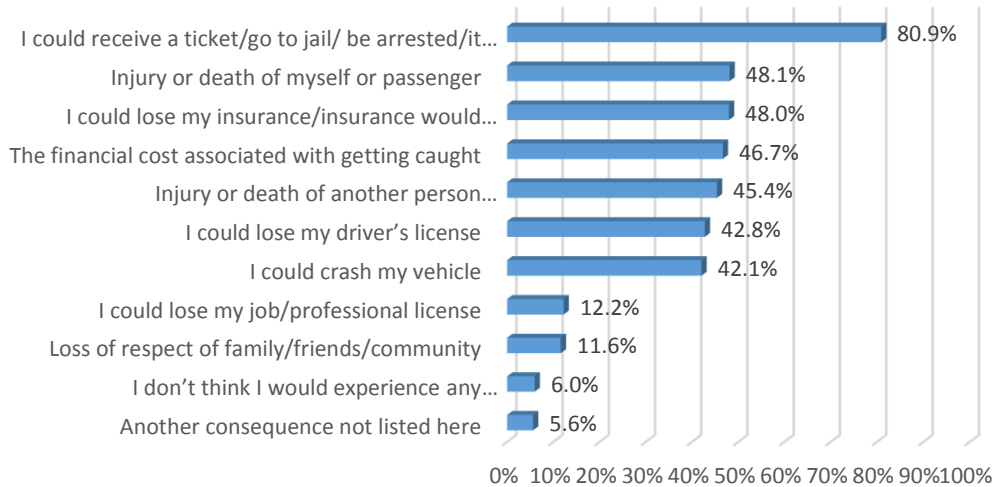
- “Driving above the speed limit is sometimes necessary in order to not impede the flow of traffic...not to mention avoiding the anger of other drivers who feel I am causing a hazard by obeying the limit.”
- “When the rest of the traffic is moving faster than the posted speed limit, it is unsafe to move too slow. I drive with the flow of the traffic around me.”
- “There are areas where the natural flow of traffic exceeds the speed limit, and to not speed along with the flow of traffic, one creates a dangerous situation. Other drivers may speed up behind them and have to slam on brakes, go around, or may not even realize they are not going as fast as the flow of traffic. Speed limits should reflect the flow of traffic (within reason).”

When asked why they choose not to speed, respondents most frequently state “It is illegal” or “I don’t want a ticket.”



When asked what the consequences of speeding would likely be, most indicated issues related to law enforcement. Approximately 81 percent of respondents state “I could receive a ticket/go to jail/ be arrested/it would be on my public/driving record” as a reason not to speed.

**What consequences do you feel you would be likely to experience if you choose to exceed the speed limit?
Select all that apply**

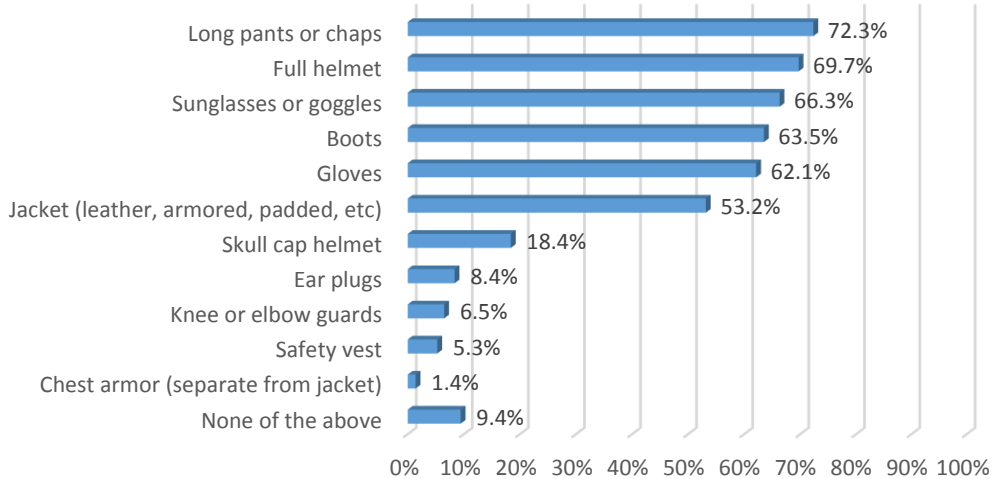


Motorcycles

Approximately 12 percent of respondents say they own and operate a motorcycle. Of those who ride motorcycles, 95 percent say they never operate a motorcycle impaired.

Approximately 70 percent of respondents who operate a motorcycle wear a helmet. Slightly more respondents indicate they wear long pants or chaps. Nine percent of respondents indicate they do not wear any of the protective gear listed.

When you and/or your passengers choose to wear protective gear, what do you wear?
Select all that apply.

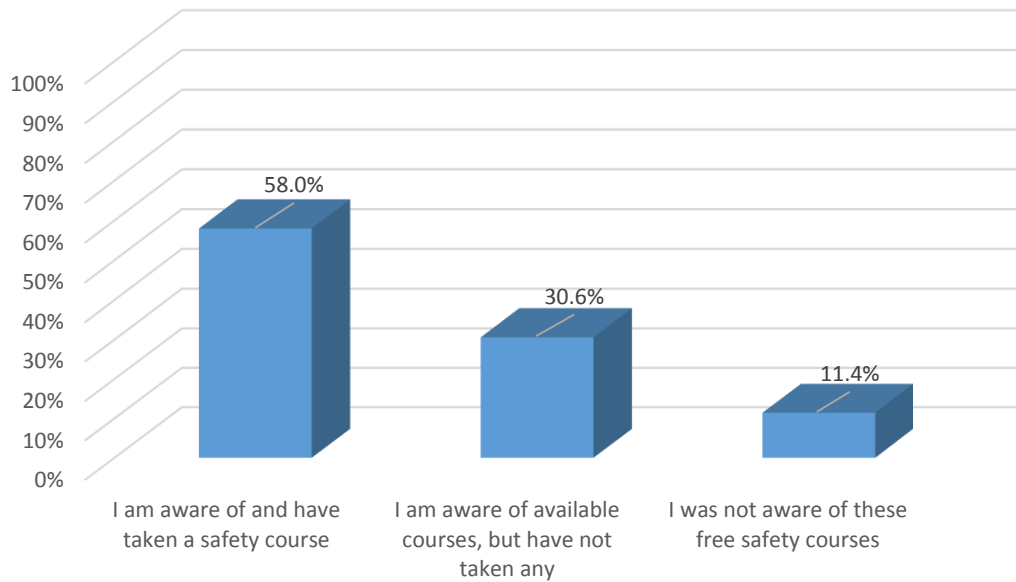


Many respondents, including those who do not own and operate a motorcycle, state their support for requiring motorcycle riders to wear a helmet. A sample of these comments is provided below.

- “I think Motorcycle riders should wear helmets. The rest of us pay by higher insurance claims when they have accidents. If I have to wear a seatbelt inside a car then they should have to wear a helmet. “
- “I believe that motorcycle riders should be required to wear helmets again. “
- “I think motorist with motorcycles should have to wear a helmet in pa. There are no seat belts to save them and help keep them safe. Also think most motorcyclist is a danger to others. Riding in pairs in same lane and weaving in and out of traffic. Those alone are a huge distraction to a driver in a vehicle.”
- “I think helmets should be mandatory. It makes no sense to enforce seatbelt laws and not have mandatory helmet laws for motorcycles. Their crashes and injuries affect all of our insurance rates.”
- “Please make it a law that you must wear a helmet. As a nurse working in this state, it’s awful to care for someone with an extensive head injury due to not wearing a helmet.”
- “I think all motorcycle riders should be required to wear a helmet.”

Fifty-eight percent of respondents who own and operate a motorcycle are aware of and have taken a safety course through PennDOT’s Motorcycle Safety Program. Approximately 31 percent are aware of the courses but have not taken any. Eleven percent are not aware of the courses.

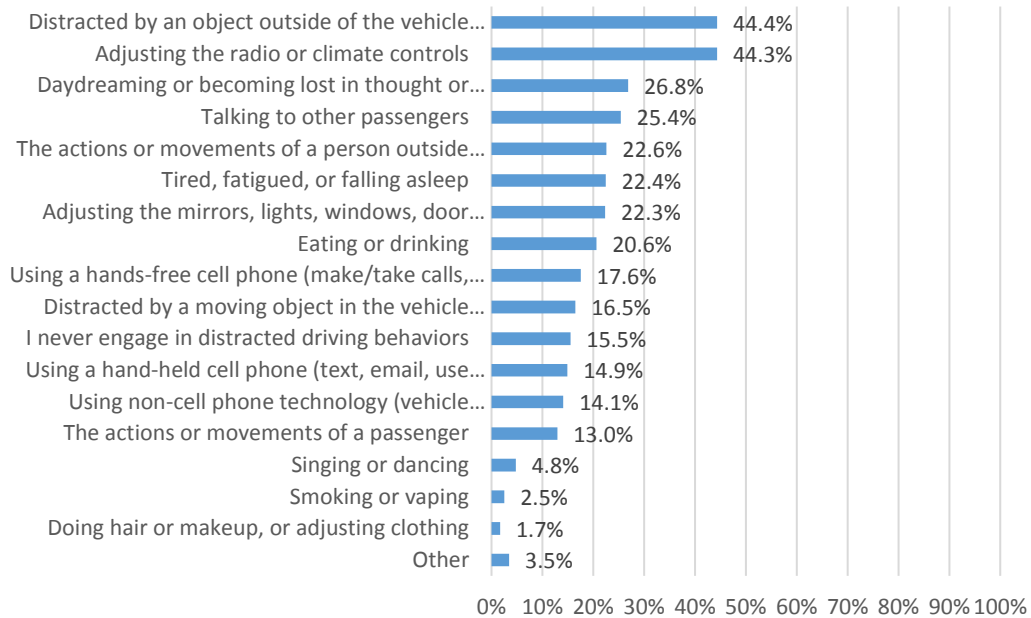
Please indicate which of the following best describes your knowledge of motorcycle safety courses.



Distracted Driving

When asked what behaviors distracted them while driving, respondents most frequently say “an object outside the vehicle” or “adjusting the radio”. Use of a hands-free cell phone ranks as the ninth most frequently selected distraction with approximately 15 percent of the respondents indicating it as a distraction. Only 14 percent of respondents cite use of a hand-held cell phone.

**Which of the following behaviors has distracted you while driving in the last month?
Select all that apply.**

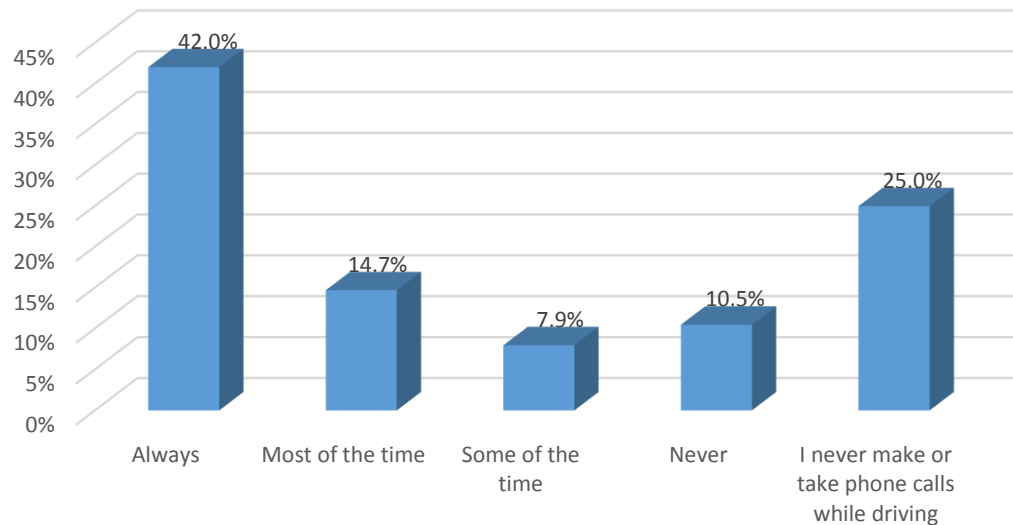


Drivers age 18 to 30 are more likely to indicate cell phones distracted them compared to all respondents. Nearly 36 percent of respondents between the age of 18 to 30 say using a hand-held cell phone has been a distraction and nearly 30 percent say using a hands-free cell phone has been a distraction.

When asked to provide additional comments, some respondents feel that other behaviors are just as distracting as cell phone. One responder states “Smoking and driving is just as distracting as talking on a cell phone.” Another commenter says, “There are many types of distractions while driving not just hand-held devices. Drivers should be more accountable for their driving and neglect via distraction”

Survey participants were asked how often they use a hands-free option to make or take phone calls while driving. Sixty-seven percent of drivers say they either always use hands-free device or never take or make phone calls while driving. Forty-two percent of respondents say they always use a hands-free option and 25 percent say they never make or take phone calls while driving.

If you make or take phone calls while driving, how often do you use a hands-free option?



Only 34 percent of drivers in District 1 say they always use a hands-free option, however nearly 30 percent of drivers in District 1 say they never make or take phone calls while driving.

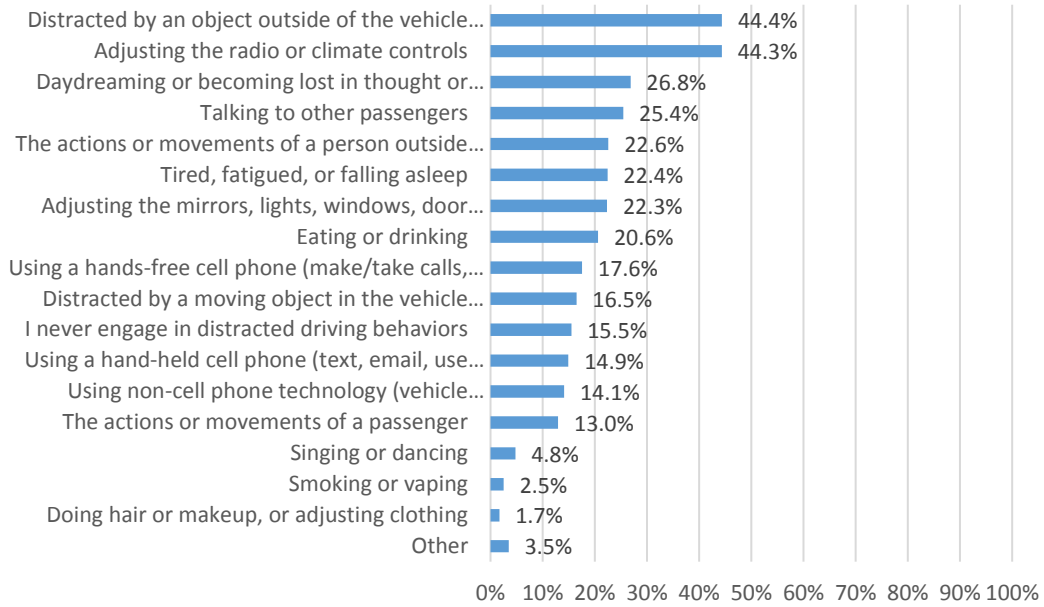
While respondents more frequently cite other behaviors as a distraction and most say they either use a hands-free option or do not take or make calls while driving, many respondents express concern about other drivers' cell phone use, including:

- "I estimate that a minimum of 10 times a day, while I'm driving in my community, I observe another driver talking on a hand-held cell phone, either up to his/her ear or mouth. They really don't seem to care or believe no one will notice."
- "I am tired of seeing people distracted because they are using their cell phone and texting. As an operator of a motorcycle I fear for my life because other drivers are very distracted and don't pay attention to what they are doing." I think cell phone usage is the biggest problem today. Nearly every time I pass a car that has been swerving, the driver is looking at a cell phone or other electronic device."
- "ALL cell phone use, except the calling of 9-1-1 should be BANNED!"
- "I observe many persons on their cell phones and/or texting. Many times watching them drive through stop lights and stop signs because they are on the phone. My son -in-law was killed by a teenager checking his cell phone."
- "Almost every time I see bad driving the person was on their phone. Someone almost hit me last month while they were texting."
- "When traveling it is amazing how many people are texting and driving. You can tell by speed, lane weaving, etc. We have seen someone with their laptop on the steering wheel while driving! It has to become a serious offense in order for this behavior to stop."

In addition, 74 percent of drivers surveyed show support for a law banning the use of a hand-held device while driving.

Survey respondents most frequently cite “injury or death of myself or passenger” or “injury or death of another person” as a consequence of engaging in distracted driving behaviors. I could crash my vehicle follows as the third most frequently selected consequence.

**Which of the following behaviors has distracted you while driving in the last month?
Select all that apply.**

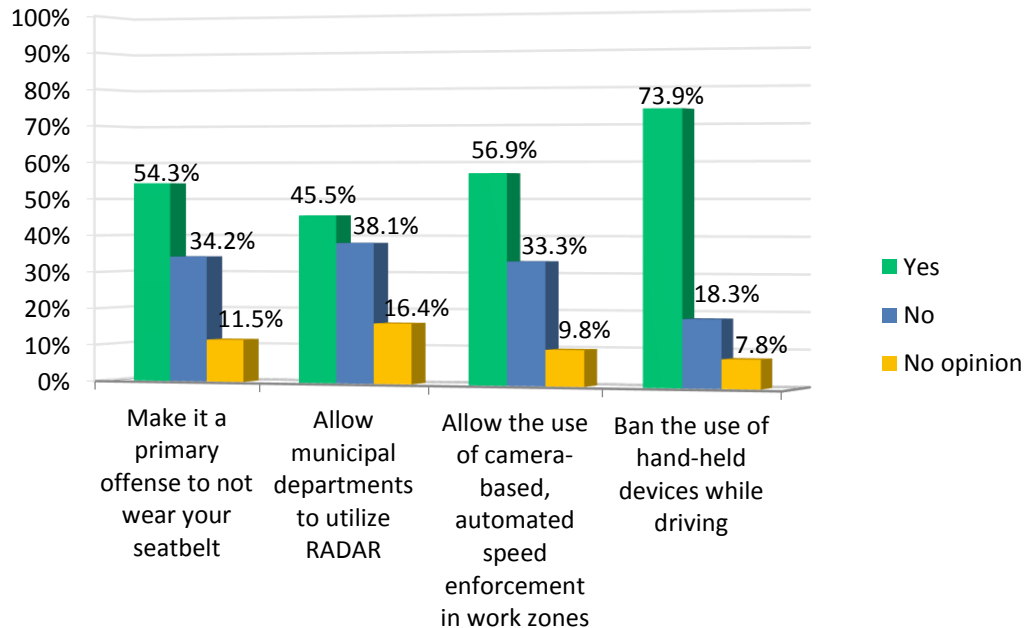


Support for New Legislation

Respondents were asked whether they would support legislation for the following:

- Making not wearing a seatbelt a primary offense
- Allowing municipal police departments to use RADAR
- Allow the camera-based, automated speed enforcement in work zones
- Ban the use of hand-held devices while driving

Do you think Pennsylvania should:

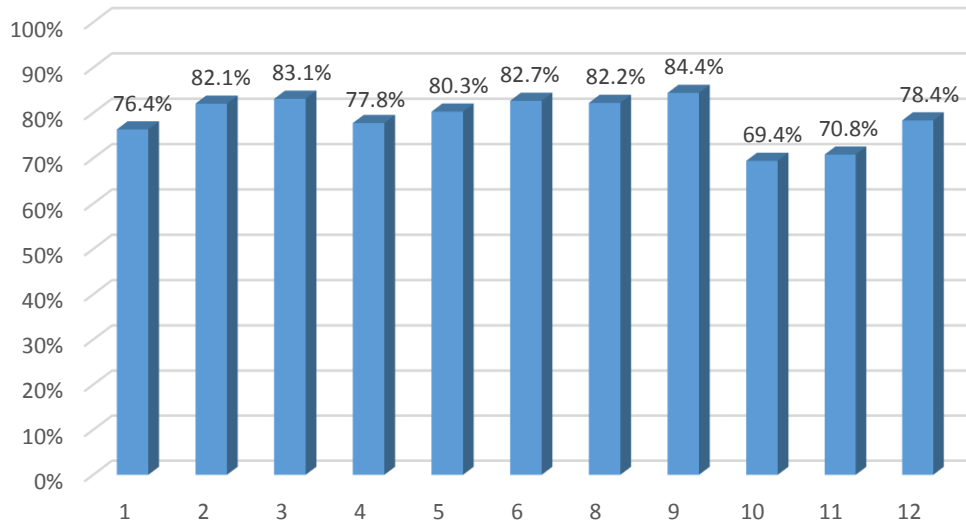


Ban on the Use of Hand-held Devices

A ban on the use of hand-held devices has the greatest support among the policy options offered in the survey. Nearly 74 percent of respondents support this ban, and several offered comments about hand-held device use and related behaviors:

- “Make hands free and no texting communication while driving mandatory, a primary offense, and enforced.”
- “It is past time to MAKE it illegal to use cellphones while driving and doing personal care, makeup while driving. Come on do something and then enforce the laws!”
- “I really wish that in the state of PA it were illegal to be on your cell phone. In the cities where it is not allowed, I still see drivers EVERYWHERE looking down at their phones- totally distracted. It is not enforced enough- it should be a much higher priority.”

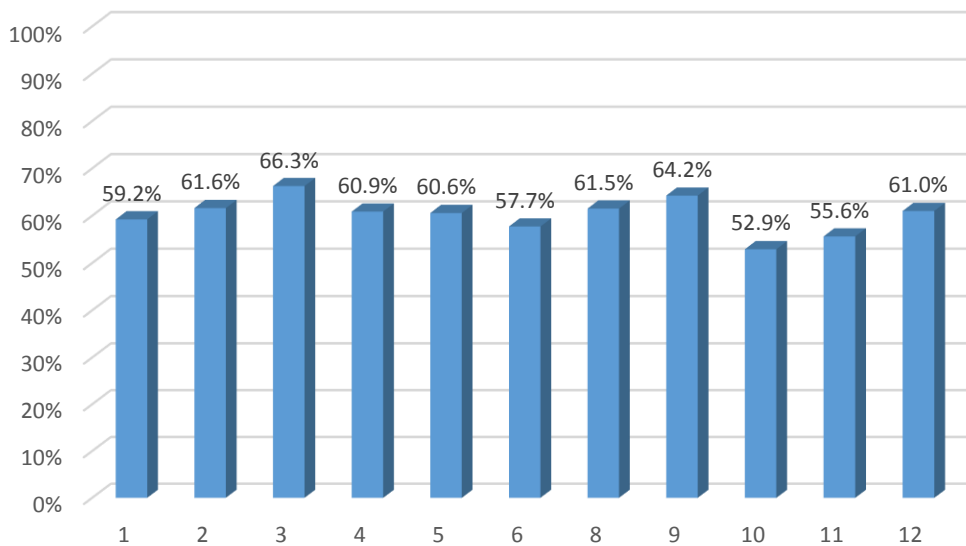
Ban the use of hand-held devices while driving (Support by District)



Allow the Use of Camera-based, Automated Speed Enforcement in Work Zones

Nearly 57 percent agree Pennsylvania should allow the use of camera-based, automated speed enforcement in construction zones. Regionally, District 3 (66.3 percent) shows the most support while District 10 shows the least support (52.9 percent).

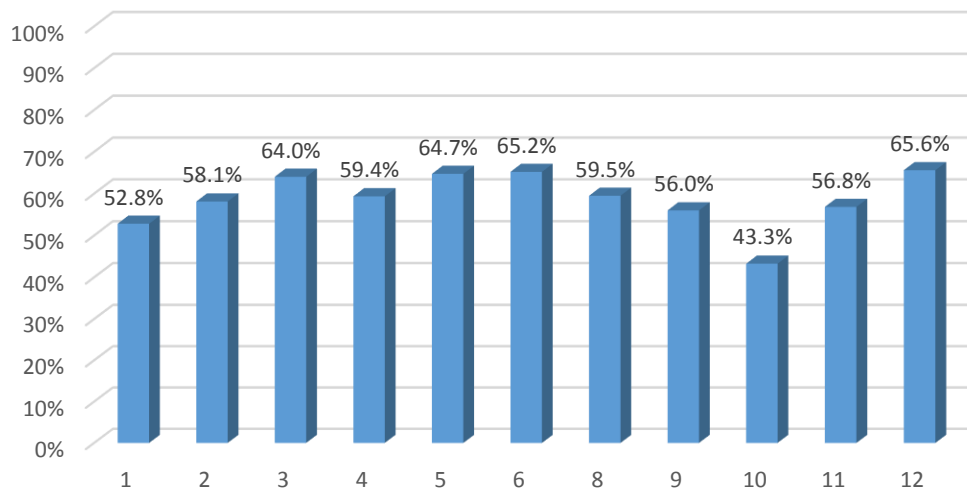
Allow the use of camera-based, automated speed enforcement in work zones (Support by District)



Make Not Wearing a Seatbelt a Primary Offense

Over 54 percent support making not wearing a seatbelt a primary offense. Support is more common among respondents age 61 and over, with 69 percent of respondents in this age group in favor of this action. Drivers in District 12 show the most support for making using a seatbelt a primary offense, with approximately 66 percent of respondents in the district indicating support. Most drivers in District 10 do not support making using a seatbelt a primary offense, with nearly 57 percent opposed to such a law.

**Make it a primary offense to not wear your seatbelt
(Support by District)**



Allow Municipal Departments to Utilize RADAR

Support for allowing municipal departments to utilize RADAR is more evenly divided, with 45 percent in support of the measure and 38 percent against it. Several respondents express concern that RADAR would be used a revenue generating program for local municipalities:

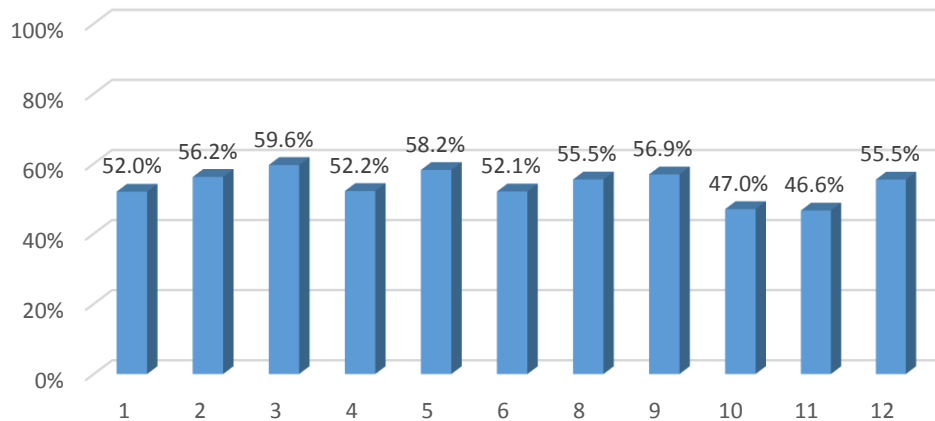
- “Radar by local law enforcement officers would in many locations be a fundraising program for the town, as in ticketing some soccer mom for doing 28 in a 25-mph zone.”
- “Local police departments tend to rely heavily on speed traps and I wouldn't trust the use of radar with them.”
- “The use of RADAR with municipalities is unnecessary. It is an additional cost/training that only equates to local revenue.”

Other respondents offer comments in favor of municipalities using RADAR:

- “Allowing radar by municipalities would certainly aid in the defense.”
- “Speeding goes unchecked in municipalities - caused by the prohibition on local police to use radar/lidar.”
- “Why do 49 other states allow local police to use radar and PA does not?”

Drivers in District 3 show the most support for allowing municipal departments to use RADAR, with nearly 60 percent of respondents in the district showing support. Approximately 47 percent of drivers in both District 10 and District 11 say municipal departments should not use RADAR.

**Allow municipal departments to utilize RADAR
(Support by District)**



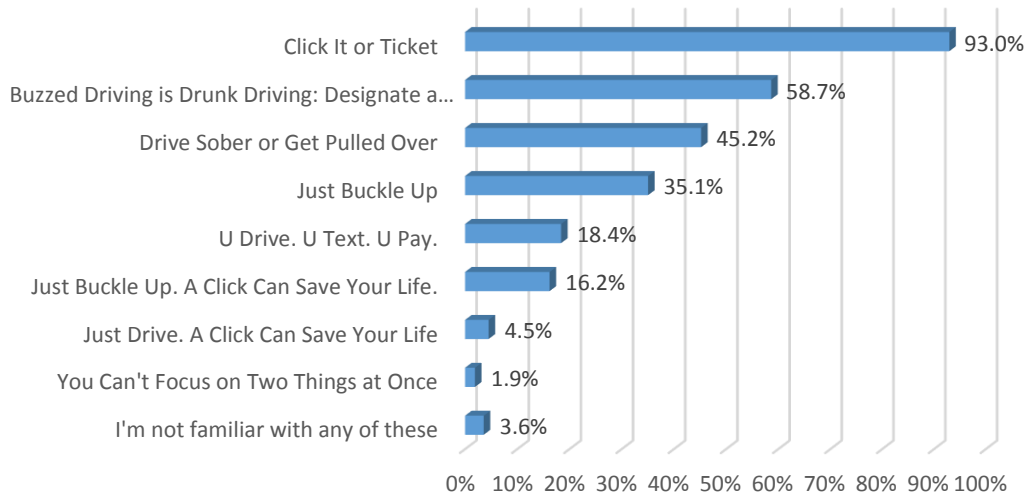
Messaging

Respondents were asked to indicate their awareness of PennDOT safe driving slogans. Ninety three percent of all respondents are familiar with the “Click It or Ticket” slogan. Awareness of other seatbelt related slogans is considerably lower. Only 35 percent of respondents are aware of the slogan “Just Buckle Up.” Even fewer respondents are aware of the slogans “Just Buckle Up. A Click Can Save Your Life”, and “Just Drive. A Click Can Save Your Life”, with 16 percent and 4.5 percent respectively.

Regarding the slogans related to driving impaired, nearly 59 percent are familiar with “Buzzed Driving is Drunk Driving. Designate a Sober Driver.” Forty-five percent of respondents recall the slogan “Drive Sober or Get Pulled Over”.

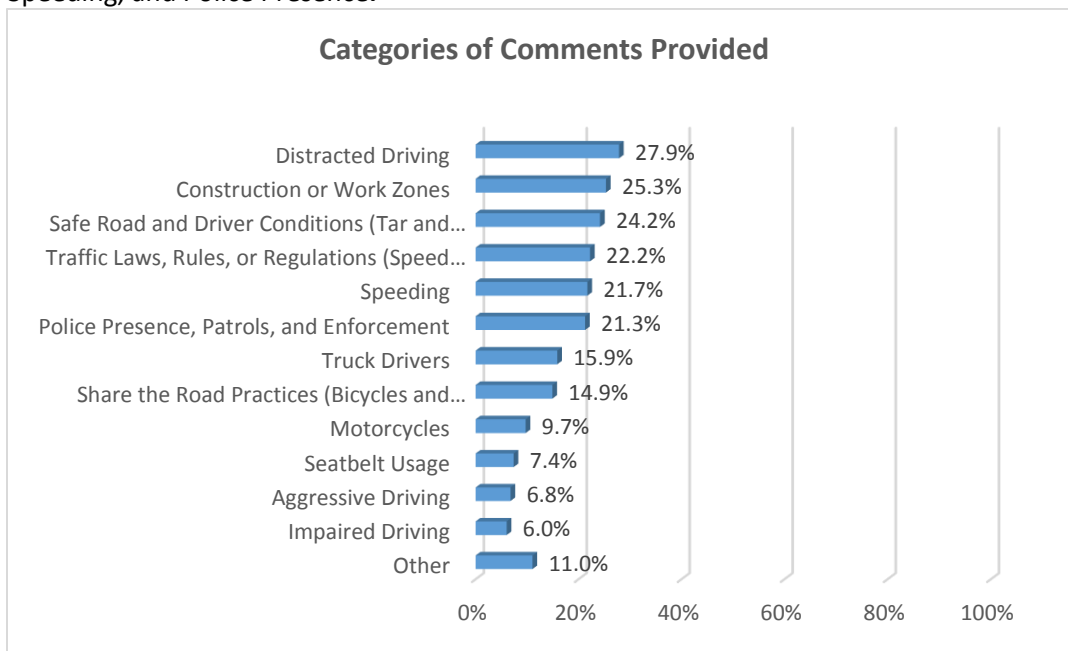
Respondents appear less familiar with slogans aimed at preventing distracted driving. Approximately 18 percent of respondents are familiar with the slogan “U Drive. U Text. U Pay.” Less than 2 percent recall the slogan “You can’t focus on two things at once.”

Which of PennDOT's safe driving slogans are familiar to you?
Select all that apply.



Comments

Survey respondents were given the opportunity to provide comments about highway safety. 38 percent of the 6,260 survey respondents provided additional comments. Nearly 28 percent of the comments are related to Distracted Driving, mostly concerning the use of cell phones while driving. Other common categories of comments include Construction or Work Zones, Safe Road and Driver Conditions, Traffic Laws, Speeding, and Police Presence.



Conclusion and Recommendations

- While it appears that drivers are concerned about the physical harm that may occur from most unsafe driving behaviors, that concern is not as present related to speeding. Education on the dangers of speeding may be helpful in changing this perception.
- Based on the comments provided, several respondents show concern for aggressive driving behavior such as road-rage and tailgating. In the next Highway Safety Survey, exploring the reasons for aggressive driving may provide additional useful insights.
- Across all age groups, slogans regarding distracted driving are not resonating as strongly as slogans pertaining to other unsafe behaviors.
- Reaching younger drivers, at least for the purpose of this survey, is a challenge. Identifying and testing other outreach methods for the 18 to 30 age group would be beneficial.

Appendix A: Comments

Construction

- Far too many work zones and traffic merging is very poor.
- I generally try to follow the speed limit, +5-7 mph. It is often dangerous/difficult to follow the speed limit due to all other traffic moving >55 up to 70mph. I am identifying Route 422 in Pottstown area specifically. It is crazy on that road in the construction area.
- Recently I have driven up to road projects with heavy machinery that had no warning or signs beforehand and no flagger. I believe this is a dangerous situation for me/ my passengers and the workers.
- If more of the roads were in proper repair, driver road rage would decrease.
- People need to slow down in work zones.
- Active work zone flashers are frequently left on when work zone is inactive. Hence one has no idea if work zone is indeed active. I've noticed this seems to be contractor specific. In my experience some contractors pay no attention to the "active" indicator. It is just as likely to be off when work zone is active as it is to be on when work zone is inactive. ENFORCE THIS WITH CONTRACTORS PSP COULD DO THIS. Many dead ash trees (hazard trees because of Emerald Ash Borer) line our roads on PennDOT or adjacent property. These weakened trees will fall and cause accidents or close roads. PennDOT PLEASE BE PROACTIVE AND TAKE STEPS TO REMOVE THESE TREES BEFORE THEY DIRECTLY OR INDIRECTLY CAUSE DEATHS AND OTHER DAMAGE. DCNR FORESTRY CAN EXPLAIN THE HAZARD FACTORS ASSOCIATED WITH TREES KILLED BY EAB.
- Please consider implementing the 'Zipper Merge' concept of having a sign that says, 'MERGE HERE' so drivers know it is okay to use the closing lane up to the 'Merge Point'. Research on Zipper Merging has been done and shows a drastic decrease in the amount of time it takes traffic to move through a merge/construction zone because of zipper merging.
- Construction zone merge to one lane needs to happen 1-2 miles before actual merge point. Construction ones also need to have proper signage.
- Not enough warning is given for construction zones in the city in order to avoid roads that are either closed or partially closed and I've many near misses because people are trying to get to an alternate road to get out of the construction area. It also doesn't help when you don't know the area and have no idea how to get around road closures because detours aren't posted either.
- Overnight work is too dangerous. Lights and movement are distracting. Particularly when law enforcement faces towards oncoming traffic with lights on.
- When I slowdown in construction zones other drivers ride my bumper, or pass me. I seem to be the only one following posted limit.
- Road Construction: There are too many miles of construction warnings before actual construction. By the time the driver comes upon the construction, he/she is tired of the caution signs and feel they don't need to be vigilant.
- Make signage easier so folks know to zipper in to one lane.
- Signs should read Merge Ahead, instead of right or left lane closed ahead.
- Work zones can be posted for miles with reduced speeds, and no crew(s), equipment, or person(s) are working.
- I think work zone speed limit cameras should be used in all work zones.

- pot holes are ridiculous; New York state has worse weather and better roads!
- The construction sign that had the most impact on me was in a construction zone, “Slow down, a worker could be a father, brother, uncle, son” and I think of that every time I drive through a construction zone. I never want to be the cause of a family's loss. And it may have been forty years since I saw that sign. It resonated with me.
- Use cameras in work zones.
- More police presence in ACTIVE construction zones.
- Construction zones are poorly managed resulting in driver anxiety. All too often work zones are restricted with no work being done. Additionally, flagging services such as flagger force hire complete retards that have no clue about MANAGING a work zone. Fix this crap!
- My main gripe is poorly placed warning signs often hidden by tree limbs. Why does it take so long to replace signs and guard rails? We need signs on the interstates to display distances the next rest area perhaps every 10 miles or so. A fatality occurred on I-80 because a NJ family stopped along the shoulder because they didn't know the rest area sign was right around the next curve. Since then no warning signs or reminders were placed at the scene to prevent a reoccurrence. (There is 100' drop off at the guard rail where they fell in the dark) This happened in Luzerne County.
- The "zipper method" does NOT work for merging in construction areas. It may look good on computer models; however, those models don't take into consideration human behavior. Most feel letting those who come up to the merge point and then want in are perceived as cutting in line. I've driven 4000 miles in other states this summer and PA with their idea of using both lanes to merge point is the WORST of all the states I traveled in.
- I believe allowing police officers to drive Penn DOT trucks is entrapment and deception. I also believe that if road work is needed, night time road work should be utilized and allow for round the clock work to get the job done sooner. Not merging until the construction zone causes too many accidents. I do not believe cell phones should work inside a car unless it is equipped with hands free.
- Can you finish paving 95? It's been weeks since 95 north above Woodhaven has been paved. Traffic is so bad at 6pm I'm forced to get off at academy instead of street road. Never see anyone working out there. Even when driving late on that stretch.
- I think the state police do an outstanding job in work zones.
- More traffic law enforcement in work zones.
- Photo speed enforcement in work zones is a safety item that should be implemented. Let's get it done!
- The Two-Mile Bridge has been completed for a year now, why isn't the approach finished, instead of a sign reading " BUMP "?
- Work zones are dangerous and drivers go too fast and throw stones up on workers. Worse can happen. My husband when "flagging" has had to jump out of the way several times due to inattentive drivers. State and local Police are spread too thinly to enforce work zone speeds, penalize rude unsafe maneuvers on the roads. Hard to correct inattentive drivers until it is too late and a crash happens.
- Men working. No person working.
- When no one is work in, I feel there should not be a slow speed limit.
- I am amazed at number of individuals that don't obey posted speed limits in work zones. Especially on the interstates.
- Some of the signs and reflectors in construction are blinding and very confusing.

- I find driving in work zones to be dangerous - no one seems to obey or enforce the posted speed limit. It's confusing, on weekends when there is no construction activity people fly through these zones. It's a problem.
- On highways, work area reduced speed zones should be returned to posted normal speeds when no active work is being done. Having posted lower speeds when no work is happening, makes me want to disregard the speeds. Post your work zones to Google maps, Waze, etc.
- Speed cameras in construction areas are not needed. When the workers aren't working, some of the speed restrictions are ridiculous. When workers are working, I do slow down but the speeds are set too low. Most people are going much, much faster than the posted work zone speed and going too slow is a hazard to everyone.
- Construction zone traffic speeding is unsafe. When I travel through work zones at construction zone posted speed limits, vehicles/drivers behind me get hostile and place me in unsafe condition by tailgating and other ways. This is very concerning, as I need to be safe as well as construction workers. But it is hard to travel listed speeds and be safe.
- Pay attention to the road.
- Construction zones that are not "active" but signs still show active work zone/lower speed limits are a distraction because drivers get used to not seeing anyone working and then speed through even when the work zone is active.
- Many construction zones are not safe. Particularly 283. Lanes too narrow and rough pavement. Forcing me to stay off also forcing many truck drivers to stay off and drive local roads creating more hazards.
- It seems like more than 50% of the time areas marked as work zones and lower speed limits have no active work ongoing. I believe this is one major reason many people do not pay attention to the signage. Work crews should be required to remove/cover work zone signage when no work is ongoing.
- I believe work zones should be patrolled more heavily! Need way more PSA's regarding safety and road courtesy. E.g., merging into traffic, drive right pass left, amber/red light procedures, moving over for stopped emergency vehicles, pedestrian and bike laws, absolute need to slow down in work zones.
- It is very frustrating when we have to slow down in a work zone when no one is working. This is especially true on the turnpike!
- During a trip to Iowa and back on I-80 recently I encountered more work zones than I can recall. I never saw anyone obey the posted speed limit. Maybe it is because the work zones are set up with reduced speed limits and single lanes where you can drive for several miles before coming to an area where the work is being performed, or actually having no work being performed at all. No wonder drivers don't take these warnings seriously. I do slow down when I see workers are present, but most do not.
- State work zones seem to be marked well ahead of time for the most part, but it can't hurt to post extra signage way ahead, especially on interstates where traffic is moving extremely fast. I think that the electronic signs over the highways are excellent!! In general, much of the risk & confusion seems to occur when a construction area is first being set up. And this may not be relevant to this survey, but it can be especially difficult in local (municipal) road work, as the warning signage doesn't seem to extend much beyond the work area. In congested areas, such as the O'Neill Highway in Dunmore, Pa. Thank you.
- Higher fines for ignoring workers in a work zone.
- Get away from the "Use both lanes to merge point" signs! A better plan, would be to merge now signs! If you pass the second sign, without merging, you are able to receive a ticket from

trooper!! It takes trucks too long to regain their speed, this would help keep them rolling, without coming to a complete stop!! The zipper method, that is being used now, creates the jam at the mouth of the zone! An uphill grade at the beginning of a zone, is also a detriment!!

- PennDOT project in Fleetwood is taking a disgracefully long time.
- People speed in construction zone due to the excessive lengths of construction lane restrictions and NO WORK BEING DONE. In Ohio only, actual work zones have restrictions and NOBODY speeds thru these.
- All too often work zones are not properly marked or are confusing especially during the setup phase or take down phase of the work.....also, especially on the turnpike there are partially setup or partially dismantled work zones with multiple speed limits and it isn't clear which you should follow
- I find it difficult to maintain the posted speed limit in construction zones. When I drive the posted limit, I have a tractor trailer 2 inches from bumper while everyone else is speeding past me. Then I get home and on the TV, is a commercial with highway workers pleading to slow down. Instead of spending money on the commercials enforce the dam speed limit or take the signs down. I must be the only one trying to drive the limit!
- Work zones that have signage but not an active work zone.
- Construction zones should be better marked beforehand.
- Lane selection signs should be at the beginning of construction zones.
- Really enforce construction zone speeding even when workers not present.
- More enforcement of speed limits in construction zones.
- Too much road work in the same area at one time. Northumberland, Sunbury 4th street, truck route 61, route 11, closed Hamilton underpass- everything at once! Make a law of "pass and get in". Many drivers use the passing lane to cruise. Distracted driving includes those who follow way too close behind me. If I touched the breaks or a deer ran out in front of me they would be in my back seat. Nasty drivers try to push and this could lead to road rage.
- As long as I can remember Pennsylvania raises gas tax to fix roads. They NEVER get fixed! Example: Route 30 in Chambersburg is almost undrivable and has been for years!!! It's pathetic when you have to drive 20 mph over roads that shake your vehicle so badly you get concerned about the damage the roads are doing to the vehicle just so we can pay more tax to NOT fix roads!!! Also, NO ONE knows how to install a man hole cover level with the road!!! We pay higher gas taxes to fix roads that never get done so we can pay repair bills to our vehicles from the damage of the terrible roads! Does anyone know what bad roads do to a vehicle front end alignment, tire balance, ball joints, wheel bearings - I think not!
- Many times, there's no one working in the construction zones so I think the speed limit shouldn't be reduced when no one is working. I love the bumper sticker 422 sucks. We've lived in the area for 6 years and 422 has been under construction the whole time. Frequently no one is working. Too much tax payer \$\$ going to waste!
- Drivers are responsible to obey construction zones. This should be mandatory for the workers in those zones too. Many times, we have witnessed careless acts by the workers themselves and with their equipment. Their actions placed themselves in danger.
- In work zones, particularly on the Turnpike (not PennDOT's responsibility, I know), the work zones are so long that while I slow down, I don't slow to the posted speed until I get to actual work being done. On PennDOT roads, the zone is much more reasonable and I do slow to or close to the posted speed for the workers protection.
- Do road work at night.

- Work Zone's on city roads very seldom indicate the speed limit that is being imposed. Just Work Zone signs are posted so how is one to know what speed to drive?
- I believe speed enforcement should be a priority in construction zones. People drive way too fast in work zones.
- Active construction zones need to be clearly marked. So many times, it is unclear and it makes it a guessing game. If construction zone activity was clearly marked, then automated camera control would be appropriate.
- Although the condition of most of PA's roads is POOR, I agree that work needs to be done, I feel that a better job could be done to coordinate construction projects. Driver frustration could be eased if every road was not being worked on. I live in central PA and can tell you there are entirely too many traffic delays due to construction.
- I hate the work zone signs up and then there is no work being done. They should enforce the turn on lights in a work zone.
- Have PSP sit in work zones people don't slow down for workers.
- Every time I go through a construction site, especially on the highway, the drivers drive way above the recommended speed limit. I admit that I always go 5-10 miles over the speed limit but NEVER in a work zone. I feel like I'm being "pushed" by the other drivers. If cameras were installed maybe that would deter some drivers from going above the recommended speed limit in a work zone. I fear that safety of the highway workers that's why I choose not to go above the posted work zone speed
- Speeding ticket prices should be the same whether in a work zone or safe zone ext... The fine should not double or triple. Just use the laws in place. This is about as stupid as the hate crime law. Crimes are not done in love; so, the law is stupid. If some on assaults someone, use the assault laws in place.
- Cover speed signs when workers aren't working on a marked site.
- Establish a substantial financial penalty in the Vehicle Code to be placed on the supervisor at a work zone area when their work zone signs are out when the work crew is off the site. Substantial penalty as their leaving signs out when no work is being done is affecting dozens, hundreds, even thousands of drivers and their passengers.
- Police cars slows down traffic. Should always be in the beginning, in the middle of work areas. Drivers do speed in work areas. You should do this to slow them down.
- With the pipeline, the surrounding areas continuously have prepared to stop signs even if we don't have to stop. This is training us to disregard these signs because 95% if the time they don't apply.
- Potholes are terrible in Schuylkill County/I-81. Construction signs are always up, but what is being done?
- Construction projects should take less time to complete. Often seen are two or three guys working while five or more are standing around doing nothing. Put those five to work and get the job done at a faster rate.
- The flagging situation in construction zones doesn't seem to be organized/timed properly. Line painting signs need displayed so that one doesn't drive through and get wet paint on their vehicle. Don't wait until school/football season to begin a road construction project. Contact all media outlets to inform the public of length and duration of construction projects. Consider working during the night when there is minimal traffic.
- Work Zone Safety needs to be a higher priority. WZ cameras would be an important start.
- The only time I truly feel unsafe on the road is in work zones where everyone speeds and, especially trucks, make unsafe lane changes and I have can't plan for an escape route.

- Please allow the use of work zone speed control. It WILL save lives.
- Taking an interstate down to 1 lane during a daytime weekend, in the summer, should NEVER happen. Please be considerate of when people use the roads. I understand it is most likely cost effective to pay for daytime work hours than night time, but this is a huge inconvenience. (In reference to Saturday, July 28th, I-95/295/495 intersections)
- Since the speed limit on I-80 has been raised to 70 mph in Western PA, the construction zone speed limit has been raised to 60 mph. This is too fast. A person who is hit by a vehicle traveling at 60 mph (or above, as some construction zone drivers will do) has an increased risk of dying or serious injury. Despite the interstate's increased limit -- which I do agree with -- I suggest work zones return to the old 50/55 mph limit. Losing travel time in a work zone is expected, and worker safety comes first.
- Put cameras up to make people slow down but put signs that you are on camera ...people move too fast near the workers
- Police need to be & should be present at ALL construction/ work zones. Motorist don't slow down or pay attention & they put those workers lives in danger.
- Too much of it going on. Can't you do one area on a road than to spread it over 10 miles of the same road.
- A lot of the construction zones are not set up safely. Example: The flag person is just around a curve or standing too close to a vehicle/truck and he or she is hard to see. Also, is there anything else you can do to address drivers who are texting. It is a VERY big problem!
- I only support electronic speed enforcement in work zones when someone is actually working. But the 95% of the time the work zones are sitting empty.
- Roads especially highways are closed for miles during construction. Yet construction is only taking place at a small section if at all. Wish PA was more like other states, close small section of highway at a time, work on that section then move on instead of closing miles at a time. Virginia for example closes a tenth of a mile or so, repaves it, then closes the next section for repaving instead of closing 5-10 miles for the whole summer.
- Many work areas with merge points, lanes are being blocked by drivers who think you should be in the long line - fine them if they put barriers to those using the zipper merge
- There should be laws for when a road narrows to one lane and someone waits to the last second and then cuts off someone to get in. I've seen it a lot on 119 and it's dangerous.
- Advance warnings of construction detours, one lane areas, etc. On all heavily traveled roads.
- In recent years I have noticed an overuse of traffic control barriers miles in advance of actual construction work and often for miles afterward. I believe that you are deceiving yourself that this improves worker safety. The drivers around me are ignoring the construction limitations because they are unreliable and being used in areas where they are unnecessary.
- Would love to see more progress on the Super 1 construction, it does not appear work has occurred in over a month. The road is uneven and the merging lines unclear. Please get back to work on that soon. Thank you for your help.
- PennDOT needs to do something with route 1 in Morrisville. They need to reopen the third lane. It's ridiculous.
- I do not believe that the majority of road flaggers are properly trained
- I see construction zones set up (some in Pennsylvania but more so in other states) where no construction is actively taking place. This can lead to indifference and consequently, failure to properly react to a zone where real work is taking place. Enforcement of zones where no work is taking place or is imminent begets disrespect for the law.

- For the past three years I've driven on the Turnpike a lot. I am the ONLY vehicle going the correct speed limit in construction zones, often getting headlights flashed at me because I am doing so. Having trucks right up on my tail, impatient with me. I take my time when driving past construction zones where the workers are just inches away, but I am the only one. Ditto for active school zones - especially at the St. David School on Easton Rd. in Willow Grove. I'm the only driver going 15mph.
- I am wondering why there are signs for active road work when no road work is happening. I always follow the signs but it seems silly to have the signs going with no road work. Happens very often on Route 33
- I feel like there's always construction on I 95 but I also noticed that people ignore the construction zone speed limit all the time. I am very much in favor of cameras send extra cops around construction zones
- When they are not actively working in a work zone then it should go back to the normal speed limit
- Construction takes long with many times no one working think highway construction should be completed quickly and efficiently
- Have PennDOT focus on using minimum resources year around to maintain roads. Contract out major repairs and paving to eliminate hiring more employees to add to the state's debt issues and pension issues.
- Too much construction on 81 always on going and too many dead deer carcasses
- I like the active when flashing lights for work zones, and like the idea of camera based speed enforcement when a work zone is active.
- The lack of planning and coordination of construction in this area of the State this year is totally ridiculous!
- For the safety of the men and women working on our roads and the people that drive through construction sites, we need to slow traffic in work zones.
- The signs going into an active work zone the blinking white light needs to be strictly enforced on work crew to many time I have seen the light on and nobody working in that area. If you want people to respect the zone follow the rules otherwise it's not going to help highway workers!
- Construction sites should be held responsible for following Pub 213. PA would have far less incidents in work zones.
- Too many people do not adhere to posted construction speed limits.
- It ought to be mandatory for fines in ALL work zones to be tripled, even quadrupled when distracted by a cellular device. I work as a flagger, and I have almost been hit by people with cell phones in use many times. Also, it ought to be state law that all flagging operations should have no less than. 3 crew members. The extra eyes would help tremendously
- Drivers do not pay attention in work zones. A person caught speeding in a work zone should have to spend one-day flagging traffic in a work zone. I work highway construction and it is amazing how fast people drive in a work zone. The only thing that slows them down is a State Trooper.
- Too many traffic delays, traffic jams, and increased air pollution because of daytime work zones on the highways. All of this work should be completed overnight, not during rush hours were you back up traffic for 5 10 15 miles.
- If we generally accept that the zipper merge is safer and faster I believe it's counterproductive to warn drivers miles in advance of which lane is closed. The lane closed should be immaterial if you want drivers to merge and take turns at the designated merge point. To reinforce that

point even more, a non-destructive barrier (I'm not a fan of cones) several hundred yards prior to the merge could keep the lanes separate to that point but also not damage a vehicle if inadvertent contact was made. Lastly the large arrow designating the lane closure should be on both sides of the road so drivers aren't lining up in a single lane but it would be clear that one lane ends. Of course, there would need to be a public campaign to let people know that taking turns is expected and NOT taking turns or rolling roadblock is enforceable as interfering with the flow of traffic or aggressive driving depending on the severity.

- Construction zones that drag on for weeks/months should be avoided. Work full-time on a smaller area if need be. But by blocking off miles for months when there's not usually workers become tedious and frustrating for drivers, which in turn creates very dangerous conditions for construction workers. If drivers see workers present and only have to deal with a construction zone for 2 weeks, they're a lot more likely to slow down and be cautious than when a construction zone is abandoned every time they drive by for many weeks. The cluttered mess of signs and cones and flashing lights works well for a few days, but after that it's a huge distraction that hinders visibility of humans and deer/animals. Construction zones should be the exception to the rule, not the rule. Making it the exception would make safer conditions.
- Need drivers to understand and obey construction signs. I believe that there should be a section in the written test and part of driving test to pass before getting a license
- Construction companies could do a better job with signage. Improperly identifying lane closures can be dangerous. Signage up when work is not taking place causes a false sense of when to use extra caution. Some signs need to be taken down when work is completed for the day. Otherwise people start to ignore them because you don't know when people are actually flagging or working. Thank you.
- PennDOT road crews need to practice placing accurate signage enough distance ahead of a work zone, particularly when the traffic flow is being impacted. Frequently there will be traffic jams simply because there is not enough (OR ANY) signage designating if traffic flow is changing in a work zone (lane shifts, lane closure, etc.).
- I feel like the construction zones are way too big. Also, most of the time they are not active. So as a driver I find the traffic they cause frustrating. Also, if they are not active I am not sure what speed limit I need to follow.
- The 422 traffic and construction has been ridiculous. This multi-year project has closed up many access points to Pottstown. The time Street Bridge was never repaired forcing you to go on 422 to get across. Many of the construction zones have been in place or an abnormal amount of time with little progress showing.
- FIX 422!!!!
- Need to do a better job remarking dotted lines when construction barriers are moved. Along 422 E by Trooper, the dotted lines have been moved a few times, but it is still easy to see the old ones - and it can be confusing, especially in rain when it's already hard to see. In fact, painted lines in general in the rain need to be improved - maybe we could implement cats-eyes like they have in the UK?
- All traffic should obey the work zone speed limits. Many work zones have reduced speed limits and no construction is taking place.
- Construction is taking too long in some areas or seems to be constantly ongoing with no progress made. Lane closures can be poorly marked. Things that truly need attention get shoddy patch jobs instead of true repairs (potholes and road buckled especially)

- You need more of a police presence in work zones, way too many people ignore the lowered speeds!
- The PA House should pass the automated speed enforcement bill.
- You need to put in a speed camera at 422 & Armand Hammi.
- Construction zones should be only long enough to keep the current work area protected. When they go on for miles and there is no active work zone, I believe people get frustrated and speed. As an example, a construction zone should be limited to 1 mile in length. Provide a 1/2-mile initial buffer in the zone and the second 1/2 mile can be devoted to active work.
- The work zones on RT 422 are ridiculous. They take too long to complete. There are too many projects at once. It has created nothing more than dangerous driving conditions. They are a menace.
- All construction zones should have an automated ticketing system to reduce accidents. And in roads where speeding is prevalent like 422 in south Eastern pa
- PennDOT needs to find a way to avoid single lane patterns on interstate highways which create miles long backups.
- Using a pilot car through some construction zones where the workers are right alongside the live lane of traffic, that don't have the jersey barrier to separate them.
- The construction zones on 422 between Douglassville and King of Prussia are incredibly dangerous and seem to not be progressing at all. There has to be a way to get at least one of these projects finished. A 20-mile drive to work on a highway should not take the 45 minutes to 2.5 hours I deal with every day due to the construction zones and frequent accidents in these construction zones.
- Way too many work zones that go on for miles and miles but with no work going on. What a dirty shame that PA should look to WV for examples of how to get things done! Here, have all my money so you can waste some more.
- Too slow
- There are several long-term projects such as the one in Pottstown on 422 that NEED to be finished. They have gone way past the estimated time for completion and no one respects the construction zone due to the over familiarity with it and now simply view it as the normal traffic pattern not a road improvement project.
- Limited access highway work zones could benefit from radar signage which would have, in addition to the "your speed" display a "your fine" display in flashing green
- Please finish the work on 422. it is unsafe and there are many accidents because of the construction zones
- You should implement the same system that MD has for construction zones, no one speeds in them in MD
- Perhaps PennDOT could institute an exchange program where your roadway 'engineers' and designers could travel to other states and learn what a modern, functional and capable highway looks like and possibly realize that it doesn't take endless, multi-year snail paced construction company welfare projects to get it right.
- I regularly drive through the endless construction on 422 in Pottstown. On multiple occasions lane restriction signs are posted, it causes a backup, then you find out nothing is going on. The lane never closes it was just a sign warning drivers to get into one lane. I find this unsafe and a waste of time for drivers. This has happened numerous times. Drivers start ignoring the signs. Practice what you preach & be courteous to drivers.
- First, I wanted to express my appreciation for adding this additional feedback section on this survey. I just feel as though there are far too many projects going on at once and for far too

long of a period. I fear frequently of a scenario in which a large number or area of us would need to emergency evacuate for one reason or another and because of the amount of construction projects and we would not be able to get out safely and in a timely manner due to the amount of construction in roads around me. Not that no one is working to fix the roads, I am sure you are doing the best you can, I just feel like I never see anyone working on the roadwork either, this of which gives me more implication to speed on construction zones, especially on route 422. I would feel more comfortable and would be more attentive to road work signs by speeding less frequently if 1) I was able to see visible progress being done to the roads in a frequent matter and 2) there was a visible, public timeline of when things will be done. Thank you again for this feedback portion of your survey. I hope I am able to help. Thank you for the positive thing you do.

- PennDOT should always maintain two lanes in Interstate Construction Work Zones. Many Interstate on ramps are too short and make it hard to merge safely. Speed of road construction is important. Why does PennDOT not construct all roads from asphalt? Work can be done in half the time compared to concrete. Winter Level of Service on Interstates and look-a-likes should not vary from County to County. You should not be able to tell when you get to a County or District boundary.
- Construction on major highways like 422 cause a huge disturbance to the flow of traffic while they are in progress. If redesigning the flow of traffic on major highways, more care should be taken to ensure that drivers are not negatively impacted.
- Don't have 3 lanes merge into 1 in construction like bridge from 65 and ramp to 279. Awful back-ups
- construction zone safety and standard requirements are not observed by the workers or companies who are performing the work. poor flagging preparations, blocking the roadway partially or completely without signs or proper warning. equipment from construction moving on roads or left overnight.
- Speed limit in construction zones don't account for keeping up with the flow of traffic especially in the city and cause more issues than help.
- The project PennDOT did on Route 948 at the intersection with PA 66, between Highland and Russel City is a tremendous waste of money. Now people are crashing into the guide rails. Before the construction, southbound traffic could glide through the intersection. It now must almost stop to negotiate a 90-degree right turn. Southbound trucks could maintain their momentum, but no longer. The planting of trees in the former roadway is also a huge waste. Obviously, PennDOT has way too much money as evidenced by this project.
- Construction zone signage campaign and making safety more personal by using PennDOT personnel has made me more cautious in work zones.
- Someone should be navigating whenever there is a huge construction zone, especially in State College on the highway! NO one ever listens to getting into one lane and it blocks traffic.
- In construction zones that require lane changes, the transition should be smooth. Both 33 at 22 and 22 by Fullerton Avenue have rough road surface transitions that grab your tires and I feel it is quite dangerous while navigating through tight lanes.
- Good survey...wish more people would slow down in construction zones...those are very dangerous.
- More aggressive enforcement in work zones.
- Stop closing lanes in the middle of the day for construction if the same work can be done at night. The traffic caused must be more of an issue then the cost of doing the work at night.

- There needs to be a change with road construction safety!!! In my area in the past couple weeks there has been at least 3 accidents involving the PennDOT crash truck. People do not follow the signs and definitely don't slow down. My spouse works for PennDOT, I hear too many stories from him about close calls from drivers flying in work zones. These men and women risk their lives every day on the road fixing issues. In some states they have a law if your caught speeding in a work zone, you lose your license for 30 days. I've noticed people drive a lot slower. Maybe something the state should pick up on.
- Speed cameras in construction zones are unconstitutional
- Some construction has signs up for flagger ahead and not a person visible anywhere

Distracted Driving

- I am appalled at the amount of drivers I see texting while driving. I see it on highways and every day on the road I live on. It's very concerning
- I realize this is not a PennDOT issue, but there needs to be some way of catching and fining people who choose to text and drive. I see people doing it all of the time and they regularly leave their lane or do other unsafe maneuvers because they are distracted. It puts other motorists in harms ways and really threatens bicyclists and pedestrians who may not be seen in time to avoid a serious accident.
- Distracted drivers these days. Talking and texting on cell phones I / we observe every day when we are driving - "Every Day"!! Those distracted drivers weave, cross the center line, drop off the road, speed up and slow down like an accordion. They are extremely dangerous and we pay the price by attempting to adjust to their inaccuracies while they are driving. Arrest them, make them pay a huge fine and license loss after the very 1st offense.
- Any form of using a cell phone - texting or using a phone that is not hands-free - should result in a huge fine for the first offense!
- I think handheld devices in a vehicle should be band.
- I see texting drivers practically every day multiple times a day. I have even called the police in extreme cases. I fear if I were to ever die in an auto accident, this will be the reason why. It should be treated with the same severity as DUI.
- The State needs a full handheld cellphone/electronic device ban while driving.
- There are many types of distractions while driving not just hand-held devices. Drivers should be more accountable for their driving and neglect via distraction.
- Laws must be made and enforced. Real consequences. Amount of people I see texting and driving is insane.
- Because of the prevalence of cell phones / hand held devices and the general lack of etiquette as to when they should / should not be used, I believe that education on etiquette and / or laws should be made in order to ensure safety of drivers - especial "other" drivers - impacted by the use of handheld devices while driving.
- I've been a licensed driver since 1986 and the bad driving I witness from drivers distracted by their smartphones is the most frightening development on the roads in that time.
- I wish the law for distracted driving was enforced. I see so many people on their phones, not paying attention to anyone, anything around them. If they need to talk/text on their phones, they should pull over in a parking lot. The penalty for getting caught, should be a big fine, points on their license, and license suspended for 1 year. They not only endanger themselves/passengers, but other people's lives as well. Thank you.

- Please consider making Pennsylvania a hands-free state so that people can't be on their phones while they're in the cars. Or at least they can't have them in their hands texting and looking at Facebook and being distracted. we are not setting up our young drivers to succeed by allowing these behaviors to go on.
- A lot of people use their cell phones for navigation purposes. Outlawing hand-held devices would eliminate their use. While I agree that texting and driving is hazardous and definitely needs addressed, I don't think it would be right to eliminate GPS usage.
- Too many people are driving using cell phones. It's bad enough they use them while walking and either run into you or walk right in the road with without looking. It is unsafe. I just don't understand how they can text and drive. In my opinion it's worse than all the rest of distractions.
- If anyone believes that texting has been reduced because of legislation, they are delusional. Almost every driver I have seen is texting. It is, in fact an addiction, and due to the power of the telecommunications industries, legislation to electronically interfere with the ability of texting while the vehicle is in gear will be super difficult to stop. We can't get a handle on drug addiction. Why would anyone think that a texting addiction? (which is exactly like a drug addiction - the inability to not stop using the product) will stop by every texter while driving because of a silly law. I wonder how many drivers who have been texting and caused an accident, perhaps a death, have resorted to texting while driving, post-accident. It is an addiction!!!
- CARS SHOULD BE EQUIPPED WITH A DEVICE THAT MAKES CELL PHONES INOPERABLE !!!!
- EVERY day I see at least 1 person who is driving distracted.
- I feel that the use of cellphones is causing more accidents I have found if you see a person in front of you swerving around on the roadway I would place a bet they are more prone to cell phone use or texting than to DWI
- I cannot for the life of me understand why the legislature, make it a law you can't text, but allows you to talk on a phone. There should be no texting or talking while you drive. Hands free only, or better yet not at all.
- I estimate that a minimum of 10 times a day, while I'm driving in my community, I observe another driver talking on a hand-held cell phone, either up to his/her ear or mouth. They really don't seem to care, or believe no one will notice.
- There should be laws about people driving with pets on their laps or not fastened in some pet carrier or seatbelt system. Too many times I see people driving around with pets up in their faces. are you kidding me??? I love my dog too, but that is outrageous and a terrible distraction/unsafe behavior that should be banned.
- Too many people are using hand held cell phones when driving. More tickets need to be given to these people.
- There should be legal consequences for people who drive with their pets on their laps!!! Talk about distracting! A live wiggly thing between them and the steering wheel. Also, too many people putting on makeup, reading the paper or texting while actively driving- even on the PA turnpike!
- ALL cell phone use, except the calling of 9-1-1 should be BANNED!
- Make hands free and no texting communication while driving mandatory, a primary offense, and enforced
- I feel that pets in vehicles is distracting and unsafe for drivers. Why don't they have to be restrained? Especially when they are the laps of the driver.

- I see distracted (cell phones) by other people all the time. And it seems to affect them never using their turn signals to change lanes or turn. Have seen many near misses for both these reasons.
- At what point do we draw the line at distracted driving? Cell phones? Radio? Baby crying in the back seat? It's impossible to make a law about one while ignoring others. In the end, if drivers choose to engage in distracted driving, they are responsible for the outcomes. I don't believe any one element should be outlawed.
- It is ridiculous that PA still allows hand held cell phone use while driving!! So many times, I see drivers in newer cars with a hand-held cell phone when you know that they have Bluetooth. It is not that difficult to pair your phone to the car!!
- I would like to have a number to call to report people texting and driving - similar to 911.
- My personal observation, way, way too many people are texting and/or talking on their cell phones while driving! I see it CONSTANTLY while on the motorcycle. It's all age groups, all genders...it's a serious problem that should and must be addressed.
- I pay more money for the hands-free option to make or take calls while I drive. It never distracts me because the controls are voice activated. I think if people are going to use their phone it should be this way. Not being hands free would be distracting. However, I have witnessed state police officers do it.
- I am 100% against using cell phones for calls or texting while driving. Too many close calls with distracted drivers using their phones.
- I see too many drivers talking on their cell phones or texting while driving - it scares me.
- Driving while texting should be the same as DUI
- Why is every out of state driver going 5mph under the speed limit on I-80 in the passing lane? Why are they always looking directly down at their lap or putting on makeup? That stuff is so much more dangerous than speeding a bit.
- Get rid of cell phones, or severely fine them for using them. They are worse than the drunk drivers.
- Something needs to be done to stop people from texting and driving. I have almost been hit several times both while driving on the highways and in town and while waiting to turn in my own driveway by people clearly texting or checking social media while driving.
- HEAVY fines for use of phone/texting.
- I think that there should be a heavy fine for anyone who is caught texting and driving. I have watched vehicles go past my house with the driver looking down at their phone and not even paying attention to the road - even tractor trailers! As drivers, we have a responsibility to keep control of our vehicles at all times and the texting is one of the worst distractions there are. I have had other drivers swerve in to my lane and when I beep to get their attention they don't even look concerned. Texting and driving can be just as impairing as drinking and driving.
- Day after day I see drivers on their phones. They create a hazard for drivers that aren't distracted. If I need to use my phone, I use it hands free. I just want to have a sign that says GET OFF YOUR PHONE.
- There should be severe penalties for texting while driving.
- No one gets tickets for texting.
- I think they need to be stricter with cell phone usage while driving. I see it every day!! Fines need to be enforced asap! Thank you.

- Distracted driving, aka people texting while driving is out of control, strong enforcement needed and should be a primary offense.
- Reduce or eliminate billboards (like Vermont or Maine). Especially the light up ones that change. They only compete for driver attention.
- Crack down on texting and driving or make it where it's against the law to use any cell phones while driving.
- Too many young people texting!
- I see drivers using cell phones daily. Either texting or talking with a hand held. I've see a Philadelphia police officer texting while driving and many on a hand-held phone. We need legislation to discourage the use of phones while driving.
- Additional emphasis should be put on cell phone usage while driving!
- Make cell phone and texting illegal while driving.
- Need to get tougher with people who text while driving and with those using phone. I constantly see these things and sometimes the results.
- I THINK PEOPLE USING ONE HAND & TALKING ON CELL PHONE SHOULD BE FINED OR JAILED IT'S AS BAD AS DRUNK DRIVING!
- To many people using cell phones.
- Very simply stated...I believe one of THE top problems on the road today is text messaging while driving...it should not be tolerated.
- Distracted driving is greatly diminished by driving a Tesla with AutoPilot features. I use mine every time I drive on a highway, and it keeps me within the lines and adjusts my speed to the traffic in front of me. Hope more people buy these cars.
- Using a cell phone whether hand held or hands free should be illegal period, no exceptions.
- I can't tell you how many times I almost got " T- Boned " from someone using a cell phone (Texting) You should pass a law at least \$1000 fine & loss there license for a year. There is nothing that important that they half to text while there driving. If there was then pull over & do it.
- Drivers texting or phoning often are unaware of traffic light changes, lane demarcations and other vehicles in general.
- Use of cell phones should be banned in moving vehicles. If you need to place or take a call pull over and park.
- Phone use while driving is totally out of control. Kids, and some adults, are on an insanely congested Rt. 30 in Lancaster County with their cellphones parked in front of their noses during rush hour! It's an epidemic...they're addicts, and it needs to stop.
- Cell Phones are without a doubt the number one distraction on the road today, licensed drivers with marginal motor skills and cell phones is big trouble for everyone.
- I often see people eating while driving. A woman eating an ice cream cone created a hazard, but was totally unaware.
- Use of cell phone in anyway should be banded with substantial fines for use.
- I can always tell when I'm behind someone who is using their phone, they are all over the road, driving way below the speed limit, they are sitting at a green light during rush hour holding up a mile-long line of cars until someone honks. My aim is to get past these idiots as fast as possible, it's not safe to be behind them and I just want to get away from them. It's always scary to see how absorbed they are with their phones, and it's not just young people, I see way too many old people that can barely drive using their phones too, I'll take a ticket for trying to get away from these people rather than have them crash into me or

see the accident they are sure to create. I would bet that the 4 sisters in NJ that died in the car crash because they weren't wearing seatbelts was initiated by the truck driver using his phone, a sad story all around that didn't have to happen, I'm a mother of 6, grandmother of 7 and a nurse.

- Drivers can be more easily distracted with autos now having computers in their dash. I think this was the worst idea ever...talk about being distracted! How can you not be distracted if you are using a touch screen while driving?
- I see folks distracted by texting all the time. I also see folks checking their "smart" phones for various reasons. In both cases they wander on the roadway risking themselves and others around them.
- I know Pennsylvania has laws regarding texting while driving but I don't feel the consequences are severe enough to deter young drivers. Adopt a law like New York where texting can lead to loss of driving privileges and your license plus a very stiff fine!
- Make the punishment for texting and driving the same as drinking and driving; the consequences to other drivers is the same. I cannot tell you how many near misses I have had with other drivers who are texting.
- Too many are not focused on driving. I have seen women putting on makeup while driving. Texting, eating, smoking they are all distractions. A lot of people are not smart enough to operate a motor vehicle. Is it any wonder folks have road rage?
- Electronic advertising signs are blinding at night and should be banned.
- Distracted driving is so common in this area. The biggest offenders are talking/texting while driving. Enforceable laws are needed in PA to prevent this behavior.
- Drivers in front of me distract me when I can see them texting while driving and while stopped at a red light. 90% of the red light stops they are texting when the light turns green and I must honk my horn to get the car in front of me to move because they are texting and not paying attention that the light has changed green and they are the first car in line to proceed through the light. This is frustrating and happens all the time, every season and any time of day!
- Need stricter laws on distracted driving.
- There are still way too many drivers using cell phones while driving. Even with all of the talk about how dangerous it is, they still call and text. I have seen truck drivers using cell phones as well, how dangerous is that! Needs to be a total ban on using cell phones while driving, pull over if you need to talk or text, no cell phone while driving.
- I cannot stress how strongly I feel about using hand held devices. We should have a law that makes using a hand-held device a primary offense, with a large fine and points on the drivers' records, like they have in surrounding states. If we finally get a law it should not be a weak, no teeth law.
- Practically every other driver is on their cell phone. I think police should have the right to ticket each & everyone seen by them without any other violations needed.
- I think cell phone usage is the biggest problem today. Nearly every time I pass a car that has been swerving, the driver is looking at a cell phone or other electronic device.
- When sitting at a red light, I watch vehicles go by and about half of the drivers are on their cell phones without using hands free. I also see people with their heads down reading their phones or texting.
- When traveling it is amazing how many people are texting and driving. You can tell by speed, lane weaving, etc. We have seen someone with their laptop on the steering wheel

while driving! It has to become a serious offense in order for this behavior to stop.... if it ever will :(

- I have been walking 5 miles a day for 20 years. I can't tell you how many times I have almost been run over by people texting or viewing on the cell phones. Please put a hands-free law into place to save lives. I can't tell you how many people I see viewing their cell phones or texting while I am driving or walking. It's not safe out on the roads.
- Every time a driver ahead of me has trouble staying in their lane, it is usually due to a cellphone.
- Cars today have so many ways to distract a driver, cell phones aside. Just programming the GPS is a distraction. I think this requires education not punishment (if the police could catch even catch you).
- I see too many drivers on cell phones while driving.
- Folks should not even be allowed to talk to someone on their cell phone because it's just as distracting as texting.
- Not only are drivers distracted by devices, reading newspapers, putting on make-up fixing their hair many drivers on the road just don't care and have a sense of "get out of my way" and "vehicle laws and safety pertain to others not them"
- Hand held phone and text use should be prohibited. Witnessing swerving, tailgating, and speed inconsistency is frightening AND distracting to my driving.
- All of our townships are in need of funds. Distracted driving is the new killer and every other car the drivers head is down and texting. if i see it so does the police. It's a target rich environment out there. Have police concentrate on this area when not busy. Put the funds to good use and send a message. I ride a motorcycle. I feel if I get creamed it will be from someone driving and texting.
- I tend to get irritated with folks holding their cell phones at a red light and not going when light turns green. I beep at them and get annoyed.
- Distracted driving and aggressive, reckless driving are the biggest problems I see on my daily commute from the suburbs to Philadelphia. People are constantly on their cellphones, texting. If you pull to a stop behind someone it is almost guaranteed they are looking down at their phone. They never notice when a light turns green. I see people texting while driving all the time. Law enforcement is a joke. As far as recklessness, I have had people come up alongside me on my right then cut me off and turn left right across in front of me. This frequently happens on Girard Ave near the PA Zoo but also on major roads such as Lancaster in Philadelphia. There is a complete disregard for safety and traffic laws. It is frightening and dangerous.
- Fines should be levied for people that have their dogs in their laps while driving. If people need seatbelts why not animals. A dangerous habit!
- Texting has been shown to be as bad as drunk driving, so the penalty should be the same!!!! The fines are no deterrent - I constantly see people on the phone or looking down and they cross the center line and back over the fog line and back and forth.
- As I drive around, many cars are having trouble staying in their lane and as we pass, I can see they are looking at a phone. Texting is a bigger problem than is realized. More detection is necessary, please.
- **NO TEXTING OR TALKING ON THE PHONE WHILE DRIVING!!!!!!!!!!!!!!!!!!!! PERIOD!!!!!!!!!!!!!!**
- Hiding a phone to avoid getting caught is a greater distraction than the phone itself. Most people aren't buying into the "it can wait" idea, so making it as safe as possible should be a priority over everyone pretending it's not part of our modern lives.

- I believe all hand-held phones should not be allowed in PA. You're not allowed in other states. Also, would love to see no outgoing calls being allowed by cars while the car is moving, in gear. Should be in the park position to make a phone call or text!
- Should be illegal to drive a car & be talking on a cellphone this takes drivers attention away for the road& traffic.
- Parts of Canada have used a slogan that I think covers all bases - they don't specify which behavior is illegal while driving, like texting, applying makeup, etc. - they simply state "no distracted driving"... period. for whatever reason.
- I was recently distracted by several bees in my vehicle. Could not wait to pull over and let them out.
- Phone use for reading and sending texts is a very different level of distraction from using a navigation app like Google Maps. The former is very dangerous. The latter is no different than onboard navigation.
- Need for tougher texting while driving laws and talking on cellphones.
- This is a problem and I am for laws limiting using devices while driving.
- Hand held cell phone use should be illegal.
- The laws in PA make it hard to punish people for distracted driving. On my drive to work, I encounter an average of 7-10 drivers who are distracted by hand-held cell phone use to the point of almost causing an accident. In my opinion, distracted driving is more dangerous than drunk driving, but it's more socially acceptable to drive distracted than to drive drunk. I would like to see better laws about distracted driving so we can avoid tragedies (like the death of the Good family from Lititz years ago).
- Banning use of hand-held devices is useless unless the law is enforced. I've had many narrow escapes with other drivers who are on the phone or texting. Please do something before tragedy occurs!
- Drivers caught texting should have steeper fines.
- Where the problem and accidents occur is drivers in the left lane driving slow. Most of the time they are texting so no one is in front of them. This cause you to pass on the right side which is unsafe.
- Hand held phone calls while driving are too distracting. No calls, made or answered while driving should be a law.
- I see more people using cell phones while driving than ever. I also see more elderly people driving and talking on their cell phones. Also, hands-free phones have been proven to be just as distracting as regular cell phones. I have read many studies that show talking and driving is just as dangerous as driving under the influence so why isn't treated the same.
- Cell phones should not work when driving.
- Use of cell phones should be banned while driving. Period. Tough to enforce but important.
- Laws aren't clear enough for driving texting
- Distracted driving is a huge concern for me! We need to figure out a way to get everyone to put down their phones.
- Texting and driving is very popular among new millennials. It should be a NATIONWIDE crime to drive while texting, not just STATEWIDE.
- Our laws need to be stricter.... hardly anyone pays attention while driving. Driving in PA is a privilege...if you choose to not respect your privilege then you should have your privilege taken away

- People driving and texting is getting really bad in the Lehigh Valley. While driving I was able to see the person in the driver seat of the car in front of me watching a video clip on their cell phone while driving. One girl almost drove into my vehicle and RV because she drifted over while she was texting
- I am tired of seeing people using cell phones, texting while driving. It shouldn't be allowed
- Enough with insisting talking to passengers or adjusting the radio is distracted driving. People have been doing these things since the beginning of vehicles. You cannot NOT speak to your passengers, that's ridiculous.
- This is the most dangerous behavior seen to many hear misses or accidents!
- I think the use of handheld devices while operating a vehicle should be more punishable (bigger offense).
- I commute on 78 from Pittsburgh to Route 287 Bedminster during the week. From what I see, at least 75% hold the phone to their ear while driving which is illegal in NJ which means the law does not work. Don't bother creating one in PA cause only a few will obey it.
- Drivers on cell phones are a major problem. Possibly worse and more prevalent that drivers impaired.
- TEXTING, PHONING HANDHELD OR OTHERWISE IS DANGEROUS
- Drivers using cell phones while driving (Texting, checking email, etc.) seems to be an increasing problem. For example, they seem to be asleep when traffic lights turn green!
- Please pass hands-free legislation for cell phone usage.
- The use of people texting while driving is insane. That needs to be addressed as a priority.
- The emphasis here seems to be on using hands-free technology for cell phone use, but studies have shown that it is the mere act of carrying on conversations that is distracting rather than simply holding something in your hand. I would like to see restrictions on any form of use of mobile devices while operating a vehicle.
- I have seen other drivers on highspeed roadways (I95, I476, I276) texting while driving.
- Use of all cell phones should be banned while driving. I have seen too many people driving erratically because they were talking or texting.
- Way too many people text while driving. I see this behavior daily.
- Cellphone use while driving is out of control. I pass folks on 81 every day who are looking at phones. Make it stop.
- I've lived in five states, and have never seen more people drive with their cellphones in their hands, or on their face. It's at least every other car I pass. I have a small child and it scares me that so many people are driving distracted. Recently a woman ran a light and almost t boned us, she was on her phone. We kept on our route and pulled into our destination and as we did she almost t boned us again. She ran a stop sign and was inches from hitting us, still on her phone.
- Distracted drivers are by far the number 1 problem. It is rare that you see a driver not texting or talking on a phone.
- I can drive 5 miles on route 22, 78, and or 476/309 and drive by no less than a dozen texters... i even look at them and shake my head and lip..." stop texting". if it is this easy for me to spot, i would like to see more patrols where unmarked cars just drive next to texters and pull them over immediately, if you read the news each day there is typically a few fatal single car crashes during the day... this is texting i know that PennDOT knows this but i wish the news outlets and people from PennDOT announced this more often... "another texting and driving death" or something along those lines, i feel like kids who are 16-22 hear stats

and automatically assume it won't happen to them... make it more real in the delivery of the message! Thank you.

- Any phone conversation should be via some sort of Bluetooth device. Should never have to put a phone in your hand. Can't concentrate on the road if you have to hold a phone to your face. Should be illegal.
- Make hand held devices illegal. No texting no talking on the phone in your hand.
- Been getting stuck behind people looking down at their cell phones at green lights much more often. The problem is getting worse, not better.
- I cannot count how many times a day I see people TEXTING on their phones while driving. I see it at lights, on the highway.... everywhere. I'm seeing more and more people running red lights. I'm a decent driver and I'm scared to drive a lot. It's a shame.
- Everyone is on the phone! dangerous!
- I believe texting and driving should carry the same penalties as DUI. I believe it is having the same impact and is now as frequent.
- Route 422 has too many distracted, inexperienced and totally reckless drivers
- Drivers using hand held devices while driving is increasing at an alarming rate. I see it every time I drive, whether in town or on the interstate. I've had a number of close calls involving other drivers not paying attention to where they're going. The worst of these situations being other drivers texting while driving, which means they are not engaged at all with their surroundings. This needs to be addressed. Also, hands free texting and talking while driving has been proven to be as distracting as hand held texting and talking. These devices should be automatically locked out when the user is driving, and the vehicle is moving. Someone needs to communicate should not be in any way equated to being as important as someone's life. This is just as unacceptable as driving under the influence of drugs or alcohol.
- I drive by several body shops on my way and from work. 90% of the damage is front or rear. I blame that on 100% distracted / inattentive driving.
- Distracted driving, speeding and under the influence are some of the worst conditions on the highways in this day and age. People feel they have the right to talk, text, use drugs and speed because they are in a hurry to get to their destination. They have no respect for other drivers who are abiding by the rules...they treat those of us who are obeying the laws by waving their hands at us, cursing and other hand gestures all the while they are speeding and still using their digital devices. More of these offenders need to be ticketed and learn that respect for human life is paramount to be a good driver. Enforcement, unfortunately, is hard to control when it seems like enforcement lacks enough employees to do the job.
- Please make use of hand held devices while driving a primary offense. Bring back month/year registration stickers. Too many drive without license, insurance, registration. Penalties should be much more severe. Intersection at Routes 54 and 487 Elysburg is a major danger.
- Make it a law no cell phone usage. Driver's license at age 21, stricter alcohol/drug laws!!
- Hand held cell phone use is outrageous. You can tell when someone is using their phone by their driving behavior - not proceeding at a green light, not using turn signals, driving below the speed limit, etc. Driving while distracted by a phone conversation, or texting is selfish and dangerous to other drivers. But I doubt that making it a ticket-able offense will help. The selfish will do it anyway, and put other's lives in danger.
- Ticket EVERYONE using phones or texting!!!!

- Must enforce no texting while driving. They are much worse than any drunk drivers I have ever seen.
- Hands FREE.
- It is frustrating how people don't realize that distracted driving (usually using a cell phone) affects traffic flow. Just driving at erratic speeds, while not causing an accident, affect many other vehicles on the road. I find it selfish.
- Too many people doing hand-held texting while driving and not paying attention.
- The use of any hand-held device needs to be outlawed and strictly enforced, just yesterday I followed someone who was obviously texting and all over the road, each time they swerved I hit the horn until they pulled over, it's too dangerous
- Use of phone for navigation apps should be considered different from texting and other activities not related to driving. Because of the prevalence of navigation apps, car makers should be required to have built in mounting stands so drivers are not always holding their phone.
- EDUCATE AND ENFORCE THE LAW THAT PROHIBITS DRIVING WITH HEADPHONES!!!
- Make texting and handheld phones a primary offense. It works for Maryland. I am concerned about distracted truckers every day. I will not ride my bike on the road anymore out of concern for my life.
- Cell phone use not only causes accidents, it also contributes to road rage. Drivers using hand held devices tend to drive slower. Road Rage then causes another form of distracted driving.
- Ever where I turn people are on the phone I think PennDOT should work something out with insurance companies that all vehicles are required to have a device plugged in that blocks cell phone calls that are not on hands free or headsets and no text or access to anything but gps unless the vehicle is shut off. The insurance company should be able to track if the device is plugged in through some kind of system and automatically fined if there is an interruption in signal unless notified first that the car will be off the road for a period of time.
- I feel distracted driving is a huge issue on Pa roads. A vast majority of motorists that I see are on their cell phones or some electronic device. It is terrifying.
- Everyone seems to be texting while driving and police seem to do nothing. I see this in all age brackets.
- Young adults don't realize how they are driving while on their phones. I've seen swerving on highways side streets where they were distracted and almost caused an accident! Huge safety concern .
- The amount of people I see on their cell phones, not paying attention to the road, is downright outrageous. It's the biggest safety concern I have on the road.
- Personally, I don't like dealing with the phone. The times that I will, having handheld makes it easier to finish the call. I feel the hands-free option makes it too comfortable for drivers to continue conversations and be disengaged from driving. They think because two hands may be on wheel and eyes on road they are not distracted. To be part of an ongoing conversation your brain is actually distracted. I hope I was able to make sense of my thoughts into words. Thank you.
- People not paying attention to what's going on talking on their phones reading newspapers something like that.
- Stop cell phone texting abuse!!!!

- It is past time to MAKE it illegal to use cellphones while driving and doing personal care, makeup while driving. Come on do something and then enforce the laws!! And enforce the speeding and aggressive driver laws or make some !!
- The department should also focus on distracted driving using wearables such as Apple Watch and technology that reduces distraction such as Do Not Disturb While Driving.
- Use of a cellular phone while driving should be 100% prohibited. Want to talk, pull over and talk.
- We really should be hands free at this point and it should be a primary offense. All cell phones have speaker capability or headphones and mics at this point.
- I really wish that in the state of PA it were illegal to be on your cell phone. In the cities where it is not allowed, I still see drivers EVERYWHERE looking down at their phones- totally distracted. It is not enforced enough- it should be a much higher priority.
- People using their cell phones to text, look up directions or otherwise is a real problem. At least 50% of drivers I pass are looking at their phones and not the road
- This <texting> is my number one concern as a driver, passenger and bicyclist.
- Doing anything else while driving (texting, talking on phone, shaving, doing make-up, reading a book) should be a primary offense.

Impaired Driving

- My neighbor is an alcoholic and regularly drives intoxicated.
- The laws need to be stiffer for DUI, especially repeat offenders and fatalities. NEED a DUI felony law!
- Presence of marihuana and alcohol should equal DUI
- Couldn't read the whole text never driver impaired
- If I do choose to drink then drive I find that the vast majority of drivers that I encounter are driving like they are the inebriated ones. If they collide with me I feel that it is not fair to penalize me for their actions. This should be adjudicated in an evidence based way.
- Pennsylvania needs to become more of a front runner for awareness and enforcement of DUI/DWI laws.
- I don't understand why you can still drive for more than a year after a DUI. Someone else could get hurt.
- Make drunk driving from .08 to .01 no med marijuana driving. speed limit thru neighborhoods under 20 mph. enforce public safety.
- if I have 2 drinks in one hour, I am not impaired.
- There are a lot of cognitively impaired people on the roads, and many doctors who don't follow obligation to report driving concerns to PennDOT.
- Penalties for impaired driving are far too low.
- Stop is not only a sign you read, ... STOP, before you decide to drive impaired!
- DUI should lose their license for 6 months the first time 2nd offense 6 months jail no work release.
- Use of cell phones while driving should be enforced and carry a heavy fine.

Motorcycles

- I think Motorcycle riders should wear helmets. The rest of us pay by higher insurance claims when they have accidents. If I have to wear a seatbelt inside a car then they should have to wear a helmet.
- Helmets required.
- I believe that motorcycle rides should be required to wear helmets again.
- Bring back the helmet law. Why on God's green earth did that go away? We're talking about people's brains. A 66% rise in deaths by motorcycle since the helmet law went away is dramatic.
- PA should require the use of helmets for all riders.
- How about putting a strobe light on the motorcycle so other people can see them. I really think that would be perfect so we will see them coming and not hit them or pull out in front of them!
- Wearing a helmet should be mandatory. I have a relative who is alive only because he wore a helmet. (There was a 6" crack in the helmet when he hit the ground when his cycle was hit. If he had not had the helmet on, that would have been his head and Death!)
- Failure to use turn signals, should hold bigger fines or punishments. Maybe this would get people to use them always.
- if people on motorcycles don't have to wear a helmet I don't need a seatbelt
- Should have to wear helmets.
- PennDOT stresses "Click it or Ticket" for auto driving... But I'll back the motorcycle helmet law. Autos now have numerous airbags, antilock braking, crumple technology, etc. Motorcycle #1 Safety feature is the helmet! PennDOT methodology is completely backwards.
- Drivers are frequently told to be watchful of motorcycles. Many times, I have witnessed a motorcycle driver acting foolish, passing in a no passing zone, passing cars on the shoulder, driving at unsafe speeds. They need to be more aware of how THEY are breaking the law.
- Helmets should be required.
- It should be a law that all motorcyclists wear a helmet!
- I think motorist with motorcycles should have to wear a helmet in pa. There are no seatbelts to save them and help keep them safe. Also think most motorcyclist is a danger to others. Riding in pairs in same lane and weaving in and out of traffic. Those alone are a huge distraction to a driver in a vehicle.
- I think helmets should be mandatory. It makes no sense to enforce seatbelt laws and not have mandatory helmet laws for motorcycles. Their crashes and injuries affect all of our insurance rates.
- Please make it a law that you must wear a helmet. As a nurse working in this state, it's awful to care for someone with an extensive head injury due to not wearing a helmet.
- I think all motor cycle riders should be required to wear a helmet.
- I feel it is completely ridiculous to require a driver to wear seatbelts and even give them a ticket for not wearing, BUT it is perfectly legal for someone to ride a motorcycle and not wear a helmet. What sense does this make.
- Please bring back the mandatory helmet law. Too many are getting killed.
- Helmet law is needed to prevent serious injuries to drivers. Greater enforcement of motorcycle driving excessively above the speed limit on the highway and on community streets.

- I agree that vehicle drivers need to look twice for motorcyclists but I also think there needs to be more emphasis on the motorcyclists to drive more defensively and not weave in and out of traffic or pass vehicles on the right. Both parties need to drive with full awareness and safety concern for each other.
- People speed (especially motorcycles) on 322 between the Manheim exit and Toll House Rd. exit all the time! Rarely do we see police or anyone stopped.
- I have seen signs warning motorcyclists about road conditions ahead and I appreciate it!
- Too many entitlements are given to motorcycles. They do not have to wear safety gear. They can ride down the yellow lines when traffic is slow or stopped. Law enforcement does not pay as much attention to them as cars and trucks.
- People who drive Motorcycles should wear a helmet.
- Why is ok to not wear a helmet. But not ok to wear a seatbelt. Both should be mandatory.
- Motorcyclists I see frequently go between lanes to avoid traffic.
- Motorcyclists must wear helmets.
- How can you ask all of these questions and then allow motorcyclists to ride without a helmet? It's complete hypocrisy and makes it very difficult to take any of your other messages seriously.
- Be aware that they are the smallest vehicles on the road and that they need to drive defensively and understand this. They chose to ride them. When they drive offensively, like they own the road, it gives a negative persona when accidents happen involving motorcycles.
- I fell that the helmet law should be reinstated for the safety of everyone.
- I don't understand how PA allows motorcyclists to ride without a helmet. The risk of death or serious injury is so much higher without one. Car drivers are required to wear seatbelts while inside a vehicle...it makes no sense.
- Recently I have noticed a number of concerns with the use of tar-and-chip as it relates to motorcycle safety. All of the recent installations of micro-surfacing or tar-and-chip were subject to the development of tar "patches" which are a concern during high temperature days. Finally, the use of tar-and chip patches (on SR 864 in particular) creates a real hazard. These small patches appeared largely without warning and left loose gravel across the road. I have experienced several "oh, crap" moments while riding in the past 2 years due to how tar-and-chip is being used. I used to love riding through the northern tier and now I actively warn friends and family from out of area not to ride the roads we used to love.
- Cars regularly tailgate motorcycles. I would like to see more stringent enforcement of Daniel's Law. Also ...go back to the old way of doing the motorcycle safety courses. This company from California is pretty much a fail. More input from groups such as ABATE and Harley Owners Group concerning laws affecting motorcycles.
- Motorcycle riders should be made to wear full helmets. Being on the medical field, I see too many injuries because of not wearing a helmet. If you have to wear a seatbelt, you have to wear a helmet.
- Motorcyclists not obeying the laws- for example: passing other vehicles in the gutter on the right-hand side.
- I do not think motorcycles should be allowed to ride along the center line. They should have to stay in the middle of their lane. Also, they should not be allowed to ride side-by-side. It is dangerous if they swerve to avoid hitting each other, and come into the oncoming (or passing) lane instead.
- More strict Motorcycle laws. Motorcycles speeding and not being chased by law enforcement because of the difficulties catching up and the danger of chasing them.

- Helmets should be required for all motorcycle riders.
- More awareness / stiffer penalties to drivers causing bikers harm.
- We need more awareness from automobile drivers regarding motorcyclists' rights.
- You have seatbelt laws but nothing for motorcycle helmets?
- If people in a car need to wear seatbelts, motorcyclists should be required to wear helmets. Bike riders must wear helmets, feel the motorcycle helmet law should be reinstated
- Everyone always preaches about watch out for motorcycles, but they often drive aggressively and create hazardous situations themselves. Also, if they chose to ride in a large group, I do not feel they should be given special privileges at intersections over other traffic.
- I always use my seatbelt but I don't understand why you don't have to wear a helmet when operating a motorcycle. In a car you have all that car around you, on a bike you have nothing, yet we are forced to wear seatbelts and bike riders can go without a helmet. Many end up in nursing homes or hospitals without enough insurance so it is passed on to the tax payers. It should be a law you much wear a helmet.
- Helmets should be mandatory for motorcyclists.
- If it is law to wear a safety belt in a vehicle, then motorcyclists should have to wear helmets.
- They should have wear helmets since we have to wear seatbelts in cars.
- Motorcyclists should be required to wear helmets or sign waivers that their injuries cannot be paid for with public funds.
- Motorcycles seem to not look out for vehicles like they like us to look out for them.
- You are installing new traffic lights this year, in 2018, that use loop detection. Why? Why must you continue to use traffic control devices that do not detect motorcycles or bicycles. Yes, we have the band-aid law that allows us to run the light after a stop, but sometimes we need traffic to stop. Additionally, research should be done into allowing lane splitting. The 2015 Berkeley report showed no increase in rider injury or third-party damage, the 2012 Belgian Transport and Mobility Leuven study showed a reduction in congestion for all traffic. To be against lane splitting because not all traffic can do it is not an option, because there are other reasons we aren't treated as regular traffic. For instance, traffic control devices don't see motorcycles.
- No cops seem to pull over motorcycles who decide to drive between cars in traffic. If they were to get hit it would be the driver of the calls fault not the motorcyclist who is driving illegally. This is dangerous and they have startled me and my foot has slipped off the break. It is dangerous and makes me want to open my door so they run into my door.
- The people driving motorcycles today are not following traffic laws. On a two lane highway they will drive between the cars to get around. They drive too fast and do wheelies on long stretches of highways. I see it on 422 and the PA turnpike. Drivers are told to watch motorcycles but when they are not following the laws of the road it is distracting for everyone. I lived in Montgomery county and moved to Berks County. Berks County people are tailgating and speed especially on the back roads. I think they do this because they know that a few townships don't have police and rely on the state police.
- Full face helmets should be mandatory, I have seen drivers with no helmet lose control from getting hit with bug in the face and cause accident hurting others, it makes no sense that seatbelts in a car are mandatory but helmets on motorcycle are not.

Police Enforcement

- It's been more and more people are financially penalized for traffic infractions so hard they get scared stiff and almost stop their cars when they see police interceptors on the highway shooting radar. The court costs and insurance hikes are oppressive. I understand people should slow down but bottleneaking creates more problems. And put out on the digital notification signs. Pass left, stay right. People from other states don't abide by that at all.
- More traffic enforcement is needed such as lack of turn signals and improper use of left lane.
- All It will take is to have the police ENFORCE the laws on the books now instead of looking the other way because they don't want to do the paperwork.
- Would be in favor of hidden cameras mounted on school buses that fine drivers who do not stop for buses with kids boarding.
- Need more action for road rage drivers.
- If you had more Police on the roads People would drive slower, actually stop at STOP signs and YIELD when they should. Seeing a Police car slows down drivers.
- Police need to enforce drive right pass left law.
- There needs to be more police presence on all PA roads.... too many people are dying and so many people DO NOT obey traffic laws.
- Drivers on route 739 can be aggressive in morning hours passing other motorists or tailgating.
- Instead of trying to raise money with speed enforcement, how about a sting to punish aggressive driving behaviors such as tailgating.
- Thanks for this survey. Almost everyone I know agrees cars speed through neighborhoods. Town speed limits are 25 yet people do 30-40 mph in residential areas. Police do not have manpower and citizens are not protected from the selfish speeders. School, parks, private communities have 15 mph. I would like the same for where we live especially with the drivers I see texting as they race down our blocks. Even if your department has not seen fatality rates rise, this change in speed limit would be welcomed, respected change by the people who live in neighborhoods. Basically everyone.
- I just saw PennDOT promoting red-light cameras from a group funded by a camera firm(NCSR.) This is not good. These devices should be removed from PA, and NO forms of automated enforcement of any type should be allowed. Municipal radar is also a no-go. Instead of PA trying to make money from drivers, you should consider proper engineering of roads and only citing the really bad drivers.
- Would like to see All Police Officers in use of Radar, Pa is the only state that will allow police to use Radar, why?
- I like seeing law enforcement on the roads, highways. It does curtail speeding, etc. Unfortunately, some people (idiots) don't get the message and continue their bad habits. Too bad we can't have more enforcement. Thanks to officers for all they do. This is a dangerous time for them even at routine traffic stops.
- There should be more police on the roads giving tickets.
- More police on the roads! People are stupid!
- I feel like there is very little enforcement of speed limits in my local community top the point where it's very dangerous. (Newberry township).
- Police in this state are all on the same level, why is PSP the only one that can use radar? Every other state allows local police to use radar why is PA so different?

- When are State Police and local police going to start enforcing the use of turn signals? Honestly, if you outsourced that job to me I could make enough money to retire in a year! Turn signals are not an option, it's the law!
- Enforce head lights on when raining and trailer hitch off when not hauling a trailer,
- In certain areas during certain times of the day there should be more police presence to avoid speeding. example: when high school, students are dismissed.
- Aggressive drivers every day route 83 north bound rush hour traffic, and you never see a trooper.
- There need to be a lot more police patrolling the roads - almost everyone speeds and a lot don't use turn signals, tailgate, are distracted, etc.
- There are not enough troopers and every jurisdiction should have police presence at all times. This could be accomplished without tax increases, and would, most likely, pay for itself in fines collected, life and property saved!
- there is not enough police presence on I-95 in the Philly area.
- I don't like police department vehicles performing illegal activities, i.e.: speeding, failure to stop at stop signs, unsafe passing, talking on cell phones, tailgating, and showing a bad example with no consequences.
- Enforce the laws! I've witnessed people driving through Red Lights (where the Light was Red LONG before they entered the intersection) right in front of a LEO and the Cop did NOTHING.
- I rarely see state police stopping anyone on highways In the Philly area.
- Route 222 NEEDS more police presence between Brownstown and Rt 30. This highway has become a free for all in the last 5+ yrs. Rarely police presence anymore. Almost never. There is a daily plethora of aggressive drivers, drivers blatantly swerving because they're on their phones (there's a daily driver who reads a Kindle propped on his steering wheel!!!! SB in AM and NB in the PM), speed limit is a joke (go with the flow of traffic and realize you're doing 75 and people riding your tail, flying past, etc.), cutting people off. Just look at all the new stretches of skid marks on a WEEKLY basis. Disabled vehicles routinely sit abandoned for weeks. Weeks. It's gotten so out of hand.
- No to local cops receiving radar guns.
- I'm always hearing on TV or radio, of "stepped-up" enforcement of traffic laws, however, I never see any increase in visible action or presence of police. Traffic laws in PA are never followed, the Turnpike and 222 are race tracks, constant reckless and aggressive driving by cars and trucks. The only time I ever see enforcement is on the weekends. Start allowing more radar units and actually write some tickets! It could provide needed income for local municipalities and counties, and MAYBE...lower our taxes!
- I drive to work early mornings prior to 6 am while I am driving the speed limit on route 611 most drivers pass me traveling 20-30 mph beyond the speed limit There is no police presence at this hour. Also, tailgating is extremely high in Bucks county.
- Too many people are taking speed limits as a suggestion not a limit. The only way to change this is enforcement. There are fewer police officers doing traffic speed checking and ticketing speeding and / or unsafe driving needs to provide the deterrent for people to stop ignoring speed limits and common-sense driver safety. Drivers are often seen passing on the right, cutting in and out of lanes without proper distance from the car they are overtaking. It is like many drivers did not get proper instruction on how to drive. This is just causing safety issues and accidents on our roads. This is not unique to Pennsylvania.
- Allow local police departments to use radar. It's stupid that only state police can use them.

- Put a speed monitor at Disston and State Rd. They speed to catch the green light at Longshore on the 95 ramp. Sometimes 60-70 - survey from state rep M White.
- Allow the use of local police radar.
- No enough police presence in our townships. Drivers horrendously tailgate here, pass other cars even over the double yellow lines and on blind hills, beat each other out on intersections. I'm from NJ and the disrespect for traffic laws here is astounding.
- Drivers are out of control on I-83. There should be a greater police presence to crackdown on speeding, distracted driver, aggressive driving, etc. I have been traveling this stretch of highway for over twenty years and it has become very hazardous due to out-of-control drivers. Police are non-existent on this stretch of highway.
- I think automatic ticketing through the use of red light cameras is a bad thing and can end up making people drive dangerously to either get through the light faster or stop short to avoid a ticket. Sometimes drivers are unfairly ticketed.
- I live in the North Hills of Pittsburgh and commute into the city Mon-Fri. I rarely see police patrolling heavily used roads for speeding or aggressive driving. Just an observation to share - thank you for doing this survey.
- Get more police on the road and out of the office.
- DRIVING ON I79 BETWEEN WASHINGTON AND WEXFORD IS A SPEEDING ZONE, LIMIT SHOULD BE 65, PEOPLE ARE TRAVELING OVER 75 MPH CONSTANTLY. YOU WILL GET RUN OVER IF TRAVELING 55 MPH. SPEED LIMIT SHOULD BE RAISED TO 65. OR TICKET SPEEDERS, ENOUGH MONEY COULD BE MADE TO ELIMINATE THE PENSION DEFICIT.
- Pennsylvania is a disgrace when it comes to littering. Fines should be enforced. You would have more than enough funds coming in. Also, vehicles constantly fly through yellow/red lights. Again, patrolling traffic signals would generate revenue.
- Lack of enforcement/police presence allows speeding/reckless driving to be very common.
- DUI/license/registration/insurance checkpoints are unconstitutional and should be banned. All they do is cause traffic congestion and are not worth the time and money that police departments spend on them.
- When commuting to and from work (Lancaster/York), vehicles on U.S. Route 30 (East & West) are driving out of control (excessive speeding, tailgating, and weaving in & out of traffic unsafely). Law Enforcement ignores this behavior and wants to pull over the truck drivers who are making an honest living. Governor Tom Wolf should be ashamed of himself for not enforcing officers to be alert for ignorant, vehicles drivers on PA roads. Governor Wolf needs to instruct the PA State Police to do more on U.S. Route 30.
- When the TPC changed the speed limit to 70mph on most of their turnpikes, it seems to have reduced the disparity between actual driving speeds on these roads.
- ALLOW RADAR!
- I find that a lot of people in the area that I live speed through red lights. I live on Route 100 in Exton. I believe there should be a higher police presence or red light cameras be installed at these traffic lights. I have seen both cars and semi-trucks run the red lights.
- Police are hesitant to do their job or they get complacent and that should be improved
- Much more attention needed to enforcing traffic laws - stop signs, traffic lights, no use of signals, speeding etc.
- I feel police intervene too often. Unless a driver is an obvious hazard, there's no need to pull someone over for going 5 or 10 over the speed limit.
- I know that PSP is understaffed but there is a lack of speed enforcement on the highways. People speed because there is little chance they will get caught.

- More targeted enforcements. Checkpoints etc.
- More police patrols in residential areas where mostly older people live.
- PA local police should be able to use radar!!! Would help make roads safer!
- I would like to see more people arrested for breaking the law.
- The number of people rolling stop signs and running red lights is getting out of hand. It is not difficult to enforce this.
- Need more police presence at certain well-known intersections. I've been taking video around the Lehigh Valley, and there are certainly patterns in some areas, yet I NEVER see police there.
- Police presence can prevent most driver-caused incidents.
- We need more patrols in our residential neighborhood. People speed down my street while kids are playing and people are walking
- Enforcement blitzes on congested roadways (Schuylkill expwy for example) are more of a hazard than they prevent. Enforcement on such roadways should be passive/automated.
- Too many drivers follow too close to the vehicle in front of them. I have seen them pass on double yellow lines and even on the shoulder. Never have I seen anyone pulled over for these infractions.
- As stated I feel Radar for Local Law Enforcement is long overdue. PA is the only state of the fifty that does not allow it!
- Everyone should have to move over.
- Local Police need RADAR!
- Give the police the tools to do their job.
- I would just suggest that police also enforce strongly people who drive slow in the passing lane. I see it a lot where a driver who doesn't understand the impact it has on the flow of traffic for a few miles cause of slowing traffic
- Most cops use their positions of authority to carry out personal vendettas on anyone and everyone they feel deserve it. The last thing we need is to give them any more power to abuse
- In comparison to other neighboring states, particularly Ohio, and even poverty-stricken W. Virginia, the level of police presence and patrolling on the highways, turnpike, and roads in general in PA (at least in southwest PA) is dismal. Is it any wonder that the freeways are a free-for-all in terms of speeding? I've lived in the Pittsburgh area for 16 years and commute on the parkways every work day, and I can honestly say that the traffic stops by LE that I've seen are far less than 16 in total, probably far less than 10. There is essentially little to no LE on the Parkways or Turnpike in the greater Pittsburgh metro area and even in about a 100-mile radius. My other complaint about LE is the wide-spread acceptance by LE of illegal against right-of-way "Pittsburgh Left" turns immediately after a light turns green. I have seen LE witness these numerous times and there are never any consequences for the offender. No wonder that the media has listed Pittsburgh as one of the worst areas for traffic safety - because so many people jack a left-hand turn right in front of oncoming traffic. This behavior really has to stop; anywhere else in the US other than SW PA this is a ticketable offense.
- Route 258, (North Maple Street, Mercer Borough), from Mercer (Mercer County) PENNDOT to/through the Mercer Borough line, (approx. 8/10th's of a mile), should be renamed "The Mercer Drag Strip"! Traffic SPEED LIMIT into/out of Mercer Borough is CONSISTENTLY EXCEEDED. ALL LAW BREAKERS! Even PENNDOT trucks!!!!
- Too often I see them on a cell phone while driving.

- I feel the more visible and present the police are the less likely people are to not follow the laws.
- I regularly drive state route 28 into Pittsburgh. There are several points in which the highway turns from two lanes to one lane, or three lanes to two lanes. Drivers repeatedly fly down the lane that ends and cut people off at the last minute, endangering everyone around them. Because of these points in the road, my normally 25-minute commute is nearly doubled (or more) every single day. Something needs to be done to monitor this activity. These infractions are often at speeds exceeding 50mph. It's ridiculous.
- While I completely understand the reason, police sit along busy highways and roadways, just the sight of a car will slow traffic. I get frustrated because I travel I-81 every day and it seems that the sight of a police vehicle oftentimes almost causes accidents when it's there to prevent them. People would rather slam on their brakes or cut in front of you when they see emergency vehicles. I know there's no solution to this, but I wanted to vent on that.
- Local police departments should spend more time enforcing the speed limits in the residential neighborhoods instead of main roads. The potential for a child being seriously injured or killed is greater in the residential areas and the speed limits, stop signs, etc. need much better enforcement.
- On days where rain is forecasted, police should patrol the highways (422) and catch people who don't use their headlights when it's raining. There's a lot of those kinds of people out there. One of these days it'll cause an accident because they won't be seen by other drivers.
- Set up speed traps or police presence in neighborhoods where most drivers fail to obey the stop signs and speed.
- Given the prevalence of genuine speed traps as revenue generators I oppose the use of radar by local police departments. However well-intentioned I see more harm coming from their use. Visible police cars will do as well!!!
- POLICE IN MY AREA DO NOT TICKET PEOPLE THAT RUN STOP SIGNS, SPEED, PASS ILLEGALLY. THERE IS VIRTUALLY NO POLICE ACTIVITY AT ALL
- Drivers remaining in the left lane, not moving to the right to allow faster traffic to pass, is continuing to increase. The rule is that drivers should stay right except to pass, but I am not sure how much enforcement is done with this issue. I once saw a marked PSP car pull up behind two cars in the left lane, with no one in the right lane. The trooper had to activate his/her lights to get one car to move over, then a second time for the second car. They were completely oblivious to what they were doing. I have seen incidents where drivers do aggressive and/or dangerous things to get by these people cruising in the passing lane. So the cruising leads to other problems. Also, I feel not much effort is put into raising awareness of this rule. It took years for a few signs to finally be posted on I-79 near my home, informing people of this requirement.
- Enforce safe passing distance laws.
- State police trooper coverage areas are ever increasing and staffing of troopers are not increasing.
- More patrols/speed traps on major roadways could deter much of the excessive speeding I observe.
- More police presence, mostly on route 422.
- The police focus on the working people driving to/from work for financial fines/speeding tickets.
- Spend more time trying to help people. Not just to lie and trap people to get money.
- Police need more money and equipment to enforce the laws.

- Travel 78 & 33 daily 3pm-11pm- cars staying in left lane not moving over. Cars speeding up so you can't pass them. Trucks not moving over going up 78e. Cars literally racing on 22. I'm not an angel but use common sense.
- There isn't enough police presence in known problem areas. I work in Sullivan County right at the intersection of Rt. 229 & Rt. 42. Vehicles, including large trucks, run that stop sign on Rt. 42 many, many times a day and rarely is there an officer checking traffic behavior at that intersection. Living in Hughesville, Main Street is a problem with folks running the red lights and an officer is almost never on patrol in the area as well as speeding traffic on Rt. 118 coming into the borough.
- We need to increase speed checks near cities where 4 lanes are post as 55 mph and most everyone is doing 70 and up.
- Police need to enforce aggressive driving issues such as tailgating, disobeying traffic signals (stop signs etc.).
- I feel that the police should not only enforce laws such as speeding and aggressive driving, but they should also be worried about drivers that are going below the speed limit and riding the passing lane. These behaviors greatly contribute to the aggressive driving issues that take place on our roadways.
- Allow local law enforcement to enforce speed limits with radar!!!!

Safe road and driver conditions (tar and chip, traffic, road design, roundabouts, tree removal, etc.)

- I have contacted my State Representative multiple times to improve signage to prevent the risk of accidents, but was told PennDOT did not find any issues with the signage. The whole road needs redesigned. I won't see this in my lifetime, but the signage is not an unreasonable request.
- The state seems to focus on setting up roads incorrectly, in order to create unsafe conditions and then the call for ticketing for profit goes out. Other states setup their roads much better and also only cite the bad drivers. The speed limit, radar, and speed camera questions tell me all I need to know. The state wants to cash in on safe drivers. Lots of money to be made. This is ironic, since the people with government plates from the US, PA, or municipal governments drive faster than anyone else on the road. Cops pass me all the time, so this is pure hypocrisy! Never saw a cop pull another cop over. Another issue is that snow is not plowed enough on secondary roads, nor is enough salt used. Plows also do not fan out intersections enough to turn right, and lanes are too narrow. Pothole patching is non-existent, and the junk tar-and-chip are used way too often on major roads, instead of real asphalt.
- Swerving to miss potholes can cause accidents, as well as no lines/faded lines on the road. I also believe minimum speed limits should be posted on the interstate because slow drivers can cause accidents.
- The poor condition of the line paint the past three or four years is as dangerous as distracted driving. I realize line painting is very expensive, but since lead paint is no longer used and PennDOT policy has cut back on the amount of line painting done, traveling at night and in poor weather conditions has become dangerous. When I slow down on the interstate during these situations I am in peril of getting run over by big trucks. District 2-0 needs to improve line painting operations and I don't mean to save money.
- I think we could divert our attention from repaving the fairly new roads/bridges, and focus on some older roads that are in need of some TLC. PA roads are not pleasant to drive on.

- Cars driving on shoulder is a problem here in eastern Cumberland County. Shoulders (on streets, not divided highways) should be painted to help reinforce that they are not a driving lane.
- Please repave Lower State Road in Doylestown between the Y and the 202 Bypass. It has dangerously deep potholes that drivers are crossing into oncoming traffic to avoid.
- All the gas tax money that's collected our roads and bridges should be better. Money I'd wasted on pork barrel projects
- Road surface conditions vary greatly. Suggest that a Maintenance Team survey the roadway and identify areas with potholes or eroding roadway surfaces. With all of the state vehicles using the roads, roadways needing attention should be flagged. Waiting for the public to notify PA DOT is not good policy, its a lazy approach.
- Dead trees overhanging roadway very dangerous two dead trees overhang roadway where I drive daily, I'm very concerned, trees should be removed
- Who and how to contact actual person to resolve ongoing storm damage caused by faulty road design!
- What purpose does tar and chip serve? In my opinion it makes driving conditions unsafe. The road itself leads to poor traction and the chips get kicked up by other drivers, hitting the windshield potentially causing damage. Plus, is it environmentally safe to pour oil all over the road? We have laws about proper oil disposal, but our state loves to pour it all over the ground every summer. I don't understand, please educate me.
- Tar and chip road repair practice needs to be abolished and actual paving needs to be implemented. My local district employs lazy individuals who had recently tar and chipped the roads in Wayne county and didn't feel the need to sweep excess pavement chips from the surface. This in turn has caused me to slide on the road surface and potential damage to the paint and undercoating of my vehicle. My taxes provided via gas and vehicle registration are clearly wasted given this is how road maintenance is performed. Some of these roads are a few weeks a old and are already deteriorated (route 191 above Monroe county) and goose pond road. As for share the road with bicyclists, that being said they too should be required to pay registration and carry insurance to use public roadways.
- Sometimes the repairs, or patches, made to the roadways actually make them less safe. for example, there are places where the road has been patched in a long stretch along the berm that stretches out into the middle of the lane & continuing for 1/2 a mile or more at a time. the patches were made higher than the roadway, making for an uneven driving surface & unsafe condition. Sometimes PennDOT repairs actually make a road less safe than it was before.
- This year signs are hidden by trees. In past PennDOT or local trimmed trees and bushes that covered signs. NOT THIS YEAR.
- The latest greatest for lighting on vehicles is blinding at night. Headlights, in addition to, let's say emergency vehicles, is overwhelming at night. During the day all that lighting on every single vehicle makes the scene more visible/noticeable, but at night all one sees are the lights, blinding glaring lights, not the humans walking around at the location. Understand the need to be seen, but it defeats that same need at night by blinding drivers.
- PA has a horrible reputation for pot holes which cause damage to vehicles and related items. I know we face challenges with our seasons, but, sometimes the holes are so large you have to swerve to miss them which puts you, your vehicle and others in more danger

- I have strong objections to the manner in which PennDOT is spot-paving on I-83. By paving long swaths down the middle of the highway, you are creating unevenness that is dangerous in fair weather, and even more dangerous in rain/snow/ice conditions.
- 81 needs to be 3 lanes in each direction from Harrisburg to Maryland. With the amount of warehouses and increased truck traffic the current system cannot handle the change. It's difficult to do the speed limit on 81, especially through Carlisle when the trucks are practically running you over for going the limit. I try to avoid the highway as much as possible. Also, the on ramp at Hanover street in Carlisle going northbound needs a stop sign and not a yield sign. People from out of town don't realize how short the ramp is and get caught by the bridge. I have witnessed many close calls and accidents at the on ramp. 81 through Carlisle needs to be a top priority due to the amount of accidents each year.
- Philadelphia's road too often have serious UNMARKED construction - like a large trench in a residential neighborhood, marked with a single cone or no cone. Most importantly and of greatest concern because it is a safety issue for driver, pedestrians, and bicyclists - when trenches are dug in the roads to fix or place new utilities, they are rarely if ever repaired properly. This means the utility company dumps some asphalt in the trench (if you're lucky - sometimes they just fill it with dirt and chunks of old concrete) and walks away, and the neighborhood is left with a large trench that is a permanent pothole where rubbish collects, rain water pools, and traffic cones that neighbors purchase(!) are crushed. Why Philadelphia can't hold their utility companies responsible for properly fixing a road after they cut a three foot trench in it is astounding to me!! It leaves citizens calling 311 and their local reps for months with no response. Fix the street, fix the sidewalk, treat city residential neighborhoods with the same respect as suburban residential neighborhoods!
- Potholes are out of control this year - please please please fix them!
- Local road conditions need to be improved for the safety of driver and pedestrians.
- I wish PennDOT & the townships could spend more time trimming back trees & shrubs. These things are too often blocking flashing school zone signs, stop signs (etc), and hazardous sections of roads.
- The intersection of state route 62 and state Route 957 needs brush cut back in all directions and new white lines painted. Trying to cross at the light means you have to nose out in to traffic to see past the weeds on the banks and cars turning up 957 nearly hit you because there is no white line left to show the lane.
- Grass needs trimmed back at some cross roads. Very dangerous conditions trying to pull out on main roads. US route 6 and kidder road. Route 6 and Baccuss corners. Both in Warren county pa for example. Both roads are a danger to enter with the weeds so high. Mowing was just recently done and neither was addressed.
- Road conditions and traffic in the Pittsburgh area are terrible. Potholes, poor road maintenance and the lack of planning to handle excess traffic.
- Milford Road is terrible. I don't only mean the condition of the road but the dangerous detours like the one to turn up Mink's Pond road. In the daytime it is confusing enough but at night it is downright dangerous. Also, are the school buses going to be able to safely negotiate the turn?
- I took this survey so I could express my concerns of two death traps on the I-81/78 corridor. 1- The recent road work around the Linglestown exit has resulted in a dangerous east-bound road with line striping that is not visible in dark or wet weather. There are places where the concrete lanes and the travel lanes cross each other. This causes confusion and accidents - at least clamshell reflectors are needed to mark travel the lanes. 2- Entrance at east-bound mile

43-The recent changes have not fixed the short, uphill on-ramp and there have been TERRIBLE truck fires there with injuries/death and HOURS of back up. It is compounded by the fact that the east bound traffic is going downhill and drivers naturally speed up. Close this exit if it cannot be fixed. IT IS A DEATH TRAP and innocent people are being aimed and killed.

- Unbearable amount of potholes in PA. It is dangerous, damaging to my vehicle and could injure someone. I don't understand why the state allows roads to be this bad.
- The potholes are beyond unsafe. People swerve because some of them will destroy their car. There are several on I95 that people have named death traps causing several accidents. I have never drive more than 5 minutes before encountering a pothole. Please fix this.
- Damaged roads have caused me one significant accident (swearing to miss a huge pothole and hitting a guard rail which knocked off a side mirror and cracked/scraped entire side of car) and leads to more chances of collision between moving vehicles on the road. This is a MAJOR safety issue, especially with young drivers that are not used to those road conditions. The roads in the Bucks county and surrounding areas are terrible! Potholes are EVERYWHERE and many are severe.
- I have complained to PennDOT on several occasions but they either ignore me or send me a snippy email: so here goes.... couple of pet peeves, 1. Weeds that are left to get so high at the off ramps that they block your clear line of sight, 2. All the weeds & litter, 3. Cut back 30 feet so drivers can have a clear sight of deer crossing the roads, 4. Cut weeds growing over signs and some signs even have bolts missing so they dangle. District 5 gets a C or D in our opinion.
- I just wanted to state my appreciation to PENNDOT for improving the intersection at Rt. 30 westbound and Rt. 462. Approx. 2 years ago I was involved in an accident making a left-hand turn onto Rt. 30 from Rt. 462. There were multiple factors involved one of which being at the time I was merging traffic on 30wb was backing up so there were a few vehicles coming down the wrong way on the onramp to Rt.30wb. As i was attempting to navigate around them, a car that was heading for 30 veered off onto 462 last minute and without headlights on at dusk I did not see them. Making this one lane only for 462wb and adding the improved turning signal is a huge step to help prevent this, but I would ask our police force to be vigilant in ensuring drivers aren't going the wrong way on "on ramps" to avoid a traffic jam, I also witnessed this a few months ago on the onramp from US340WB to US30WB as traffic had slowed a car turned and came the wrong way up the ramp. I think there should be stiffer punishments for these behaviors as they are blatantly causing a hazardous situation for oncoming drivers and played a large part in my one and only collision of my life. Thank you.
- Some roads that PennDOT is in charge of fixing are in terrible condition -- crumbled asphalt and uneven surfaces.
- Please fix the potholes!! The roads are really becoming unsafe!
- Repair potholes
- Instead of saving large potholes when milling roads, they should be fixed right away. Not put cones in them so people can possibly run into them.
- People don't know how to drive in roundabouts. Need to have billboards and commercials with instructions. Driver road test should include a round-about. Roundabouts are dangerous.
- The proposal to widen Route 80 thru the Stroudsburgs is a very poor one. You will merely create NEW bottlenecks and force motorists on to surface streets that can't handle them.
- I'd like to know why the commonwealth feels it's necessary to inspect my car to ensure its road worthy, but don't keep their roads vehicle worthy. Just asking for a friend!
- Big issue at 248 and 145 Road surface damage and no clear markings to show traffic direction so people are in the wrong lanes. Additional driver training and advertising for what basic

laws are about use of lights and wipers and what the painted lines mean. Maybe a short refresher quiz when you renew license covering line meanings and use of head lights every time people would remember to use them.

- PA must work on fixing potholes. I just returned from a road trip to Vermont, to a ski resort that gets over 300 inches of snow per year, and guess what.... not a pothole to be found and I drove the length of the entire state.
- Tarring and chipping is very dangerous to motorcycles.
- Roads are terrible and often times hard to drive on.
- PennDOT completely rebuilt a section of PA 50 from Bridgeville to Cecil. They did an excellent job. Years later the road is still perfect. All rehabs should be done this way.
- Poor design of a lot of local intersections and acceleration lanes.
- The turn lanes from the Route 1 Bypass to Rte 476 are poorly designated-always someone cutting across lanes, horns sounding and tempers flaring. Painted lane stripes on the road surface and additional signage is needed.
- Pot holes. You people are so slow fixing our roads in Bucks. All you hear is it's not our road to fix all this about ticketing people is disgraceful
- In the past 20 or so years there have been at least two head on collisions on Rt 119 because someone was driving on the wrong side of the highway. I think there should be electronic devices installed on all exit ramps to alert drivers if they are entering the highway via an exit ramp. If there were two such accidents on just this one highway I have to assume that it has happened on many other highways as well.
- With the highest gas taxes in the country, Pennsylvania roads are a disgrace & the worst of all the states in which I have traveled. It's this poor maintenance of infrastructure that is the greatest risk factor driving in this state. I have more vehicles swerving into my lane to avoid road surface damage than distracted driving, impaired driving, and poor driving skills combined.
- More lines at intersections like SR6 & SR1017 safety hazard
- Pot holes cause more accidents than you seem to account for, we have to drive with our eyes on the pavement instead of far ahead for hazards
- Left turn lane @ Pools Corner Rt 202 southbound. Traffic signal was installed but never activated. This 11-million-dollar project should have been completed by the contractor years ago. This is a very dangerous situation.
- The tar and chipping of roads is extremely dangerous and unsafe to motorcyclists.
- Apple Way in St. Thomas Township needs to be completely scratched clean and repaved--NOT tar and chip. Also on Apple Way, trees leaning again wires after turn off for Circle Drive will eventually cause a problem on the road.
- Tree branches blocking the view of traffic light and stop sign.
- Tar and chipping damages the paint on cars. Not an effective use of tax payer monies.
- New roads being built??? While old roads are breaking up and full of potholes!!!!!!oh !! we really need those ROUNDABOUTS.
- The Northbound turning lane at Emeryville/Freeport Road & Rt # 19 in Cranberry Twp. is very much too short. It allows 3-4 of 10 cars to make the turn.
- Fix the potholes! Fix all the bad road conditions!
- Potholes continue to be a problem on Rt. 81 N. and Rt. 81 S. especially in Luzerne County.
- Tar and chipping should not be allowed. When driving over these roads the chips ruin the paint and chip windshields and cost a lot of money to fix. There has to be a better solution.

- I think all lights with left hand turns should have a left-hand turn arrow light. I live in an area with many lights like this, that you wait to make the left turn and you end up going through the red light because traffic is so heavy. I find it very dangerous. You go through the red light and the car behind you come right through on your bumper.
- Roads are in very bad shape. 309 north and south from Luzerne to Shavertown is the worst. The overall condition of the roads are more of a safety issue than any of the items asked about during this survey.
- It would be very helpful if signage could be posted BEFORE an intersection. For instance, if left lane is left-turn-only and right lane is straight and right turn, it's helpful to drivers to know what each lane is for well-before they get to the intersection.
- THE TURNING LANE AT THE INTERSECTION OF ROUTE 100 SOUTH AT ROUTE 29 WHERE YOU WOULD TURN TO GO NORTH ONTO ROUTE 100 TOWARDS MACUNGIE SHOULD BE RECONFIGURED TO LEAD TURNING TRAFFIC OVER THE TOP OF THE HILL ENOUGH TO SEE ONCOMING TRAFFIC. WAY TOO MANY ACCIDENTS OCCUR WHEN PEOPLE JUST GLIDE ACCROSS THE YELLOW LINES TO MAKE THE TURN WITHOUT ANY IDEA IF TRAFFIC IS COMING UP OVER THE HILL AT HIGHER THAN EXPECTED SPEED. UNFAMILIAR DRIVERS ARE MORE AT RISK. A CONCRETE STRIP COULD BE PLACED TO BLOCK DRIVERS FROM ENTERING INTO THE TURN TOO EARLY. THIS WOULD SAVE MANY LIVES AND INJURIES THAT OCCUR REGULARLY AT THIS INTERSECTION.
- After that and chip on the Markleton school road, the lines were never repainted which makes it hard to drive at night especially passing other cars
- Fix the potholes. My out of state friends can't believe how many potholes there are on our PA roads.
- Intersection of Rt. 30 and Rt. 29 in Malvern needs attention. With growing traffic, the design is inadequate for the growing amount of traffic associated with the Wegmans, Vanguard, Rothamans etc. area.
- Pot holes are a danger. Pot hole impact or attempted avoidance causes accidents. Since the Pennsylvania gas tax increase, I have not seen any improvements and maintenance of the roads.
- You want the drivers to be safe you want the cars inspected for safety but the roads are a disaster your stone and chip is the brightest idea of all who ever came up with that should be fired do the job RIGHT or do nothing at all we all pay big taxes on everything and the roads are in this condition what's everyone going on a vacation, is there money going into pockets?? Tar and chip, you don't even fill in the holes before hand a BIG WASTE OF OUR MONEY get someone who know how to fix roads the proper way and stop wasting our money
- I am literally a stone's throw from I-78 where it is 2 lanes each way from the New Jersey border to the intersection with state route 309. Very often traffic is slowed dramatically if not completely stopped, usually due to an accident or vehicular breakdown. At the time of design, 2 lanes was likely appropriate, but within a few years the volume of traffic escalated, I believe, to far beyond original expectations. I'm sure there are many thousands of drivers who would suggest adding another lane of travel to each direction in that stretch, much like has been done to the Pa. turnpike northeast extension between Landsdale and Philadelphia, which improved traffic flow there, immensely. Thank you for this opportunity.
- When I stop at a stop sign and the corn is tall, it's hard to see what's coming at me from the left. I have to stick the front of the car into the intersection a bit to see past the corn.

- Coming from Germany, I personally find the following two road and driving designs very dangerous: 1. Using the same lane as exit and entrance from and onto a highway 2. Allowing to pass cars on both sides.
- The round-a-bouts are easy to use and keep traffic moving faster than traffic lights. Please reconsider installing a round-a-bout at Rt. 19 and Rt. 97 at the north end of Waterford, PA. The one that was installed at the south end of Waterford has worked well and improved safety. It should have been made a little larger for the 18 wheelers, but works well for passenger vehicles.
- Why is it in Schuylkill county when you tar and chip that you do not repair the potholes. the tar and chip does nothing to repair pothole it only changes the color of the pothole. is anybody at the DMV in Schuylkill county aware of this. Maybe its time for a new surface improvement foreman in the county, if there is one. Thanks Mike
- STOP the tar and chip on roadways Please!!! Also, fine people who blow grass and/or push/throw snow onto roadways.
- Tar and chipping roads should be banned. Very unsafe for motorcycles and destroys cars and does nothing to help the road. This is an outdated product. Why tar and chip over potholes. PennDOT is collecting hundreds of millions of dollars a day from the gas tax and should take on an aggressive program to replace ever road in PA in the next 5 years and quit wasting money on an outdated tar and chipping. Quit tar and chipping and wasting our money it has been proven to do nothing.
- Teach drivers about how to enter travel within and exit roundabouts as many people stop to enter them, I have experienced a person stopping at each exit. The roundabout needs to be large enough to accommodate trucks and trucks with trailers. The one at the Lancaster airport was poorly designed and stop signs would have been a better option in the middle of cornfields. We wasted the taxpayers' money.
- PA needs to clean debris off the shoulders of the interstates.
- Tar and chip is just awful. Other drivers going past throw chips into windshield. I have had three chips in past year. Also, road work coordination could be improved. I drive 30 miles to work and sometimes have to navigate multiple work zones--a lot of stress when you have to clock in to work.
- Poor drainage areas on highways that repeatedly freeze in the winter rather than being corrected. Repeated salting is not fixing the problem.
- The bridge from Eldred to Port Allegany - the abutment before and after the bridge is AWFUL. I cannot believe the company who reconstructed this bridge could leave it in this condition. It feels like the bottom of my vehicle is being ripped off every time I got over it. Slowing down to a turtle's pace doesn't even help,
- Pothole and damaged pavement repair should be a priority. There are lots of persistent potholes on area state roads. These can either cause damage to vehicles (flat tires, bent wheels, etc.) that make cars unsafe to drive, or they can cause drivers to swerve to avoid them, creating unsafe conditions for other drivers and roadway users.
- No enforcement on vehicles staying in the left lane. Allowing bicyclists to disobey laws with no consequences. Tired of police who are texting in patrol cars. Cops tailgating you. Police think they are above the law and yet they enforce the laws they break.
- 1) Stopping zones (designated area where you are to stop at a controlled intersection, .e.g., stop sign; red light, etc.) are much too close to center of intersection. More open space to allow for large trucks to make wide turns, icy and wet road conditions that make it more difficult to stop, are two examples why PennDOT's stop lines are almost always too close to

the intersection even at modern wide intersections. I've live in other states (suburban Washington, DC - Maryland as one example) that have learned safer intersections requiring stopping farther from the center of the intersection saves lives! 2) Line painting fades too soon and even when new hard to see at night and inclement weather. Again, other jurisdictions have learned to used more yellow and less white and a heavier longer lasting material to "paint" lines.

- Pot holes: fixing them well so as not to have to fix them over and over again.
- The quality of the road surface in PA is often terrible. When I go to MD, I can tell when I've crossed the state line just by the quality of the road surface. I believe that it is a false economy to forgo maintaining roads/bridges. The increased tire damage and potential loss of control of the vehicle at least offset the cost of maintenance.
- Fix the darn potholes!
- Better maintenance of roads in the more rural areas, perhaps more state funds for local officials to pave all the township roads and repair culverts.
- Route 248 and 946 at Lehigh Gap heading south, at the lower light at bridge you should sign it for 248 right lane and 946 left lane and eliminate the double lane to one lane race at the 946 lights.
- The drains on Route 30 (in the middle along the barriers) in Chester County need to be cleaned out!!!
- Having driven in multiple states, all of which are and have been in recent past, subject to weather extremes, recently, PA roads are in the poorest conditions I can recall since the Cross-Bronx Express of 1985. Potholes, bumps, etc. It is embarrassing and for me, due to my health, very painful.
- You have asked all the questions that would point Road hazards at the driver how about getting the roads plowed and salted more promptly in the winter time.
- There needs to be a 4 way stop at the intersections of rt 534 Jonas Rd and Dotters Corner Rd.. Suggested this with Senator Scavello.
- Get rid of most traffic signals by converting the intersection as roundabout and expedite conversion to save lives and property damages. There should be no new traffic signals added in PA.
- The on ramp at SR 19 and I-80 (exit 15) needs some highway lighting it's dark.
- Painted lines on all roads.
- Husband Road in Somerset Twp. is terrible. The sides of the road are falling away. The only thing done for them was big stones poured in the holes. If anyone hits them, they will get injured or do major damage to their vehicles. They need to do a better job of fixing them.
- I have concerns with lack of maintenance on state route 3011 Markleton school rd. The road has no markings on it. And local officials do nothing about it. State route 281 has a fence on state right of way between new Centerville and new Lexington property. I would like to see it removed in accordance with the law. Seems to be selective enforcement of the law
- Freemansburg Ave., Bethlehem Township, between 11th & 12th St. Construction that is never worked on? Very dangerous. Any completion date? Need a traffic light in the vicinity as well, on Freemansburg Ave., as well as speed enforcement.
- Make a better job of warning drivers of line painting jobs. You have marred two of my cars with yellow paint without proper warning. I have cleaned them professionally and put in claims, but had there been signs I would have rerouted and avoided the whole issue.
- There needs to be safer, designated bike lanes in more metro areas, like in Allentown and Scranton. It's very dangerous sharing the space with a biker for both the driver and the biker.

- The state needs to post (TV would be best) educational videos on how to maneuver through roundabouts. The one recently installed by Westmoreland County Airport is causing a lot of confusion among drivers with no experience with the new technology. Many drivers are stopping at inappropriate points because they don't understand the proper way to move through the circle. I have seen cars stopped at the entrance until the entire circle and approaching roads are cleared of all other traffic. I have also seen others stop while they were in the right-of-way within the circle. People need to be better educated about this new type of roadway.
- Tar and chip applications are extremely hazardous to motorcycle riders. Have had two auto windshields replaced due to tar and chip applications.
- Our roads are in terrible shape - and I believe, cause distracted driving!
- Many state roads have dead or dying trees poised to land in the road or on a car.
- I'm surprised roundabouts aren't more common. Traffic lights are annoying when there is little traffic.
- Limit roads being tarred and chipped in one area to allow drivers to take alternate routes.
- Potholes are huge problem why does it take so long to get these roads repaired.
- Well, that wasn't what I expected at all. Because it's a PennDOT survey, I thought it would be about highways and road conditions, routes, construction, and suggestions for improvements. Not laws. But, given the condition of PA's roads, I guess I shouldn't be surprised that PennDOT's focus is in the wrong place!
- Tar and chip for a state that has the highest gas tax in the country where is the money going and that doesn't even include the other dot fees.
- Tar and chip is the worst!! Can we come up with an alternative??
- I very much believe more awareness needs to be made about using your headlights when raining. I have seen signs in other states with the message on and believe it would help people comply in PA. My unofficial poll is always at least 10% of people not following that law and generally 30%. Very hazardous for rural mail carriers and trucks without a clear view to rear, only using side mirrors. Thank you.
- I've reported a safety problem on the Marguerite Road in Unity Township in Westmoreland County. PennDOT is no longer painting lines on a section of that road although there are sharp curves and hills. I've contacted PennDOT and Representative Reese, but to no avail. I ask that somebody other than Westmoreland County PennDOT employees take a look at that stretch of road and consider the safety hazards involved in not painting the lines on that stretch of road. If you need it, I can be more specific in describing the location of that section.
- A lot of the new or redesigned intersections in my area now include an extra lane to get more cars through the lights. So a road will go from 1 lane in the traveling direction to 2 lanes and then back to 1 lane shortly after the light. This design is very scary because people don't merge in an orderly fashion and it increases road rage.
- Not putting lines on state roads
- Smith Hill Road, Jackson Township: First, why the need to cut all the limbs off the trees even though they are not in the vicinity of power lines? Second, since the recent repaving the road is worse than it was. It is now like a washboard. At least the pot holes you could drive around! **VERY POOR WORKMANSHIP!**
- I believe PennDOT should focus on enforcement of tree and vegetation removal/trimming on local roads, and encourage municipalities to enforce their codes regarding this issue. Many signalized intersections are unsafe for drivers due to lack of proper maintenance/enforcement.

- PA has some of the worst roads in the country. Fix them.
- I live in an area with a lot of ongoing construction and changing road patterns and have noticed that when a new road opens with different traffic patterns, such as two turning lanes going the same direction, many people either don't pay attention or don't notice the changes and end up crossing lanes or coming into my lane not realizing the traffic pattern at the intersection had changed and we are both turning. I would suggest having a period (3-6 months?) where an attention-grabbing sign is present at the intersection indicating new traffic patterns or two turning lanes, etc... because people just don't realize it or don't safely follow the new lane rules.
- A cop needs to start sitting along 403 by the scrap yard!!!
- I want to comment on the gridlock always occurring on the Parkways. Like heading eastbound on the parkway east approaching Squirrel Hill tunnels. People getting on from SH on the right and people getting off for SH are at odds, then the people getting on have to merge into the right tunnel lane. So it's always a big mess. Same approaching the Fort Pitt tunnels from the airport. To make getting around the city better, and safer, for thousands every day, why doesn't PennDOT take a drastic step of rebuilding portions of those areas to avoid the crossing traffic. it would be worth the multimillions to help solve everyday problems. Way more valuable than extending PA43 into Pgh. Why not have the SH people wanting to go east on the parkway, get on AFTER the tunnels instead of messing it all up by having to get on before? Why not have parkway west people getting off at rt51 have a separate overpass exit to avoid the people getting on? And so on. All of these areas are unsafe and cause tremendous gridlock all of the time. Why can't a big move be made (Boston's big dig?) to really improve the ability of people to get into and out of the city more easily every day!
- Fix the potholes!! I drive over potholes that have been there for over a year! 202 - 30 bypass
- Fix the roads its July and still hitting potholes. Also, no radar for locals. You will not be able to drive through these towns without being stopped. 25 mph on some of these roads is asinine
- Pa roads are not repaired in a timely or acceptable manner. New road technologies should be utilized. Pot holes and poor surfaces are now the norm not the exception. Improve our roadways in both towns and highways. Horrible conditions.
- I believe it is ridiculous to have to pay over \$300 a year to have my vehicle registered and inspected when most roads in Pennsylvania are falling apart. Either fix the roads with the money given by residents or lower the fees for us to drive!
- It is imperative to work on traffic signals, traffic flow/engineering in District 11! It is neatly impossible to navigate any commute, particularly in the Ft Duquesne/Ft. Pitt bridge Parkway West corridor. Check Google maps- 75 percent of the day, it is clogged. Municipalities clog things further by not acting cooperatively. Much aggressive driving results from preventable traffic jams.
- Recommend increased tree removal on hazardous roads and at curves throughout state, making it easier for the state and local governments to do so. Recommend increased usage of roundabouts to calm traffic and improve safety.
- 422 NEEDS an expansion!
- I wish that they would stop using tar and chip on any road, It's slippery and dangerous. And ruins the car paint.
- Fix pot holes.
- Just moved here from Texas. Road conditions are horrible! Is PA bankrupt and can't afford roads? Roads are too small, shoulders too soft or totally missing, POTHOLEs, missing paint for edges, you name it, it's awful.

- Tar and chipping needs to stop, destroys vehicles, by chipping them all up.
- Too many roads are poorly striped, so when it is dark and raining the lanes are difficult to define in many locales.
- PA Roads are in terrible condition. There needs to be greater emphasis placed on milling/resurfacing roads that are in disrepair. Poor patching of potholes and poor repair of road buckles imposes a significant cost to owners of vehicles that drive PA's roads. Costs associated with bent wheels, flat tires, misalignments, and additional stresses on automotive suspension parts are all born by PA's residents.
- Roundabouts are a proven safety countermeasure - yet are still underutilized across the nation. Given the percentage of traffic injuries and fatalities that occur at intersections, roundabouts should be utilized on a much wider scale.
- Route 247 S from Forest City to the Lackawanna County Line is riddled with potholes.
- Areas where 2 lanes merge into one have become terrifying and "drag race" like. Lots of aggressive driving. Very scary situations particularly with kids in the car.
- Stop worrying about what I'm doing that's unsafe and worry about what PennDOT is doing that's unsafe. Over the last couple years I have seen several extremely unsafe holes, drop offs, contractors working on the white line with no signs. I have wondered if you need to hire me to GPS these locations for you so they can be fixed.
- Some PA roads at intersections have distractions such as, high grass; obstructed view; ads or flags that interfere with vision and are dangerous.
- Brush, weeds, tree limbs, encroaching along four-digit state roadways, as well as lack of using hot patch to repair potholes and edge of some roads
- There needs to be greater awareness about moving over for stranded or emergency vehicles, and also having your lights on (all of them, not just your running lights) if you have your wipers on - they're not for you, they're for everyone else to see you. Thanks!
- The road conditions in this state are horrible. Travel the turnpike and cross into Ohio, the road instantly improves. The pot holes and poor drainage are severe safety hazards that need addressed more so than any other driver behavior. Fix the roads, widen where needed, pave with quality black top instead of cheap tar and chips.
- Repair the dam potholes. I know that these can be fixed in the dead of winter if you get the right equipment, it's out there go find it
- Note about stating "yes" in the speeding category, I stay on or 5 above the speed limit, which I'm not sure is considered speeding. Most police officers without lights on pass me going several more miles per hour over, so I think I'm safe. My main concern has always been where people merge from 176 Morgantown Road onto 422 West. They don't seem to merge, but just fly onto the highway. Including large commercial trucks and tractor trailers. I have been forced to come to a complete stop there before, ending up on the shoulder. If the left lane is full, and a tractor trailer is entering my lane full blast, there is nothing left to do. It happens to me often. My father has the same problem. Maybe the people merging should have a stop sign.
- Tar and chipping has been used extensively during this summer in Schuylkill County. This practice, although it might prolong road life, is unsafe and destructive to vehicles. The chips are chipping paint on cars and windshields. The chips are painful for motorcycle riders. Piles of chips on the sides of roads are hazardous to motorcycle riders. Tar bleeds through the chips, causing slippery road conditions. Save the taxpayers' funds and properly pave some roads instead of tarring and chipping many roads!

- Road conditions are bad and you need to spend more money on pavement markings. By the time 1 year rolls around for you to repaint you can't see the center line or the fog line. Look at Denton Hill for an example!
- Schuylkill County roads are horrible, once a driver is out of Schuylkill County the roads are great. Start doing what other counties are doing to make our roads great again.
- You've gotta fix the potholes. Our roads can be dangerous and are borderline embarrassing. I don't understand why there are nicer roads in central / upstate NY where winter is much harsher.
- 1. I hate roundabouts 2. Entry & exit ramps are dangerous since most people don't know the difference between yield and merge. Everyone seems to think they always have the right of way. Example: I-80 MM 212 A & B

Seatbelt usage

- Over 18 should have a right to choose to wear a seatbelt. They do not make them to fit every possible body and height type. Riding without a helmet is more dangerous.
- I seriously think the car makers should redesign the seatbelts so they don't choke you. I am not tall and the shoulder strap always cuts across my neck and throat and there is no way to adjust it making it irritate my neck. I am also not a thin person, so the seatbelts are often difficult to buckle and are very uncomfortable. I do a newspaper route in the very early AM hours and it is impossible to wear a belt and reach for papers and toss them out the window. It inhibits my job. I do not see other workers like garbage truck drivers, etc. wearing belts....as they get in and out of their trucks. For that I think when it inhibits your work, there should be an exemption as these people drive very slowly and stop frequently and work during hours when very few cars are on the road. I also think there should be seatbelt laws for school buses. Why are kids allowed to ride unbuckled but not in a car? Makes no sense. And what about the horse and buggy people? Why do they allow little kids to ride unbuckled in open carts on busy roads and underage children driving next to semis on county roads?? Not safe. They cause more accidents than needed.
- Seatbelt use should not be enforced. It encroaches too much on personal liberties.
- 1-Uncleaned shrubbery blocking the view of oncoming traffic at stop signs. 2-Pennsylvania stop signs are too far back from the corners.
- Child seatbelts is getting out of hand. I can't take my grandchildren for ice cream because of all the different kinds of seatbelts needed. Too many regulations, I believe the seatbelt company's have too much say in this. Every couple of years PennDOT changes the rules and we need you buy another type of seat.
- I feel if you have an option to wear a helmet then you should have an option to wear a seatbelt as an adult. It's a right to choose.
- Seatbelts should not be mandatory as long as helmets are not in motorcycle riders. It's the same principal. It's for your own safety. Not others.
- I believe seatbelts should be like helmets for motorcycles it should be up to the driver to use or not use not forced by law.
- Seatbelt saved my life.
- Seatbelt laws were enacted after lobbying by the auto manufacturers as a lower cost alternative to passive restraints. If occupant's safety was legislators primary concern, they wouldn't have let campaign contributions from the auto industry influence their choice of how to make people more safe while on the road.

- I insist that all passengers wear seatbelts in my car.
- I don't mind the old seatbelts that were just around the waist. I can't stand to have anything on my chest. I feel we should have the option.
- Seatbelt usage should be a personal decision/choice, not a law!
- I always wear my seatbelt, and require passengers to. I still believe it is ridiculous to fine the driver or others in a vehicle for not wearing seatbelts and not have a helmet law.
- I know seatbelts save more lives than they don't but sometimes the seatbelt can be the cause of a person dying so it should be left up to the individual to make that choice not the state.
- Although I choose to use BOTH safety features, I don't believe that the commonwealth can mandate the use of seatbelts when, at the same time, it does not mandate the use of helmets for motorcycles. That is horribly inconsistent and hard to justify.
- There are things worse than dying. as an adult, i feel i should have the right to determine what scares me the most. i was t-boned once and the paramedics said if i had been wearing belt and harness i would have broken my neck. this was before mandatory use. i walked away with a gash in my forehead needing 6 stitches. otherwise i would have been paralyzed. i'd rather be propelled through the windshield and die headfirst in a tree than be strapped in a car that catches fire. i always make sure my passengers know how to use the belts if they wish and anyone under 18 must use them.
- I, personally can't wear a seatbelt - I have an doctor's excuse due to the design and my back injury. So I put no consequences - but people need to wear them if they can.
- Seatbelt usage for adults should not be a primary, even a secondary, offense. Adults know the dangers, adults make the decision, adults suffer the consequence of their own decision. Thin the herd, if you will. Not wearing *your* seatbelt isn't going to harm someone else in an accident or cause an accident like distracted or impaired driving, it's a decision that solely impacts the person making the decision. So let them make their poor choice. Children, all minors under 18? Absolutely mandatory.
- I always wear my seatbelt but my son was in a car accident years ago (as a passenger). He didn't have his seatbelt on that day and if he had we were told he would have likely not survived due to internal bleeding. I believe seatbelts do save lives but sometimes they can be a culprit to injury.
- I do personally wear my seatbelt, but have had 2 relatives pass away in the same accident because they did have their seatbelts on. I feel people should have the right to choose whether to wear it or not. People know what the consequences are. Let them choose their own fate.
- I am 4'11". My seatbelt is the most uncomfortable part of driving because when I get wear it, it cuts off my breathing. Instead of sitting on my shoulder like it is supposed to, it cuts across my throat.
- Motorcycle riders are given the legal option to not wear a helmet. I should be given the opportunity to meet certain criteria in order to legally not wear my seatbelt. I have been involved in accidents where, had i been wearing my seatbelt, I would most likely have been killed. I am prepared to deal with any injuries and the possibility of being killed if I am involved in an accident while not wearing my seatbelt. My decision does not create a hazard for other drivers on the road, so why do you allow motorcycle riders to operate their vehicles with *optional* safety equipment, but make it mandatory for me to wear a seatbelt?
- School buses should have seatbelts. Parents get tickets for not having kids in seatbelts so should school districts

- Make large fire extinguishers mandatory in all vehicles so one can save the seatbelted drivers. I've seen people burn alive because they can't get belts off. I wouldn't be here if i had one on in accidents, but there were times one would have saved minor injuries. It should be up to the individual not the government. Also, your survey should let one expand on the question asked because a couple of them don't have an appropriate answer available.
- Forced seatbelt usage is a violation of the 1st Amendment. Laws are designed to prevent harm to others not to oneself and this law is the opposite. It should be a choice, not law.
- I think that you should have a choice whether to wear a seatbelt or not. I feel that a person on a motorcycle doesn't have to wear a helmet to save their lives why can't I have that same choice. Most people on motorcycles that don't wear helmets and drive at unsafe speeds all the time, when a person in a car is a lot safer and not as high a risk of someone on a motorcycle without a helmet. I do however believe children should always be in a seatbelt till they are of legal age, 18?
- Seatbelts should be mandatory on all school buses.
- For me... not wearing a seatbelt is just for spite. It's all about personal freedom. The state should stay out of my business, period.
- Instead of a primary law, you should make seatbelt use like tort reform. Increase accountability by making people that choose not to buckle pay the cost - a lot fewer people would make the choice if we did not subsidize them through insurance.

Share the Road practices (bicycles and pedestrians)

- Bicycles are the most dangerous and distracting to drivers. I see them in the middle of the road, running red lights and often just getting in the way. I would be devastated if I injured someone on a bike (and have to live with that for the rest of my life) but they should not be allowed on busy roads and they should be ticketed. They put themselves in danger and do not pay attention to traffic.
- For the longest time, I didn't know bicyclists were allowed to take the entire lane, or really much at all about the relationship motorists have to bicyclists on the road. I feel like there wasn't much on the driver's license exam about cyclists when I took it 8 years ago. I think more of the "Bicycles May Use Full Lane" signs (instead of just "Share the Road") would be helpful in educating motorists, in addition to other education campaigns/initiatives.
- As a frequent bicyclist, I would like to see more "bike friendly" roads in my area (Cumberland County).
- We would appreciate more bicycle lanes and signage for safety of bicyclists.
- Teach kids how to bike before teaching them how to drive
- Since bicyclists can now show driving roads, I firmly believe that they should have some type of license and insurance as well as obey all traffic signals. In the Pittsburgh area there are many trails that they should be required to use instead of the streets - they wanted the trails they should use them. Police should be required to make sure they enforce bicyclists. If they run a light or stop sign and accident occurs and it is their fault they need to pay. If I am required to drive the speed limit so should they be required to bike the same speed as they cause traffic backups. If I have to pay insurance so should they! If I have to have a license to drive the roads - so should they.
- Need a serious campaign about bikes and pedestrians following the laws too. Does no good to only go after the cars.

- Bicycle riders are rude. They expect drivers to make accommodations for them while they ignore safe and legal practices. I have almost hit them when they blow stop signs. They ride abreast in traffic and block lanes. They pass cars stopped for signs, lights and traffic on the right and they split lanes. They ride on sidewalks and in crosswalks when it suits them. Most of them act like arrogant pricks most of the time.
- Bicyclists should have to obey all traffic signals and signs. Bicycles are frequently on narrow back roads that I use. They often fly through stop signs where visibility is limited. It scary for drivers who do not want to hurt anyone.
- In the suburban areas especially, there is not a culture of understanding for pedestrians and bicyclists safety. I have had people honk at me while riding a bike on the road. Yell at me to ride on the sidewalk. Cars will get angry if you are crossing an intersection. I even received an email one time from a local representative to suggest caution while crossing intersections since cars are driving. The message should be, caution while driving since there are more pedestrians. Better walkways and bike lanes will definitely help. Integrate with the trails and public transportation system. It would be great if I could get a protected lane on Jenkintown Road in Elkins Park. This road leads to High School Road which takes you directly to the train station. The road is plenty wide to accommodate a bike lane.
- Dumbest law on the books. Cyclists don't pay registration, license or gas tax. They do not deserve the same use of public roads as a licensed, tax, and fee-paying driver.
- Bicycles do not belong on the highway without a license, They are a major distraction, most act like they own the road.
- I ride a bicycle. Rules say to stay four feet from bicyclist. You cannot create such a law UNTIL you widen the roadway to accommodate bikes. AND stop using Federal Highway for non-vehicle expenses. If you want other changes find the funding. And finally, fully fund the PA State Police - don't steal monies from highway and Turnpike funds. These Police Corp is too important to marginalize the way the Commonwealth is.
- I drive on 209 through Middle Smithfield on a daily basis. More often than ever, I now encounter pedestrians and cyclists on the shoulder or in the lane. I am happy to see that people are being active, but there is no sidewalk nor dedicated bike lane on 209. I am worried about the safety of these people as 209 is a very busy road in Middle Smithfield.
- Pennsylvania needs to consider adding Bike Boxes and Bike Lanes at major and busy intersections so cyclists don't get blamed for using the road. Johnstown Road and RTE 641 is a big one that is in Cumberland County. Bicyclists traveling east toward Camp Hill at that intersection are forced to "take the road" to travel safely. Motorists don't understand that the law says we can do that; often times I've been tailgated by motorists trying to safely get through that intersection.
- I am happy to share the road but have problems with cyclists taking a full lane three or four abreast rather than single file to permit motorists to pass safely.
- Driving behaviors and comments on local FB group indicate that a majority of people have little to no knowledge on bicycle safety laws, and do not care for cyclists' safety. Poor road conditions and lack of any shoulder also force cyclists to take the lane more often, which is apparently upsetting to local drivers. It would be nice to see bike lanes or at least more shoulder room for cyclists to use without feeling threatened by ignorant motorists.
- PennDOT needs to consider more bicycle lanes and other bicycle infrastructure in rural areas, not just cities.
- In my opinion I don't think it is safe to share the road with bicycles. Every time I see someone on a bike I get nervous. I feel if I try to drive around them that could cause an accident if the

people coming the other way are not paying attention, etc. You drive to close to the biker and they swerve and that could cause an accident. I just don't think it is safe for everyone involved

- I don't have a problem sharing the road with bicyclists, but if they want the privileges they need to follow the laws. Stop at lights and stop signs, ride in the direction of traffic, don't ride two across.
- As a cyclist, I would like to see more emphasis on signage/public address announcements educating drivers to watch for bicycles. Also, here in Bradford county, extended berms are few if any. I served on Tom Ridge's mapping /evaluation of routes committee and have seen little concrete results in establishing safe corridors for cycling tourist and or daily commuters. There are no rails to trails here and Tioga county would be the most convenient.
- Bicyclists should have a license, registration, and insurance if they ride on the road. Tens of millions of dollars have been spent on bike paths, there is no need to ride the road. Police need to step up enforcement on bicyclists that break laws.
- I do think there needs to be more Road space for bicycles so they are not in the roadway with cars. The state/communities should create bike lanes I think the Commonwealth needs to do something more for bikes they need to designate create more bike lanes on major roads not interstates for example state roads going thru communities. I also feel that the state really needs to put more investment into the 81 Corridor between Scranton Wilkes barre and make that three lanes I know you're talking about a bypass not sure how that's going to help but you really need to make this three lanes just way too much traffic
- Since the passage of the new bicycle law, bicyclists have become more aggressive. They ride in middle of lane, don't yield, and ride side by side. They are more of the hazard now.
- Allegheny County was built at a time when having a car was a luxury and most families has one. Now it is common for families to have two or more vehicles or more. As such the roads are crowded in an area where structures are built close to roads so they cannot be widened easily. Adding bicycle lanes to these streets is dangerous. I cannot say the number of times I have narrowly avoided a head on collision when an oncoming car was over the center line to avoid a bike. Please consider laws that prohibit bike lanes on narrow streets!!
- Drivers need to be educated better on laws concerning bicycle use of public roadways
- **NEED TO GET DRIVERS TO ACKNOWLEDGE BICYCLISTS RIGHTS TO ROADS.**
- Bicycles should have to stay to the side of the road, not in the traffic lane as in Annville.
- The buggies on the road are very bad. Some have small children with just a horse or pony pulling a cart. They aren't old enough to drive and shouldn't be allowed on the roads. No buggy should be on roads in the dark.
- I think that bicyclists should be reminded of their responsibility to obey the same laws as motor vehicles.
- I learned that cyclists are to obey road signs and driving practices as per cars, but I continually see cyclists, pass on the right, ignore stop signs and create hazardous conditions.
- We need a statewide effort to educate drivers about safely sharing the road with pedestrians and bicyclists. Far too many drivers (and bicyclists) do not understand that bicyclists are considered vehicles and must follow the vehicle code. Far too many drivers believe only cars (and trucks) have a right to use the roads.
- Bicycle riders need to buy license/registration if using public highways/roads. And FOLLOW the rules of the road. Stopping at signal lights, stop signs. No one asked the public what we thought about bike lanes, the whole lane!!! Horrible.
- Bicycle riders should be made to go into single file when a vehicle comes up behind them or get fined.

- Thank you for this opportunity to openly comment. - As a bicyclist riding to work daily, year-round - I believe a vehicle driver endangering/harming a bicyclist should lose their license for a week and be required to ride a bicycle to work for a week. If this is not practical, perhaps they be required to ride a bicycle on public highways for a period of time (10 hrs) to learn what it is like to ride a bicycle. The reason is to understand from the bicyclist's perspective and gain an appreciation why 4 feet + separation is important. Thank you.
- Motorists often do not yield to pedestrians and bike riders. Please publicize that. Also, few drivers understand the words "Use both lanes to the merge point" Please publicize that. They often will not let drivers in at the merge point because they think if you drive to the merge point, you are cutting in line.
- Living in Lancaster County and working in Chester County I take many back roads. Around sharp turns or cresting hills are bicycle riders who are in the center of the lane due to no bicycle lane. This is very dangerous and near misses. I know bike riders have the right to ride, but when they know that this back road is used by many to bypass traffic, I think they are taking their (and others) life in their hands. The roads are scenic, but the traffic is getting heavier each year. What road may have been lightly traveled 10 years ago is not the case now.
- KIDS RIDING THEIR BIKES IN MIDDLE OF ROAD AND REFUSE TO MOVE OVER FOR TRAFFIC. NO HELMETS, NO LIGHTS JUST ARROGANCE.
- I recently came upon a runner who apparently turned into a vehicle while running and was seriously hurt. DRIVERS need to be attentive, BUT RUNNERS ETC must also pay attention to the traffic around them. Some do not as they are listening to music or on the phone!!!
- Think bicycles should be banned on narrow country roads. Two lane roads are very dangerous for motorists when they rounded a bend and come upon a bicyclist who are sometimes very rude to others.
- Bike riders fail to obey stopping for stop signs and just go thru red lights.
- MA, where our daughter lives, have bicycle lanes in towns and on some roadways. It is so much easier to drive if the bicyclist has his/her own lane.
- We need a public safety campaign on both bicycle and pedestrian safety. Drivers need to understand the consequences of speeding on pedestrian safety; how the likelihood of a fatality goes way between 25 and 40mph. I might speed on a freeway posted at 55 but engineered for 70 mph, or 5 mph over on a rural 2 lane road but I usually drive at or below the common PennDOT 30, 35 mph urban speed limits where state highways go through small towns. Also, drivers need to learn to give cyclists respect and here too I think a PSA campaign is warranted. Often drivers feel compelled to pass cyclists no matter how fast the cyclist may be going (I've had drivers pass me while on my bicycle while traveling in a no-passing zone, in excess of the speed limit, while I was exercising full lane control, on a blind rise!!), the presence of oncoming traffic (I've had overtaking drivers push oncoming cars into the shoulder to pass me), or when I'm approaching an intersection with stopped traffic less than a hundred feet ahead of me (happened this morning and had I not waived the driver off he would have ended up stopped on the left side of the road at the intersection!!!).
- When trying to give bicyclists their, now allotted, so many feet of space on the road, it becomes a hazard to car drivers on both sides of the road, including the bicyclists. What should happen, if no one wants bicyclists on the sidewalks or roads, build a bike path that is a little higher than the actual road, but slightly lower than the sidewalk. So, everyone knows it's there and no one is interfered with.

- Pedestrian should not have the right to leave the safety of the sidewalk to enter the street and interfere with the flow of traffic. The crosswalk law should be advertised and explained to inform the proper interpretation. Too many accidents occur because pedestrians think they have the right to enter the street in a crosswalk and the traffic must stop. This needs to be evaluated.
- Bicycles SHOULD NOT be able to ride 2 side by side. Passing 1 bike and giving 4 ft puts you in the oncoming lane.
- Add more signs informing drivers of pedestrian rights at crosswalks.
- Backroads give bicyclists no room to ride on side of road. Too often blacktop edges are too high to the shoulder. Cars pass way too close. Need shoulders everywhere. Make PA a cyclist friendly state!!! Every road improvement should include at least 3 feet blacktop shoulder space.
- Enforce the 3 feet around bicyclists law. Advertise it more.
- I believe if pedal bikes want to be on the roadways. They should need a license, tags and insurance. This way they can learn the proper way to ride and signal on the road.
- Share the road, bicyclists should share the expense! License the rider, license the bicycle, make them have lights, make them get insurance, ticket them the same as vehicles. They are out of control, and should not be riding side by side or way out in the lanes, I suggest this for all riders using roads where speed limits are 30MPH or greater.
- I live in Pottstown. We are currently putting in many bike lanes, which is great. My concern is educating the public on the laws that apply to a bicyclist. When I was a kid, I was taught that I had to follow the same rules of law as a car. Travel with traffic. Stop at all lights and stop signs, etc. I rarely see that happening now and am concerned that it may get worse. Are there programs, mailings, signage that can be provided through the state to educate people? They may continue to act recklessly, but that would be their dumb choice.
- Doing most of my driving in town, I am often confronted with bicyclist who feel they have the right of way and do not have to conform to driving laws. These are adults not children! Others I know have also complained of this problem. I think a program should be undertaken to inform people that bicyclist also have to conform to the laws and there should be consequences if they don't comply. There should be a program for school children so they learn this early.
- There needs to be a public service campaign to educate the public to ride right, walk left. Also, another to ride on the road (not sidewalk) and walk on the sidewalk (not the road). Too often, people are on the wrong side and/or cart way and are a danger to themselves and the motoring public.
- There should be a state campaign to teach drivers how to share the road for cyclists, pedestrians, hiker and runners. We are an eco-tourist area and we have many active people on the roads. People are not conscious of the law or choose not to adhere to it.
- I see MANY bicycle riders not obeying traffic laws - riding through lights and stop signs, riding against traffic, cutting in front of a car. Bicycle riders need to be held accountable for their actions instead of having the "it's the drivers' responsibility".
- I do not think drivers know the laws about how to protect bike riders.
- Use of bicycles on public roads should require a tag on the bike. Also, should be illegal to use public road if there is not at least a one-foot shoulder or if the speed limit exceeds 35 mph.
- Law enforcement needs to focus on the dangers that bicyclists are posing to drivers of motor vehicles. In our area there are a proliferation of bicyclists and they do not obey traffic controls which causes unsafe situations for all involved. I regularly experience them run stop signs, red

lights, drive 5 across a lane, etc. It is very unsafe and yet I never see any traffic enforcement of any kind geared towards bicyclists.

- Bicycles should be ban from the Commonwealth. Period. Protestors should be fair game.
- Bicycle riders do not follow the rules. They get angry at automobile drivers yet they do the same thing. Their arrogance is unparalleled and will/has caused accidents.
- Pedestrian walking. In Wellsboro PA there is a traffic light that does not stop all traffic when a pedestrian hits the button to cross traffic. At times pedestrians are being distracted and not realizing that there is a chance of oncoming traffic still or at times drivers do not see or aren't paying attention to pedestrians being there. It is a hazard.
- Bicyclist are so rude here in Bucks county. Their behavior often creates unsafe conditions for cars and cyclists.
- Provide a bicycle safety course for bicyclists who are going to ride on public roads. Make registration fees & proof of insurance. Also, they need to follow the rules of the road would be nice to see some law enforcement on bicyclists who don't follow the rules of the road.
- Driving habits of bicyclists should be more strictly observed and ALL violations should be enforced, especially in congested areas!
- Updated training classes for people on rules for bike riding and how cars and bikes should interact. Bicyclist should be ticketed or pulled over by police if they are not obeying the correct rules for sharing the road/being unsafe.
- In driver training you are told only motorized vehicles are allowed in the driving lanes. For the safety, which is what this survey is about, all bicycles should be off the road.
- Pedestrians need to be considered in road design (excepting highways) need more bike lanes as well as bike paths mandatory sentences for colliding with a pedestrian
- There needs to be specific driver education related to cyclists sharing the road.
- Ban turn on red from 6:00am to 6:00pm Monday-Friday. Too many ignorant drivers won't stop for people trying to cross the street. Also, they still cut in front of other drivers that have the light. Too many people DON'T know the rules of the road or who have the right of way. Everybody when it's time to renew their license they must retake the written driver's test and get at least an 80% to pass the test. Every 5 or 10 years retake the road test. Thank you,
- Additional PSAs to educate motor vehicle operators regarding pedal-cycles, the laws governing them and their allowed usage of most roadways within the commonwealth.
- Bicycle riders suck, do not share the road themselves and appear to be immune to all laws.
- We are allowing bicycles to have traffic lanes and these operators have no consideration for others. Bikes should be held accountable just like motor vehicles. Inspection, registration, licenses etc. They need insured, so if they hit a motor vehicle they have insurance for repairs or worse.
- in today's world with a lots of traffic bicycle shouldn't be on the road I think its funny you have a bike trail next to a road and the bicycle is riding the street .narrow road and speed limit 45 miles a hour which means people are going 55 to 60 miles an hour pay bike tax if you are going to ride in the street and not the bike path.
- Bicycles have no right to be on roads with motorized vehicles period!! They don't pay for that right by paying a PA registration, gas tax to help pay for roads they are on. Most are in the way obstructing regular flow of traffic. Our roads aren't built for bicycles. They are a major distraction from what drivers should be looking out for. Very dangerous! I was told throughout my childhood bicycles don't belong on the road with cars. When did Pennsylvania decide this was a good idea? Now parts of lanes meant for cars are being taken! Very stupid!

Make them get an inspection and pay a yearly registration! This has to be addressed! Most people believe way I do that I'm sure won't be taking this survey.

- Cyclists should have to pass a test to ride in traffic. They should also be required to have reflective surfaces on all sides.
- It is impossible to keep bike rider four feet away on two lane roads. Pedestrians walking on the side of the road (no sidewalks) should be required to wear something reflective at night.
- Driver education around being aware of cyclists needs to be improved. Stressing the fact that motorists need to check for bicycles before turning right and before opening their car door as well as leaving lots of space is important and is information that should be tested before licenses are issued. Also giving tickets whenever a cyclist is hit, regardless of fault or injury level, because the motorist should have more accountability due to that they are driving a much more dangerous machine. Thank you.
- I find a lot of bicycle traffic on 2 lane state roads that are high traffic areas. Very difficult to navigate around bicyclists and avoid hitting another vehicle. Cannot maintain 4 feet clearance from the bicycle.
- Bicyclists who ride on the road should have to follow the law the same as vehicular drivers. I see many bicyclists in urban areas such as the City of Pittsburgh that blow through stop signs and red lights almost get hit and blame the driver of the car. These laws should also be enforced by the police, and bicyclists should be ticketed for not obeying the law the same as vehicular drivers. Nobody should get special treatment.
- You should be finding out the attitudes of drivers towards pedestrians and bicyclists; do they know the four-foot law; do they understand SLMs, bike lanes through intersections
- I live in Pittsburgh, and the local driving culture is very dangerous for cyclists and pedestrians. I'd like to see drivers get ticketed for aggressive driving.
- Larger and more clearly marked bike lanes so that bicyclists don't use car lanes. They can't keep up with the flow of traffic and I often see them disregarding signs/lights and turning without using hand signals.
- Bicyclists need to follow all the same rules as cars. That means stopping at stop signs, red or yellow lights also.
- Bicyclists can be road hazards when they are on narrow roads. Also, many tile bicyclists DO NOT stop at Stop signs and it is against the law for them to ignore traffic signs. Please provide bicycle groups the appropriate information for their safety.
- More infrastructure to help legitimize cyclists and pedestrians as users of the road equally as worthy as car drivers.
- Bicyclists on the road. The law that we should share the road is ridiculous and should be repealed. People on bicycles clearly cannot do the posted speed limit. They cause accidents and sometimes road rage. I am a bicyclist. I never ride on main highways, always back roads. There are enough trails and back road for bicyclists to utilize. They are also a distraction to drivers.
- I like that roadways have bicycle lanes and that laws are helping to protect cyclists. I'm looking forward to more bike lanes, where warranted.
- More needs to be done to protect pedestrians. I do not drive, so I walk, take the bus, or Lyft when necessary. There have been numerous times when I have been nearly hit by cars because they chose to ignore a crosswalk, or right of way at an intersection with a 3 or 4-way stop. There have been several occasions where a car has not allowed me to get across the street without creeping up on me as I cross. Please do something. There have been many pedestrian accidents and fatalities in the last year. Thank you

Speeding

- Some high crash areas need improvements, and not hearing that pen dot can nothing about the problem. RT30, gap hill in Salisbury township.
- Driving above the speed limit is sometimes necessary in order to not impede the flow of traffic...not to mention avoiding the anger of other drivers who feel I am causing a hazard by obeying the limit.
- I very often exceed the speed limit. But not by a lot. It often feels unsafe to drive exactly at the speed limit, when everyone else is going 10-20 mph above the limit. At higher speeds, my target is typically 5-6 mph over the posted limit. I almost never drive 15+mph over the limit.
- Speeds should be relaxed late at night. When no one is on the road.
- I commute each week Day from Camp Hill to Hershey. I am amazed at the aggressive and fast driving on routes 581, 83 and 322. People tailgate, change lanes and do not merge safely. I rarely see police or other traffic safety features. I have lived in other states with traffic cameras and would happy to see them here. Thank you.
- Speed limits are a revenue device, and you guys know it. It engenders disrespect and disregard for other safe driving recommendations. Almost EVERYONE speeds, and that is a fact. So people then don't believe your other warnings. It takes away from your message. It also engenders animosity for the police.
- A few miles over the limit is acceptable, but more than that becomes dangerous. Especially on the highways/turnpike.
- The only time I speed is on a turnpike or highway when cars are tailgating or speeding past me because I'm ONLY doing the speed limit.
- Start fining those who go through turnpike booths faster than posted 5MPH- (I realize this is a turnpike issue) Heavier penalties in construction zones!!!
- When the rest of the traffic is moving faster than the posted speed limit, it is unsafe to move too slow. I drive with the flow of the traffic around me.
- When selecting speeding as an occasional occurrence, I still never go over the speed limit by more than 5 mph. But it's still speeding.
- I often find that I have to choose between staying within the speed limit and moving at the speed of the rest of the traffic. I am not very comfortable either speeding or going more slowly than everyone around me.
- I only go over the speed limit some of the time up to 5 miles per hour over. It is difficult to stay exact so I waiver 5 under to 5 over. I don't like going too fast however some areas of 55 mph can be 60-65 mph.
- Recent changes in the speed limit on Rt 313 in Bucks County are not reasonable. It was dropped from 45 to 35 in area where there is farm land and few homes or businesses.
- My concern about speeding is that I don't go more than 5 mph over the limit, but sometimes feel like I am the one impeding traffic flow because everyone wants to move even faster around me.
- People seem to think the speed limit is a suggestion. More stop signs to slow drivers down would help in my neighborhood. More tickets would show these people you mean to enforce laws. And large painted speed limit numbers on the road would catch their attention where speed limit signs no longer do.
- I feel those speed alert monitors really help.

- On the highways you sometimes have to go faster than the speed limit to keep with the flow of traffic or drivers will tailgate you.
- I am most often in a situation where the general traffic flow is so much above the posted speed limit that if you do not keep up, you become a hazard. I travel I-83 frequently and I generally need to keep 70mph in both the 65 and 55 mph zone. I has become not unusual to have cars pass me while I am doing 70. I slow to the speed limit through the York exit/entrance ramps and I am always tailgated so close that if I had to make an emergency stop, a rear-end collision is inevitable.
- I think speeding is the most dangerous along with distracted drivers. There are also those who drive too close to the car ahead. Aggressive drivers are also at the top of dangerous situations.
- If no harm is done how can the state feel justified by giving a punishment?
- There are areas where the natural flow of traffic exceeds the speed limit, and to not speed along with the flow of traffic, one creates a dangerous situation. Other drivers may speed up behind them and have to slam on brakes, go around, or may not even realize they are not going as fast as the flow of traffic. Speed limits should reflect the flow of traffic (within reason).
- On I95, in large sections there is 55mph speed limit that literally no one obeys because it's just too slow for an Interstate. Having a speed limit that is too low is just as unsafe as one that is too high, as people start to ignore it completely and will be doing that same on other roads where it matters more, A better limit would be 65mph, the same as for many other interstates, including I95 in other states. Other than that, please fix potholes quicker, potholes are the number one safety hazard I encounter, especially at night or during bad visibility (rain etc.,). It's really embarrassing how bad some of our roads are kept up, especially when compared to neighboring states. Please do better.
- I live on Old Erie Pike in West Decatur. I routinely see vehicles exceeding the posted 35 MPH speed limit by as much as 20 MPH or more. If the intersection of Old Erie Pike and Morgan Run Road were a 3-way stop, it might slow vehicles down a bit. The addition of speed humps along the road would be an option as well. Florida has been using a version that have no noticeable effect on the vehicle if the driver is within the posted speed limit.
- It is extremely difficult not to speed when driving in congested traffic where everyone is speeding. More law enforcement presence to stop this.
- Pa needs to enforce the traffic laws it already has before it considers passing more. Speeding and tailgating are primary concerns. Enforcing traffic laws shouldn't be used as a means of raising revenue but if the existing laws were enforced more routinely, any budget shortfall could be overcome in a very short time.
- My reason for speeding has to do with safety on our interstates in PA including route 30. The posted limit is 55 in most areas around York, but if you drive 55, especially on route 30 between York and Lancaster you are normally about 15 to 20 miles per hour under what is flowing past you. I feel doing 55 in the right lane causes a danger due to the excessive speed of other cars using the right lane. Especially those that are constantly changing lanes. It is time for the state to aggressively enforce speed limits and make the roads safer for everyone.
- Some drivers will drive slow on the left side of the turnpikes/interstates leading the other drivers to speed up and pass the slow drivers.
- It is insulting for the state to tell people that municipal radar and speed cameras are about safety. No, they are about money. Maybe you should examine the substandard engineering the state uses, as well as the overzealous enforcement? Perhaps YOU are the one causing

crashes in the state, needless congestion, and citing people who drive safely? These devices are also FAR from foolproof. The people in PA are not stupid and can see right through this. I drive a lot and what I see is no more different than the old highway bandits who stopped people and took all their money. What is the difference?

- Instead of widening R.t 80, put up traffic cameras for speeding from DWG to Rt 380. Lots of revenue and a great deterrent
- Greenview Drive In Sciota is always mistaken for Pocono Raceway. Speeding, tailgating, passing over double yellow lines. You name it, you'll see it here!
- Sometimes you just drive over the speed limit because that what everyone else is doing, in other words "to go with the flow". Sometimes if someone is tailgating you and it isn't safe to pull over and let them pass, it is helpful to speed up a little to see if they might back off, at least until you get to where you can safely pull over and let them fly by you.
- Going above speed limit is normally associated with moving at the speed of the rest of the traffic. More dangerous to be the stone in the middle of the river.
- While driving at or slightly above the speed limit I find that most other drivers tend to tailgate. Also, speeders driving at 5-15 mph above the speed limit are hazardous drivers placing the lawful drivers around them at high risk during lawful passing and while entering or leaving the roadway at intersections.
- Traffic is erratically passing you in unsafe places when you drive at the posted speed limit. Most people are greatly exceeding the speed limit on our rural roads, and the limit does not need to increase.
- Referring to speeding I do not exceed the speed limit in residual areas not do I exceed it by more than 5mph on highways. It might be interesting / useful to have more data on driver behavior ref speed limits. However, I suspect those who greatly excess speed limits > 15 mph are not completing this survey.
- We have had the technology for years to regulate a cars speed to the speed limit. Why isn't this made into law?
- Sometimes driving at the posted speed on the highway causes an obstruction or unsafe conditions for other drivers who are all driving faster and trying to pass. Highway driving is stressful at best and it is a delicate balance between driving within the speed limit and driving safely.
- The sign Speed Limit has ceased to have any meaning. Even the AARP course advises us to keep up with traffic for safety and most ongoing traffic is exceeding the Limit by at least 10 mph.
- I do usually go over the speed limit but not more than 5 mph
- Sometimes, speeding seems necessary to keep up with traffic.
- I choose to speed because I think law enforcement gives me a 5 - 7 mph buffer before pulling someone over and I suspect many others feel the same way so it should have been one of your options as to why people choose to speed.
- I feel that I need to exceed the speed limit to keep up with the flow of traffic on the turnpike. I feel that if I go 70mph I am putting myself and other drivers at risk.
- I sometimes worry about the rage from other drivers who will swerve around me or tailgate me when I am going the speed limit.
- When one is driving and stays with the line of traffic, i don't want to be the hazard on the road. sometimes it is not safe to drive the speed limit posted and sometimes when no other cars are on the road it seems ok to go faster than the speed limit.

- I drive with traffic to avoid road rage and to prevent causing an accident by driving the speed limit. I think some interstate speed limits are too low. Other nearby states are at 70 mph.
- Other cars drive too close to my car when I go the speed limit. They are very intimidating!
- When answering about speeding most of the time I'm just going with the flow of traffic which tends to be 10 to 15mph over the limit.
- Many times, when on a long trip I just drive the speed the rest of the cars are going. I feel pushed to speed.
- Living on a rural road we experience a lot of speeding. But in the 45 years we have lived at this address, we have never seen speed traps.
- Most of the time on major highways, everyone else is speeding 10-30 miles per hour over the speed limit and you create a hazard of driving too slowly even if you are driving at the speed limit.
- There has been almost a zero presence of State Police on 81 between Wilkes-Barre and Scranton since the mid 2000's. The average speed during morning rush hour is over 70 just to keep up with everyone else and not get run off the road. Many motorists on the cross valley are going over 80-90 mph from the Cross valley all through 81 from 6am to 9am without fear of ever getting pulled over, it's very dangerous.
- It is easy to get caught up in speeding and not realize it because everyone is driving fast.
- I only "speed" in the sense of driving 3 or 4 miles per hour above the speed limit, and only when the rest of traffic is also going that fast.
- Sometimes you have to exceed speed limit or get run over by others that are speeding
- I realize that driving 5 miles over the speed limit is speeding but there is a difference between 5 miles and 20 miles over the speed limit. Perhaps the survey should quantify amounts to get a more realistic response.
- I speed on highways to keep up with traffic. not doing so would make me an obstruction.
- I sometimes exceed speed limit to follow pace of traffic. Fear of getting hit by another car.
- Locals set the speed limits too low on local roads. Well below the 85th percentile. There are several state roads that have low speed limits too due to politics and not sound engineering. Pennsylvania should use the FHWA US Limits2 software to check speed limits. Speed dispersion is the main problem when talking about speed related safety. Just look at Europe's speed limit policies and other states in the USA.
- The one thing I wanted to mention is like most or all drivers you can be concentrating on the road and you can inadvertently go over the speed limit by accident, not on purposeful, because cars can be so quiet and insulating that it is easy to go 5 or ten over. then when you realize it slow down to the limit. Plus when I drive the limit I generally have people tailgating me forcing me to drive faster or get rear ended! Because I am retired I am never in a hurry!
- I speed on roads like rte 33 or 22 because I have to go with the flow of everyone else or I might get hit by someone else
- Wish there was a better way to control speed on our road. It's a rural area with condensed housing with lots of traffic including semi-trucks. Walking kids to the bus stop doesn't always feel safe
- it is very difficult to drive speed limit on the Turnpike. other drivers are pushing you to go faster no matter which lane you are in. then there are the ones who stay in left lane going less than speed limit, causing others to push in the right lanes.
- I fear in most cases on an open road going the speed limit could be just as dangerous as exceeding the limit within reason. We recently took a 50-mile trip. I concentrated on staying at the limit. I did not pass one car. In a few cases I thought we were in real trouble as people

came up on us so fast I thought a rear end was about to happen. Conclusion - Either increase the limit or enforce it.

- Aggressive driving & tailgating are the biggest problems I encounter each day in Philly
- Most traffic on the highways regularly exceed the posted limit. Sometimes you have to exceed the limit because of the traffic flow. Also, if I exceed the speed limit it is only by a small amount. you should make this distinction on the survey
- I -80 in Monroe co. has no truck speed limit trash trucks and containers 9-10 exceed limits especially eastbound. No trucks in left lane
- It is difficult to go the speed limit when all other traffic is speeding in congested areas. (Adapting to traffic flow)
- The primary reason I exceed the speed limit is expectations from other drivers about the appropriate speed for a road. I don't want to drive the speed limit and have a huge line of cars stack up behind me so I will go faster in that case. Otherwise I mostly follow the speed limit.
- I think a constable should be able to give out speeding tickets. I live in Little Meadows and very seldom do we see a police officer. The speed limit is 25. Most do not go that speed.
- At times I drive over the speed limit but it is usually related to the speed of the other drivers-I adjust my speed of driving based on the average speed of the other drivers...I feel going slower could cause a hazard and could potentially cause an accident.
- I95 is a racetrack. Even the far-right lane (exit) is going over the speed limit.
- Too much excessive speeding on all roadways. In my community many drivers go 40 -50 mph with limit posted at 25. Parking lot speeding is common
- If you don't keep up with other drivers you could cause an accident. For instance, no one goes 55 on 95 so if you obey the limit you could get run off the road. Same on back roads. If you go the posted speed you get cars and trucks on your bumper all the way. More speed cameras and notices of monitored roads would help.
- Speed limits are NOT scientifically determined and are too low, especially on interstates. This contributes a lot towards road rage.
- Speeding: on many major roads/divided highways/turnpikes everybody speeds and not maintaining the speed of other traffic can be dangerous in itself.
- Although I often am above the posted speed limit, I am accommodating the traffic flow, usually in the right lane.
- I don't like the higher speed limits on highways. Everyone goes faster & often you have to keep pace with the traffic, people jump lanes without warning. its to the point I hate freeway/highway driving.
- PennDOT needs an education program on speeding/tailgating. Many times, I'm driving over the limit and someone is tailgating me. Or people flat ignoring any reasonable speed and driving way over the limit. Not sure what is to be done.
- At approximately mile marker 88 on the westbound side of the PA turnpike there is a steep winding downhill section where the speed limit is 55 mph. I drive on this stretch fairly frequently and I am always passed. One time a semi literally ran me off the road. My passenger got his phone # and I called to report the driver to his/her employer. It is as dangerous as the turn on the eastbound PA turnpike at mile marker 101-102.
- I am always aware of the speed limit, yet get passed frequently on 322 W by cars at a high rate of speed in Dauphin County. I would like to see more enforcement of the speed limit.
- I think most speed limits are to low, set years ago. something need to be done with red lights that are not needed any more, synchronizing lights, turning off after business close. All lights

- Many people ignoring the speed limit especially in reduced speed zones. Exceeding the speed limit by more than five miles per hour.
- I chose other for reason I speed. The reason I speed is to keep up with the rest of the traffic on the highway.
- I am a truck driver and enjoyed doing my job. But in the last 2 years of aggressive drivers and 4 wheelers and speeding and the oblivious of a 18 wheel truck that cars etc. Have no clue of that a truck cannot stop on a dime or like a 4-wheel vehicle can i think in Pennsylvania that there should be things in the knowledge test of the dangers of a big truck and what can happen if following to close and stop all of a sudden. Just that the people have more knowledge of trucks and what could happen on the road. it's just getting crazy out there anymore. That I really don't enjoy driving as I used too... it's all over. Thanks, and have a wonderful day!
- Route 28 speed limit is ridiculous from Tarentum to Pittsburgh. I'm not sure why it is posted 55 mph then 45mph once you get closer to the city of Pittsburgh. Nearly everyone who drives that stretch is moving at a rate of 65/70mph. I feel that the people who are obeying the speed limit are putting themselves at risk. I feel the speed limit on that stretch should be 65mph like it is near Freeport, Slate Lick and Kittaning area.
- One of the main reasons I speed is to preserve safety on roads where the traffic moves quickly. I speed to move with the speed of traffic. Driving too slow in some cases is just as dangerous as driving too fast.
- A reason that I did not see listed for speeding was, "going with the speed of traffic/other drivers" which is sometimes why I exceed the speed limit.
- Even though I admitted that I speed, not excessively, I feel slower drivers are more of a danger to me if I am trying to keep up with the flow(speed) of traffic.
- Speed limit on RT 1 rt202 not enforced consistently. Often regular traffic flow is 75 mph. people pass over 80 mph
- I drive on 83 from Lewisberry to Enola every day, and i see too much unsafe behavior on the roads these days. From people doing twice the posted speed limit, to people passing in the emergency shoulder lanes, failure to yield when entering the highway, and cell phone usage. I don't know what to do to report this, but i would like to see an increased police presence if possible.
- There is an increased number of speeding on highways and interstates. I don't feel safe at times. There are impatient drivers who also pull out in front of me which causes me to slow or come to a stop.
- Route 22 from nj/pa border to Allentown. No one follows the speed limit. It is dangerous to even drive the speed limit because you will get run over even in the slow lane. I'm only 35 and I dread taking the highway.
- While in Europe they have smart highways that the speed limit is adjusted during the day to keep the flow of traffic going. Also, they have cameras on all major roads that will snap a picture of speeding cars and the owner gets a ticket in the mail.
- Studies have shown time and time again that it's just more dangerous to go slower than the median traffic on the roadway. Speed does not kill the delta between cars is more dangerous. This is not a new concept.
- PA should have a designated highway patrol.24/7 to curb the aggressive driving on all interstates
- You don't define" speeding". I am never over the speed limit plus six!

- For the speeding question I selected “other” as a reason to speed. I try to go the speed of traffic around me, but often times people flying by you 10-20 mph feels just as unsafe if you are sticking to the posted speed limit.
- PennDOT is notorious for having wonderful traffic calming strategies in numerous publications but when push comes to shove individual districts (some worse than others) become obstacles in actually implementing them. I believe the number one reason people speed is because design speed exceeds posted speed. There becomes a severe disconnect and no one benefits. PennDOT needs to allow local municipalities to design roads for the speeds desired. Not over design only to post artificially low speeds. This is a major problem in the Lehigh Valley where I reside.
- Trying to keep with the flow of the traffic can cause speeding situations.

Traffic laws, rules or regulations (speed limits, school zones, etc.)

- Please stop using speed limit signs with the word END on them. An Example would be something like END 35MPH meaning the speed limit is going back to 55MPH. Some drivers are not very smart so they don't realize that they can drive faster. If the speed limit is going back to 55MPH then the sign should just say Speed Limit 55MPH plain and simple. Thank You.
- Cameras need to be used on traffic lights to catch cars/trucks that run red lights or make turns on red where it's posted “no turn on red”.
- Too many out of town drivers use the passing lane for 'cruising' instead of making a pass and moving back to the right lane. Remember signs should be posted on highways. And the Scranton airport roundabout is a disaster and dangerous PennDOT should be ashamed.
- Daily I experience other drivers who break the rules of passing a vehicle stopped to make a left turn on the right when at an intersection.
- Hit and run drivers shouldn't get a second chance. Automatic loss of license. Most were probably DUI of something or uninsured. If they're at the scene drunk they get DUI but if they get caught later they claim they drank after it happened.
- Speed limits are often to low. there is almost no enforcement of speed limits on major highways. Raise the limits and "enforce" them.
- People driving through traffic light, or pulling up at a traffic light and blocking the traffic when the light turns red. they should all receive tickets for this.
- I'm very tired of drivers not following the rules of the road. Not STOPPING at stop signs. Crossing over solid white lines. Tailgating. Running red lights. Not stopping at the "stop here" lines at red lights. Just generally having an attitude that the rules were not for them!!
- I have people speeding on our road in franklin township and I want to know how we can enforce the speed limit in the area more because people have also blown past my sons bus.
- When a vehicle is on the side of the road, we are to move over to the other lane for the safety of that vehicle, but it is also unsafe for the drivers doing the move to the other lane and for those around them. When you are blocked by trucks and a truck or car can take you out in this practice.
- I believe that it is totally ridiculous that local police forces (i.e.: borough, township officers) cannot use radar. This allows idiots to fly through small towns at high rates of speed endangering the residents of those towns with very little risk of getting caught and consequences.
- When posting speed limits, PA needs to stop using the "end 35mph" (or any other speed) sign. Instead, please post the actual speed limit. For example, the speed limit is 45. Entering a

town, the speed limit is lowered to 35. At the other side of the town, the sign says end 35mph. It would be much better to just say 45! And it wouldn't cost any more.

- I had already filled out another survey, minutes ago, but did not include the following. It is about YIELD signs and the current driving climate with respect to what drivers believe or don't believe what it means to YIELD and when it becomes necessary to STOP. I remember it being on my driver's test a long, long, time ago. YIELD MEANT YIELD even to the point have being prepared to stop. I believe PennDOT, the State, local cities and municipalities initiate a NEW information or marketing program targeting proper Yielding behaviors. From what I see now, nobody wants to yield when entering a highway or interstate. I have almost been rear ended twice at the intersection of Route 132 Street Rd. and Interstate 95 at the base of the ramps that allow you to enter the highway. I have my left turn signal on the entire way down the ramp in the hope that vehicles occupying the right lane on the highway will move over in a gesture of being courteous if conditions are safe enough for them to do so. The other place, close to home, is Route 1 north where the Pa. Turnpike exits onto Route 1 north just south of Neshaminy Mall. 95% of people exiting the turnpike and using that approach to Route 1, DO NOT YIELD. Most of them don't even slow down and there is a small YIELD sign present. It may not be a total disregard for the law because of the ignorance they have of the law and the term YIELD. I'm in shock there have not been more accidents there. I truly believe the driving public, not just here in Pa., but across the country need to be re-educated to the term Yield. Thanks.
- Too many drivers are following the car in front of them too close. They are in a hurry all the time & are dangerous.
- Basically, my comment on speeding and traffic laws is I wish we could slow down as a whole. I only find myself speeding sometimes because you're in a pack keeping up with the traffic. Everyone is in such a hurry anymore and you miss so much around you and the people you get to talk to. I miss the good old days. We should all slow down a little. You might be surprised how much it will change your outlook and your life.
- The intention of signs used at intersections should be clear. We have a particularly problematic intersection in our area which has a yield sign for cars turning right (when there is a red light), but it is assumed by the cars who are on the opposite side of the road and who must travel over all of the lanes of the road to turn left that the yield sign is meant that those cars turning right must yield to them on a green light. I was always told in driver's education that the car who has to cross lanes of traffic (unless they specifically have a green arrow and I only have a green light) must yield to a car who is staying in the same lane.
- Speed limits should be increased. No one goes 70 on the turnpike and people are always going slow in the left lane. Make it a priority to pull over people going slow in left lane and causing traffic backups.
- Moving to the left lane and leaving right lane free at on ramp if traffic coming, i.e. not passing when approaching ramps. Zig-zagging, passing on the right, especially when left lane is already doing over speed limit. Tailgating, appropriate stopping distance. All things that give me anxiety on interstates.
- Drivers need the freedom to move with traffic, even if it is above the posted speed limit.
- I really think more attention has to be brought to the law requiring headlights to be on when wipers are on. I have seen so many drivers not obeying this law in a rain or snow storm, especially at dusk when it is twice as difficult to see them on the road. Just because they can see during a storm does not mean they can be seen, causing a serious accident or pile up!

- So many people do not stop at stop signs & tailgate why are the laws not enforced on the back roads & intersections in towns. Seems it is always on the major highways. There are a lot of aggressive drivers passing people on a solid yellow line etc elsewhere.
- Revise speed limits based on increased car capabilities.
- I think the traffic laws are fine the way they are and shouldn't be suggested or implemented by knee-jerk reactions to recent events by a small few.
- Tailgating is prevalent and dangerous.
- When lowering a speed limit around city exits (i.e. Erie where the limit is lowered to 55mph for 10 or so miles) the lowered limit signs currently have two orange diamonds above the signs. My own casual observation of simply calling attention to the change does nothing - especially for out-of-staters - to change behavior. I suggest changing the orange diamonds to a sign above the speed limit to read SAFETY CORRIDOR and another below the speed limit to read FINES DOUBLED. (i.e. New Mexico). Nothing like an economic incentive... Additionally, our school zone speed limit is too low especially when a child is nowhere to be seen. 15 mph is a throwback to days of old when highway limits were only 55mph. I understand the political fallout of even suggesting this but other states use a more logical and just-as-safe 25mph. Further, those signs read "School Speed Limit 25mph When Children Are Present." See the picture in the story at https://en.wikipedia.org/wiki/Speed_limits_in_the_United_States Also, it's easy enough to put a sign on the flashing speed limit stating FINES TRIPLED...and then enforce it. Thank you for allowing me to express my thoughts on these matters.
- Signage needs to be updated regularly, so that road changes can be understood better.
- Following too close is rampant on Rte 209 Middle Smithfield Twp/Marshall's Creek. Also, the use of High Beams-very prevalent in this area. People need to be more courteous. This is a 2 lane road and both behaviors (tail-gating and high beams) makes driving this road very difficult at times.
- Need to start cracking down on left lane drivers, not moving over.
- By saying I occasionally ignore the posted speed limit, I drive within 5-10 mph over the limit.
- There should be consequences for pedestrians and bikers who don't obey traffic lights and who deliberately walk in front of moving vehicles on red lights or where there is heavy traffic.
- Better posting and enforcement of stay right, pass left!
- CHANGE the merging law. If a driver has their turn signal on, other drivers must yield. Too many cars on the road, too many angry drivers, not enough courteous practices.
- Speeding and tailgating on I-81. Most of the time the limit is 65mph, but even when I drive at 73mph, I'm being passed by cars and trucks alike. Either raise the speed limit, enforce the current one, or provide and enforce a speed range.
- Too many drivers are running red lights because of the delay of turning green for the cross traffic. Too many drivers don't apply the right turn in red properly.
- Change the licensing laws to make it much harder to get a driver's license. Much more thorough testing. Majority of drivers now don't really know how to drive safely.
- On the PA. Turnpike I would like drivers who aren't passing to get out of the left lane. Some people get in that left lane and just hang there. I think there should be many more signs stating that Left lane is for passing only.
- All that I checked - Increase the fines so drivers think twice before they break the law again.
- Too many motorists speed, i.e. 10+ mph above the posted limit. I drive the speed limit and feel like other motorists want to run me off the road.

- Drivers in PA need to learn to get out of the passing lane when not passing or going below the speed limit.
- School zones and speed limits seem to be based more on revenue generation than safety. Depending on the location, a road with wide shoulders and nothing but fields on both sides will be posted 35, yet narrow roads with no shoulders and barns and houses a few feet from road are 45. Limits are also usually enforced where drivers are likely to drift over even though there's no danger, yet there's little to no enforcement in areas where speeding is the most dangerous.
- Speed Limits. The mass-community doesn't drive below them. average speed limits on 2-lane(in one direction) is 10-15mph over posted speed limit. and everyone joins in this 'mob mentality' speed. Not something i expect to be addressed. it's still typically safe driving. But those that blast past everyone else that is doing ~10mph over the limit, THOSE are dangerous drivers.
- We do local municipalities use cameras at intersections that do not appear to be a high accident zone. Place them where the real safety threat is. IN SCHOOL ZONE when the flashing lights come on so do the cameras.
- Running red lights is a huge concern. I see it every day on Rt. 11&15 in Snyder County. Tractor trailer trucks speed in a 40-mph zone and go right through red lights. I'm afraid to pull out from a red light until traffic is stopped because it happens all the time.
- I feel there should be a green arrow for a right turn on north bound Long Pond Rd going on to 380 east. This would be only when the green arrow is on for west bound 380 to make a left turn on to Long Pond Rd.
- People not using turn signals road rage
- Most 4-way stop signs and 25 MPH speed limits are wasteful of fuel and increase pollution with little to no increase in safety.
- The debris on PA highways is dangerous and embarrassing, especially in Philadelphia. There is everything from piles of dirt to car parts and furniture littering I95 and other PA State roadways. Drivers have to swerve to avoid hitting the items. When the debris is pushed to the shoulders, emergency vehicles have to drive around the objects (this slowing their arrival to accidents). I'm sure PA, especially in Philadelphia, will score near the bottom of a survey on road cleanliness. The situation is embarrassing and dangerous!
- Better signs
- Tailgating is too frequent. I try to maintain a car length per 10 mph. It's not easy. This invites other cutting in front of me. I feel this is a cause of many crashes. It appears most operators are not aware of the danger. Running red lights is everywhere. It is so prevalent I feel the need look both ways when all lights turn green. Three lanes traveling in the same direction; I don't feel most are aware that another vehicle may be moving into the lane that they are making a move to. Signals would help, I believe some forget they are mounted to the steering column.
- Right turn on red should be outlawed. Individuals either spend too much time seeing if they can make a right turn on red, they do not see the light turn green. If you are at a traffic light & do not turn on red, vehicles behind you begin beeping. There is no law that says you are required to turn right on red despite what people think. The other MAJOR issue is individuals turning right on red without stopping. At a traffic light, if there is one lane for straight and right turns, vehicles will go on the shoulder to make a right on red. Another huge issue is when there is only one lane at a stop sign, if you are making a left, they come up beside you to turn right (typically without stopping) and it greatly inhibits your ability to see to make a

left. Individuals do not follow basic traffic laws. Eliminating driver's education in schools will only make this worse.

- I find it astonishing how many cars I see change lanes in intersections.
- Fix the pot holes on roads. It's August and last winters damaged roads still exist.
- Make the punishment stiffer. Don't just slap someone on hand for doing something wrong. That's what's wrong. no stiff punishment
- I want to know why bicyclist don't seem to know the rules of the road or refuse to use them. Ex: stop and then go through a red light, ride 2 to 3 across and not single file, don't give notice as to a vehicle is coming the other way, etc.
- Stronger fines for drivers who ignore flashing bus lights. They drive right by and children can and have been hit.
- Doesn't anyone know what YIELD means????
- I am surprised the turnpike has raised the speed limit. What happed to saying that higher speeds cause more accident and car use more gas?
- On multi lane roads have vehicles drive in the right lane so others can pass on the left. Too many people hog the left lane and don't let others pass. Creates road rage.
- A law should be passed that prevents any larger vehicles (tractor trailers, e.g.) from entering the passing lane unless an emergency. These vehicles travel over the speed limits and are seldom held to them and are by far the most dangerous (professional drivers or not).
- Whatever happened to the keep right, pass left rule? I constantly experience a long line of drivers line up in the left lane and stay there. It makes it hazardous to approach an area where you have to make a left turn and nobody lets you over.
- I think police should do a better job of enforcing the "drive right, pass left" rule.
- I wish for the return of the 55 MPH speed limit on highways. I sometimes feel I get run over because traffic is going way over the 65 or even 70 MPH limits.
- Not sure why we even have posted speed limits...no one does the speed limit...even have drivers that go under it.
- It's ridiculous that we have so many changes in the speed limits based off of township that I have to drive through. It makes it difficult to figure out what speed limit I need to do and at times I just stop carrying and speed because it changes to often. The state of PA should be making all speed limits, townships should not have the right to set a speed limit and furthermore, why is the speed limit on route 6 reduce so often from 55 to 45 then back to 55, does anyone realize how difficult it is to maintain how fast you should be going.
- All vehicles should need to drive with headlights on. They are much easier to see.
- In Chester County, there is an increasing inattention & distain for stop signs. We drive a lot of rural roads - and even town-center roads - and people make no attempt to stop at stop signs - they just roll through. It is out of control; and needs to be addressed.
- Somehow make motorists more aware of the laws around having their headlights on during bad weather and not just their running lights. When running lights are on most vehicles have no taillights. and awareness of school bus fines and penalties.
- Please start ticketing people that block the passing lane and force others to pass on the right. I don't like to do this but I get behind too many people that drive below the speed limit in the left lane. Sometimes they also seem to be impaired but most often its senior citizens driving in a confused manner. Only in PA!!
- I follow the general flow of traffic, which is often above the speed limit.
- I just wish more people use their turn signals and use headlights in bad weather and at night

- You must make a concerted effort to get left lane huggers out of the left lane on divided highways. The practice is rampant. It causes traffic jams. It likely causes more accidents because of lane changes, etc. of the vehicles stuck behind the hugger. This is more dangerous and should be a bigger priority for police than the guy going 72 in a 65 zone.
- You need to promote laws regarding school buses each fall. In particular on 4 lane highways it seems that drivers do not know when to stop! Also seems like if several cars are speeding that everyone speeds up. I like the police car sitting in the middle of traffic on an island slowing everyone down and not giving tickets helps to remind the speeders to slow down!
- School bus and school zone laws should be enforced
- 1. Enforce "Wipers on, headlights on". 2. Enforce turn signal use law. 3. Rewrite snow on top of cars & trucks law.
- Speed limits should be based on the 80% rule not arbitrary rules or opinions
- While painting traffic lines please use cones or post signs of wet paint. I'm a deputy fire chief and was responding to an incident at night.
- Need to reinforce that the left lane is for passing and the right lane is for slower traffic
- I see many drivers not using turn signals. Even noticed local and state police violators
- I think too many people think using blinkers is optional.
- Some form of PSA should be done to remind drivers of basic laws like when you can turn on red, stopping at the white line at intersections, etc. People not knowing what they are doing cause unnecessary traffic congestion, danger and conflict.
- I would like to see strong enforcement of the left lane for passing ONLY rule, as well as the no handheld use while driving laws.
- Stopping and ticketing drivers who ignore school bus flashers should be a priority. Even in the very small town I live in, this is a problem.
- Speed device vendors are influencing the PA gov't. I feel municipalities using radar is a bad idea because every road will become a speed trap. Municipalities will lower speed limits on roads to produce speed trap revenues. The speed traps will be used to balance their budget. Speed cameras are a money grab which should never be allowed to come to Pennsylvania. Speed cameras are known to make mistakes and half of the revenue typically goes to the camera companies.
- I am very concerned about the amount of people who ignore school buses with their red lights flashing and stop arms extended. I've had to personally pull my daughter out of the path of speeding cars twice while trying to board her school bus. Please help us support passing SB1098 to allow cameras to assist in enforcement of this important safety law.
- As a school bus driver too many other drivers do not stop when my red lights are flashing. Please help us pass the senate bill for cameras SB1098
- Speed limits are inconsistent. You have 2 lane highway (each direction is 2) like route 222(Jaindl highway) that is 45mph, but other parts which is one lane but is 55mph. Very annoying.
- Municipalities using radar is a bad idea because every road will become a speed trap. Municipalities will lower speed limits on roads to produce speed traps. The speed traps will be used to balance their budget. Speed cameras are a money grab which should never be allowed to come to Pennsylvania. Speed cameras are known to make mistakes and most of the profit goes to the camera companies.
- Beyond the driver license test, over a person's lifetime no refresher training is required and if you tour observant of other drivers you will see that they really aren't aware of what the rules are and they are so distracted that they don't read most of the road signs posted. For

example, construction zones require headlights on, but I've even seen the police and professional truck drivers and school bus drivers go through the area without their lights on. That's just one example.

- Speed limits should be more strictly enforced in residential areas. Aggressive driving on highways also needs to be more strictly enforced and there should be a way for citizens to report drivers who are hazards.
- The speed limit on my local road (Stouffer Hill Road, Somerset Township) is too high while the speed limit on the main road (Stoystown Road) is too low now that the elementary school has closed.
- Staying in the passing lane when not passing, no lights on when wipers are on, tailgating need more enforcement
- Drive right pass left only, too many people using passing lanes as primary driving lanes making passing difficult and unsafe.
- I have seen a huge disregard or understanding of basic traffic laws in recent years. I feel all public schools should have driver training classes (classroom)
- I think there needs to be more concern for the main flow of traffic on state roads, than side local roads. Too many times the state road has large flow, and one car approaches the red light, and stops everyone. People have to get on to the state road, but should have a more efficient way of doing it.
- Wood drive in Walnutport needs to reduce the speed. Cars drive way too fast and there are many children that live off of that road. You can't see around some of the curves when going too fast.
- I find that many people in my area exclusively drive in the left lane despite moving at far slower speeds than the normal pace of traffic. Riding the left lane should be a primary offense that gets you pulled over
- Put stop signs back on ramps on highways. It is a nightmare in Pennsylvania
- Speed is not inherently dangerous. There are studies and documentaries which prove this. Different people have different skills and abilities - and different vehicles have varying degrees of performance. Vehicle technology and safety has increased significantly since the speed limits were set (further, people forget the national speed limit from Nixon was for fuel consumption, not safety). It's time to revisit these arbitrary numbers which were set half a century ago - or longer - and truly understand that speed does NOT kill.
- I think the fines and penalties for passing school bus's flashing stop sign should be more than what it currently is now.
- More should be done to put an end to the number one reason for aggressive driving and/or road rage...people just crawling along in the left lane.
- Illegal speed limit signs, everywhere in state hwy.. pa supreme ruling in the mid 80's you have to have a warning like reduce speed ahead or like going from 55 to 35 --35 ahead you look it up , so many roads speed sign are illegal in pa ,, I ref you look go up dauphin speeding case, where it was at that time 55 speed limit on by pass to 35 speed limit without any warning ,, please look it up ,I am correct on this !!!
- I think it would be good to more actively push the concept that the left lane of a highway is for passing only.
- I formerly lived in Tennessee where the speed limits were higher and I feel that the speed limits I have encountered here are too low. by allowing the speed limit to be increased you could help improve the flow of traffic. Also, I feel that lane splitting should be legal federally as it allows motorcyclists to sift through traffic in an attempt to improve traffic flow and

increase safety. As I have learned in the MSF course I took, being surrounded by cars is one of the biggest safety concerns for a motorcyclist. Thus, allowing lane splitting/ traffic filtering would limit a motorcyclist exposure to this unsafe condition.

- Lights on when wiper are on (tail lights too) almost all vehicles have daytime running lights but the tail lights are not on and drive thinks his/ her lights are on, and law is not working, state trooper don't even turn light on
- When the entire flow of traffic is exceeding the speed limit, like on 422 or the turnpike, it is actually hazardous to stick to the speed limit. Especially in the left lane. Road rage incidents are real and very scary and often prompted by slow drivers irritating those that prefer to speed. Sometimes you must go with the flow to avoid becoming a victim.
- I feel like the laws pertaining to the use of the passing lane are not enforced often enough. I would love to see more emphasis on enforcing these laws. Also, I feel like the blanket 15mph school zone is rather absurd. There is a school near me where a sidewalk-less road is considered a school zone, meanwhile not 1 pedestrian uses this space during the times of the school zone enforcement. I would love to see school zones evaluated on a case by case basis.
- Too low
- There's really no reason for I-70 to be 55mph between New Stanton and Washington, PA; the road isn't overly challenging, there's not a major municipality there and it's 2 lanes each direction; no reason it can't be 65 or 70 on that stretch.
- Why does one school keep the traffic light connected to the school working like a regular traffic light all year long? The timer is all off.
- Keep slow drivers out of left lane.
- Drivers who stay in the left lane on the interstate! They cause back-ups, and instigate aggressive driving. Especially the length of I78, and I81 from Hershey to the MD state line.
- Most drivers have no idea what the lines on the roads mean. They pay no attention to the lane markings or signs above the lane. They drive with 4-way flashers on so then they can turn anyway they want at any time!

Truck Drivers

- TRUCK DRIVERS DRIVING UNSAFELY
- They drive too fast. They do not pay enough attention to other drivers, road conditions or construction!
- I see them all the time on their phones half off the road
- New Slogan: Most Big Trucks Now Have Dash Cams
- More training for inexperienced truckers.
- Many big rig drivers do not speak or read English, many truck drivers need much more training, especially doubles. they have way too many accidents for professional drivers.
- It seems like truck drivers often exceed speed limits or tailgate. Also, open construction vehicle beds are sometimes not covered, allowing for stones and other debris to hit the road or vehicles. They can be a danger on the highway. They don't own the roads.
- Those big tractor trailers DO NOT belong on my road: Saint Peters RoadIt is UNSAFE for vehicles of that size and for those of us who drive normal cars.....It is a very windy, blind-curvey tight road with no shoulders. On a daily basis, even regular cars take those curves riding over the median lines and the trucks very barely fit in their lane. Not to mention the deterioration of the road edges since the weight of those trucks have been using it, beginning as a detour

some years back. I know in June of this year of someone who blew out two tires in a HUGE DEEP hole where the road was gone. In that instance she may have also wrecked her axles, at least needed an alignment. I know she complained and that edge was fixed a short time later. There may also be some mountain water runoff that may need to be addressed as it may also help wash away the edges.

- I believe all semi-trucks should be required to be equipped with blind spot vehicle detectors. I see trucks come over on people all the time and have had it happen to me.
- The truck traffic near Carlisle is a nightmare, when I saw the warehouses being built, I knew there would be a problem.....why didn't PennDOT ????
- Too many tractor trailers on the roadway. Enforce the rules for them on the roadway...speed and following distance.
- I feel unsafe around them. Many trucks will cut into passing lane without safe space or warning.
- This does not pertain to all truck drivers, but from what I have seen out on the road it seems that dump truck drivers always seem to drive way too fast. I don't like being near them.
- Something needs to be done about truck drivers clogging up both lanes while passing other trucks on the interstates and much slower than the posted speed limit. They cause a hazard and frustration to other drivers often leading to unsafe results. It is a major problem, especially on I80.
- Trucks can be very annoying when they ride side-by-side on the freeway for many miles not passing each other, especially when they are travelling uphill and travelling below the speed limit. I see this happen all the time and will ride next to each other for miles because the one thought he could pass and are basically travelling the same speed.
- Why aren't trucks cited for failure to yield? They never yield the right of way.
- I think trucks pulling 2 or 3 loads should be unlawful. They are dangerous. If they need to use 2 or 3 or more trailers they should use the rail system
- Too much road repair done at the same time.
- They think they own the road.
- Truck drivers on the interstate allowed in right lane only.
- Truck drivers should have a slower speed limit on highways than smaller vehicles and right lane only when driving.
- Police should target trucks that travel way over the speed limit, they are 30-ton missiles that cannot stop quickly enough to avoid accidents. there needs to be a crackdown on truck speeding
- Higher penalties should be assessed to those truck drivers that do not obey the rules of the road, for example, speeding and cutting off small cars.
- Trucks need to stay out of the left lane.
- Trucks should not be allowed in the left lane on I-80. I've seen too many accidents almost occur because a slow-going truck is in the left lane. Traffic. It also makes traffic terrible and people start trying to weave in and out of said trucks which is dangerous.
- It's my personal opinion as a professional truck driver that PennDOT should have a commercial vehicle knowledge segment on the driver's exam to bring awareness to the general public of the importance of the space that commercial driver's need to safely operate such vehicles... braking, turns, stealing the stop cushion...etc.
- Special lane for the big trucks!

- Trucks should have to stay in the right lane on 2 lane highways or right 2 lanes on a 3 lane (in one direction) hwy. Enforcement is needed.
- Semi-Trucks on the Interstate Drive way to Fast AND SHOULD be fined.
- They drive over the speed limit.
- Truck drivers are often too fast, tend to ride on the bumper of the car in front, clog up the middle lane, or otherwise exhibit rude and/or hazardous behavior. They intimidate others in cars! I wish something could be done about this.
- Trucks tailgating, especially down a hill.
- Truck drivers and school bus drivers take way too much for granted.
- Trucks need to drive in the right lane. This should be the law.
- Truckers using the DO NOT USE LANE should be fined via the use of cameras in these posted areas to the MAX At least a \$500 charge for these signs that truckers etc. have posted on their vehicles. They believe they are allowed to do as they please!!!!
- I never see tractor trailer trucks pulled over by police on the highways, although they drive reckless on a regular basis. It appears that PA is more concerned with keeping businesses happy than the safety of people in smaller vehicles. Why do we have weigh stations if we never use them? Sell the property and put them back on the real estate tax rolls.
- Truck drivers should be limited to the right lane only on I-80. Whereas, they continuously pull out to pass other trucks while going 55 in a 70-mph zone.
- Truck drivers often speed and also run up close to my rear bumper
- if it is a 2 or 3 lane highway, trucks should stay in the far-right lane unless passing. Trucks often drive in the left lane, even if not passing, causing unnecessary bottlenecks. They also drive in the middle lane of 3 lane highways, also causing others to pass them on the right.
- Slow these trucks down on interstate 80
- Truck drivers go way too fast. They think they are the only people on the road and can do whatever they want.
- Aggressive driving by truck drivers is very bad all along 81. Many think they own the road since they are so big so they constantly block up all lanes of traffic, cut people off and tailgate.
- Tractor trailers travel too fast and follow too closely. And those drivers are professionals.
- I think the truck drivers on the turnpike should stay on the right side of the road not the left side of the road they are always in a hurry to pass one another
- Stop trucks from using Jake Brakes in residential areas. The only reason to use such a brake is their traveling too fast, fine them.
- I'm a commercial vehicle driver driving locally in the Capital region. In my opinion there isn't enough speed enforcement of commercial vehicles. I drive the I81 corridor through Dauphin County and experience drivers being in the "no trucks allowed lane" going well over the posted speed limit. Which to me is unsafe. The signs are there for a reason. Thanks for the opportunity to fill out the survey.
- East Rockhill Quarry operations- trucks are driving dangerously and I have a significant concern Road can't handle predicted truck traffic. Please help!
- I would like to see a lower speed limit for all larger trucks. I drive on a state route 219 daily to and from work. The coal trucks on the road are going at least 10 miles an hour over the speed limit every day.
- See very little enforcement of speeding on truckers especially on 78 through the Lehigh Valley
- My husband is a truck driver and I really wish that DOT would stop making truck drivers life tougher than it already is. They need to not have so many rules and stop being so anal about

logs and hours and just let them do their job. This is why there is such a shortage of truck drivers. Drivers are tired of DOT.

- Very large (e.g., semi-sized) trucks are a hazard to the navigation of everyone else on the road, and I think should not be on it, period. The DRIVERS of many small trucks (e.g., pick-ups and delivery types) need much more careful driving instruction and monitoring by police than they receive. Too many of them equate serious speeding and weaving in and out of traffic as cool.
- It's bad enough I see people texting or talking while they are driving their car but I have seen many tractor trailer drivers texting or talking on their phones. I think their CDLI should be suspended for a short time if we can catch them!
- Speed of truck drivers and use of roads not suited for trucks.
- I live near Yardley borough and large trucks are a huge safety hazard there.
- It's annoying to have these trucks in the passing lane for too long
- Stricter penalties for truck drivers that drive dangerously or continue to drive in the left lane
- I do not believe truck drivers should park/rest at on ramps or off ramps. They are more visible on the side of the highway.
- Seems like 78 is a mess lately due to truckers and other issues.
- Truck drivers should have their own lane on a highway. There are more truck drivers on the roads anymore and it causes an issue to other drivers when they go up/down hills, cars are in their blind spots, and when they take up all lanes so cars can't get past.
- Truck drivers are idiots!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- Further policing or regulations for truck drivers, especially speeding on the highways!
- Motorists that do not have a CDL A license should still be required to take a basic knowledge test on trucks. Far too often is it that someone in a passenger vehicle takes room they think is just extra space on front of a truck and then the truck cannot safely stop. This is just one example of a situation I have seen personally while driving.
- Too many truckers just pull off road instead of using a truck stop
- Trucks should be limited to the left 2 lanes when 3 or more lanes are available, and the left lane on all hills.
- Please force trucks to stay out of the passing lane. Especially up hill. It creates significant safety issues when trucks ride the left lane or try to pass up hill.
- Truckers Fail to observe posted restrictions to vehicle length on Grange Rd. Need larger signs where posted and more policing.
- Ban them during rush hour!!
- People try to get around trucks too much and drive too close behind them / drive erratically trying to get around trucks. Take trucks off the road or allow them to drive when roads are not in high use like late at night.
- Truck drivers should have a stricter physical exam/medical history check annually. I work in the ER and some patients who are CDL drivers have admitted to not disclosing their medication list and medical history changes. (Including medications that are sedating and having a history of sleep apnea). That is scary and laws need to be stricter to ensure truck drivers and bus drivers are healthy.
- Too many truck accidents usually on the turnpike...why? Little or no enforcement for speeders...usually fatal accidents...
- Truck traffic is ever increasing in rural areas of Interstate 78 with total disregard of PENDOT, of the opinions of those living in the area and the impact on the quality of THEIR life!

- I wish we would enforce the tractor and trailer drivers should stay in the right lane
- Truck drivers drive well beyond speed limits in Lehigh Valley, especially dump trucks. Major problem of them speeding and running red lights on Route 145 in Whitehall and overall dangerous driving on Route 22 from Easton to Fogelsville.
- Truck limits should be ten miles an hour lower than car limits, just like it was years ago.
- Drive 81 every day from exit 69 to exit 90 big trucks should be banned from the left lane at least on the capitol expressway. besides blocking sight lanes, they generally hold up cars and then these people drive more reckless. I will vote for anyone who offers to get this into law. I believe VA has that restriction on 81 and it is a much nicer drive.
- Truck drivers never practice zipper merging. One of them ALWAYS blocks one lane or the other.
- Truck drivers make me feel unsafe on the road, especially the highway (I live near Route 78). They slow down up hills (and try to pass other slow-moving trucks at an equally slow rate) bottlenecking traffic. Then they speed and tailgate your vehicle downhill. Frequently in my area, there are single and multiple vehicle accidents involving trucks, especially in bad weather. I would feel much safer driving without trucks on the road. Additional laws restricting or affecting trucks would be greatly appreciated such as left lane restrictions, speed restrictions, requiring CDL drivers to have more training & driving experience before driving alone (I am familiar with CDL training practices).
- I work for a trucking company where I know there is a huge consequence to my drivers for their driving but other companies don't seem to care about their drivers and how they drive. Setting up a DOT check point near 512 and Silvercrest in East Allen Township would benefit EVERYONE!!!
- There is not enough infrastructure for all the trucks. Make the roads bigger or limit trucks.
- Truckers should not use passing lanes unless passing. They are in all three lanes on 78 for long lengths.
- The amount of truck traffic is climbing. There are roads these trucks should not be on. My commute home every day is 45 miles on state route 309 the majority of the road is posted at 55mph. Many of these trucks cannot even get to 30-35 because of the terrain.
- Commercial drivers (big rigs) have gotten much worse recently. I see a lot of unsafe practices, including aggressive lane changes, tailgating, and failure to obey lane restrictions.
- More enforcement on speeding truck drivers esp. on route 22.

Multiple Topics

- Too many speeders in work zones - it makes me feel stupid/like a hazard for being the only one to slow down. Don't like tar and chips; roundabouts OK. Truck drivers too aggressive; cutting in and out like cars.
- I would like to see more of a police presence to help slow motorists on Route 187 South from Wysox Township to Terry Township, in Bradford County. The worst area is in Macedonia. Two family members experienced a severe rear end crash while turning into their driveway from a speeding vehicle that was on a cell phone during the crash. I travel along that route daily to and from work and fear I too could be a victim of a severe or deadly crash.
- Truckers on I-81 and I-84 should not be allowed in the left lane. Roads in Wayne County are in poor condition and need to have yellow and white lines re-painted. US-6 is in poor shape

- 1. Cameras in construction zones make those zones more dangerous because drivers slam on their brakes right where they think the cameras are and then resume speeding. 2. Local police need to be held to a higher standard when following traffic laws. For example, in my local municipality, I often see them breaking the 25-mph speed limit through town, and just the other day I saw a patrol turn on his lights to turn left at an intersection that bans left turns, just so he or she could avoid going around the block. These examples are setting a bad example for regular drivers who then think they can get away with the same thing. 3. Turn signal usage in Pennsylvania has become dangerously lax. There should be campaigns designed to remind drivers that communicating with other drivers is one of the easiest ways to increase safety.
- Construction zones - if PennDOT could find a way to only close the sections of the road they are working on rather than miles of roadway before and after the construction zone it would relieve more of the stress and aggravation they encounter when encountering a construction zone. Also, when working on a project, don't close the road until work is ready to start, complete the work as quickly as possible and remove all barriers immediately after the work is done. Roundabouts - considered an obsolete way of controlling traffic in other states and being replaced but Pennsylvania is installing them everywhere. Truck drivers - too many trucks on every road in Pennsylvania. They should be restricted to traveling on major roadways unless making a local delivery. Need regulations concerning trucks remaining in the passing lane on two lane highways for miles creating bottle necks and impeding the flow of traffic.
- Driver behavior in work zones - particularly disregard for reduced speeds - is atrocious. We need work zone speed enforcement cameras in PA. Now. Also, we need laws with some teeth in them to crack down on people using mobile devices, reading books and newspapers, and so forth while driving. While driving, they should be driving. Nothing else. People who can't be satisfied with that don't need to be behind the wheel putting everyone on the road in danger; they need their licenses pulled. Then they can walk and text, run and read, or whatever, to their heart's content without putting anyone else in danger. It's that simple.
- Although I sometimes go over the speed limit on interstate 80, I actually think the 70-mph limit is too high. So many drivers get in accidents causing major issues, especially large trucks out of control. This leads me to believe there is a systemic problem. Also, it doesn't seem to make sense that PennDOT hires a road construction contractor to fix a road, the road needs fixed again because it wasn't done right, and then we rehire the same contractor a couple of years later for another multi-million-dollar job. For instance, everyone seems to know that Glenn o hawbaker did a terrible job on interstate 80 near Emlenton a couple of years ago but now they are back doing interstate 80 again.
- Speed limits are too LOW - especially in certain municipalities that rely heavily on the ticket revenue
- Smoking and driving is just as distracting as talking on a cell phone. I do not support local police using radar as they are not always professional now.
- Construction zones or places where people are working need stricter fines even if it is just someone working on a power line. Those people need protected. Impaired driving needs stricter penalties. Friend is permanently blind because of a drunk driver.
- 1. Pennsylvania needs to allow municipal police to use RADAR and LIDAR. Most of the excuses that are used to oppose it (revenue generation, speed traps, etc.) have been proved to be a non-issue in other states, and Pennsylvania remains - for decades - the only state that doesn't allow police to use these devices. VASCAR is not always feasible depending on road condition,

and ENRADD is dangerous (police have to go on the side of the road to set up the device, on a road where speeding is expected given the enforcement initiative) and also can be faulty if not set up exactly right. 2. Handheld cell phone use of any type should be banned. This would make it easier for police to enforce the texting while driving laws, too, because if a phone is in the hand of a driver, it would be against the law.

- Utilize more traffic calming and create better Bike and pedestrian infrastructure. Education is great but infrastructure goes much further to changing behavior.
- It's unnerving when cops follow you, even to local stores watching to see if you may do something wrong. They don't bother people reading books on the highway but bug someone who's going grocery shopping. They sit and wait for you to come out of the store and follow you back home. If they want to do that they could help you bring in the groceries! The merge and yield signs don't seem to apply to some people. When highways merge into single lanes it's so wrong to have the Right lane merge into the left past a traffic light. People get on the right and cut people off on the left to get ahead of all other cars. That's dangerous. The right lane cuts cars off in the left lane. It's a stupid idea! It's accidents waiting to happen. The right lane should be closed at the light and for right turns only. In some places the lights are fixed to have constant traffic. When the left stops the right picks up and vice versa. This needs to be fixed. There are so many accidents and near misses at the entrance of my development. The speed limit should be reduced to 25 not 45 and a light at the entrance of the development should be installed if not a second entrance should be added leaving out on another road. It's horrible during the morning rush and evening rush. Some businesses should get rid of left turn on to busy roads. A lot of them have other entrances that by turning right you go to the light and get an arrow for left turn which is much safer than blocking traffic when one way is clear so they can wait for the left lane to clear for their turn. This is a bad idea! Need help with these issues!
- I have seen driver's go on the shoulder, due to slow traffic or to go around to get ahead of other drivers before a construction site. On the interstate. We're are the police of cameras? People are in to much of a hurry. There is plenty of notice of construction area. No need to pass on shoulder.
- The lack of police enforcement has the roads resembling the Wild West. Much of Berks County consists of narrow, curvy two-laned roads. It's well known and expected that police will not be present to catch you, and even if they are, they have no room to pull you over to ticket you. I'd support speed cameras everywhere. Cheaper than police. Aggressive driving and speeding are real problems. The yellow chevron "<<" signs placed all over a few years ago only made vehicles move faster. Enforcement! Enforcement! Enforcement!
- At the St. David's school (active) zone, I am the only one going 15mph. Even school buses are speeding through them and passing other cars. Active work zones - Am I the only one with my headlights on and going slow? Turnpike driving - they are the worst! If I am going 60 in a 70 zone, the tractor trailers are on my tail blinking their lights (I'm in the right lane). I lost a dear friend to a drunk driver and am recovering (home the past 16 months) because a girl in my area did not think she had to stop at the stop sign I was sitting at. I lost my vision sporadically daily for three months AND have had four surgeries.
- Give truckers a safe place to pull over. Spend money keeping hi-way workers safe. Nobody likes a cheap boss. And STOP caring too much about pansies from Philadelphia and their stupid bike lanes. Our roads suck here and you are creating bike lanes in the rich areas. We pay taxes too.

- PA road conditions are horrendous! Fix the holes! Please don't takes months to complete bridge repairs. All of the lawn mowing along the turnpike is unnecessary. Build natural bridges for animals to cross. Increase fines for littering. Offer additional free driver/rider safety courses. Utilize prisoners and "community service" for road repairs, cleanup and other projects. Thank you!
- Post signs that remind people that the left lanes are for passing!! Slow cars in the left land are a recipe for road rage and accidents as drivers try to get by them. Many people don't seem to be aware that it's the law. Also, how about signs that say, "Zipper Merge", like MN and some other states (<https://www.dot.state.mn.us/zippermerge/>)? Another road rage preventative.
- On construction zones: I have seen some construction zones at which was being managed in ways that seemed very unsafe. For some, it seemed obvious that there should have been a detour rather than flaggers and a one-lane road option. For others, the flaggers either seemed poorly trained or poorly coordinated and I had concerns that they would cause an accident or one of them might be struck not paying attention; I'm not sure what sort of training or oversight is required for traffic control personnel at road work sites but it seems to be lacking and that's dangerous! On speed limits: Inadequate placement of speed limit signs (not frequent enough along a road, not placed anywhere soon after a large crossroad so if you turn onto a new road you have no idea what the speed limit is) makes it difficult to know what the speed limit is and therefore impossible to be sure of following it. Areas where the speed limit is much too low for the traffic the road gets are also an issue; if there is a way to report those roads and request that the speed limit and/or signage be reevaluated that would be very helpful!
- Distracted driving: Promote attentive driving instead of constantly talking about distracted driving. Speeding: Adjustable speed limits based on the speed of traffic and set minimum speeds. For instance, since you can't (or won't) ticket everyone speeding so everyone is doing 90, it now is unsafe to be going the posted 55. This will become more of an issue as autonomous vehicles enter the roadways and are bound to speed limitations. Cyclists: There does not seem to be good education for cyclists OR motorists on bicycle safety. Motorists honk at cyclists who properly "take the lane" and engage in unsafe passing practices. Cyclists go through red lights as if they don't pertain to them. Everyone needs more education to keep them safe.
- The Pa Turnpike has gotten ridiculous with speeding and distracted drivers. Coming from New Stanton to Carlisle this past weekend we were almost in 10 accidents! Thankfully we are careful drivers
- We MUST get RADAR Bill passed to get municipal police the ability to use it! People are the problem and we MUST get more PSA's and education out to ALL. People kill people, not cars. EDUCATE the drivers and pedestrians and bicyclists to be RESPONSIBLE, no matter their mode of transportation.
- We need to design the Camp Hill Bypass to make it look more like a roadway through a residential area with a speed limit of 35 mph. We need a school zone or signage that kids are walking to school properties adjacent to the roadway.
- Keep right pass left law needs to be enforced more along with the law to slow down or move over for emergency vehicles. Truck drivers in the area have become extremely aggressive lately. If you are not going at least 5 over the speed limit they will tailgate which is not acceptable since their vehicles are much harder to stop.
- Not enough is being done about people texting and driving...I encounter them all the time .. and truck drivers...it seems like the bigger they are, the faster they go...definitely dangerous

and I rarely see state police on the road...also I stated that I exceed the speed limit but no matter how fast I go, cars continue to pass me...any one going the speed limit is more likely to cause an accident because most cars go at least 10 miles over the limit.

- I believe that feel good legislation such as seatbelt use and distracted driving habits are little more than revenue generation schemes. Rarely have I ever seen any enforcement of actual distracted drivers (weaving drivers, extremely slow drivers, drivers who partially leave the roadway and stop, etc.). The enforcement is usually directed at observed violations (i.e. the Trooper saw someone put a phone to their ear or cup to their mouth). The enforcement of existing law regarding reckless driving and careless driving are more than sufficient to encompass bad behavior behind the wheel. As to enforcement of seatbelt use, with exception to minor children, it is a matter of personal freedom and should be the citizens choice. I have observed in 25 years of driving and over 2.5 million miles that the more "automated" vehicles become the less safe drivers become year after year. Education in regard to trucks and trains should be required as part of the PennDOT licensing requirements for ALL operators. In addition to that the meaning of signs such as yield, merge, construction signs, and moving over for ANY vehicle on the shoulder along with courtesy should be stressed not only at initial licensing but also at renewal. Entirely too many drivers, both trucks and cars, but mainly cars only concern themselves with what is happening 10 feet forward of their hood ornament. This results in unsafe behavior and the idea that legislators and bureaucrats' actions can outpace the stupidity and self-centeredness of these drivers is an act of futility. The easiest and most cost-effective way to make the roads safer is to enforce EXISTING law.
- Construction zone speed limits ARE never followed.
- Make it mandatory that Heavy Truck Traffic and vehicles hauling trailers, etc. are to stay in right lane on I-79 in the "S" Turns.
- Route 33 is a death trap, no one obeys the speed limit and now I've seen people using the on-ramp lane to pass on the right.
- Am never sure of the speed I may drive when traveling through inactive work zones. Also....am annoyed by motorcyclists who weave between cars just because they can!!
- I feel that there should be a heavier police presence in constructions zones rather than them just sitting along the interstate using their radar. Also, there are some places along the interstate, like starting at Wexford, that are 55 that I think should be 65 if not 70.
- I just finished a 2500-mile round trip to Kansas and back. Along the way I ran into may work zones and very few bottle necks where I was stuck or stopped in traffic except (I-80) for PA. PA should look/consult with other high traffic states to see what works the best at getting thru construction zones narrowed to one lane. Truck drivers need to drive the big CDL class A rated vehicles at a slower speed. Perhaps a speed limit needs to be set based on the weight they are carrying. I have seen flat deck tractor trailers hauling military tanks with oversize loads flying buy cars going 70 mph. God bless the occupants of the cars should there be any accident.
- There should be more action taken against phone users while they drive - they are all over the road. Also, truck drivers who speed esp. in inclement weather- see Interstate 380!
- On the interstate in work zones people don't follow the speed limit! There needs to be more upkeep and maintenance on drainage and cutting back trees and brush from signs and exits onto roads because a driver cannot see oncoming traffic
- Why are head lights required in work zones on days when head lights are not required for other reasons? Use of hand held devices should be a primary offense always, research has shown that using a hand-held device is as bad as drunk driving. Get away from tarring and

chipping, cheap alternative to properly paving a road. The legislator has to properly spend money designated for roads and bridges. For too long they have used this money for other budget items.

- Work zone signage left in place during inactive times creates loss of respect for workers when zone is active. Speeding by trucks on the interstate systems must be better enforced.
- Work zones need to be better marked, I traveled in one the last month daily and never was the active work zone sign flashing. All roadways should have the speed marked, there are several I drive on a daily basis that are PennDOT maintained roadways that don't have a speed limit posted anywhere on them. People who blow leaves or grass or plow snow into the roadways need to be sited, it is a hazard to all who are driving through there. Police presence needs increased, the revenue you could be bringing in from just one officer sitting in a small town near me would help pay for a ton of repairs that are much needed in this state to the highways and bridges not to mention bringing in more money to hire more officers to begin with.
- I see so many people texting while driving. This needs to be the highest level of offense. Re: speeding. I feel going with the flow is safest and most often, the flow is going over the speed limit. If there was a concerted campaign to enforce speed limits, I would happily comply.
- Construction zones. Most of the time there is no work. Normal speed limit please (see state of Maryland). Faster construction, get it done (see Maryland). If the speed limit wasn't ridiculously low, I would say yes to cameras in work zone ONLY during actual work. Review speed limits. 15 in school zone? No child walks anymore. 25 in some towns? Old news, you never see children outside. 50 on newly developed area roads? Some need to be lower, 40 or 45. Fix the dang roads. Do it right the first time. Example, I83 in York county. This is never right. Stop doing contracts with Kinsley. They are slow and never do the job right. Never let local police have radar. They would spend all of their time revenue hunting. You're always looking fir speeders, but you always miss the really dangerous drivers, the tailgaters, the lane changers, the darters, the cut you off because I have to get ahead, the left lane joggers, and the trucks (many here, but really dangerous for what it does behind them is the passing in whatever speed, i.e. 55 going uphill and they pull out in fast lane because they are doing 44 while the truck in front of them is doing 43. Cars slamming on brakes behind them, the darters moving around.). And the inspection is a joke. I drive in Maryland a lot (no inspection) and I see many more vehicles with PA license with headlight out, taillight out, brake light out or not working, bad shocks (the car bounces down the road), etc. And MD with denser car traffic gets pollution inspection less frequently than PA. Why is that? I could go on, but that's enough for this space,
- Safe roads/driver conditions: While I am sure that PennDOT is doing their best to keep road conditions safe and pleasant for PA residents, we sure don't always believe this. The argument is always about the seasonal effects on the roads but I can tell you that I travel the northeastern states (who all suffer from similar weather conditions all year) and we are the only state with such terrible roads. WE ARE KNOWN TO OTHER STATES FOR HAVING BAD ROADS! Even on the coastline in New Jersey (where they are building roads on sand!) the road conditions are better than most of Pennsylvania. And they get the same amount (or more) of rain, snow, ice, etc. They also have a large amount of salt air which I am sure is not good for their roads. Yet their roads appear to be in better condition than ours. The most frustrating part isn't the dodging of potholes or anything but... the damage to your car from the unavoidable road damage. On more than one occasion, I have had to put \$150-300 out of my own pocket to repair vehicle parts that were damages from unavoidable potholes. I am struggling financially like many families in the state/country. This isn't an expense that I can

afford and while the car is being worked on, I still have to find a way to get to work or I lose pay... And I know that I am not the only one. It is a popular topic. Also, the LARGE drop for some storm drains... we get why they may have to be sunken into the roadway or what have you but this also creates a terrible driving experience... We need to start think of better ways to handle these things. Trucks and motorcycles: I feel there should be more attention and pressure on drivers of standard vehicles who do not use safe driving practices around trucks and motorcycles. They have a hard-enough job! Truck drivers are typically responsible for transporting goods within deadlines which is stressful enough. Now add in the fact that they are responsible for driving a LARGE and much harder to control vehicle around vehicles who do not give him proper space to make conscious driving decisions. Motorcyclists are not protected by a vehicle like other drivers. They are prey to the elements. The vehicle is also more difficult to control than a standard vehicle. And typically, motorcyclists are likely to suffer more serious injury from even a minor accident than the driver of a standard vehicle. Standard vehicles should give proper distance and signaling to help keep everyone safe and to lighten the already stressful thoughts of the truck driver and motorcyclist (even just a little!)

- Distracted driving- covers distracted driving. No more "laws" need to be added to the books. This covers all possible reasons/excuses. Impaired driving-Until a person has injured another or property, he/she is free to operate any private owned convenience upon the public roads without interference of authorities. Motorcycles- More awareness/enforcement needs to be exercised about grass being discharged onto roadways. Seatbelts- seatbelts are a safety device and as the US Supreme Court has decided that the police are not responsible for an individual's safety sans an individual contract/agreement between the two parties, there should be no legislation interfering with the individual's right to choose whether they use or do not use them.
- I am constantly frustrated at the arbitrariness of speed laws. I see police not pulling people over for going well above the speed limit (guessing 15 mph over or more) and then other times I have known people to be pulled over for 7 mph. I was ticketed once when I moved to a new area, I was driving on a road at 45 with cruise control on, crested a hill and saw the sign updated to 35. At the bottom of this short hill was an officer checking speed. I was pulled over within a space that allowed very little time for slowing down, and a posted sign that was visible only after cresting the hill. I was not breaking the old speed limit, but had not had time to slow down the full amount. I was fined at 7 mph over after explaining I had never driven the road before. It seemed designed simply as a cash cow. When things are this arbitrary it is no wonder people are lackadaisical about a speed limit being a rule instead of a guideline. I also constantly see officers blowing past with no lights on or notifications of crisis. This doesn't seem appropriate or respectful.
- More speed limit signs need to be posted on route 10 between Borough Line Rd. in Parkesburg and Route 41 in Cochranville. People drive too slow and disrupt the flow of traffic. People need to pay more attention in general.
- More rigorous enforcement of the use of the left hand passing lane. It is ridiculous how many people sit in the left-hand lane and cause unnecessary congestion. Secondly, use of RADAR by local municipalities will simply lead to more part-timers or rookie cops shooting fish in a barrel and writing tickets for 5 over. Technology available for their use is already sufficient and more focus should be placed on patrolling traffic flow (passing lane enforcement) and neighborhood policing. (And this is from someone who has a number of friends and family who are veteran police officers)
- Why should adults be forced to wear seatbelts when 1. We are adults and can make these decisions for ourselves. 2. Ninety-nine percent of the vehicles have airbags, and 3. The most

important....why should we be forced to wear seatbelts but motorcycle drivers don't have to wear helmets when they have NOTHING else to protect them???

- First, we have way too much truck traffic on our two lane (each way) highways to pretend that it is acceptable for trucks to "pass" other trucks and force both lanes below the speed limit - this is why there are so many accidents on I-78 near Lenhartsville and I-81 around the Tower City/Tamaqua stretch - it's just poor decision making all the way around to not limit truck traffic to the right lane (especially on inclines). Also, I'm sick of having to worry about speeding enforcement if you're not going to bother policing the important intersections and assisting with traffic control when necessary. Access to our amusement parks are easily rectified traffic situations that are simply not being addressed because of petty jurisdictional in-fighting (I'm looking at you, South Whitehall Twp Police). Also, why is there not an easily searchable map to identify which local, county, state and federal roads are under construction, closed or being re-modeled? In the recent Hershey flooding disaster, I had to access numerous local websites, the state 511 and federal websites to get a whole picture, which was still not complete. Welcome to the internet, it's time to cooperate and work together to fix this.
- I'm passionate, not angry :) I'll try to go in order. Construction: I consistently see police with lights on and their face in their phone. People speed, cut someone off, and drive recklessly in general with no reprimand. Actually, enforce something. That said, there needs to be public outreach explaining/documenting why 5 people stand still while 2 work because there's usually a reason, but it just upsets passersby. Last, stop closing a lane for 25 miles when they're a. working in the last 1/4 b. not working at all. Distracted driving: This is nuanced - alone on a highway answering a call isn't the same as texting in traffic, right? So let's focus on education and prevention over chasing people down BUT when I see Troopers texting while driving..... Motorcycles: Stop letting them drive around with their high beams on all the time and 75 neons with straight pipes blaring. There's little problem pulling over a Civic with tint but god forbid a Harley keeps a muffler on. Loud pipes don't save lives they're just obnoxious. On the topic of saving lives, we need a 'punch buggy' but for motorcycles to teach our minds to recognize a bike. Police presence: You're not Knight Rider. You don't drive Kitt. Stop with the ghost paint and Undercovers. Make yourself known. Talk to people. Be people. Understand that we know speed limits are demonstrably artificial, but we also understand their purpose. Stop with tar and chip. It's penny wise, pound foolish, and ruins my car. Pave. Fix drainage issues. Listen to the people. Don't listen to people about roundabouts. They're amazing and people are dumb. Educate the dumb please. For the love of god please push the same awareness for cycling, especially a. Making cyclists obey traffic laws b. Making motorists aware of laws and enforce them (like riding my ass then cursing me out.) Speeding isn't dangerous. Driving too fast for conditions, reckless driving, etc. are. This is fact proven by several studies. Stop with the nonsense. Focus on the real issues. Seatbelt use shouldn't be compulsory in and of itself nor should it be a ticket unless an actual accident has occurred. If someone doesn't stop completely at a stop sign, they shouldn't get a ticket for their belt. They don't care. It doesn't make them more safe. It makes them dislike you. Is it fair? No. But honestly if you're too dumb to wear your belt, you have other problems. I'd much rather you focus on all these kids without helmets while cycling or the kids not in car seats standing in the back of their SUV... Trucks need to be banned from any left lane when going uphill. Seriously they just try to get a run at the hill and slow the rest of us down. Plus this whole policing the merge point? Enough. I had one run me into the rumble strips. Zipper merge jerk.
- I am concerned about the close calls and number of near missed that I have experienced bicycling. I am very concerned that even though PennDOT is promoting wonderful actions like

PennDOT Connects, they are not doing enough to teach drivers how to avoid bicyclists and pedestrians. Skills such as the Dutch Reach should be incorporated into drivers training manuals along with the 4ft passing rule. Please help us not get killed PennDOT!

- Reduced speed zones thru construction area and police presence.
- When asked about speed limit. You can't drive the speed limit or you will get run over. Nobody drive in the right lane, there's more traffic in the left lane and nobody ever gets out of that lane. One reason, to me, is no police presence. I can drive the entire state and maybe I see one trooper, maybe.
- I find it amazing that I can get a ticket for no seatbelt but people on motorcycles are not required to wear helmets! Hypocrisy! Something seriously needs to be done regarding talking /texting & driving, that goes for law enforcement also it's out of control.
- Although I agree with "strongly suggesting" that people wear seatbelts, I do not agree with being forced to do so. Also, the use of ANY and ALL electronic devices need to be banned. As a school bus driver, I see a lot of phone usage while people are driving (including police officers)!
- It really makes me mad that I pay extra insurance because the laws in PA don't require a person on a motorcycle to wear a helmet when I have to wear a seatbelt! It doesn't make good common sense. I think it should be a LAW that if you ride a motorcycle you should have to wear a helmet.
- Interstate 80- this is a death trap. Trucks are out of control going over 80 miles/hour. They just swing in and out of lanes and are inconsiderate of drivers in cars. I feel trucks should have a limit installed on how fast the speedometer goes up to. There have been thousands of accidents over the years and this is one thing that may help with this problem. Construction areas are another issue when you see so many people walking around doing nothing, yet traffic is held or backup for miles upon miles. Work in the night when people aren't traveling as much to avoid some of this back up problem.
- I'm concerned for distracted drivers and believe texting an driving can't co-exist. I pull over whenever I get a phone call to answer it. I was ticketed for the first time in error a few years ago. I don't speed. It has changed my opinion of the Police, when the officer yelled at me, even when I said I had the cruise control set under the speed he accused me of driving. The silver car in front of me was speeding and did pull over ahead of me on the highway, but was ignored because I was also driving a silver car. I had a perfect driving record, I was proud of, until then. Now I don't believe what is said by the Police 100 percent, there is always that kernel of doubt.
- The motorcycle safety course is well organized and would be extremely beneficial for ALL vehicle operators. It helps you be more aware of motorcycles and increases safety of everyone. I work in Bradford Co and constantly encounter drivers that seem unable or unwilling to stay to the right of the yellow line. We really need to do a better job of getting people to " keep right". Our roads are not safe when people take their half out of the middle.
- When you drive you see so many people on their phones. Some are almost running off the road or do other stupid things yet the fines are low and nothing gets done about it. People get pull over for stupid things about their car or truck like tire outside the fender or lifted yet the police should focus on the real problems
- Photo enforcement is needed in PA. Maryland has it and i notice that no one speeds through these zones. Big trucks are out of control in PA. It was a big mistake to raise their speed limit many years ago. If you want to reduce speeding, give radar to local police. I don't believe they will abuse the ability to use radar to control speeding. Driving over the speed limit is required

on some highways to keep up with traffic flow and not be the one that is driving slower and having others be aggressive to you, tailgating, flashing lights, etc. Driving at such a different speed can cause crashes.

- Oh, where to begin! Speeding on local roads is out of control. I fear for my life, literally, when I am on the roads in PA. Interesting how signs for \$300 fines for littering are posted yet there are NO signs warning of fines for speeding. I have reported my concerns to state police headquarters and the local barracks, and NOTHING has been done. In fact, my concerns have largely been ignored. I think it's deplorable that the state of PA. is so passive in finding a solution for speeding. It's a proven fact that speeding kills, and our state is high on that list in terms of speeding fatalities. What is wrong with you? Stop turning your heads the other way and FIX THIS MOST SERIOUS PROBLEM!!! Also, WAY too many people talk on their phones AND text while driving and get away with it. Where are the officers of the law who are sworn to protect us from such idiots???????
- 1. Multiple stop signs within a short distance of each other in residential areas which are only placed where they are to impede and slow traffic flow. 2. Reduced speed limits on interstates in "congested" areas are unnecessary and ineffective. Look at the accident statistics that do not justify it.
- People that ride in the left lane back traffic up and you never see them pulled over. Cars and big trucks alike.
- I would gladly respect motorcycles if the motorcyclist would pay attention to traffic laws. Too many times I have observed cyclist passing between two vehicles, weaving without signals and not observing speed of traffic. I lose respect for the speed limit when I see police cars without lights exceeding the speed limit by a significant amount.
- Pedestrians still need to obey the Right of Way concept. Police need an easier way to enforce speeding.
- Ticket bicyclists the same as auto drivers for traffic law violations including not stopping, riding against traffic etc.
- Aggressive driving / tailgating never enforced by local PD. I've driven by marked patrol cars monitoring traffic. Traveling at 35-40 mph, I can't see the headlights of the vehicle behind me & the PD do nothing to curb this dangerous behavior. I've been rear ended 3 times so I'm a little sensitive about this. It's easy to time vehicles & start writing tickets. Driving while under the influence of marijuana... The state will probably make recreational use legal so they can generate revenue by taxing it. The last thing PA residents need, is for drivers to be impaired by yet another substance while driving a motor vehicle. PA also needs to enact hands free cell phone usage laws. This includes call & texting.
- Construction Work Zones-many times these are marked for lower speed and there are no workers present. Lane designation lights are terrific. We encountered these in IN and there was no question even in the dark about where you were to go. Distracted: Eliminate all cell phone usage including hands free - possibly provide pullover areas for business and/or emergency use. Cell phone usage needs to be fined at a very high rate to discourage use while driving. Impaired driver: No reason for this to happen - penalties should be super stiff. Police Presence: Need more police especially during rush hours to pick up those who are driving aggressively to get 2 spots in front of you. Safe Road: Stop the practice of tar and chip and pave. This is a terrible idea and causes more problems and damage than necessary. Also, entry and exits should never cross over one another. Butler Route 8 exit off of Rt. 422 is an example - it is crazy If you are going to start using Roundabouts more often than there should be a campaign to teach the public driving etiquette.

- Going through a safety check in a 4000-lb. vehicle I'm scrutinized for safety belt usage, the three motorcycle riders behind me with no head protection are waived through the check point, please explain that?? Correct nomenclature - Safety Belts / NOT Seatbelts. Double fines for trucks occupying the passing lane and NOT PASSING!!! They do not own the road!
- Police need radar in pa to help enforce speeding on the backroads that are harder to enforce. texting while driving is a major issue with drivers, which causes a large amount of accidents. but is extremely hard to enforce by the police. it needs to be a primary violation for anyone even holding a phone while driving.
- Work zones should be just that. when there are miles of cones and no work being done it aggravates drivers and makes driving slow in work zone confusing. when road crews do obey speed limits, cover their loads, or use turn signals this also confuses or upsets driver ho think they are the only ones who have to obey the law. IF Motorcyclist do not have to wear helmets then why do motorist need to wear seatbelts? State laws says automobiles need to be 4 feet away from bicyclist which is hard to do on narrow roads, law need to provide for safe passage of those who pay for roads till bicyclist are charged a fee for usage. State and local police need to be trained on the laws. i have witness stat police looking at vehicles dodge and weave through traffic with the use of turn signals and do nothing
- There are several back roads used by drunk drivers constantly. Namely Upper Seese Hill Road. They litter and speed without any regard to the law. Yet there is not enough of a police presence to enforce it, and they know it. My wife works with the public and recently one of the locals pulled up drunk to her window and after she commented on his behavior he replied, "Now that we got rid of those knuckleheads (the police station closure) across the street, I can have some fun."
- I checked off quite a few items from the last question. I believe if there is a law, there should be better patrol going with it. As I drove to Pittsburgh using 79 and 279, I saw people driving, and looking at their cell phones, passing and looking at their cell phones, passing us-who are going the registered speed limit. More police should be assigned and passing out tickets-No Money to pay them? Put them on minimum wage with commission from the tickets, that will stop a lot of this. Give them a break when drivers get the message. Trucks are another thing-- they are huge, passing --isn't their speed limit less than cars? Ridiculous. Finally, I saw a driver weaving around, lane to lane, obviously sleepy driver (it was late). Other drivers were fearful to pass-we didn't. I called 9-1-1 and reported it. The took my information down but in the 10 miles or so, never saw a police car pull this driver over. Maybe he was tired---still he could easily have caused an accident.
- Too much looking at the cell phone while driving out there I would say 6 out of 10 drivers I see many close calls because of it. Have seen accidents because of it also unfortunately I don't think any effort will stop it. Also like to see a greater police presence on the roads.
- State police should be assigned to PennDOT workers when working on interstates vehicles definitely slowed down when they see the patrol car I'm retired from PennDOT good luck
- 1. All motorcycles must wear helmets- reinstate helmet law! 2. Enforce the speed limits in Interstates 2A: I-79 between Erie and Wexford 2B: I 279 from I-79 split to downtown speed is 55, and 65 is normal BUT>>> a speed of 70 mph- 80mp is dangerous,
- Opposed to legalization and recreation use of marijuana. If it is for medical use, then it should be for supervised medical use only. No one should ever self-medicate and people should not recreate with drugs of any kind. It is a hazard and no different than driving while impaired. All this stuff about sharing the road, especially with bicycles is fine, if the road is wide enough. Often times, people on bicycles are too slow and impede the flow of motor vehicles and

create traffic backups. How about providing safe crossing for pedestrians? Many roads are necessary to cross but no safe crossing places are available. School busses should be required to leave main roads to take on and offload students. There is no reason to hold up traffic and cause lengthy delays for failure to get off the main road. Have close proximity stops combined instead of having a bus stop every 30 yards, etc.

- The seatbelt law is more about generating revenue for the state than it is about safety. If motorcyclists are allowed to choose the level of protective gear they use, then motorists should be able to do so as well. It's a blatant double standard and it's wrong. Same thing goes for the obnoxiously loud exhaust from motorcycles that police do nothing about, but a car receives a ticket for the same decibel level of noise pollution. That is completely unacceptable. Government's role is to put out the facts of using seatbelts and the consequences of not wearing them in the event of an accident. After that, it is up to the individual to decide what to do. That's called freedom, a principle this country was founded on and has been denied by this corrupt state in the name of revenue generation. Enough money is stolen from the motorists in the outrageous gas tax, registration fees, inspection and emission fees, and the cost of a driver's license. Over \$90.00 now for a cdL license is obscene and is the reason I gave it up after 22 years. Wonder why there is a shortage of truck drivers in this country? Ridiculous fees, fines, and regulations that's why. It all goes back to the underlying point of money generation for the state. Police should be used for their intended purpose of finding murderers, thieves, and rapists, instead they have become legalized thieves for the state by harnessing motorists over nonsense infractions. Absolutely disgusting and against what this country stands for.
- Pennsylvania is one of the work states when it comes to road construction. Invariably lanes are blocked for months with no apparent road work being done. I have had several people from other states comment on this. Do the work at night and off peak times and get the work done to open up the lanes. There also need to be more truck routes. Not enough east to west roads that are not clogged by truck traffic.
- I don't wear a helmet on my motorcycle which is a right I actively fight for. But the minute I get in a car I have to wear a seatbelt? I say if your over 21 then it's your choice, we don't need over reaching govt or laws. Also stop the tar and chipping. It's a waste of my money as a tax payer. And the roads that really need fixed never get anything. Hence the whole Westville area. But yet Reynoldsville - Sykesville road which was just paved, was just rated and chipped. Absolutely a waste! And you're going to scrape it right back off within a few months once the snow falls. Also, how dangerous tar and chip is for a motorcyclist. Seriously stop
- Trucks often go through red lights, speed, and change lanes randomly. There should be more bike lanes. Fix the potholes!!!!
- I regularly see people speeding, and driving carelessly within work zones. I believe the use of automated enforcement in these zones would promote compliance among the majority of drivers. I find it absolutely ridiculous that our State does not allow police the use of radar for speed enforcement. How can we expect them to protect us if we do not provide the readily available tools/technology that has been in use by decades by other States? I am not familiar with other hands-free State statistics. I imagine that they have a lower distracted crash rate than PA. I regularly see drivers focused on their phones instead of the road ahead. It is time to ban handheld devices while driving. Seatbelts save lives. It should be a primary violation for failure to use your belt. Seatbelt use reduces injuries, and can help to lower medical costs for people involved in accidents, and their employers/Ins. carriers.

- Road surface conditions (pot holes), milling - lost 2 windshields due to thrown debris. Speeding - if everyone is speeding 5-10 mph, and you do the speed limit, I feel you can be a danger since people tend to cut around you into other lanes.
- Local police and speed traps are simply money-making endeavors. They would have a field day with radar. Texting is increasing and dangerous. Police are doing nothing
- Cell phones need to be banned. They have caused countless loss of life and injury. Also, we should not share the roads with cyclists. This is very dangerous and does not work - i moved from CT and they had the same program that resulted in accidents. Lastly, we need to pave the roads so that people don't have to dodge potholes. We had an accident killing two people on the Morgan Highway. There is no evidence what caused it but proper paving, better lighting and signage would make this well-traveled road safer. Thank you.
- I exceed the speed limit when driving with the flow of traffic. This is the safest option. I ride a bicycle often and I am annoyed by bikers who don't follow road rules. Ticketing bikers for moving violations might cut down on this practice.
- 1. I see too many people driving while talking or texting on their phone. 2. I've noticed for quite some time lately that most people do not know who has "right of way" these days. It's scary to say the least.
- None. Fix the roads some roads are a big accident waiting to happen.
- Speeding and erratic driving needs to be eliminated by the police. It appears there is relatively little police presence to enforce the laws. I often see people driving 80 + miles per hour on Route 83 with nary a police car for miles. If the laws aren't going to be enforced, then repeal them and let the drivers beware.
- Construction or Work Zones -allowing aging employees to control traffic flow at night during road work is not a good idea. All employees responsible for traffic flow should be required to have night sight and hearing tests. Distracted driving - While texting while driving is against the law in some places, plenty of drivers text while driving and are not pulled over, so it seems there is no reason to obey the law. Police presence, patrols, and enforcement - Police should not be in unmarked cars. It is unsafe to not know whether or not you are being followed or pulled over by a legitimate police officer. Also, unmarked cars create an environment of distrust of police. Share the Road practices - When there is space for share the road, it makes sense. When there are no shoulders or space for two vehicles to drive on the road without swerving or stopping, it is unsafe to practice share the road. Traffic laws, rules, or regulations (speed limits, school zones, etc.) - Speed limits are too high in some areas where children wait for school buses and where sight is limited due to rolling hills or curves in the road. Requests I have made for police patrol on busy mornings when children are around and drivers are speeding have been ignored. I have been passed at high speed on roads with no shoulders, school buses present, rainy weather and when I reported it, it didn't matter.
- Construction zones are dangerous, saw an accident almost happen because there wasn't someone directing traffic. so many people are texting and driving, swerving all over the road. I feel pressured to speed because other drivers being aggressive and riding my bumper.
- I live in Marion on Main St and myself and some of the neighbors have complained about the people who live on the far south end of Main St in Marion driving their motorcycles excessively fast, but there's been no sign of police patrolling the area, except when I turned the neighbor in for odd (drug induced) behavior with children in the home. It would be great to have the speed bumps installed like the ones on Leafmore Rd off of WarmSpring Rd. I know during this survey I stated I drove over the speed limit, but only like 5 miles over or I wasn't aware of the speed limit, but once I found a sign I lowered my speed. I also wish that near our

schools we have the speed/ticket cameras that I've seen in Hagerstown Maryland by the one Elementary school off of 11S past the Maugansville Exit. Safe roadways: Homeowners need to be aware of the risks of blowing their grass clippings into the road.

- People should have the right to choose whether or not to wear a seatbelt but children passengers should be required. PA roads are horrible. They cut them up right after resurfacing them which makes no sense. Placement of stops signs and lights doesn't make sense too many and they don't do any good. Require people to retest for license and maybe they will remember how a 4-way stop works without signs and lights.
- There is never enough patrol vehicles in the interstate. You have to drive 75-80 mph just to keep up with traffic. It's more dangerous to drive the speed limit because everyone else around you is going so fast. During the speed reduction it's almost impossible to go 55. People may slam on their brakes if they see a trooper but will go right back up to 75+ after they are out of sight. So dangerous to drive on interstate 81 especially! Tractor trailers pay very little attention to speed limit as well. I personally despise riding on 81.
- I travel the turnpike often between Carlisle and Morgantown. There needs to be more patrols during peak hours. The speeding is crazy as is the aggressive driving and slow driving in left lane. Interstate 81 is much more of a nightmare though from the MD line to Carlisle area. Something needs to be done especially around Carlisle area with speeders and unsafe/aggressive drivers. The things I've seen are unreal.
- I am tired of seeing people distracted because they are using their cell phone and texting. As an operator of a motorcycle I fear for my life because other drivers are very distracted and don't pay attention to what they are doing.
- We should install reflectors on the centerlines of two-lane highways.
- Everyone speeds on an Interstate to some extent. It boils down to your own safety and having someone in another vehicle run up on you in an intimidating fashion wanting you to move over. It doesn't matter if you're in the center or right lane. Tractor trailers and heavy-duty dump trucks are the worst offenders. Motorcyclists, of which I was one years ago, sometimes exhibit bad judgement by outrageously excessive weaving in and out of cars. Because of their high rate of speed, they come out of nowhere. I've been startled on a couple of occasions but not to the point of making a mistake. Other older drivers may not have that capability. Not enough trooper or highway patrol presence on I-95 within the limits of Philadelphia. It can get pretty insane when there's no bottleneck. This is PennDOT's area; have to do a better job of removing debris on highways that find their way to the shoulders. By debris, I'm talking auto parts like fenders, tires, etc. They are a hazard. I witnessed last week while driving south on I-95 that some progress was made to this end, south of Academy I believe. I drive in other states and see none of this and it doesn't require you dispatching 5 or 6 trucks and crews when only one vehicle is doing the work. I understand crew safety, but some of these "roving PennDOT convoys" are brutal. You talk about all the fuel that's wasted and pollution from car and trucks sitting in traffic. Gotta be a better way, Folks.
- PA is the only state in the US that does not allow its municipal/sheriffs to utilize radar, lidar, etc. the bulls that have been introduced in an attempt to allow this are far beyond restrictive and frankly ridiculous of all the things that some senators want to make happen before allowing municipal to use radar. This is far beyond time to have this used and available, although certain limitations need put on them, not as much as they are trying to do. Once again, PA is the last to get things and then want to re-invent the wheel. This does not need to happen and people are afraid of being caught, people have no problems speeding in PA, it's

easy to beat. Having radar would reduce that, along with crash statistics, increase drug/DUI arrests etc..

- Often motorcycles and bicyclists do not adhere to the rules of the road and cause unsafe driving conditions. They are often erratic, go through stop signs and cause backups...
- There should be enforcement of construction zone restrictions, especially on the PA Turnpike. I feel my safety is compromised when I am driving the lower speed limit and cars are zooming by or on my tail. Very frustrating. Motorcyclists should HAVE to wear helmets. It's not just their choice...if there is an accident, the non-motorcyclist driver should not bear a higher liability.
- I've lived in Montgomery county my entire life, and still don't know the speed limit on Bethlehem pike (rt. 309) in north wales/ Montgomeryville... a Montgomery police officer told me it was 55! More has to be done to let cyclists know they are a vehicle and must abide by the same rules/laws as cars! No one is able to drive and text (or use the cell) safely...
- No helmet law for motorcycles needs to be reviewed and rescinded. Causing injury to a PennDOT worker in a work zone should have a heftier fine, especially if speeding is involved, if not jail time. Truck drivers should submit to tests for illicit drugs and, randomly.
- I would like to see safety signage that tells drivers to always drive with their head lights on. People think just because they can see they do not need their lights on. But in reality, it makes them more visible to other drivers. Head lights not only help you see but help you be seen.
- In my travels, I constantly experience drivers following my car too closely and totally ignoring the speed limit. If I exceed the posted limit, it is never by more than 5 mph. Many drivers are too busy texting or talking on the phone and not paying attention to the road. PA should become a hands-free state and the fines/punishment need to be significant if we are to discourage this kind of behavior. There should be more random checks by police and more enforcement/education of existing laws.
- My big thing with seatbelts is I had a friend who burned to death in a car who could not get out of his seatbelt. I have a seatbelt cutter in my vehicle now. The other thing is my family has been big into motorcycles all my life i am 53 and been driving since i am 8yrs old. I wear all the gear to be as safe as possible. so now you tell people they don't have to wear helmets. they don't even D.O.T. them anymore. But you're in a car and your gonna tell me I have to wear my seatbelt. The LOGIC IS WRONG. where is the seatbelts on school buses our most precious cargo. Just saying... Go Orange stay safe working on those roads....
- People who tailgate while on the phone, etc. Would like to see more police presence on Rt 222 from Cumru through Spring twps. It's difficult to maintain speed limit when you pass someone who speeds up so you can't pass them.
- Motorcycles should not have different laws than vehicles. Bicyclists should be arrested for not obeying traffic rules when riding on a public road.
- Many times on interstates, I speed to stay with the flow of traffic because I feel it is safer. I've noticed the loss of many rural passing zones & wonder why.
- Seatbelts: I should have the choice of I want to wear a seatbelt. There should be no law requiring it. Radar: Under no circumstances should local police be given radar. They fill the Tswp. Coffers enough without it.
- There needs more stringent enforcement of the use of cell phones while driving. All law enforcement needs to do is be at a school parking lot when school lets out. Most teens are leaving the parking lot and on their cell phones while driving into the flow of traffic. I try to stay off of Interstate as much as possible due to heavy trucks. The area where I live has

constant accidents at any change of the weather. They travel so fast and many are inconsiderate of other drivers.

- If drivers need to wear seatbelts then why don't motorcyclist have to wear helmets. It would be an awful sight to see on the road if they crashed. There needs to be a lane specifically meant for trucks because they are driving slow in the passing lane and not using the lane what it is intended for. Keep up the good work with the DUI check points but try to make it so there's no way around the check point.
- I try to minimize my use of a cell phone while driving because my phone does not have the hands-free technology. It is very expensive to get hands-free technology so that you can maintain communication for business purposes and there are too many roads with no safe place to pull off the road and respond to business calls or texts. There is insufficient enforcement of speeding laws and too many people go more than 15 miles an hour over the limit and ride way too close to other cars to the point of trying to run people over, which forces other drivers to go over the speed limit.
- Most people drive too fast, if you follow speed limit, there is always someone right on your tail. I ride bike, very few people give the 4 feet. LOTS of people use cell phone while driving. and not talking. either texting or reading something. Last, SHOULD set up cameras in high litter areas and ticket offenders. OFF and ON ramps on the interstate are loaded with garbage. Bottles filled with urine!! disgusting! some poor volunteer cleans it and it gets filled with litter again. Health risk at this point. (start with McAdoo exit ramp!)
- There seems to be an attitude of "you can't tell me what to do"... they don't stop at STOP signs, stop before turning right on red, they block crosswalks, speed, weave across lanes.
- Distracted Driving: I observe many persons on their cell phones and/or texting. Many times watching them drive through stop lights and stop signs because they are on the phone. My son -in-law was killed by a teenager checking his cell phone. People are not observing speed limits in construction areas, although sometimes they do get confusing, such as the signs being covered, etc. People are driving much too fast. Since the speed limit on I 80 was changed to 70 mph, people are now driving 80 and higher, all the while on their phones.
- USE CAMERAS TO TICKET PEOPLE WHO TEXT AND DRIVE. I SET ON MY PORCH AND SEE 25% OF DRIVERS using phones and texting. ENHANCE SPEEDING ENFORCEMENT BY ADDITIONAL PERSONNEL, PEOPLE COULD BE TRAINED IN JUST SPEEDING ENFORCEMENT AND NOT BE FULL FLEDGED LAW ENFORCEMENT OFFICES, SIMILAR TO METER MAIDS.
- Hand held cell phone use should be prohibited. I have experienced many near misses based on others talking on their hand-held cell phone. Motor cycles, speeding and weaving in and out in front of cars and coming up at a fast speed and going by quickly is very dangerous. It's time motorcycles give cars a brake and slow down.
- One of my biggest irritants is people not using head & tail lights in heavy rain & whiteout snow conditions. Another is seatbelt enforcement; probably more tickets have been written for seatbelts which is a secondary violation than headlight nonuse which is a primary violation. I also get very irritated when I see people texting while driving & driving all over the road, yet not get pulled over.
- My family rides motorcycles, for 50 years now... I am terrified of the divers that do not seem to care about others because they sit behind the wheel TEXTING! Fine is NOT heavy enough for those who choose to text and drive...
- Distracted driving, I believe, is a growing problem along with the lack of respect for pedestrians, cyclists and motorcyclists.
- Need to require all those in 2 or 3 wheels to wear a helmet

- I used to commute by bicycle. Now I am scared too. With all the distracted driving I see I feel it would be too easy to get killed on a bicycle. Car drivers feel too entitled and do not share the road with bicycles. I wish speed limits were tightly enforced on the Interstates. I don't feel there is that much trouble on residential streets. I want to go 55 mph but with everyone going 65 to 75 mph it is impossible to do so. I don't want automated surveillance and automated ticketing. Too much chance that tickets will be given out unfairly. I think the major problem you did not address was aggressive driving. I think those drivers of the most dangerous. Weaving in and out of traffic. Passing on the right on the shoulder. Passing on the left and then aggressively cutting in front of you to do a right exit.
- I drive a lot. I believe Pennsylvania has some of the worst drivers of any state or country that I've ever driven in. Road rage and aggressive driving in PA is the worst. I also have experienced close to my tail, aggressive driving from the police. I assume to pressure me into a mistake. Terrible. Tractor trailers are not held accountable for dangerous and reckless speeding.
- I think roundabouts should be considered at additional intersections (such as the intersection between route 418 and 518 in Farrell) to reduce the amount of crashes that occur and to increase the efficiency of these intersections. I also think speed limits should be re-evaluated because they are too slow in some areas and too fast in others.
- When there is road/lane closure, traffic should be assisted with a detour instead of letting it back up. Penalties and enforcement should be increased for those under the influence of anything while driving. Only PSP should have radar. PSP should not always be driving in the fast lane. Driving in the right-hand lane would slow more drivers down than radar.
- Distracted driving is easily the #1 problem on our roads today...outlawing texting is not enough. NO use of electronic devices, hand-held or otherwise, should be allowed by a driver within the right-of-way of a roadway in Pennsylvania, including for phone calls. We are WAY behind other states in this capacity. We also don't design our roads for true multimodality. Each mode of transport (car/bike/ped) MUST be given its own protected cartway in busy areas, and in most situations the more vulnerable modes (bike and ped) should be shielded from vehicle traffic by parking or physical, grade-separated barriers like curbs and bollards. Lives are lost every day due to something as simple as design choices by PennDOT engineers.
- DISTRACTED DRIVING: this is unavoidable. There are measures to take to be LESS distracted, but take a family trip with no radio or cell phones, and you'll still have distractions. No law will help. POLICE PRESENCE/PATROL: police vehicles need to be easily seen for help in emergencies. being hidden/stealthy is no "public safety" measure, it's more of an attempt to hide in plain sight. Speeders will speed, no need to hide. SEATBELT LAWS: no law is needed to force someone to protect themselves better. Motorcyclists can go without a helmet; therefore car & truck drivers should have the option to go without a seatbelt if they choose. They just can't use that against anyone else if injuries sustained in an accident could have been avoided.
- I see drivers not using their headlights when it is raining or in construction zones! And large trucks excessive speeding all the time!
- Why are motorcycles apparently exempt from noise regulations? PA DEFINITELY needs to place more emphasis on SHARE THE ROAD and PEDESTRIAN safety. Crosswalks are unpainted. Push button crosswalk signals frequently do not work. There are not nearly enough signs reminding drivers to YIELD TO PEDESTRIANS.
- The law states that drivers are to stay to the right and pass on the left. This seems never to be enforced and this is the cause of many accidents and road rage. The State can make a lot of

money if they ticket slow drivers driving in the fast lane. Enforcing this law will also slow down drivers who are trying to get passed other drivers who purposefully slow down traffic by being in the left lane. Your survey should focus on the effects of not complying to this law.

- There has been an increase of distracted, speeding and tailgating drivers on the roads. I pull off many times to avoid these types of drivers since I was impacted by a distracted driver crashing into me.
- PennDOT roads are the worse in the nation. Pot holes and jumps and depressions on HWY 1 cause distractive driving. Trying not to die every day is my goal driving from West Grove to rising sun. You should be ashamed. I busted my rim on my motorcycle in 7 pot holes in the center of the two lanes while passing. Btw. The speed limit should be 65. Modern cars can get better fuel economy due to aero kit. Change speed on HWY 1.
- Work zone safety should be monitored better. Should not be allowed to use a hand-held device while driving. no texting should be enforced law enforcement should follow the same rule NO TEXTING.
- I really want to see more police out on all roads to enforce speeding and tailgating. These two behaviors in other drivers are getting worse, and sometimes intimidate me to drive. I drive between Harrisburg and Lancaster on Rt. 283 and the speed limit in the current construction zone is a joke. I never see any police there doing enforcement. I set my car on cruise control at the 55-mph limit and other drivers pass me obviously going MUCH faster than that. I always do my best to adhere to posted speed limits, but in doing so, drivers behind me want to go faster and end up riding my bumper. Sometimes I just pull over if I can to let them pass, but that's not always possible. It's very intimidating because some of them are very aggressive. I feel like I'm one of very few drivers who actually pay attention to speed limits. I also want to see the Commonwealth ban all hand-held devices while driving. I'm paranoid all the time about getting rear-ended, especially at stop signs and lights, because I can see drivers behind me looking down at what must be a cell phone. How many people have to die or be injured before this state does what's right?? I almost got T-boned at an intersection one time. Luckily before I pulled out when the light turned green for me that I looked both ways and could tell the driver was going too fast to stop. I honked at her and she waved at me in apology and in her hand I could see the light of her cell phone. If I didn't have to be at an appointment that day I would have followed her to get her license number. A first offense needs to come with a hefty fine and community service. A second offense needs to be even more expensive with possible license suspension. A third offense should include jail time, an even heftier fine and longer license suspension. I think cell phone distraction is an even bigger issue than drunk driving. Please get many more police out on the roads and enforce speed limit, aggressive behavior and ban hand held devices (i.e., cell phones). I would also like to see the police cite motorcycles where the exhaust systems have been modified such that the cycles are obnoxiously loud.
- The speed limit on most roads in PA is too low. My father was a state trooper for 27 yrs. and my brother for 15, both have told me that most times they would refuse to issue speeding tickets if the vehicle was only going 10-15 mph over the limit. Many troopers have tried to have the limits upped and have been met with half-assed studies from PennDOT that never reflect the reality on the ground.
- Why did they pave 949 between Summerville and Corsica and then dig a big hole in road? Waste of pavement and time. Steep fines should be given for texting and driving and troopers should not be texting and driving. Drinking or having done drugs and driving should be higher fines and jail time. Throw away ARD. The more roundabouts put in, the more accidents that

will be seen and traffic will still snarl in heavy traffic areas. Waste of taxpayer money. An elderly person is going to become confused while in there and cause an accident. Not listed but elderly should be tested every so many years to be sure they are safe to drive especially for their own safety.

- I find it odd that someone would be more afraid of getting a ticket than they would of being in an accident. I also worry that all the new driver safety technology will make drivers feel safer, less responsible, and increase distracted driving.
- I feel that speeding is a major issue, as well as impaired driving. Both of these happen a lot. I know of many accidents in which these were a factor. At a family member's home and near my niece's babysitter's home, as well as an intersection in the area. A DUI driver crashed onto my dad's property years back, hit a fence, and was stuck on a rock. I do feel for those who struggle with addiction, they do need help. However, there also needs to be accountability. At my niece's babysitter's home was crashed into at least twice, by speeding and drunken drivers-thankfully nobody in the house was injured. However, two or three young people did die in one crash. At the nearby intersection, there have been quite a few deaths as well. Motorcyclists, drivers, and passengers. My sister saw two people die. She was, if I remember correctly, going to try and help the victims. This is on country roads, surrounded by farmland-we need more patrols and enforcement on rural roads. I love my family, and I won't lie, it is horrific to know that a family has lost a loved one-Street as husband, father, son, mother, daughter, aunt, uncle, cousin, boyfriend, girlfriend, grandparent, and young children. Back to Impaired drivers. While I believe substance addiction treatment is necessary and would help, people who have multiple DUIs and injure or kill another person, or crash into an occupied building, need to get major prison time for their actions. Also, I live off of a highway, and there's a lot of speeding as well, and the police have been enforcing traffic laws consistently, which is awesome!
- The outrageous number of 18-wheeler drivers, as well as passenger vehicle drivers who are on their cell phones while driving, needs to be stopped! I see it ALL the time, while driving myself and while traveling with my husband in his 18-wheeler across I-80 east and west bound! We have nearly been in crashes a few times because of drivers on their phones and NOT paying attention! More attention needs to be paid to this "crime"!... traffic is too busy and a lot of peoples' lives are at risk constantly! Please make more effort on this!
- There needs to be a way to inform the public when construction is happening on all roadways; not some of them. Roundabouts encourage unsafe driving and merging practices.
- No one needs to talk on a cell phone while driving. Pull off the road if it is absolutely necessary to call someone. Trucks drive too fast on interstates. "Irregular" speed limit signs. Some areas have signs saying 25 mph. and it's safe to go 35 mph., etc. Terrible bumpy on to bridges and off again. Years ago we never experienced such rough roads. Why can't they still make smooth on and off of bridges? It hurts my back!!!
- 1. Cell phone usage is rampant. Law is a joke. 2. I speed to keep up with traffic and prevent the number of cars moving into or out of lane of travel. 3. If you don't speed on certain highways the tractor/trailer on your rear trying to intimidate you becomes nerve-racking. 4. Highway design while much improved in the past 20 years has only caught up with where it should have been 30 years ago. Poor design is the norm in PA.
- I was on 22 and PennDOT was setting up cones. I followed and they yelled at me. Simply, I was confused. Truck drivers are the worst offenders and should have mandated routes and times for travel (only at night). I had people walking with and riding bikes against. They just do

not get it. Seatbelts should be the discretion of the driver. I firmly believe in them but it shouldn't be mandated. Maybe higher insurance premium.

- Seatbelts: this is a law that does not protect any other person. It takes away the individual right to choose what is safe or not. If a law exists only to make a good person become bad, that is a bad law. Police Presence: The problem is that speed traps are strategically planned in areas where hills, turns, or recent speed limit changes occur, in order to "catch" as many as possible, and to "catch" where even an observant driver would likely be temporary speeding mode for a moment. Hence, the goal is income generation, not overall safety.
- My seatbelt saved my life in a head on fatal accident years ago. The driver of the other vehicle got hit from behind & she died instantly of a broken neck. Didn't have a seatbelt on. I had a lot of broken bones.
- Work zones should be 0 tolerance for everything. I think double fines is good and all, but there needs to be 0 tolerance. If the posted speed limit is 25, then 26-27 is an offense. I hate seeing people speed through construction. Also, not switching lanes when people are broken down or someone is pulled over, that bothers me when I see people not doing it. I am a truck driver and I believe everyone should read a commercial manual so they learn just how dangerous driving is, and why you need to care for other drivers.
- I do see too many drivers engaging in distracting behaviors while driving. Usually mobile phone use or personal grooming.
- Some speed 50% over speed limit. Most don't slow down for construction zones. Some construction zones have confusing signs. More painted lines could improve safety. Speed could be checked with cameras. Speed limits could be set considering this information. How can you ticket someone for exceeding a speed limit when the average speed of all cars on that stretch of road is 30 % higher than the limit?
- I feel that cell phone use should be banned while driving unless using hands free. I, at times, use my phone but always feel nervous and know I shouldn't be using it. There also needs to be more attention paid to work areas. More police on sites there.
- I believe that both motorcycles, bicycles and pedestrians should follow the same rules that automobile drivers have to obey.
- I am a flagger for 11 years now. Every work i have ever worked in has plenty of warning signs yet people get upset and speed. I believe department of motor vehicles should have a special class to show motorists what happens when they speed through a work zone. I have seen too many workers not go home to they're families. Thank you.
- Bucks County roads are some of the most hazard roads in the state due to poor maintenance. If you want drivers to be concerned with share the road then the bicyclists should be expected to follow the same laws of the road and when they don't they should be ticketed just like someone driving an automobile would if they had the same violation.
- No cell phones while driving ever should be a law. All construction should carry a fine of at least 500. All truck drivers stay out of passing lanes when trying to hold back traffic. Police need to watch more for trucks riding side by side.
- More speed limit enforcement on major highways.
- We need better driver education & respect for bicyclists!
- Please increase the speed limits everywhere, especially on 70 and 51. I know no one drives the limit anyways, so the speed might as well increase to match.
- More frequent use of technology posting drivers speed seems much more effective than using police to randomly fine speeders in specific zones. Fees are also too high for speeding and traffic violations. More consistent and frequent enforcement with lower fees seems more

useful. More education needed regarding the newer law of "ride right and pass left". On that note, the right lanes on many highways are atrocious and need more frequent and higher quality repairs with all the truck traffic we have. Other states have seemed to do much better with this.

- A very important distraction that was not mentioned are the amount of pot holes. And the TERRIBLE repair job that PennDOT does. They do NOT KNOW what flat is. It is like they are making speed bumps instead of repair the road and tamping the surface flat. This can cause a vehicle, especially motorcycles to jump and one could lose control of the vehicle.
- Potholes are a major source of driver distraction in my area. It is even worse in areas where the shoulders are corroded so one must swing toward the center to avoid. These potholes stay for weeks or months before any repair is attempted.
- I think it would be good to see more police in construction zones to protect the workers. I feel it would also be nice if law enforcement would enforce safety zones, school, hospital, and work zones.
- Dillsburg and Rt. 15 intersection is very dangerous. Need left turn light on Baltimore St. and Old Mill Rd. Need more dedicated bike lanes in s central PA. Need dedicated lanes for trucks. Great Britain does a great job in this area. 81 on ramps around Carlisle are horrible.
- Speed limits in work zones - I can typically see the point, but at times they're ridiculously low (35 miles an hour on the turnpike when no work is being done and no one is driving less than 70) Re Speeding, the speed limit on my street is 25 - it is a short cut between 2 developments - people routinely drive 50 miles an hour, in a neighborhood filled w some pets and kids and lots of wildlife (especially deer, but fox, possum, etc.) - put in speed bumps if need be (some townships have done so) - re share the road - I ride a bike - I drive - many drivers, who I'd guess never ever ride a bike, seem to expect bikes to do things that car drivers never do (like come to a full stop at a stop sign when one can see .5 a mile in either direction before at the stop) - I see far more drivers do dangerous things than bike riders - yet far more drivers take offense at the actions of bike riders than they do at other drivers
- Cell phone use while driving should be banned. Police should enforce the law for people running red lights at intersections.
- Motorcycle helmets should be mandatory in Pennsylvania. The pothole problem on Pike County roads is out of control - suspension damage to vehicles is eminent. The speed limits on roadways should be re-evaluated - tailgaters have become a big problem.
- Pennsylvania Drivers don't seem to understand or respect pedestrians as much as many other states. Drivers don't stop for pedestrians in marked crosswalks and don't understand the concept of unmarked crosswalks. Education and social pressure campaigns need to enforce pedestrian rights with as much zeal as is put into seatbelt and distracted driving campaigns.
- 1. I am finding it harder to do anything but drive, having a harder time concentrating. I make it a habit though to never take my eyes off the road. 2. Police are never there when others are driving poorly, doing something illegal, texting while driving on a busy highway or a tangled road.
- Police should be driving not making money for the state by hiding. Drove in Ohio, taking short cut from 90 to 80 at Cleveland. An Ohio State trooper drove the speed limit the entire 15 miles on the short cut controlled the speed of everyone because no one would pass him. He didn't make any money for Ohio but, he made driving safe for everyone on that road. Drive don't use radar to collect money!!!
- I see too many drivers daily using their cellphones (including police). I nearly ran off the road because of crumbling asphalt on a numbered state highway.

- Regarding distracted driving, I don't think it's as simple as banning mobile device usage while driving. Sometimes even listening to the radio can be distracting. But certainly, banning holding the device while driving is a good place to start. I am a bicyclist, and I constantly watch drivers to gauge whether they see me or not. I see people looking down at a device very often and am convinced they don't always see me because of these distractions. I try to personally only use a mobile device to listen to podcasts while driving, but technology seems to keep finding ways to distract me further. I have been known to look down myself, but I really try not to do it, because it frightens me. I'm concerned about all the people who think they know how to do it, mistakenly. I'm also concerned sometimes by people who think bicyclists have no place on the road. I feel unsafe sometimes when on roads, even when there is a berm, because I can't know they see me. They also don't always give me a wide berth when passing, and some even intentionally "buzz" me to make a point. Finally, I am disgusted by people throwing things out of their cars. The amount of people throwing out litter, trash and even cigarette butts without any repercussions to their actions is frustrating. I wish these litter laws were enforced.
- Who decided it was a good idea to bury a gas line on PA74 on the east side of Carlisle? Most idiotic thing I have seen in years and hundreds of acres of farm fields sit next to the work. Please convert the south 74 right turn lane at us15 to turn green when the northbound us15 left turn light is green, PLEASE! More roundabouts and less traffic lights. I'm all in favor of never tar and chipping another state road ever. Thanks for the opportunity to Express a few opinions!
- One thing that I believe should be enforced more is aggressive drivers who tailgate other people who are actually abiding by the law. It is a form of harassment and can be very scary which causes distractions in itself.
- The seatbelt law should be repealed!! It is my life, my choice, just like I can ride my motorcycle without a helmet. If the police were doing their job by removing the speeders, tailgaters, and cell phone users from the roadways the use of a seatbelt would not be an issue. Tar and chip is a waste of tax payer money! It does not fill in the potholes and just follows the rough contours of the road. Pavement levels out the road for a smooth ride and would last much longer if glass and rubber were added to the mix.
- I am sorry, but this seems like a silly survey. Too elementary. I have written several letters to the governor (which he chose to forward to PennDOT). The answer to me was poo-pooed. Many more cars on the road not an answer to solve the regressive driving or speeding. Every time I go out, there are people breaking the law. I realize the police cannot be around all the time, but if laws were made stronger and driver licenses harder to obtain, (I am talking 3 years) maybe this would stop. Fines these days are a joke to most people. I strongly support local police departments having a radar system. Also, when I see State Police on the major highways, they are invariably driving in the left-hand lanes and I might add over the speed limits. Not a good example, I might add. I could go on and on, but I won't. Driving is not a pleasure anymore. I call it the NASCAR influence. You may contact me anytime, but I would be shocked if I was.
- I am grateful they put a 4 way stop at intersection of Freeman school Rd and Salfordville Rd. It has decreased some of the stress in my life. PennDOT did not do a good job of filling pot holes where Spring Mount Rd meets Schwenksville Rd/ It is very very rough turning into or pulling out at this intersection.
- Trucks on N. bound I 83 Drive to close & exceed the speed limit by 10 to 15miles per hour in the 55mph zone.

- First of all, people on bicycles that I see never following the signs of the road. They NEVER stop at stop signs and I see it all the time. They act like they own the road. When you say something to them, they tell me to "f ___ off." I have very little respect for them. They want to share the road, but they don't want to share the responsibility. It should be against the law for any 18-wheel truck driver to stay in the left lane of the highway. I see 18-wheel truck drivers driving down the left-hand lane and see people get mad and do crazy things to get around the 18-wheel truck drivers. They are as dangerous as impaired drivers. I hate roundabouts! I do not think they solve traffic problems!
- I don't feel adults should have to wear a seatbelt. We can ride our motorcycles with no helmet. Makes no sense. I can see many people texting while sitting on my porch, and in the school zones at an elementary school as I am crossing guard. EVERY DAY THEY DO IT. Speeders inside the borough need to be nailed, USE RADAR IN SMALL TOWNS TOO. Also, way too many driving without driver's license/insurance and getting away with it. It is the honest people missing deadlines getting nailed, while the losers, pro lawbreakers NEVER get caught.
- The local police do not appear interested in enforcing any traffic or vehicle codes except drunk driving and occasionally speeding. Every time I go out I see vehicles that should not be on the road because of unlawful modifications such as oversize tires and tinted windows among others. Stop signs and red lights are treated as suggestions by some drivers. Tailgating is the norm for some of these unsafe drivers.
- Seatbelts should not be mandatory except for children. Personal choice.
- I don't think there should be any laws on seatbelt usage. If someone wants to risk their life without one then that's their choice. City of Warren does not allow bicycles on most sidewalks when adults are operating them. This is absurd. I don't feel comfortable riding next to busy traffic and also don't want to be forced in to the side of the road where debris, uneven pavement, manhole covers, and drain covers most often occur.
- People do not understand what yield means on route 611. People come off exits without looking. Please put a light at 611 and curly hill rd in Plumstead township, it is an extremely dangerous intersection.
- Make stiffer penalties for blatant ignoring of traffic laws.
- Often there are speeders and no police to pull them over.
- Just want to add my 30-year-old son's life was hijacked by a truck driver who rear ended him while stopped in a work zone. The man's boss called and because that dude took that call MY SON'S LIFE IS CHANGED FOREVER. Put the driver and the boss in jail.
- Texting and driving should be illegal, however making a call on your hand free car device should be legal.
- If you guys would do more road construction and Lane shutdowns at night instead of during the day you would have less back up during the day Common Sense get on that second no radar for local municipalities we already paid these municipalities enough no sense in giving them more of our hard-earned money and you should seriously consider upping the highway speed limits throughout the state to 70 miles per hour.
- I do not like the repairs you make on 83, putting a strip of asphalt down the middle of the road throughs your car as it is not smooth and it is dangerous on rain day. 83, Is a disastrous why not pave the whole road and the York area is the worst I do give you credit for the exit work you did in York thank you!
- BAN the POLICE from using their CELL PHONES! I have noticed this on numerous occasions of police sitting in the I-80 median, not using radar but instead with their head down on their PHONE! There is zero speed enforcement on I-80 as I am the slowest person driving the speed

limit as everyone passes me like I'm sitting still! The next policeman that I see NOT doing their job in the median, I am going to turn around and go back to them, and get their supervisor involved!

- For construction zones- make sure the signs are only active in an active driving zone. I have had to drive the turnpike several times and other roads that claim there is an active construction zone, everyone slows down, then there is nothing happening. By the third zone, where tis actually active, no one slows down. The road conditions in Bucks county are terrible in the upper portion of the district. there is all this focus on 95- but what about the roads we drive every day, that are not 95.
- PAVE THE ROADS IN YORK AND YORK COUNTY
- Parking lot speeding combined with cell phone use is a dangerous combination.
- Having recently traveled to bicycle/alternate transportation friendly cities like Boulder, CO, Pennsylvania is in great need of better safe bicycling infrastructure like wider shoulders, bike lanes, protected bike lanes, etc. Increasing the passing distance to 4 ft is great and share the road signs are nice, but better infrastructure to support bicycling is greatly needed to reduce congestion, reduce emissions, and provide opportunities for people to choose healthy transportation alternatives.
- Use of hand held devices is a huge problem. My grandson drives a big rig & says he sees a lot of distracted drivers on their cell phones. He reports seeing state police in the mid-west riding in big rigs looking for cell phone use, they can radio ahead to a chase car to pull them over. I hate to drive in work zones. Nobody drives the speed limit & I feel unsafe if I do with the speeds & aggressive driving going on. I would suggest a special type of police just for traffic issues: speed control (I-81 around Carlisle) and traffic control around accidents. Just having a uniformed individual driving a marked car regularly on I-81 could slow them down. Nobody speeds to pass a police car. An "Associate Officer" with limited authority to issue warnings and/or citations could be cost effective.
- Drivers in the passing lane holding up traffic should be the main priority on highways. People using handheld devices should not be allowed. Truck drivers need to stay in the right lane on highways. they should not be allowed in the passing lane unless the person in front of them is driving at least 10MPH under the posted speed limit.
- I feel that speed limits need to be reduced and enforced during the actual work hours in work zones but during the non-work hours allowed to resume close to o normal speeds. More room on the shoulders for bicycles would be nice, cars have NO respect for bike riders. places like I-80 and 99 need more speed enforcement, it nuts how fast some of these people go and the limit is 70!! Also, there needs to be a way for people to turn in aggressive drivers who pass in no passing zones and preform stunts hazardous to other drivers.
- I see opportunities for even more training with current and future flaggers especially with private Penn DOT Contractors and other entities; such as utilities, tree trimmers etc. I suggest the following minimum requirements: * 5 days/wk. @ 4 hrs. per day for classroom training of various topics such as, proper flagging procedures, duties, safety issues for other motorists and team-workers, and expectations from various flagging operations: * 40 hours of supervised (on-site) OJT with various worksites such as: Single flagger operations, two lane/two flagger operations, Roads with multiple flaggers (3 or more), Night-time flagging operations, retro-reflective wear, proper footwear. First responder reactions and protocol, proper ways to deal with aggressive drivers, intolerant drivers, tractor trailer drivers, and heavy traffic operations such as rush hours. Joggers, bicyclists, horse and buggies, and walkers entering a work zone. * I support a "Primary Seatbelt Law (Repeal secondary Seatbelt Law) * I

support use of RADAR statewide/all law enforcement throughout the commonwealth-- beyond PSP urban, rural, school zones, work zones, and residential areas. * Enhanced enforcement of tinted window mandates starts at the inspection station/inspection mechanics. they should be required to sign off to indicate all forward-facing windows and front facing windows are compliant with Pa Law. * Majority of vehicles on the roads today are either pick-ups or SUV. I see the need to raise the state minimum insurance requirements from 15/30/5 to 25/50/25.

- In my opinion there is no reason for people to exceed the speed in work zones -- it's a safety hazard and I routinely hear of work zone accidents every year where someone loses their life. Likewise, I am starting to feel that I have to be on my best defense on the road as too many people are talking on/playing with their phones. I counted 3 times in 2 weeks where someone was clearly distracted with a phone a phone and ran straight through a Stop Sign -- and that's just one person's experience! Lastly, "sharing the road" seems like a reasonable compromise with bicyclists, but are they a "vehicle" or are they in a special category? Many bicyclists seem to be less willing to "share" the road and ignore basic traffic rules. When advantageous, some bicyclists would like to be considered vehicles, except when it is more advantageous to ignore vehicle rules. This creates dangerous situations and I am surprised that I do not hear of more bicycle fatalities. Other issues would include turning on lights when using wipers (I believe this is state law) and knowledge of how single lane light signals work: can you make a "right on red" when a lane has a clearly defined signal?
- Motor vehicle inspection regulation should undergo major revisions to stop drivers from paying needless costs for needless inspection. Look at what NJ requires.
- Allow Local Police to use Radar and Lidar. It is needed on our local streets! Also ban the use of cell phones while driving, too many crashes because of drivers on their phones.
- Excluding York City, there is NOT enough police presence on York County roads, not State Police, not local police. Local police NEED to be allowed to use RADAR because State Police are too busy doing non- road patrol work providing police protection to local jurisdictions who are too cheap to have their own police department!!! Despite the law about not texting while driving I see someone doing that almost every day on I-83 between Newberrytown and the northern York County line. The penalty for texting while driving should be set at \$1,000 for the FIRST offense and loss of license for 6 months! The ONLY way to stop this behavior is to make the penalty high enough that people won't do it!
- Main concern is with Title 75 Pa.C.S.A Vehicles Section 3313.(d).(1), keep right pass left. I believe slow drivers (driving below posted speed limit and driving slower than flow of traffic) have been using the left lane to cruise more increasingly. I would like to see more done to make drivers aware they are to get over and/or increase enforcement. Other concerns are with construction zone setups on non-limited access highway state roads. For example, SR 1003 Segment 0030 in York County, roadwork/flagger signs were improperly placed during work in fall of 2017 and could have caused accidents due to improper site distance. Also, the current storage of PennDOT construction equipment on I-83 SB Segment 0271. The equipment is being stored too near the roadway with no barrier between equipment and roadway to protect traffic. Lastly, trucks driving in the left lane either when the right lane is clear or in "left lane no trucks" areas where no attempt to get over is attempted.
- Trucks should not be allowed to drive abreast/ block all lanes. Motorcycle riders should wear BRIGHT REFLECTIVE Material (TOO Many wear all black) to be more visible! Construction zones...Signs notifying drivers to put lights on/reduce speed (many PA drivers out of state

motorists not aware of law) When Raining Wipers AND LIGHTS! Even Police do NOT have lights on!!!

- Still so many drivers texting. It alarms me. Also, if drivers have to obey traffic signs, so should bicyclists. I have seen many not observe traffic signals.
- Speed limit on I-81 of 55 should be extended farther south so the entire area where there are many warehouses is reduced and State police should aggressively ENFORCE, especially the speeding 18 wheelers.
- Distracted driving laws sound good but are nonsense. People have been working radios and CD players forever. This is not an issue. If you make a law to further restrict the use of phones, then whatever (I don't own a cell phone, so I don't care about those laws), but stay away from crazy carp like it's illegal to operate an mp3 player or the radio in the car, etc. while driving. You can't stop all accidents, and it's the person, not the tech that is at fault. Increase fines if it can be proven someone is negligent maybe, but don't further restrict the use of normal driving habits like listening to music (which helps keep people awake on the road). Next, Route 422 between Reading and King of Prussia is constantly covered in potholes. Now there's a dangerous distraction. People need to be more attentive to fixing these. Also, finish the construction on there already! People commute on this road, and it's a real problem. As far as speeding goes, if you don't enforce it better, then people will speed. It's that simple. Everyone figures the state doesn't care about speeding on 422 because you can go like 70 mph on there every day, so now they're going 75 and 80. It's nuts.
- All drivers should be held accountable to the same laws and consequences.
- I really wish the state police would more actively enforce laws such as texting, keeping right, aggressive driving, tailgating, signal usage and excessive speeding. Also do something about rt 81 safety through Carlisle
- Seatbelt usage must absolutely be mandatory and enforcement should be in line with that requirement. Regarding speeding: the main issue with local speed limits in Pennsylvania is that PennDOT doesn't have much say in them. Municipalities are free to set their own arbitrarily low limits and cash in on unsuspecting drivers. Although I don't have a solution for this, I believe that harmonizing the process of setting speed limits would significantly improve motorists' obedience to them.
- Phone cell use/texting is a huge problem. People are not only speeding, they are going faster.
- PA must pass legislation to get RADAR for all Municipalities. Also, NO cell or smart phone usage while vehicle is moving. At the least....hands free cells/smart phones only. Please enforce people using lights headlights when raining and also to slow down for road conditions. Slow down, pay attention and no tail-gaiting. Thank you.
- Tough to enforce speed limit in rural areas due to not enough police to enforce - state should hire more police for highway/road safety etc. Highway patrols?
- Work zones should be consistently signed properly. The Pa Turnpike specifically fails to do this constantly when no construction is occurring and it is called for to cover the signs, some are and some are not. It makes it impossible to know if there is a speed limit reduction. Bad for drivers and dangerous for workers, There once was and affective police presence on our highways. That no longer occurs. It is rare to see State troopers enforcing traffic laws on our highways. That needs to change to influence people to obey our laws. Two lane country roads with rumble strips in the center at the yellow line, influence people to stay on their side of the road. (Wyndemer road in Fairview Twp., rt 177). I am told the state does not do that any longer. I constantly have to avoid people on my side of the road on Valley rd. In Fairview twp. Rt 262. Please put rumble strips in the center of these roads as people today seem to think it

their right to cross the line while going around left-hand curves, whether someone is coming the other way or not. Driver training should give more attention to sharing the road. Too many drivers see pedestrians and especially bicycles as an annoyance and a problem they should not have to have the skills to deal with. People speed. It is common for people to go 5 or more miles per hour over the speed limit. Unfortunately, more people speed at greater speeds than that and drive with such impatience that they endanger everyone else. They weave in and out of traffic and come dangerously close to causing many accidents. Please put officers out there to enforce our laws and give us more safety.

- One of the main reasons I have to speed is to get around truck drivers living in Lehigh, Berks and Northampton County with all the truck traffic and the way the roads are laid out a lot of times were forced to have to speed to get around them when they're going below the speed limit, but then they're speeding down an incline and then your offramp is off to the right. I also think that because of the restrictions we have a roadway size that you should be restricting tractor trailers to right lane only when it's a two lane hi-way. They should be restricted to the right lane during peak travel times and it should be enforced.
- I don't understand the "ban" on devices. I use my cell phone primarily for navigation while driving, in a holder. Would this be banned? Wish there were a better way to enforce full stops at stop signs in neighborhoods and to keep speeds down.
- I believe police need to be more proactive in construction zone speed enforcement. I don't understand the need to raise the speed limit to 75 anywhere, I don't understand why PennDOT is installing a roundabout in Delaware water gap especially the way the traffic backs up just about every weekend. I sure hope they plan on having someone at the intersection when 80 east backs up going into new jersey because the traffic lights at the end of river road is the only thing keeping the traffic moving
- Based upon my experience as a former ER nurse, I think there needs to be public education on the consequences of motorcyclists not wearing helmets. Seatbelts should be worn until you pull into your driveway
- The roads themselves are becoming so distracting. There are so many signs and reflectors on everything that it makes it so hard to pay attention to the road itself. There is reflection every 2 feet in this state. I travel outside pa and it is so much nicer, easier to see and drive when they only put important things on state hi-ways and your construction zones are a nightmare, so many reflective signs you can't even tell where exits are or god forbid a worker is there, you'd never see him with the tower lights and signs. Keep PA clean (reduce signage)
- Although I do believe using a hand-held device while driving can be dangerous, I use my phone for music, which is no more dangerous than using the car stereo. I believe speeding tickets are largely given to take money from people. I don't feel that speeding increases the risk of crashing in most instances when the person is familiar with the roadways. Also, I believe it should be the drivers choice to wear a seatbelt or not. It is their life. Passengers, however, if under 18, should be required to wear seatbelts.
- Speed limit in North Carolina is 70mph and most people respect this. Get back to the Beltway and Pennsylvania and drivers start tailgating and some get very aggressive. People also do NOT have their headlights on in the bad weather and it makes it hard to see these vehicles.
- There is rampant disregard for speeding motorcycles in Ambler Borough.
- How much room do i have, wow a soap box? #1. Impaired driving should be punishable with a charge of attempted homicide. #2. Need money to increase traffic patrols. Local police departments are overwhelmed with routine dispatches and need assistance in being capable of providing CONSTANT traffic patrol. #3. Absolutely should use camera enforcement for work

zones. #4. Increase awareness that tow truck operators count as vehicles that must be moved over for. #5. Use the turnpike commissions model of radio spot of workers sharing their humanity and the risk they take in providing us safe roads #6. Fix the driver's testing problem. It is way too easy to pass a driver's exam. #7. Institute a requirement that a written exam and road test be passed satisfactorily each time we have to renew our license. At the very least a written exam, laws do change. #8. Make it a PRIMARY offense for driving in rain, snow, or fog without headlights on, no matter the time of day. Make sure you've implemented #2 #9. Force car manufacturers to integrate a visible warning system in car for approaching emergency vehicles. Soundproofing these days basically makes sirens obsolete. Distracted driving basically makes emergency lights obsolete, or better yet a kill switch that forces drivers to pull over for emergency vehicles. #10. Enforce no cruising in the left lane law #11. Center line rumble strips for all roads. #12. Fine heavily construction site management that fails to put the slash marks on directional devices in the correct manner. DOWN AND AWAY!!! #13. Re-number interstates, 376, 76, 279, and 79 correctly rather than pandering to lazy public that can't be bothered to learn appropriate route numbering system. for instance, 279 is a bypass number! And, it's not even a bypass any more. Now it needs to be 379 since it is a spur. 76 should be 276 and 376 should be 76, come on! #14. Get Dan Cessna back from the private field. #15. Need to quadruple DOT Checkpoints. How about making all police officers DOT Certified? #16. Need to teach your employees and all local DPW employees that there is a difference between Class 1, 2 and 3 safety apparel. Too often there are workers wearing class 1 in class 3 required situations. #17. Center line in road reflectors should be on every road. #18. Spike strips at the Fox Chapel Road Route 28 Southbound off ramp to prevent wrong way drivers.

- Need more police in construction zones, people go to fast in these zones and it isn't safe for the workers.
- Opinion: regular driver maintenance testing; but suggestion or time frame, drivers should be treated as they age or become more or less experienced. Issue notices regarding law changes to all licensed drivers. Reinforce cautious driving in construction zones, school zones, business districts, and heavy pedestrian areas. Focus more on reckless/aggressive drivers in traffic. Maybe implement blinking traffic lights like some other states use, for when lights will soon change. It would help with the flow of traffic through intersections (fewer changes in speed as drivers anticipate lights changing).
- There are too many aggressive drivers in this state. Speed is not enforced on interstate 70 in the Belle Vernon area. Posted 45 mph and most drivers go 70 mph. If i try to go the speed limit or 10 over the speed limit i would be run off the road. PLEASE have psp take action on this matter.
- Lack of enforcement of the traffic laws. And enforcement abusing the traffic laws...
- I wear my seatbelt constantly, not because of anything I do while driving, but because the roads are so bad I worry it will cause me or someone else to have an accident. I often wonder what my taxes go to.
- I Don't Feel That It Is Right That You Are Required to Wear a Seatbelt and Motorcycle Drivers Don't Have to Wear a Helmet
- More police presence near or in work zones. Too many people speeding and using cell phones near PennDOT workers
- Speeding along Belmont Avenue between Rock Hill Rd. And Righters Ferry Rd. should be addressed. With limited access to sidewalks pedestrians and families traveling to work, school, etc. are at risk due to the high rate of speed of those traveling to get to main

roadways or highways. I feel that it has been ignored because it is a 1-2 mile stretch of roadway in Montgomery county with Philadelphia county lines at each end.

- Have seen several motorcyclists driving aggressively in Pittsburgh, darting in & out of traffic, riding the center line in a passing lane between cars, even some on sidewalks to avoid traffic! I think maybe a sign up at the beginning, near on-ramps and during long construction zones instructing travelers to continue using the right or left lane may help in confusing work zones where barrels or borders are too far apart. Also, I've seen the work zone light on in zones that are vacant and after hours and on the same note, the speed limit during non-site working hours should be posted. It's confusing if you're still supposed to drive the work zone limit or not because with the sign not on that it's an active work zone, you don't know if you're still supposed to stick to the zone's speed limit.
- Towns/communities need to enforce speeding with the use of RADAR!!! My child was almost killed in an accident by getting rear ended by a distracted driver who admitted to driving too fast and while distracted. My road needs to have speed traps on it. Cars go flying by way too fast on a 25mph road! I've seen the electronic sign up to almost 50 when it's been posted!!
- There are too many drivers who are doing everything but operating their vehicle. talking or texting on phones, swerving, following too close, foreign people who can't drive, read signs, and are plain disrespectful. it is a joke I have to get a brand-new car inspected and then have to drive on the deplorable roads. Where is all the money going ??? Emissions is another joke. why do BRAND NEW car need emissions inspection and there are thousands of trucks crossing pa. interstates blowing black diesel exhaust everywhere. PennDOT is a disgrace.
- Construction zones: people are still not careful enough. I have seen people almost get hit because people are not paying attention. Tar and chip is dangerous for motorcycles and also, big trucks on tar and chip with cars behind getting chipped windows. If the speed was reduced it may help prevent that. Trees need to be cleared better next to roads with the power lines.
- Not sure if more police presence is the answer but there are just too many people driving like they are the only ones on the road, Excessive high speeds, zigging and sagging in and out of lanes, tail gating, cell phone and generally disrespectful driving. People are not focused on driving. Not sure where their heads are at but it isn't driving. I recently retired and are on the roads more now. It is unbelievable how poorly people are driving. It's gotten scary to even drive to the grocery store.
- Construction zones need better illumination at night and in inclement weather. Roads need to be drastically repaired. Most accidents in my area are due to poor drainage and lack of road maintenance.
- People speeding in construction zones should be hit where it hurts...big time...right in the pocketbook....some motorcyclist need to start obeying the sped limits more and start having their bikes lit up brightly so someone can actually see them. Along with get rid of these no muffler exhaust pipes that a lot of them are running...also they need to start enforcing posted speed limits on the highways full time...why does the state waste millions of dollars of tax payer monies putting up signs if they are not going to enforce them. Try going 55 in a 55 zone and you are getting passed by virtually very truck on the road and most of the cars...truck drivers that claim they can't stop these rigs fast sure know how to drive fast and right on the rear bumper of the vehicle ahead of them being it another truck or a car...they need to learn the rules of the road include them
- Repair the roads and bridges!!!

- Construction zones: in many cases the posted reduced speed limits in construction zones are sporadic, inconsistent, and unclear. A driver needs to guess when the lowered limit begins, when it ends, and whether it is truly in effect (for example in a zone which is not active). PennDOT could do a better job in this regard. On a positive note, I strongly support the notion of using roundabouts at intersections where traffic typically backs up - either due to high volume or to the configuration of the intersection (e.g. a five-way intersection controlled by traffic lights or multiple stop signs).
- Make it a felony with mandatory jail time if one is injured or killed because of texting/cellphone use. Trucking: It should be REQUIRED as part of getting a driver's license in Pa. to learn how to handle yourself around trucks. 90% of trucking crashes are *caused by four wheelers. * Pa. needs to initiate a test as part of a driving exam for safety around trucks. Don't pass the test? You don't get a license.
- The roads in Monroe County are disgusting. That alone is a distraction, also that "circle/round about) going in is NOT going to work. I believe it's going to cause more accidents. I am on a local fire dept. and we all have that same feeling. I feel as though Penn DOT didn't care about anyone's opinion and basically said "screw you and just put it in to spend money!!!
- PennDOT needs to quit being cheap and fix potholes properly. Anyone that gets hit by a semi and is in fault of the accident should go to jail. Roundabouts are the dumbest invention ever. Fire Tom Wolf and Leslie Richards.
- Many people are not sure of the rule whether or not you can turn right on red. It should be noted on a sign at an intersection. "Right turn signal" sign is very misleading. Can you only turn right when the right turn signal is green, or can you still turn right on red? Many drivers slow way down to answer a phone or text while driving. They do this while on an interstate or Route 33. It's dangerous for drivers behind them. Route 33 drivers drive WAY too fast...I generally go 60-65 in the 55 mph zone and am passed by like I'm standing still all the time. When the speed limit goes to 65 after Wind gap, drivers go even faster, probably 80-85. Entrance ramp to get onto 80 eastbound at exit 310 is so full of potholes I can't safely drive through it without flattening a tire. Exit ramps on saylorsburg exits off Route 33 are too short and very dangerous.
- Construction Zones: Detour signs are often left up on rural roads long after the work is completed and often do not direct drivers back to their original route. This causes non-local drivers to needlessly go way out of their way and get lost. Speed limits: in rural areas like Bucks county are often way too low for the general local traffic. Therefore, frustrated local residents sometimes pass slow obedient drivers creating much more dangerous situations than faster safe driving. In Bucks county we have a lot of covered bridges that are our local and national treasures but they are frequently damaged by oversize trucks. The size & weight limit signs are not always posted where an oversize truck would have space to turn around on rural roads before reaching the bridge. This results in large trucks taking a chance and going thru the covered bridge rather than backing up to find a spot they can turn around or they damage property turning around where they don't have room. Neither is good. Move the warning signs far enough ahead of the Covered Bridges where a truck can turn around. But don't build costly large turn around areas on our rural roads.
- There is not enough enforcement of the speed limits. I often drive in NJ, and I see a lot more cars pulled over there than I ever see in PA. Having said that, in many places the speed limits are unreasonably low, which results in people driving at all different speeds, which creates a dangerous situation. It is absolutely ridiculous that the speed limit on I-476 south of the Turnpike is only 55 - especially in the three-lane portion. It seems the average speed of cars is

at least 70, but then you come upon a car going 55 and the traffic backs up. Really stupid to have such a low limit. Raise the limit and then enforce it.

- I have tried keeping to the speed limit or 5 mph over and most times I am almost pushed off the road with drivers passing on the right on a shoulder
- I feel distracted drivers, impaired drivers and speeding are way out of control. I don't know how many times I've seen people run red lights. pass me on hills and double lines and usually they're on phones. Also, four wheelers on the highways are a big hazard. I think the driving age should be at least 21 and then after passing a difficult test. And driving tests should be given every ten years to see if you're still capable to be on the road.
- Seatbelts don't work, proven by aasho studies, state police should detour traffic around accidents Quicker, for safety reasons
- I think PSP or local pd should be more involved with work zone safety I also think wipes on headlights on law should be enforced more and publicized more people think the auto feature on headlights turn them on and they don't need to turn on headlights for safety
- I travel Rt 1 in Middletown Twp, DelCo on a daily basis. At most traffic lights, U-turns are illegal. Yet I see people make illegal turns on a regular basis. I rarely see the State Police enforcing it. As for impaired drivers, I feel there needs to be a method of addressing the capacity of older adult drivers. Living in a township with at least 3 life care communities and 2 assisted living communities, I experience older adult drivers on a regular basis. While I know physicians can and should report those with serious impairment, there should be a method of consistently and routinely re-testing individuals over certain ages. While I don't know what the statics say on accidents, my feeling is a random check after 70 and required after 80. I also think that some diagnoses should be automatic re-testing - including stroke, dementia at any stage, and brain surgery. Those with mild and moderate impairment don't always know it and understand its impact on driving. I think they should demonstrate they have the appropriate skill before getting back behind the wheel. Thanks.
- Tailgaters when you are doing the speed limit
- More needs to be done with drivers. I encounter so many on a daily basis who are so involved in their phones while driving, folks driving while kids are unrestrained in the backseat, too many drivers speed through construction zones. More enforcement needs to be done.
- I have had distracted or impaired opposing drivers drift into my lane much too many times. These incidents are currently on the increase.
- In many areas and municipalities, I see a lot of confusion with two-way vs. four-way stop signs. I've see multiple instances were drivers assume it's a four-way stop and they stop and proceed thinking cars coming from right or left have a stop sign too. Serious accidents and potential for more.
- More police should be ticketing people who don't use seatbelts. I was in an accident where the other driver was speeding & none of her passengers or the driver was wearing a seatbelt. No tickets were issued to the other driver. Seatbelts save lives. Everyone should be wearing one. Always. Police should never overlook this issue. Speeding- more tickets should be issued in neighborhoods & areas where the limit is 40 or less. People always drive too fast in residential areas & very few tickets are issued in Philadelphia on smaller streets. There should be a division in the police department that only handles driving issues- regular police don't even have to make a report on mvas unless someone is physically hurt. But there have been mvas where the driver was impaired and they get back in the car and drive away. That should never happen. Philadelphia needs a Driving Police division, or cops that only handle the roads,

to keep our roads safe. Regular city cops are doing too many other things to handle the roads too.

- The number of people I see on their phones while driving is increasing. I would like to see using handheld devices can become a primary offense so police can pull people over. Many drivers either roll through stop signs, or do not come to a complete stop. I work at a school and see students and parents doing this on the school campus and on the nearby streets on a regular basis. Someone is going to get hurt. I think our state and local police do a great job with the resources they have. It would be nice to see an increased presence on major roadways. This may involve hiring larger police forces to ensure that more drivers are following safe driving practices.
- 1. noise of motorcycles - should be db limit 2. speeding if you drive at the speed limit everyone passes you, when are the police going to enforce the speed limits. our street has a 15 mph limit, 800-1200 Drexel ave Drexel Hill 19026, most car go over 30 mph. the police should enforce the speed limit or it should be changed.
- With cell phones it the worst thing one can do while driving trucks need to be checked always not just at random times i.e. weigh stations at all points of entry into the state. The roads need to safe and free from pot holes and bad and or deteriorating conditions we have the worst roads in the nation.
- I just drove south and was frightened when the speeds were not reduced while it was pouring rain so bad I could not see ahead of me.
- Share the road - VERY difficult to do on narrow rural roads with little to no shoulder. Construction - stop on chastising the drivers for not follow safe work zone practices. I have seen construction workers walking on the lines, In the lanes, And other unsafe practice. I refuse to believe that drivers are solely at fault for work zone worker fatalities given the number of u safe behaviors I have witnessed.
- I see too many drivers on cell phones, and at certain times of the day, speeding in excess of 15 to 20 mph over the speed limit.
- 1. Several times motorcyclists have been observed weaving in and out of traffic/ driving on shoulder of road to keep moving while other traffic is at a standstill. 2. Quite often pedestrians/bicyclists have been observed walking/ riding on the wrong side of the road. 3. While most big rig drivers observe the rules and speed limits there are quite a few who totally disregard posted speed limits and/or just switch lanes without checking if the land us clear and don't use signals. Car drivers do the same. So frustrating.
- This survey should be labeled as only for motorists. It was a waste of my time since I choose sustainable modes most of the time. You need to stop focusing so much on individual behavior and redesign roads so that they don't cause fatalities or severe injuries when imperfect humans make mistakes. Cars need to be slowed down and car-dependence needs to be greatly reduced. You as the state's transportation agency are responsible for having incentivized excessive driving and a casual attitude toward the serious responsibility motorists choose to take on. You need reformed practices across the board, not new slogans to beg people to use irresponsibly designed facilities responsibly.
- People need to respect bicyclists more. Hoping that police would indeed ticket/punish motorists that don't. Possibly have a special number for a cyclist to report issues with motorists. As far as tar/oil/chipping roads - it needs to be done in a better manner so that piles of 'chips' are left along the sides of roadways or corners, etc. They are a big hazard to both motorcycles and bicycles.

- Every day, I see multiple people using cell phones while driving. If I see, why don't the police. Truck drivers do not look for other vehicles. They do whatever they want, whenever they want. I am scared to be anywhere near trucks when driving, as I never know what they will do.
- Mandate hands free/ no texting phone use, actually enforcing aggressive driving laws
- Speed limit is too low, no handheld devices while driving., speeding in work zones
- Cell phone use in my opinion is getting WAY out of hand. Who are people talking to at 6:30 in the morning? You just left the house! At traffic lights, location when a person is able to turn on red and they just sit there and are on the phone slowing down movement for others. Speeding on I 70 between Belle Vernon and New Stanton in the AM, tailgating, weaving in and out of traffic. Ugh....
- I am often in the situation where the speed limit is reduced to 35 on a highway because the area of road is a construction site. Usually this means a two-lane Highway is operating as a single-lane Highway. I tend to encounter this late at night when there is no active construction occurring. All the drivers ignore the reduced speed limit sign and drive at the speed they would normally. One day I fully expect to be the one car that gets pulled over and fined double for going with the flow of traffic. I think the doubled fine and enforcement of the reduced speed should cease to be in effect when construction isn't active. The state shouldn't criminalize behavior that has no effect on society outside of the individual choosing to engage in that behavior. Although I would likely continue to wear one, it is an overreach to criminalize seatbelt-use. The roads in my county are worse than those I've encountered in third world countries. There are noon craters large enough to take up both lanes, so the flow of traffic is interrupted as a rule of thumb in order to accommodate them. This is a disgrace.
- Almost every time I see bad driving the person was on their phone. Someone almost hit me last month while they were texting. Also, construction zones, 83 particularly are unsafe. The u turns on Jonestown rd west are very unsafe.
- There needs to be more serious consequences for impaired driving. Too many times I have seen where someone under the influence gets only a "slap on the wrist" even when their actions have caused the death(s) of another/others. Even Ohio has better rules that are enforced - a person found guilty of a DUI receives a specific license plate. This person has to have no more convictions within a certain time period to go back to their regular plate. This plate also alerted the other drivers to be cautious when near that vehicle. As for distracted driving- there needs to be investigations into whether the drivers were texting whenever there is a crash. I cannot count how many times I have been almost hit by someone swerving all over the lanes only to see their faces in their phones and not on the road when we would pass them. I have also seen when people on their phones just stop suddenly. Unfortunately, in PA, if that person gets hit, it's the driver behind that gets blamed. Perhaps a check into BOTH drivers texting history and if the front driver was driving distracted, they need to get a ticket
- I think construction workers need more protection while working. I watched a flagman almost get hit and I have seen people speed right by the workers. They need a patrolman or cameras protecting them and all speeders need maximum fines.
- EXCESSIVE speeding is out of control. Aggressive driving is out of control. And it's everywhere. Interstates, state routes, back roads. It's getting to the point where I don't like to drive any more. I go through the construction zone on 279 north of Pittsburgh, posted speed limit is 45, and it is common for the signs that show car speed to be in the 70's. I've NEVER seen anyone

pulled over for speeding in that zone. It's dangerous to drive 45 through there, tailgating and aggressive drivers try to "shame" you into going faster.

- Drivers not using headlights at night. Roads not being repaired before oil & chipped (example: sides of roads in bad condition).
- CONSTRUCTION ZONES: You never know when one is ACTIVE or not. Construction company's including PennDOT do NOT deactivate them when NOT working. I slow down only if I see people actually working in a zone. SHUT DOWN the flashing lights and signs if you aren't working in a zone. SHARING THE ROAD: bicyclist want motorists (who pay road taxes) to share the road but they illegally run stop signs/traffic lights and hog the road like they own or pay taxes for their use. Nobody enforces anything on these rude roadway hogs. Make bicyclist get and pay for licenses to fix the roadways! SCHOOL ZONES: I have no issue with School zones where children may walk to/from school. BUT... there are many where this is NOT the case, but traffic has to drive 15 MPH thru the school zone. It simply backs up traffic and protects nobody. There should be a review of these and eliminate zones where there is no pedestrian traffic. SCHOOL BUSES: Get rid of those stupid white strobes on the roofs of school buses. Cops don't drive around with their emergency lights on. They should only come on when loading or unloading. LAST: PennDOT is super slow to respond to emergency service calls after hours. You need a far better/faster way of handling call outs for service to police and Fire.
- Too many people play with phones and tie up traffic at lights or while driving and decrease speed or weave on the roads. Truck drivers cut left turn lane lights by turning on red thereby preventing traffic that has green light cannot move. Large tractor trailers will be in the wrong lane when wishing to turn left as they cannot negotiate space allowed for turn.
- Helmets and lights so a driver can easily spot them or designated lane.
- Require municipalities to place mirrors or 4 way stop signs at blind intersections and clear obstructions. More enforcement of jay walking in cities and bicycles following road rules. Enforce motorcycle behavior, no doubling up, no weaving in and out of traffic, leave adequate distance to other vehicles and adequate marking so they can be seen. Enforce truck emission standards, truck brake inspections, truck speeding and following too closely and truck idling, trucks in residential zones and truckers reckless driving on interstates, limit truck weight and size and length, the interstates in central PA are all bumper to bumper trucks. Widen the interstates and provide wider pull off area on the sides of the highways. Fences at all overpasses to stop people throwing things at vehicles. Another bridge across the Susquehanna near Harrisburg, the traffic jams can be horrendous.
- Has anyone looked at the lack of shoulders on rural roads? I live on Poplar Valley Road West and there are multiples places where the rains have created deep trenches that will ruin or wreck a car if the car had to swerve. PennDOT needs to look at this road.
- We need to make it a legal requirement to wear a helmet when on a motorcycle. To crash without a helmet is to die. Seatbelts in a motor vehicle are important so why not helmets? We need better instructions on how to share the road with bicyclists (and more trails for them to not be on busy roads without shoulders) and especially with Amish/Mennonite buggies. More enforcement of tractor trailer trucks driving distracted, aggressively, or hanging out in the left lane (especially when below the posted speed limit)
- Want to see more police looking for speeders, running stop signs and red lights, tailgaters.
- I would like PennDOT to focus attention to icing conditions. What can be done to alert drivers a road is beginning to ice up?
- There should be stiff fines for people using cell phones especially when operating a newer vehicle that is bluetooth capable. Also, I feel that Penn Dot has for years dropped the ball on

signage at intersections. Surely for as many Dot trucks that are on the road every day the foreman and drivers of the trucks can see at a large portion of the state's intersections have signs and sign poles that obstruct my view of oncoming traffic when pulling into traffic. There are intersections that you have to stop short to get a clear view and other that you almost have to pull into traffic to get a clear view.

- 1) Motorcycles - need more effort to make people aware we are out on the road and look for us. I've been t-boned twice by people who claim they 'didn't see us'. 2) Traffic laws - I can't believe how many people these days STILL don't understand that if you have your headlights on you have to have wipers on too AND how many people don't get the heck out of the left lane so people can pass. STILL. After all this time and all the signage, etc.
- Speed limits are posted on every road, but it doesn't seem to be enforced. It's almost like people do whatever speed they want until they see a police vehicle. Pennsylvania should have a lot more "unmarked" vehicles, AND enforce the laws that are in place.
- I detest drivers who drive too close to me- regardless of the speed. I get angry when I see drivers using their devices. Bicyclists on rural roads are a definite hazard when cars try to pass them. Bicycles should only be allowed on bike routes.
- Where are the questions about bicyclists that do not have to stop at stop signs or pay road tax and don't have a license that OWN the road. They pull in front of you and slow down...very unsafe...
- If people have to buckle up, motorcycle drivers should have to wear a helmet. Our area is looking at putting a roundabout on a 4-lane busy highway and it shouldn't be happening. The road 322 is busy enough.
- Make speed limits reasonable and then enforce them. Big trucks should go slower. Quit the use of tar and chip. Make more round-about at intersections.
- 1. Do major road work at night. 2. Stop closing more or longer lanes than necessary during road work. 3. Teach police the difference between "No turn on red" and "Right turn signal". 4. Make reporting aggressive drivers easy and meaningful. 5. Fix pot holes in more timely manner.
- Think each of the above question check boxes could have a lot of improvement. Share the road with bicycles who don't pay for licensed privilege as other drivers must and are most times in your face and refuse to get off the road and let cars pass by causing backups are a danger. Construction areas should be done as much as possible during night time hours and not prime time when traffic is heavier.
- I would like to see much more police presence. I see increasing violations where motorists are disregarding stop signs and traffic signals. Also, more motorists failing to dim headlights. The newer headlights are exceptionally bright and are blinding if not dimmed. I also see more driving in the rain and after dark without headlights.
- PA needs better road maintenance year around! Too many workers just standing around while one man is working!!!!
- I would be more likely to support laws suggested in construction zones but the following comes to mind: it seems to me that oftentimes a zone is marked as a construction zone for lengthy periods of time, even long before work has begun and long after work has ended. Also at times work is put on hold but not completed, meaning the signs are still in place and a reduced speed is posted. Sometimes but not often these signs are covered, indicating the regular speed limit may be used. If the device to monitor speed in work zones was limited to use during when the zone is actually active, I believe it would be good. Regarding distracted driving, personally much distraction comes from my children (one in particular). TM

certain this is not something controllable by PENNDOT, nor should it be. But perhaps a campaign targeted toward children and youth about how serious their distractions can be to a driver. And also, more campaigns directed toward them regarding devices while driving.

- *Legislation for Primary Seatbelt Law (Repeal Secondary Law) *Ban hand-held devices while operating a vehicle *Use of Radar for all law enforcement in Pa (Beside PSP) *Require additional classroom - 4 hrs. per session and 7 consecutive days with comprehensive paper testing and 40 hours of OJT training for Traffic Control Technicians (Flaggers) *Banning all types of obstructive coverings of registration tag such as tinted covers and stricter vehicle inspection compliance with Pa tinted window law which provides more safety for police officers. *Stricter penalties for repeat DUI offenders such as raising fines to \$1,000, ankle monitoring device for two years - they pay and/or impounding vehicle and/or booting for 2 years; If employed when offense occurred- work release for three years *
- Work zones go cone crazy why block both directions why not do one side at a time. Also, the same roads are tore up every year when they are perfect already Why? Why does it take 3 years to black top 3 miles?
- There needs to be a lot more information and education when driving around big trucks, what it takes to stop an 18 wheeler, hanging around a truck rather than passing quickly, I drive truck and every day drivers cutting in front of me, failing to yield when ramping onto roadway, tailgating, drivers texting, or talking on cell phones , amazing how many drivers holding their phone while driving even if they're not talking or texting , it's an addiction! And a big problem! There needs to be information and education applied to the learner permit process including questions on driver license test in regards to the above comments, also start putting more useful information on the electronic road signs
- I see way too many people using hand held devices while driving. Also changing speed zones between streets & highways can be very confusing. On one block the speed limit is 45 mph. Next block it can be 35 or 25 with little or no notice of the change.
- Work areas should be limited to actual work areas and not spread out for miles thereby impacting traffic to a lesser extent. Truck drivers should not be permitted to drive side by side for miles on turnpike roads. Current speed limits in many areas seem to be quite low. Put a speed limit, then a bad weather limit. People doing below the speed limit on major highways are a danger.
- The speed limit on Route 430 west bound, just east of route 531 intersection needs adjusted down to a maximum of 45. Its currently 50 approaching a dangerous intersection. The said intersection NEEDS stop ahead warning signs on south-bound Depot road and north bound Wales road and alternate stop signs at intersection with flashing lights around stop sign or reflective tape. This is a dangerous intersection with multiple serious injuries and at the VERY least one fatality that I remember because it took the life of a teenager from Harborcreek High School.
- Hand held device use should be illegal and a primary offense resulting in license points. I have no problem with speed cameras in work zones provided the work zone is TRULY active when they are in use.
- Turning lanes should have dotted lines to direct traffic into their closest lane allowing other traffic to turn which as well would increase traffic flow.
- People distracted by their toys(phones) will driving is a major issue. As well as low LEO presence (especially in rural areas), is taken advantage of by blowing through STOP signs(witness it nearly DAILY!- Tulpehocken Town) and speeding excessively. Signs in many rural

areas are either missing or poorly visible - blocked by tree branch over hang and even decrepit vehicles blocking view.

- PA TWP speed limit should be reduced to 65 and more police cars. Some drivers are driving 70+ MPH. Many accidents on the Northeast extension. Work zones need to reduce speeds and have police nearby.
- We need a national hands-free law.
- Construction zones limit traffic movement even when no construction is going on. Miles of road are blocked for small areas of construction. Truck drivers should be limited to the right lane to stop rolling road blocks. Cars are required to pass safely but truckers often pull out right in front of a car to pass another slower truck. They do not pass safely.
- Would like to see greater availability of motorcycle safety classes. Would like to see more rational (higher) speed limits, new turnpike speed limits are a great start. Traffic flows much better now. Would like to see more passing zones. Would like to see more enforcement of "Keep right, pass left" law.
- I have seen a large increase in people exceeding the posted speed limits on all highways. Many of these people are going at least 10mph over the posted limit. We need the police to write more tickets for this. Also, it is a law to have your headlights on during inclement weather (rain, fog, etc.) but there are many people driving without lights on. This needs better enforcement. Thank you.
- I live on Hyson School Rd. the speed limit is 35mph and @ 15% of the vehicles seem to be going twice that speed, and most don't seem to have any respect for pedestrians. We need a police officer with radar to set up on the street to explain respect to the disrespectful drivers.
- Photo radar (Autovelox) should be used to control speeding just as in Switzerland. It works. I lived there. Also, the traffic laws should be enforced as rigorously as by the Swiss police. The very stiff fines and license suspensions issued effectively thwart speeding and other offenses as people can't afford the expensive consequences.
- Need more troopers in counties for coverage. Troopers shouldn't be doing property checks, or "baby sitting" for adults that can't control their children. Do more policing. Truck drivers, even Penn Dot drivers should follow all rules, Cell phone use, speeding distracted driving. Share the road with bicyclist, bikes shouldn't hog the road, 3-4 abreast, riding through neighborhoods at 6am and telling to one another waking up people. Following rules like stop signs and traveling in the correct direction. Work zone traffic enforcement, to many workers a out in danger by distracted drivers, texting, taking pictures of workers, Cell phone usage, and aggressive drivers, and drivers insulting/assaulting the workers.
- Construction Zones: It is very frustrating when a mile or more of road is blocked off, and there are a couple of people working on a very small area. There needs to be a better system. Traffic around here is bad enough without excessive road closure or unneeded changes to traffic patterns. Truck Drivers: They are often riding in the left lane, which is supposed to be NO TRUCKS/BUSES lane on the turnpike. They totally ignore it or don't see it. Something needs to be done about that. There also should be an incentive for them to use the turnpike at night. Rush hour on the turnpike in Montgomery County (Willow Grove to Plymouth Meeting) is already a disaster. The trucks make it a hundred times worse because they are either going below the speed limit, taking extra time to move from stand still traffic, or causing accidents. This is also something that should be addressed.
- Most people NEVER stop at red lights and stop signs. Cops should watch and ticket people that don't come to a complete stop. I stopped at a stop sign and the person behind me hit me. He then yelled, nobody coming, get moving. I have been riding a motorcycle for over 50

years. It should be a state law, helmets required, just like New York. When I travel on I-90, just west of I-79, traveling east the speed limit slows to 55 mph. I ALWAYS slow down to 55 and people blow their horns at me. Most people speed through the 55-mph zone. Need more radar set up in that area.

- We need to outlaw all hand held devices immediately, like the states around us. The speed limit of 70 on the turnpike is too high and dangerous.
- Distracted Driving - way too many people texting and talking on cell phones while driving - need to have stiff fines for this. Police presence - don't see them - where are they at? So many times, I said I wish I was a cop because of the things I see on the roads. Police really need to enforce the "no driving in passing lane except to pass" law. It is way out of control Tree removal - can't see some signs due to tree branches. Road signs - need more in some areas like "yield" and "merge". Too many stop signs along "straight" streets and four-way intersections. Speed limit - some too low especially in areas posted at 25 mph. Truck drivers especially should be ticketed for driving in the left lane (and not just passing).
- Often Police Cars blinding strobes cause temporary vision issues and could cause epileptic seizures. Roadwork huge lights used at night sometimes are placed in blinding positions to drivers. More intersections should be looked at for either turning arrows or delayed greens to allow opposing turn at two lane intersections. Synchronizing traffic lights where they are in close proximity to allow traffic flow thru intersections.
- Speed limits should be reduced. People are driving too fast. There are thousands of accidents every year, with thousands of people being killed or injured. It seems like we don't value a person's life or health. People just want to be irresponsible and do whatever they please, without regard to how someone else is affected. We need to reduce road rage and tailgating. People need to know how many car lengths are needed to stay a safe distance from the car ahead of you. It should be illegal to talk or text or be otherwise distracted while driving.
- I am not a big fan of increased police enforcement and patrol for mild speeding, I believe the speed limit are too low in many cases. I tend to want to drive between 35 and 55, 60 at the most. Anything over 55-60 on a non-limited access highway by all means it's too fast, stop them and do enforcement. I'm all for banning and cracking down on cell phones and texting. Either drive or use your stupid cell phone. Hands free does little in my opinion to reduce the risk. It's as bad as driving drunk. Lastly, would LOVE to see a major campaign to enforce not driving in the left lane unless you are PASSING. This has gotten completely ridiculous. If you want to go slow or the same speed as the person in the right lane while I'm trying to get to work, then drive in the right lane! Would love to see some of the 25's and 35's made 35's and 45's. Do it with strict enforcement for those that go faster than the posted limits. Thanks for your survey.
- The increasing facilitation of PennDOT for the use by pedacycles NEEDS TO STOP. By the Vehicle Code they use to be required to ride within 18" of the pavement edge. Now PennDOT is establishing "Bike Lanes" at the gas tax payers expense (which last year's survey said should not happen) . Pedacyclists think they have every right to the all portions of the lane, ride where it is not safe, ride while not obeying the vehicle code, and motor vehicles are to yield to them. They suffer no penalties for their actions other than getting hit for which the motorists must pay the FINE and with guilt. Road safety conditions on rural PennDOT established roads is deplorable. I live on one of many lower Classified roads in Erie County where there has been a huge increase in traffic. Berms are minimal, speeds are not controlled (the drivers are to fault) line of sight around bends are unacceptable. This is a typical paved road in Northwest PA. The township roads are much better maintained.

- The closest I have come to having an accident in the past eight or nine years was going around a turn at the speed limit and almost literally bouncing off the road because it was so full of potholes. I find it hard to believe that very many accidents are caused by good drivers going five or even ten mph over many of the speed limits. My guess is it is the people who are constantly running red lights or passing using the turning lane or even the shoulder on the highway. Additionally, I have noticed that many drivers are completely unaware of other people or cars around them and if they are they just don't care. For example, very few people use their blinkers well in advance of a turn to aid the driver behind them.
- I believe the police should stop anyone using a cell phone while driving. If I can see them the police should be able to also. Maybe a stiff fine would make them think next time. The life you save could be that of your family.
- I will try to be a better driver. I will stop using my cell phone. I will stop speeding. I will not drive when sleepy. I will take the AARP driving course.
- Roads in PA are notoriously poor. Always have huge potholes that are poorly repaired, if even that. Am amazed at how often people ignore speed limit signs. I may go 5 to 10 miles over the limit on occasion, but I still can't keep up with all the others passing me.
- Too many bad drivers. Many drivers not stopping for stop sign. Drivers doing way over speed limits. Jeannette police not doing their jobs.
- PennDOT needs to change the way it does construction on four-lane highways. There was a time when they had signs to stay in two lanes to the actual construction point and then merge. I haven't seen that in a few years, but it was a great idea -- it eliminated a lot of road rage for those who stayed in two lanes until the construction as opposed to those who got into a single line immediately and then were upset at those who didn't do that. When I was traveling in construction that used staying in two lanes not only made sure there weren't long waits to get through the construction but seemed to work much better in avoiding long delays. Also, there should be some way to remind drivers that they don't own the road and should pull over if they're holding up traffic because they don't want to go the speed limit.
- 1. Unmarked police cars used in traffic stops are dangerous particularly to women. Anyone can purchase lights and impersonate an officer in order to do harm. 2. 55 mph on the highways is too low. It was dropped from 65 to 55 during the energy crisis. No reason for it now.
- As a school bus driver, I see a lot of drivers who don't obey posted speed limits, who speed up to go through yellow/red lights, who don't use their turn signals, and who don't stop when the red stop arm/lights are engaged.
- I know you know this but you people making the surveys need to get out on the road anonymously and just see what is going on. Drivers are out of control truck drivers are seriously out of control you drive along route 22 I 78 and people from New York and New Jersey are really out of control. It seems there is little effort to deal with this. And how many lives and how much property distraction could be saved if you just forced truck drivers to drive the speed limit. I know they have to make a living but more importantly other people need to live.
- Safe road and driver-1 Some years back we had an accident on I81 that would not have happened if the berm were in better condition. We needed that berm to avoid a drifting tractor trailer. It was chewed up. 2 SR 501 and SR 645 have lots of trees waiting to fall. Someone will get killed. Property owners should be advised by the state that trees need to be removed. Utilities need to be warned to get trees cut. Some trees are long dead and hanging over power of phone/cable lines. This also applies to townships. This past year my son was

caught by one of those trees on his way to an emergency (provider). Share the road- no berms again. What are pedestrians and bicyclists to do when there is no good place to ride/walk. Traffic laws- some speed laws are stupid. 81 has too high a speed limit. Drivers usually think they can go 10- 20 mph over the posted limit and other areas promote that idea with, non-school zone, speed limits of 15-20 mph that no one obeys nor seems to get tickets for either. A speed limit of 25 mph entering a city is irrational and looks like an attempt to raise revenue like some towns down south.

- Need more speeding/dangerous driving enforcement on I-95. It's out of control the speeding and reckless lane changing. More people than not are on their phones while driving.
- Speed limits are sometimes set too low. AAA did a study several years ago & found that most drivers on a road with no speed limit signs will go within 8 miles/hour of what the state would post the speed limit to be. Therefore, speed limit signs that are ridiculously low, encourage drivers to simply drive at what would be a proper speed, and also results in people not having confidence in speed limit signs. For example, lowering the speed limit on an Interstate from 65 to 55 simply because a person crosses a county line with no change in surrounding conditions is stupid and fosters a disrespect for speed limit signs. INTERSECTIONS & RED LIGHTS. People run red lights all the time, because there is too little time warning from green to red. Instead of going from green to yellow & then a 5 second jump to red, it would be far safer to go from green to green & yellow, then to yellow, then to red. This is how it was years ago and was much safer. If it was this way today, intersections would be much safer, because people would know the light was going to change much further ahead of time & would begin to slow down sooner. The way it is today, people don't have enough time to slow down if they are close to a light when it suddenly changes to yellow, so they tend to speed up instead of slow down. By having the light jump straight to yellow, the state is encouraging unsafe driving at intersections.
- I would like to see the removal of secondary offenses and let all Title 75 traffic law be primary offenses. If it is important enough to be a traffic law, it should be able to be enforced immediately, not stacked on top of another citation. Also for work Zones, no need for active work zone lamp to double fine. If there are orange signs, good enough. Road crews lives need the protection. Don't let people get out of a heavy fine for extra safety violations on an "active work zone" sign loop hole of needing a flashing white light. Lower citation costs. Most drivers can learn to correct their behavior with a total cost of \$50. A citation costs nearly \$141.50 at minimum. This is an overwhelming burden on most families for common mistakes that need minor adjustments. Cops would write more citations too if they didn't feel they were taking food off people's tables. DUI, would like to see stricter license suspension and fines for offense. Less burden of proof as far as time limits and especially medication. If the medicine says don't operate machinery while using, that should be enough for a DUI. Truck enforcement: increased attention is needed. Most police don't know what to do with trucks and know nothing of hours of service and USDOT safety compliance. Truckers know this and take advantage by skirting hours of service rules and maintaining equipment. Proactive highway maintenance. Tree trimming, tar and chipping, drainage pipe cleaning prevents or reduces hazards in storms. Please continue. Snow removal, stop paying road crews to sit and wait for snow. Wait until it actually is snowing. Less overtime. More rest for plow drivers so they're safe. People can stay off the roads. Essential services should be the only people on the roads. The trips to the store and for fun stuff will just have to wait. Overall pleased but please help make corrective behavior easier to enforce for police and cheaper to pay for as a citizen. Help road crews stay rested by calling when needed. Not just when it might snow somewhere in the state. Thanks.

- Have traveled many times and have never seen a police officer. In other states that have lower taxes, you see them and they have emergency roadside services available. If police, PennDOT and other state employees are on the road, being paid by tax dollars, they should be required to report potholes and other unsafe road conditions (i.e.:puddled water, depressions and bumps, tire debris, etc.). I had reported a bad pothole on I81, which the tow truck driver(had damage to my vehicle) said was there for weeks and made him a lot of money, was not repaired for three days. Schuylkill Co. PennDOT told me "good luck trying to get reimbursed, it won't happen". We have a lot of roadway to take care of." (We also have much higher taxes. Where's the money going?) Truck drivers disobey the laws all the time: tailgating, speeding, cutting you off, running red lights, traveling tandem and blocking traffic at slow speeds, running on bad tires or overheated tires (rubber shrapnel) etc. In my area, Rt 61 from St. Clair thru Orwigsburg are the worst. I always wait after I get a green light to pull out. After roads are tar and chipped, the loose stones should be swept off the completed road and at intersections: the loose stones are deadly to motorcyclists on a turn. That is just somethings that come to mind.
- This is not just a PA comment, but I travel the east coast regularly and am never surprised by how many people drive considerably over the speed limit. Obviously, something is giving them the clear impression that there is very little chance of them being sanctioned for this.
- 3 things----#1--"you tailgate-you lose"---need signage for this out there, #2- where do you get your highway/road line paint---it must be water color paint-one week brand new-next week it's gone practically--terrible formula--or is it for job security??--#3--there should not be nor allowed to be speed limit changes that go from 65-70 mph to 55 mph just because your passing through some township or area where they feel they control the roads and can trap you and fine or arrest you---it's very unsafe to have to slow down in those trap areas during heavy traffic than it is to keep going the faster and original speed limit posted only 2 miles back---and again 2 to 5 miles ahead again.
- Bike riders take advantage of the four-foot rule by riding two or three abreast stalling traffic. There are four-lane highways with limited access still marked 55MPH. Much of the highway from Penn State to I-80 serves as an example.
- There are many more DUI events than most people are aware. Do not allow legal marijuana.
- Trucks never get pulled over/ m/cycles with no mufflers/ pickup trucks with lift kits and over size tires and loud exhausts
- First off PA has the highest gas tax of any state in the country yet we have horrible road conditions. I83 northbound from the Mason Dixon line to north of York may as well be a gravel road. Also, the 283/83 N interchange where 283 traffic is dumped onto the right lane of 83 is a death trap waiting to strike. That's a horrible traffic plan and will cost someone their life. The distracted driving I've witnessed has drastically increased in just the last 3 years. I don't take a trip anymore where I don't encounter someone swerving in my lane or almost running off the road. I've had to change my driving habits to assume that every other driver is distracted and act accordingly. Truck traffic (class A trucks) should not be allowed on secondary roads. They tear up the roads. Look at the washboards at the intersections or going up mountains in the state. Also, how hard is it to make a bridge approach level to the existing roadway? I know that's not always PennDOT but it's ridiculous that there's practically a speed bump at every bridge in the state. Lastly why pave a road just to cut it up and replace the drains a year later? Shouldn't that be done first then paving the last step.
- Angled intersections where entering a main highway or road is greater than 90 degrees, as it causes a blind spot or unnatural body angle to try and see oncoming traffic. Also 3-way

intersections with only two stop signs unless turning right, the person behind a person turning left or going through the intersection must stop causing the person in the trailing vehicle to slam on brakes or have a collision - all should stop to prevent confusion. Final comment is having a yield or stop sign on a on ramp to a high-speed freeway or highway, should be a merge so they can gain speed and blend in with or merge at speed with traffic flow instead of trying to enter traffic from a stop. Thank you

- Two items: FIRST the technology now exists ... a Car Speed Regulator (CSR) device in the car that "reads" the posted speed limit (similar to common GPS devices and apps like WAZE do) and will not allow the driver to go past the posted speed. Okay, there ARE emergencies when it may be necessary to exceed the posted speed ... so if the Car Speed Regulator is manually disabled by the driver, have the headlights flash and the horn sound alerting other drivers and law enforcement personnel that the posted speed is intentionally being exceeded. SECOND ... EVERY car should have an interlock system installed to ensure that EVERY driver is not impaired. Sober driving at no more than the posted speed will reduce accidents, injuries, deaths and should allow the cost of everyone's insurance to be greatly reduced.
- Why does PennDOT close off a few miles of road just to work on a section of road that isn't even 1/4 long? I feel that PennDOT has no consideration for the flow of traffic when doing construction, especially when they reduce all lanes down to 1, or when they stop traffic on a 2-way 1 lane road and one side backs up for a mile and the other side only has 3-4 cars stopped. I also don't understand where all of our extra gas money is going. Our roads in PA are way behind with the times. Traffic in PA continues to grow, especially with all of the warehouses and houses being built. Yet, our roads are in ill repair and were never meant to handle to traffic loads they see.
- Distracted driving is as dangerous as impaired driving and is currently rampant. Cell phone usage while driving needs to be dealt legislatively. Why are impaired drivers with multiple offenses on the road? Apparently, the laws need to be strengthened with more jail time. They put everyone at risk. And now PA has allowed another intoxicant - medical marijuana- putting the unimpaired public at further risk. Restructure of non-problematic, relatively safe intersections with roundabouts is a gross mismanagement of tax dollars, but this is PennDOT's new obsession. They have hearings, but refuse to listen to the public discourse and their concerns. PennDOT is a "bully." They will do what they want whether of not it is of benefit. More evidence of the unelected ruling the electorate. I foresee nothing positive coming from this abominable situation. Truck drivers! Formerly great "friends of the road" who used to be courteous and careful are an insane lot. Very few know how to use turn signals anymore. They constantly attempt to pass on a grade and it is usually another truck going 2 mph slower. I believe they do it on purpose, ride side by side for a good distance, all the while using a cell phone and many a time not able to keep the behemoth vehicle in the lane. They are frequently on the shoulder, rattling the rumble strips. I'd say they are the worst and most dangerous drivers on the road today, but that "award" has many, many competitors.
- No one yields any more. More foreigners on road and may not know what this means. See many close calls when cars merging on highway think they have right away and disregard yield. Also, motorcycles pass illegally and fast and sometimes two per lane. Are they allowed to zoom in and out?
- I never see anyone slowdown in construction sites. When I slow down, people pass me or ride my tail. I see too many drivers on their phones while driving. You can't focus on the road and other traffic if your attention is on the phone conversation. Best way to stop it is if you are in an accident while on the phone or texting, it should be a felony.

- Make it illegal to be on your cell phone. Tar and chip saves money but is hard on cars. Need more laws for Amish buggies, maybe a license. If helmets on motorcycles are optional than requiring seatbelts is crazy.
- I see way too many people driving while looking at their cell phones &/or typing on them. Trucks should be required to stay in the right lane at certain spots so far can get passed their slow lane blocking vehicles! :)
- People on a motorcycle should be required to wear helmets. Police should enforce the driving without head or tail lights. I see way to many cars with a headlight out. Speed limits should be more uniform through the state i.e. the turnpike speed of 70 mph is fine however you then get to Somerset county and it drops to 55? Other areas you are traveling at 45 mph and all of sudden its drops to 30 mph for no apparent reason.
- I live at on Paper Mill Road, Wyomissing, Pa. When PennDOT installed the new road in 1988 they documented the speed limit to be 35 MPH. From day one it was posted as 40MPH. Speeding is excessive. Why, because speeding has not been enforced in the 30 years since construction. To the best of my knowledge there has never been a vehicle stop for speeding. I believe all the drivers are very aware of this. I asked PennDOT to install speed surveillance strip to monitor speed at Cromwell & Paper Mill Road but is never happened.
- Seatbelts should be optional for adults Drivers test should have more info on motorcycle safety.
- Roads do not seem to be banked on curves to allow for safer negotiation. Why has this been changed? How can this be reinstated? In my experience, truckers are better drivers on the highway than in previous decades. If I can see people using a device or be otherwise distracted why don't the police ticket them? The use of speed traps is entrapment (they hide), and there's far more money in ticketing device users. Highway workers close down lanes for quiet some distance to work in a short work zone. What is the reason for a closed lane beyond the work zone. Improvements on some highways have been terrific.
- Horse and buggies should be restricted from using high volume State roads. Horse and buggies should be required to be registered and pay a road use tax. Motorcycle drivers and riders should be required to wear helmets. I'm required to wear a seatbelt for safety but they are exempt from wearing a helmet
- Seatbelts are a life saver, drunk driving is not acceptable, period. Safe driving in Work zones is important, someone's life is at stake.
- Hand held phones should be banned. Local municipality police should be permitted to use radar.
- A speed limit sign is only a suggestion, i have gotten a ticket for five miles over the speed limit, in my view its all about the money i have been driving for fifty-five years. never had an accident. we have too many laws and i do believe it's all about the money, leave people be. we have become a police state. we have too many laws all they are is a nuisance, we have a few useless laws. related to PennDOT. like stopping at every red light, what that proves is beyond me. also, stopping all traffic for a driver to make a right hand turn on red. if the motorist is only turning right why must all traffic stop, useless rule. also flipping a light red rapidly as a motorist approaches an intersection, for the driver on the main road doing the speed limit, i am amazed that no one has been killed or badly injured with this useless practice. i am very cautious when entering a intersection. i believe these should be addressed but i might add i won't count on it too soon. you asked for my opinion remember.....thanks

- Re: work zones, PA has such a long stretch with a lower limit with no visible work going on that it encourages people to speed after they get thru that segment of the road. A better alternative is cameras in a work zone and a shorter work zone.
- 1. Cameras at intersections for taking license for fine of those who run the yellow/RED light.
2. Road signs informing drivers to respect a tractor trailer, e.g.: not yielding when entering a 2-lane road, cutting between trucks, misjudging the tractor trailer's speed. 3. STOP the digital signs that report WEATHER CONDITIONS - insult to sighted drivers. No political ads along the turnpike.
- Aggressive drivers are the worst. Might be good to start advertising consequences for aggressive driving similar to seatbelt & DUI consequences. Tractor trailers are driving on country roads where they don't belong. I've been driven off the road by them and it only gets worse. This really needs to stop. Not sure the best way this can be addressed.
- Not enough police patrols/ too many police stationary on the roadside. Police patrols are more effective at catching speeders aggressive or drunk drivers and also deter other crimes. Speed limits are inconsistent and often change several times along short stretches of state routes. Cyclists need more information/education about the rules of the road and road sharing.
- In construction zones, such as the one presently on Rt 283 in Dauphin County, there are signs that state the speed limit is strictly enforced but there is never a police car seen anywhere throughout the construction zone. How is that strictly enforcing the speed limit?
Motorcyclists are a select group that believes they do not have to obey traffic laws. They pass illegally, do not stop at red lights or stop signs on a normal basis and do not believe they need to wait in a line of traffic like other motorists. If people do not fear being stopped for committing a traffic violation then they are going to freely break the law. Drive the roads or walk the streets in Lancaster County and you will see so many traffic violations that you would believe they are actually the law or the norm. Are people really that lucky to not get stopped for these violations or is just the police have no time for traffic enforcement? Sharing the road with bicyclists is the law but the majority of bicyclists I see believe they do not have to follow the laws of the road. title 75 has a section specifically for bicyclists but they choose to ignore it. They do not believe they need to stop at red lights or stop signs. They also believe they can ride the wrong way on a one-way street just because they are on a bicycle. Speeding is he norm. Once again just drive the roads and streets of Lancaster County. If you are going 10 over the speed limit you are still going to slow. The motorist behind you is riding your tail trying to push you out of the way. Try driving Rt 30 anywhere in the county and you will see speeding constantly. Why can't the PA legislature pass a bill allowing local police departments to use radar? A few years ago, the PA State Police and other law enforcement departments testified before a congressional panel that they were in favor of all police departments using radar. Nothing has come of it since. Is it just another political football or do our speeding legislators want to keep getting away with flying along the roads of PA?
- More regulation of highway driving is needed. 70 miles an hour is already too fast. People should learn to yield entering the highway or a rotary. Road rage should be addressed by the police should an incident occur and a phone call made to report the incident. People should be cited for not using their turn signal. People should know the rules for taking their turn at a 4-way stop.
- I don't think that people who do not use seatbelt or those who travel well above posted speed limits are the people who will respond to this survey. More signs informing drivers of

the rules for passing bicycles are needed stating the minimum distance required. I believe that most people have no idea.

- The speed limits are too low in rural areas and too high in cities/towns. There should be much better share the road. There should be a 4 ft dotted line to show space for bicyclists so they don't get killed.
- Handheld devices should be illegal
- Please trim trees/bushes so that signs are visible. Please repaint lines so that they're visible. Please adjust speed limits to reflect actual safe driving speeds. Please require bicyclists to obey traffic laws (stop at stop signs, give turn signals, etc.)
- Distracted driving is an old problem with very few, if any, solutions. Don't focus on distracted driving because you cannot solve this problem unless everyone has driverless cars. Speeding seems like a way to make money. There are areas that are blatantly meant to trap drivers. Instead, use speed bumps. The roads around here are horrible. Consider ways to make our roads more resistant to weather. E.g., plastic roads.
- Texting while driving is a major problem. Enforcement should increase and penalties should be severe. Impaired driving enforcement should be increased.
- Hands free only for phones reminder speed signs.
- I often see people on cell phones or texting or weaving in the roadway - either drunk or texting. The police should be more vigilant and more proactive in stopping this. And penalties for texting while driving should be severe enough to make most people think twice before doing it.
- On many roads if I drive the speed limit which I always try to do the other drivers behind me get very anxious, follow too closely, and at times become aggressive. Stricter enforcement of posted speed limits is required. Otherwise, those of us who try to comply often end up driving faster than desired to avoid tailgating, etc.
- There should be more police presence in work zones. Wearing a seatbelt should be the person's choice. Speeding when traffic is going over the speed limit is safer than one car going slower and affecting traffic patterns. I am not sure about holding a phone and talking as being more unsafe than hands free. Some people are distracted when others might not be.
- There are places where I drive where the speed limit should be higher, there are corners that are sharper and the suggested speed should be lower and vice versa, there is also one place where the speed limit is 55 the other way and I believe that it is still supposed to be 55 but I think the sign was knocked over in an accident and never replaced I think there should be an elimination of all speed traps that are solely speed trap and officers will even admit it to people they pull over, I also think that the state needs to work on bridges, and after they tar and chip roads the state needs to sweep them off within a week after, otherwise they present a driving hazard, also I think our stat needs to create high speed highways just for car and pickups and ban tractor trailers from using them sort of like the autobahn in Germany, just saying it is pretty bad when a socialist country has better roads than we do
- Too often there are cones, closures, signs with no workers for days. That practice is conditioning drivers to ignore the road construction signs. Enforcement. I spend a lot of time on the road. Never see enforcement, unless it is a special event. Do we have to advertise on TV when the police will be working? I would love to see more on the road, so maybe I would not be pushed (tailgated) to work.
- Realizing that PennDOT tries hard to maintain our roads, not enough is being done. Potholes are a particular nemesis. Potholes on Pennsylvania highways have caused three tries to blow out on my car. More dedicated bike lanes are needed throughout the state. The state needs

to make a stronger effort to educate cyclists that they are operating a vehicle and need to follow those rules. Police officers should be enforcing violations by bicycle riders (I am a cyclist). Most truck drivers do an excellent job of operating their vehicles with one exception - too often they try to pass other trucks while going uphill. It seldom works. Trucks should not be allowed to pass on steep uphill portions of interstate highways.

- In our part of the state, not enough provision is given to share the road, which exponentially increases safety risks. Concerning speed limit posting, consider painting speed limit digits onto each lane.
- I feel our road ways are not properly maintained with lines and marked turning or straight lane indicators bright enough during evening driving. There needs to be an effort to keep all roads maintained in lines bright enough for dark, foggy, & during bad weather. Also, I do not feel law enforcement near school buses or schools is adequate. I have heard from multiple sources that cars are passing buses with lights & stop sign out during morning pick up or afternoon drop off. This is a very important safety issue that needs more attention and needs to be monitored.
- Traffic on North Lewis road has increased of the decades. Due to rising housing developments. With this said, there are people walking on North Lewis road where there is no sidewalk. In addition to this, the speed limit is set at 35mph and most are going 45mph. Fear someone will get hit soon walking. As well as homeowners have a difficult challenge getting out of their driveway.
- Seems to me that everyone is in a hurry and tailgating or weaving in or out of traffic making driving less enjoyable then it used to be. Most people think driving is a right, not a privilege.
- Speeding is the #1 hazard of Driving because it is not just the speed, it is the zigging in and out of traffic that is critical. Parallel passing is another thing, when cars switch lanes before it has safely passed. Construction zones need to be posted appropriately at all times. often the road sign will say that the road is closed etc., but in fact there is no construction going on. Speeders need to be stopped when exceeding limits.
- Being back the Helmet Law. Seatbelts should be made to connect automatically in new cars. I had a '91 cougar n the strap came right over your chest as soon as car was turned on. Make car manufacturers put this in new cars again.
- i tend to find myself lecturing other drivers of poor driving practices. rolling stops through intersections, illegal left-hand turns, tailgating, dangerous lane changes, not adhering to right-of-way law, etc. i have followed at least one officer who was in plain sight of one or more of these actions and nothing ever came of it. tailgating on the highway, for instance, along with the improper space cushion provided for a safe lane change is the prime cause of a pileup. I would like to see more of the "smaller" more "overlooked" laws to be enforced, because there are serious consequences to such driving behaviors.
- It isn't right that PennDOT can shut down miles and miles of road while working on a tiny little part, if that. There has been nothing done on Rte 764 for nearly one month, yet the barrel blockade remains for miles. Unacceptable. The I-99 disaster with MILES of closed road... OUTRAGEOUS! You should use moving work zones like some western states. You should not shut down more road that you can ACTUALLY work on. 764 and I-99 are two examples of colossal mismanagement and waste. Who allows this?
- Pennsylvania has some of the worst roads in the country. Road crews make faulty patches frequently rather than doing it right the first time.
- Concerned about speeding and aggressive driving in my neighborhood.

- I try to keep up with other traffic, and not to have a line of traffic buildup behind me. Always: KEEP LEFT -- PASS RIGHT (where practical). I try to pass Trucks promptly and safely. Never more than Ten Miles over the posted speed limit. Drive alongside Big Trucks is dangerous. Some of the In-Town 55-limits are too low, just look at the actual moving traffic. These are only an excuse to collect higher fines.... I do not like folks/drivers who Hog the Left Lane driving at or below the posted speed limit (for whatever reasons), with hundreds of cars waiting behind them. They are not courteous/thoughtful drivers..... You find a lot of Guys (in Pickup Trucks) or Older Florida (out-of-state) Folks doing this.... Perhaps the Police like this, since it slows down traffic..... I also don't like (myself) Driving on the Expressway at Night in the Snow, because you cannot see/make-out the White (Edge-of-the-Road) Lane Dividers.... Can you tell I'm an Engineer and I don't (never) Drink & Drive. In-fact I Don't Drink at all..... [I hope this is not too much for you to digest....] Thanks for the Opportunity!
- People are always talking/texting on their cell phones while driving. A driver pulled out in front of me because he was talking to his girlfriend on his phone and both our vehicles were totaled. We need to outlaw cell phone use while driving! Another thing that is a problem is that PennDOT blocks off lanes and starts a project, but then stops working for months. This just inconveniences drivers, causes backups, and creates problems. Don't start a project unless you're planning to complete it without long delays.
- Work zone speed limit reduced too much and police presence in work zone but doesn't enforce speed.
- Slowdown in work zones wear your seatbelt
- More enforcement needed in construction zones where most drivers continue to drive at 65 mph when it is posted 55 or 45. MUCH MORE enforcement of drivers running red lights. Every day I see a number of drivers going through red lights, with impunity. Fatal accidents will increase until drivers are punished for this dangerous practice.
- Lately in construction zones I have been seeing workers and equipment outside of the cones in the roadway often. Auto drivers are supposed to watch for motorcycles but motorcycles always seem to drive recklessly themselves.
- Speeding in school zones makes me furious. Cops need to get these people that feel like they can do whatever they want. Slow down people!
- On most of the highways, everyone is speeding, and if you don't speed they tail gate you. Often no matter how fast you are going some people tail gate. It would be good if police wrote tickets for tailgating
- All schools should have a driver's education program and teach students how to drive around motorcycles and especially tractor trailers & large trucks safely and responsibly. Signs should be posted every mile on state roads, and should be replaced in a timely manner if not readable or damaged in any other way. Signs at intersections stating "Look left - right - left" should only be used when looking left gives a shorter time to see oncoming traffic, not when looking right only gives you 2 seconds to see traffic opposed to looking left giving 4-10 seconds. Also clearing the far lane last when going straight through doesn't work when looking left last.
- Too much emphasis on Speeding. Speeding may contribute to accidents but more often it is a person not paying attention that actually caused the accident. Many accident causers have poor "defensive driving" skills. i.e. fail to signal, fail to yield, fail to show their intentions while driving. PSA announcements and enforcement would go a long way to increasing awareness.
- A lot of motorcyclists have no respect for following safe driving in traffic. It is very rare to see a driver that is not on their cell phone. Most times I do not drive more than 5 miles over the

speed limit and I end up annoying a lot of other drivers who fly up to the back of my car, fly around my car or fly by me car including policemen who are not on an emergency call. I think that it is very unwise to keep increasing speed limits and making fast cars because that is going to keep encouraging people to push the limits. Do people even get pulled over for speeding anymore?

- Often local speed limits are unreasonably low; in other cases it is necessary to exceed the speed limit just to stay with the traffic flow. Radar by local law enforcement officers would in many locations be a fundraising program for the town, as in ticketing some soccer mom for doing 28 in a 25 mph zone.
- It appears speed limits are posted by category of street instead of actual conditions. It can be frustrating to go 25 mph on a wide, straight, seldom-traveled street the same as a blind curve, populated street. Work zones should vary their electronic speed limit signs according to whether work has actually started (or if only cones have been put out), whether workers are present (can vary with time of day), or fluctuate with expected heavy/light traffic flow. When you're the only one on the road at night, the conditions aren't the same as rush hour.
- Distracted driving is worse than drunk driving. I follow distracted drivers frequently; they swerve all over the road, from the oncoming traffic lane to the shoulder and back again; they are not watching the road - it is horrible to see and an accident waiting to happen - something must be done to stop this. The speed limits in certain areas are too slow; for instance, there are sections of I-81 where the speed limit could easily be 70 MPH; there are other secondary roads where the speed limit could be increased as well for the benefit of everyone trying to get somewhere. Some roads are choked with traffic, because the speed limit is too slow. There are other places where the speed limit is too high, for example there are neighborhoods I drive through where the speed limit is 35 MPH, but you can't safely drive above 30 MPH because of curves in the road, stop signs, and narrowness of the road, manholes sticking out of the pavement, and proximity of houses, driveways and parked cars.
- I exceed the speed limit when the majority of the traffic is exceeding the speed limit. Not doing so would present a danger. I would like to have a way to report large vehicles who do not abide by the "No trucks, buses or trailers in left lane" posted requirement.
- Ban all use of cellphones while driving. Mandatory motorcycle helmets. More speeding patrols. Drivers really drive too fast and aggressively
- I see kids in other cars in front or back passenger seat hanging out window and not in belt or child seats. I also see a lot of drivers texting with their head down! Instead of looking into the road in front of them. Many of them drift out of lane or drive too slow (like 40 or 45 mph) even on route 78, in areas where the speed limit is 65 so other drivers will pass them even illegally like from the right to left lane or on a road that is local/ one lane!
- Most annoying...and probably most unsafe for construction workers...is signage regarding a construction/lower speed and then there being no construction work underway. It happens often enough that I believe the majority of drivers consequently disregard such notices. The ridiculous no helmet rule for motorcyclists should be aligned with their waiver of any harmful consequences.
- I would like to see all texting and driving eliminated. There should be a severe fine for texting or reading on the phone while driving. I think \$500.00 for the 1st offense and \$1000.00 for the second offense. There are constantly drivers crossing over the middle of the road because they are texting, you can see them looking down!
- Aggressive driving speeding and lack of police presence

- PA is one of the worst areas for riding a bike safely on roadways. There are a ridiculous amount of aggressive drivers that are a hazard to other vehicles, let alone the bicyclists on the road. We need more bike lanes and we need law enforcement to force cars to stop for bikes and pedestrians. And stop tarring and chipping roads. Its dangerous for all vehicles traveling on the roads as well as horrible for chipping paint and windshields. And it doesn't fix the pothole issues that we have. It's a waste of money.
- Pot holes this year are so very bad that people are swerving to avoid them which can be very dangerous. Also, I think it is imperative for shoulders not to be used as passing lanes which seems to happen every day. Also, they should not be used as bike lanes.
- Most people do not realize that with the .08 BAC how quickly they reach that level when out drinking. They need to attend classes showing actually how it does prior to getting a driver's license. Distracted drivers can be of any age, but primarily in this era it is the young millennial that has no regard or concern for this. Cell phones should be setup to not activate on phone calls or texts while the vehicle is in motion. Maybe an alert that there is a message but unable to check message or call until the vehicle has come to a complete stop at the side of the road. Speed limits, well they are there but it is rare especially in my area people actually drive the limit. Many times, I drive the actual speed limit and cars are constantly passing me. If enforcement is not go to be done for the actual posted speed then change it.
- Motorcycles should be allowed to move to the front of the pack at red lights. However, they should pass at a speed less than 5 mph. Bicycle lanes are a joke in Philly. They put up a sign stating that regular car lanes should be shared with bicycles. Truck drivers are well regulated and should be left alone for a while. Overall, changes happen after there is a tragedy. Honest and fair regulations should be put out and never changed JUST DUE TO AN INCIDENT.
- There are too many "work zones" for miles where no one is working. When that is the case, the low speed limits should not apply or be enforced. There are lots of drivers on their phones. I see it regularly on the Turnpike in all lanes. It is very dangerous.
- We need better enforcement of people texting and driving. I see it EVERY TIME I'm stopped at a red light. Raise the fines and the penalties to SAVE LIVES. Some of the speed limit areas that are 55 mph on divided highways need to be raised to 65 or 70. Many states have raised speed limits higher than that, although with different road circumstances.
- Hand held phone calls and texting should be banned and penalties more severe. Individuals with multiple DUI convictions should be electronically barred from driving. Speed limits should be reasonable and consistent. There should be a website available that would show the justification(s) for a posted speed limit on any particular road, as numerous limits appear unrealistic for conditions.
- 1. Sometimes there is a 'work zone' marked, with lots of cones, signs, etc., and NOBODY is working. And this goes on for weeks on end. So drivers get 'work zone fatigue' and they ignore the signs & cones because usually NOBODY is there. 2. Motorcycles ought to have more lights on them in front especially to make them easier to see. 3. Cars today have lots of power and speed and so it is very easy to exceed the speed limit in a new car... the new cars are powerful and quiet and you can easily get going 10 or 20 mph over the speed limit without realizing it.
- We need additional police presence and ENFORCEMENT for speeding and tailgating, especially in congested as well as construction zones. Too many times I have been tailgated or encountered aggressive drivers who are speeding and weaving in and out of traffic. It is truly frustrating that there is not more police on roads to see and stop these drivers. Also, no more

"warnings" either- issue tickets with much steeper fines and consequences and maybe it will help curb the bad drivers. Thank you.

- Suspending an individual's driver's license automatically for 1 year as a result of an unpaid minor traffic offense is just wrong and in the end doesn't benefit the state in any way. How can someone go to work to pay the owed fees when their driving privileges are suspended? By far the dumbest thing I've ever heard of.
- Congestion and speeding are so bad that I feel it is actually more unsafe to obey the speed limit than to speed. This is especially true on the interstates.
- I have driven over 3 million miles in a truck. I see lots of distractions in vehicles besides cell phone use. I have also seen government vehicles including police officers texting on their phones while driving. As for the roads, Pennsylvania roads are in terrible shape. I think more road jobs need to be contracted out. As for speeding, driving the speed limit on the interstates has become dangerous. Most cars are traveling in excess of the limit. If you do not drive at least 5 over the limit you are putting yourself at risk.
- I WOULD ENCOURAGE PAVED SHOULDERS OF AT LEAST 4 FEET TO ALLOW FOR BICYCLES AND THEY BE MAINTAINED AS THE ROADWAY IS, CLEARED OF DEBRIS ETC.
- Police- don't currently use radar under Townships etc. so people go over 5 to 10 mph Work zones - people don't obey the speed limit and most of the time are distracted. Increased risk of killing / injuring workers Driving conditions on PA roads need more work. Like line painting and reflectors on the new roads. And increase work force of pot hole repairs
- There is no excuse for work zone accidents. Cameras and more should be done to protect those who are working on our roads and bridges. They shouldn't be risking their life to fix a pothole. Distracted driving has gotten ridiculous. I sold my motorcycle for fears of being hit by distracted drivers.
- I witness many drivers passing me at very excessive speeds, reckless, and wish there was a police patrol at that location at that time
- 1. I believe lane splitting should be legal for motorcycles and bicyclists 2. A more concerted effort should be made to encourage bicyclists to ride WITH traffic rather than against it (so-called "salmoning"). 3. It is safer, especially on limited-access highways, to drive at the speed of prevailing traffic than to obey an artificially low speed limit such as 55mph on I78 going through Allentown (when most traffic is going at 70) or on the 222 expressway between Allentown and Trexlertown (45mph limit where most traffic is going 65).
- Anyone caught driving drunk/impaired should lose his/her license for some period of time; after two or three such, permanently. Anyone who kills or injures someone through drunk/impaired/inattentive driving should get tried and sentenced as if s/he had used a gun; we seem to treat these deaths as a cost of doing business, not as murder, and I find that appalling. And drivers need to treat bicyclists and pedestrians with the utmost respect; pedestrians especially should have the right of way, period. And laws and enforcement should respect this.
- I drivers of a car need to wear seatbelts why don't motorcyclist need to wear a helmet? it should be the law for them.
- All roundabouts should be removed. They are not worth the cost and are a hazard. Bicycles that "share" the road with motor vehicles should be required to have a license and inspection. This would help to cover the cost of the "bicycle only" lanes that are added to some roads / streets. The riders should also be required to pass a driver's test to ride a bicycle on a road that is shared with motor vehicles.

- Eliminate the “Look Back” periods for impaired driving so every arrest counts no matter how long ago it was. Enforce snow removal from vehicle roofs, especially big rigs, even if no accident occurred.
- Often in work zones speed limits far below the usual are posted and marked as “active” even when there are no workers present at the site. If workers are present, I always follow the posted work site limit. If they are not, typically I follow the flow of traffic at whatever speed that may be. I more often notice police at locations where locals and residents have complained about a minor inconvenience to their own property or area rather than in areas of frequent unsafe behavior. As an example, I live in a neighborhood where there is a no left turn sign posted at a stop sign to prevent through traffic due to neighborhood complaints, and I live right next to a road where drivers frequently drive 40 in the posted 25 and blow through a stop sign at the bottom of the hill. Never have I seen an officer at the second location, but I frequently see them posted at the location where neighbors complain about the through traffic. Speed limits in most areas are applicable and I follow them, but certain roads they are entirely ignored and the flow of traffic is at least 10 over the posted. A notable example is 202 southbound past King of Prussia.
- There is a need for more enforcement on the Pennsylvania turnpike. Truck drivers have become very aggressive with their driving. Also noticed that some drivers think tailgating and flashing their lights to get out of there way is a right as there is no police presence to stop them. It is getting to the point that your life is in jeopardy because of inconsiderate driving by both car and 18 wheelers.
- Need to focus more on the "MOVE OVER LAW". My husband and son are tow truck operators and people do NOT move over. It is extremely dangerous and there are going to be more deaths or injuries because of this. People do NOT pay attention.
- Speed limits should be vigorously enforced. Tractor trailers should have reduced speed limits. More state police needed to control traffic.
- In addition to growing traffic congestion, there is a severe problem with aggressive driving, particularly by 20 - 30-year-old drivers. Despite my age, I am not a slow or pokey old driver. I do the speed limit or even a couple of mph over. I STOP for signs and generally obey traffic laws. But this group of aggressive drivers will tailgate or even pass on the left because they're in a big hurry. Police need more focus on this area. I'm tired of paying high insurance premiums for these jerks.
- 1) Stop people from using cell phones while driving. They are constantly going through red lights and stops signs or crossing the center line. 2) Motorcyclist riding too close to the center line for their safety whether it be oncoming traffic or passing vehicles. Also riding the berm or through the center of traffic when everyone else is stopped for some reason.
- I feel the four-foot rule for drivers negotiating around bicyclists is not well known and from my experience a lot of drivers don't know or care about cyclists.
- No police enforcement of red light running at multiple intersections. One bad one is Sheely & Simpson Ferry where one to three cars run the red light each cycle from Sheely onto West bound Simpson Ferry. Speed on Route 15 North entering Camp Hill is 55 then 45 then 35. Cars are often running 65-80 mph on the bridge over 581. So driving the speed limit, as I do, puts me in danger being hit from the rear.
- Drive safely. Keep right, pass left. Be aware of motorcycles, pedestrians. It's The Law!
- Thanks for the continuing hard work in keeping our highways safe. I am concerned about the risk of impaired drivers and about the growing lack of respect for other drivers, motorcyclists, bicyclists and walkers.

- I think PA should consider, making the turnpike free. There are so many exits, now it seems dangerous for large trucks to take short cuts to avoid paying fees. Place a toll booth at each road entering the state. Remove all the toll booths. This should help keep business vehicles on the turnpike, making small state roads safe, and the smaller roads will require much less maintenance and will not need to be widened.
- 1. Construction zone speeds are not sufficiently enforced. 2. Speed limits on most roads in PA appear to be set based on the ability of cars built in the mid-1900s. hence people speed. 3. There aren't enough police to sufficiently enforce speed limits. 4. Seatbelts save lives. Period. However, I don't believe that they should be mandatory. (i.e. helmets for bikers.) HOWEVER, insurance companies should be exempt from having to pay medical expenses to people injured in a crash who are not wearing them regardless how minor the crash and regardless whose fault the crash was.
- Texting and driving seems to be a serious problem. It is especially prevalent when vehicles are at a red light waiting for a green light. The fact that the person using their phone sits there when the light is green, you can see them continue to look at and use their phone while starting to drive. Large trucks on the highways are speeding easily 10 -20 mph above the speed limit. Fed Ex trucks seem to be the worst offender. Not only do they speed but they seem to think they are a sports car and weave in and out of traffic. I have had trucks cut me off not only pulling back into the right lane after passing me but moving in front of me in the passing lane as I was about to pass them on a hill. This normally happens when there is a line of trucks/slow moving vehicles on a hill and the truck driver who thinks he can pass the vehicle in front of him by a half a mile an hour faster will pull out. I see trucks as the biggest threat to my safety on the highways.
- I think it's possible to make a cell phone not function if its moving faster then 3 mph!!!! ENFORCE impaired driving laws! ENFORCE laws on "motorcycle gangs" they have to share the road with other motorists! On limited access interstates there should be 3 lanes on long steep uphill sections and "TRUCKS" should be required to stay in the inner two right lanes!!
- Need more police presence and the fines should be greater in order to lessen offenders! It hurts more when they have to pay more
- Vehicles going too fast in work zones. I see this every time that I am on the highway
- Traffic is often going much faster than the speed limit. I cause everyone to drive around and sometimes it is very risky. Entering a highway when everyone is way over the limit is very risky. Motorcyclists should wear helmets. Construction signage is so often not realistic that few pay any attention. Sometimes speed limit signs are mixed one stating one number the next within so many feet another then back to the other.
- Road work creates dangerous conditions for motorcyclists. It seems no consideration is given to how the road surface affects those on 2 wheels. Cameras should be used to catch speeders and red-light runners because there are not enough police around. Road shoulders need to exist or be wider for bicyclist safety. School zone speed limits are ridiculous on roads beside the school. Sometimes the kids aren't even there and the lights are blinking. The low speed should only be in effect on the school property.
- There needs to be more police enforcement of truck drivers on 81. They speed, tailgate, weave in and out of traffic, drive slowly in the passing lane, and I've seen them looking at their cell phones while they're driving! Construction crews (mostly private) need to watch what they're doing. They repair the roads poorly, step into or stand in the narrow lane I'm given to drive in and leave stones and other debris in the driving lane. People need to be pulled over for texting and driving or looking at their phones and driving. I live on a hill in a

town and I can't tell you how many times people are speeding and looking down at their phones while cresting the hill, not knowing what is ahead of them. The internet/texting functions of cell phones should be turned off or disabled or turned off by the driver or the car itself! Get a dash mounted GPS with voice if you need directions!

- Wow, well I have selected many topics, to combine them all in a brief statement; construction on roadways should be scheduled at the time when there is the least amount of traffic, and all road crews should be required to follow the same practices for their own and driver safety; the motor vehicle industry should get the tech companies to create something that would disable electronic devices in the driving compartment unless the vehicle is stopped and put in park; law enforcement needs better protection for themselves, all who use the roadways should respect the laws and rights of others - I see this is often NOT the case and applies to cars, trucks, bicycles and motorcycles.
- Higher penalties for Cell Phone usage and School Bus ,School Zones,and WORKZONES!!!
- The number of times a vehicle coming toward me has crossed the center line and then swerved back has increased probably threefold in the last few years. Handheld cell phone use in a car needs to be a primary offense and it must be enforced strictly - this behavior is at epidemic proportions right now. There are too many trucks on the roads of the Lehigh Valley, and it's only getting worse. Trucks should have a lower speed limit and be limited to the right lane on highways. Because trucks weight ten times what a car weighs, they should have a higher standard of acceptable driving behavior. Speeding, tailgating, riding the left lane, and other behaviors (while not acceptable for any driver) have higher consequences for a 40,000 pound truck than they do for a 3000 pound car. PennDOT should implement a "Courtesy - Pass it on" campaign to lower road rage and reduce congestion. Keep reminding people that they are being inconsiderate and maybe that will help change behavior.
- Re seatbelts, while I feel people should wear them, I don't know if not wearing them should be a primary offense. It's the driver's choice (even though it's a stupid choice). But children and passengers should be required to wear seatbelts. Re distracted driving, I am in favor of strong penalties for using a cell phone in the car. Re sharing the road, it's my opinion that Americans will never learn to share the road with bicyclists, and there is too much traffic in this area to permit bicyclists to safely use major roads. I think they should not be permitted to do so.
- I wish there were more controls on drivers texting while driving - see a lot of this on the highways.
- I drive about 3 miles over the speed limit, but the drivers around me tailgate. I have adjusted the roadways I choose to drive on to avoid other driver's tailgating. Usually I obey the speed limits, because I think they were chosen for safety reasons. I also know my reflexes are not what they were decades ago, so I choose to obey speed limits. Signs: some speed limit signs are too close to an intersection for drivers to see. When a driver turns into a road they are concentrating on turning and staying on the roadbed. So the speed limit signs should be back enough that they are seen and the limit registers for the driver.
- Work zones that have miles of reduced speed posted and no one working discourages compliance. I generally stay within 5 miles of the posted speed limit but sometimes on a highway that can be more dangerous than driving with the flow. It's almost impossible to maintain a safe buffer a lot of the time. Truck drivers get all this training but I regularly see them texting and looking at a phone. I also see them play games with car drivers (like blocking both lanes or coming right up on the rear of a car) that are really dangerous. This is not to

absolve car drivers but as my mother used to say, "You're bigger so you need to be more careful."

- Please post signs on the Interstates/highways to inform people to drive right, pass left. Too many people cruise the left lane and traffic is forced to pass them on the right. This is unsafe and, I believe, the law says they should be in the right lane except to pass.
- Our representatives need to evaluate the current laws, i.e. mobile device use, helmets for cyclist, truck speed limits and truck driver training and licensing. I think local police need to be more aggressive in enforcing the laws. It appears enforcement of driving safety is a secondary issue with police.
- Workers on the opposite side of the road shine their lights into oncoming traffic which creates a safety concern, especially at night. Same side of the road workers do the same. It has a blinding effect when night driving. Hand held phones and texting should be banned. Accidents occur when motorists are texting and calling when driving, especially in the left lane. They drive erratically and cause accidents.
- There needs to be more state police presence on the roads. there needs to be a hands free only law so people are not using the phones all the way to their job or to places they are going. New York and New Jersey both have this law. why not PA. a lot of truck drivers are speeders and are very ignorant to the other drivers.
- Delayed lights, 18 wheelers making tight turns ruining sidewalks, lawn, traffic lights, going over curved, etc. Penn dot needs to review these turns and move back White stopping sections fir all vehicle allowing these large trucks to either make the turn ir not make the turn?
- Too much speeding and running stop signs on all the roads in Washington County with very little police presence.
- It is the choice of the rider of a motorcycle weather they want to wear a helmet or not, WHY CAN'T a Car Driver Decide if they want to wear a SEATBELT OR NOT, IT SHOULD BE UP TO ME. I DO NOT LIKE PUTTING A SEATBELT ON, AND I SHOULD NOT GET A TICKET FOR MY CHOICE. There is more protection in a car then on a Motorcycle, MOST PEOPLE DRIVE TO FAST BUT, SOME AREAS the Speed Limit is lower than it should be, where the roads are able to be driven on at a faster speed. POTHoles IS ANOTHER ISSUE, WHEN ARE THE ROADS GOING TO BE REPAIRED? I know the Bridges need repair, but so do the Potholes. The longer you ignore the road conditions the worse they get and cost more to repair.
- Trucks (tractor trailers) - on roads NOT meant for such vehicles but no way to enforce. Bicyclists - who DO NOT share the road and cycle in gangs of 4-5-6 across the road and ignore vehicles approaching from behind. There should be a way to limit such behavior.
- Speeding is easy to catch. One of the bigger dangers these days are aggressive and distracted drivers. Those are my greatest concerns.
- PA needs to make it a primary offense to talk on phones via hands-on and especially text while driving. I see it all the time and usually, they slow down swerve and appear like they are drunk driver, then you see them texting talking and easily know what the problem is. This is very dangerous and needs to be put into law and enforced ASAP.
- It's already August and in Westmoreland County, the pot holes have not had anywhere close to the attention they need! There are some roads that are absolutely horrible causing drivers to swerve into oncoming traffic and even using the oncoming lane for extended distances. This serious safety issue needs addressed immediately.
- As a CDL licensed driver I see the general public taking way to many chances (that could result in an accident) while driving around trucks. Possibly should be mandatory that everyone

spends a given amount of time behind the wheel of large trucks to physically see the amount of time it takes for a large rig to maneuver or stop. A truck driver is held to higher standards than a person with regular drivers license! When I do drive truck I constantly see people taking chances around large trucks by pulling in front of them too close or have no patience when it takes a lot longer to get to speed in a loaded truck so they whip out in front of approaching traffic to get around it!

- Motorcyclists should be required to wear a helmet at all times. And bicycles should be required to be equipped with front and back lights like in Europe. That would be so much safer!
- I don't see enough police presence while driving. Not enough drivers maintain slower speeds in construction work zones. Too many drivers speed excessively, weaving in and out of traffic. Too many drivers do not yield the right of way at entrance ramps.
- Our roads need work terribly, not just this AWFUL chip and tar but actual repairs. We have to avoid roads after they have been heavily chipped and gated because they are a major hazard considering how slick they make our roadways especially in situations of excess heat or precipitation. Our speed limits are unrealistic especially considering the fact that majority of surrounding counties have considerably higher (still safe) speed limits set in place with fewer traffic delays and incidences. The PA road test should be administered to elderly. No discrimination whatsoever but I personally have two members of my family over the age of 72 who should absolutely NOT be able to operate a vehicle. One of which recently caused an accident, yet still remains legally licensed without any type of health check to verify that he is still capable (both mentally and physically) to drive. Lastly, the new stoplights with the yellow blinking turning arrows are wonderful!
- Driving the turnpike frequently the police need to have more visibility in the work zones. People speed through those areas. I try to avoid certain highways because it seems that people no longer understand safe driving practices. Drivers are so close at high rates of speed that you cannot see their headlights in your mirrors. They also seem to take exits from the passing lane cutting through traffic.
- Pet peeve of mine is the use of turn signals. Seems like more and more people fail to use turn signals. Even professional drivers like truck drivers or delivery truck drivers it seems are failing to use turn signals more and more.
- I believe speed limits should be reduced to 45 miles near high density and heavy traffics areas like Harrisburg beltway, Philadelphia , and Pittsburgh area. I have traveled to Buffalo NY and they have reduced speed limits, 45 mph, near the city and I think they have had less accidents and safer commutes. It's hard to slow down but in terms of safety I think it's a good idea. Something to think about as the amount of traffic increases and the roads can't be widen or built fast enough. Thank you
- Seatbelts and helmets should be optional to adults. Laws should protect people not the interests of insurance companies. Not wearing does not injure anyone else. I used to wear sb most times until I was told by an officer that I would have been killed had I been wearing it when t-boned. Those statics are not captured. Bicycles should move against traffic so that I know they see me, as opposed to 'with traffic' where they swerve in front of cars without looking. High volume traffic roads should not be rated below 45. We have a local main traffic flow road at 25, even though only 2 houses on it. But there are developments on either side so they dropped it down. Ridiculously snarls traffic for hours. If that was the case, they should NOT have allowed the developments - increased traffic and slower speeds do not blend well.

- I think roundabouts are dangerous and hard to maneuver. I can't believe you chose to put them in on 222 in Berks County. Also, as to speed limits, you should re-evaluate them on some roads. There are places where they are ridiculously too low and a few roads where they are actually too high.
- Construction Zone marking is often excessive to the point of causing confusion.
- I've seen an increasing number of police cars with "invisible" decals, typically used for speed traps. I fear this is creating increased animosity between the police and civilian citizens at a time when tensions are already high. The "us vs them" mentality.
- Pennsylvania is too lenient on speeding in construction zones.
- Construction contractors, when closing a lane should be required to place signage instructing motorists to use both lanes up to the merge point. I've seen several instances of aggressive behaviors due to motorists trying to police the use of only one lane well before the lane closure. Trucks should not be allowed to block both lanes of a highway for several miles because they cannot pass in a reasonable amount of time. I rarely see police pull over aggressive drivers.
- May God bless our police and their families. Please reinforce that the posted speed limit is the maximum speed, not the minimum speed.
- 1. Wearing a seatbelt should be a personal choice, you're not harming anyone else by not wearing a seatbelt. They make me feel claustrophobic. 2. The most distracting thing on the road that should be banned is the video led billboards. They are literally designed to take your eyes off the road. One actually had a box score for a baseball game. You tell me is that safe? 3. The speed limit on 95 needs to be raised it is unsafe to drive the posted limit of 55
- 2 things I believe are the cause of most accidents knowledge and experience of how to drive on especially interstates. And my personal opinion the cause of most accidents is poorly painted highways.
- Work Zones need stronger enforcement of headlights on requirement! Interstate Highways need strict enforcement of right lane unless passing law! Distracted drivers need to be ticketed! Trucks who remain in the left lane on the Interstate need ticketed, regardless of speed! Trees that are leaning on utility lines need removed BEFORE they come down across the road in a storm; not waiting to clean up after the fact. (Example: Curllsville Road between Route 68 and Curllsville has at least one tree that has been leaning completely on the utility line for several months.) Also when cutting back brush along Curllsville Road, crews need to be more thorough.
- Lower speed limits for any truck to 55 max plus only allow them to be in right lane such as most of Europe. Would save many lives. Do you really care? You would have done this years ago. Trucks doing 75 or more impossible to stop quickly.
- Motorcycle riders should have to wear helmets! Bicycle riders should respect the fact that vehicle drivers are the ones who pay the high gasoline taxes to provide the roads and that they don't deserve special treatment.
- Seems like dot spends money on "pretty" things rather than fixing potholes. Please focus on what is necessary. We need bike lanes, there are no shoulders in the country and yet people want to bike on the road, it's dangerous!
- In force driving laws. People turn without using turn signals, don't stop at stop signs. To much congestion at rush hours make people impatient.
- For construction zones when the work is done the signs and barricades should be taken down. There is one site in Berks Co no one has worked there for a month and the signs are still there. People will not pay attention to the signs. Regarding police if you make a regulation like no

cell phone use while driving. police should not be given an exemption. They are supposed to set the example. How can they enforce a regulation when they do it.

- Work zones should be policed more to make people slow down. Police should be able to pull people over for being on their cell phones.
- Cell phone use is out of hand. Tar and chip should be banned (motorcycles, bicycles, vehicle damage), Right on red is out of control.
- Small towns and boro need to address the excessive speed. weight limits NEED to be enforced on ALL ROADS. Trees need cut down for public safety.
- Road work in PA takes too much time to complete and while in progress the activity is extremely dangerous to drivers. Many of the emergency lights on police and emergency vehicles are too bright at night causing drivers to be blinded by the bright light and not able to see the road properly.
- 1. Penalties should be tougher for impaired drivers. 2. Police should concentrate on reckless drivers rather than drivers who are going 5-10 mph over the limit. 3. Photo enforced speed traps should not be allowed. 4. Truckers should have a lower speed limit as large trucks that are speeding are extremely dangerous.
- "Smart" phones have GPS; therefore it should be mandated that texting capability be suspended while the phone is moving at a speed in excess of 20 mph.
- Road conditions in PA are one of the worst. Also doing road construction on multi roads at the same time which take years to complete. Police vehicles that do not use their sirens or flashing lights when on a call and expect the car in front of them to know what they are doing.
- Get radar back in use no one does the speed limit any more. if you do you do get the finger. in town or on the highway. .
- Distracted driving is at an epidemic level. Daily I see close calls from distracted drivers on the roadways and especially the turnpike. In regard to the police. The light bars are entirely too bright at night and can cause a distraction resulting in an accident. There are times I can't see where I am driving because of police lightbars There should be a law requiring a self-dimming feature for night time use
- I see too many people involved with distracted driving especially using their phones while driving even at high speeds
- 1-install shoulders on all roads so people can walk or ride a bike on the shoulder. 2-not all drivers are stupid.....stop making all intersections no turn on red, no left turn out of most businesses, passing zones on two lane roads. 3-have police target trip axle trucks speeding down the roads especially when loaded. 4-on multi lane roads have trucks stay in right lane except to pass. 5-don't keep wasting money on resurfacing roadways, update them out of the 70s and widen them. 6-construction projects shouldn't take forever to complete. The Panama Canal was built quicker then most road projects in PA. 7- all violations should be a primary offense.
- Please make cell phone talking and especially texting in PA illegal and punishable by a much higher fine, like \$300.
- On many of the roads in Chester and its surrounding counties, the state that the roads are in are incredibly unsafe. I have had to replace multiple wheels because I have severely bent them or cracked them due to potholes and other road destruction. Having bent or cracked wheels is not only a cosmetic issue, rather the moment that happens I suddenly increase the risk that my tire has bubble in it which makes my car not just hazardous to myself, but to the other drivers on the road at that time. What happens if my tire blows out because a wheel has cracked and I lose control of my car? There is nothing that I can do or a repair shop can do

to if the quality of the roads are only getting worse? Another comment that I have is about the usage of turn signals. I have found that there is an increasing amount of drivers who do not use their turn signals on roads with multiple lanes in the same direction. Within the past 24 hours, I have been nearly involved in 3 separate accidents because other drivers decided to change lanes without any indication and with that, I had no idea. I feel that there should be some penalty to driver who do not use signals, and that there should be some more awareness about this issue. I have talked to so many different people from all over PA as well as other states and each person has complained about the turn signal use within the Keystone State.

- Straighten these roads and pave them. Rt 66 north is bad and need repaired or paved. also exit ramp on 60 needs paved. Turns on these routes need straightened out. Some turns are dangerous. Especially the intersection of Rt 322 and Rt 66. they have been having accidents all the time. we need and over ramp over rt 322.
- More Police presence on roads especially construction zones like 422 between Douglassville and Sanatoga. Motorcyclists should be REQUIRED to wear helmets.
- Speed limits in some areas are too high and those are not enforced trucks travel much too fast they can't stop all that weight at such speeds when I travel on 78 or 81 I'm scared
- I have seen what I think is a growing disregard for traffic lights and emergency vehicles even by big trucks. running a light is much worse than going a couple miles an hour over the limit. I would agree with red light cameras. giving local police radar would be a disaster similar to the old tape strips. it would be used for revenue production more than traffic control regardless of the limit that would be on it at first. DUI is wrong and should be punished, that said, possible due to MADD the limits may be too low and penalty too great for 1st. time offenders. if someone is truly impaired to the point it impacts their driving, they should be punished. unfortunately, you can't legislate courtesy or common sense. the difference in driving skills is immense! I have seen it at work with CDL drivers. it seems the lower the ability the greater the attitude.
- I never see enforcement for distracted driving - I mobile phone use every day and the people don't even seem to care ((I'm on a motorcycle a lot) speed limit enforcement in towns and neighborhoods is pitiful!
- Potholes filled properly---- not half way---
- A few months ago, I set my cruise control at 70mph on I-80 between Pocono Turnpike interchange and Danville Pa, 2 cars passed me and had I-phones in front of them doing 80+ mph! Disturbing and angered me, I believe they were texting!
- Very rarely see enforcement of work zone speed limits Very rarely see enforcement of speeding on major highways.
- Work Zone - White flashing ACTIVE zone lights are not being used. Not sure whether the limit is for upcoming zone or in effect at the first signage. Speed Limits - Quite apparent that the limits are lowered anticipating that drivers are driving in excess of the limit; in other words, using the limit as the average norm and not the maximum limit. The speed limit is the typical speed and nearly everyone knows it; therefore, going 5-10 mph higher in straight, dry, clear conditions is normal. Police are not readily available for enforcement and are doing the same behavior. Seeing an officer is rare. Speeding tickets are even rarer. Officers have so much more important things to do and look for and budget problems have less on the road. Traffic-exclusive officers could probably pay for themselves in fines. DUI enforcement - has improved but now that alcohol is more readily available everywhere, you can count on more people having "one or two" somewhere and driving. Hand-held devices - rampant. As a commercial

driver, motorcycle rider and very frequent pedestrian, I can easily see into other vehicles as I am driving and riding. School Zones - 15 mph? really? that means driving at 10 mph for which analog gauges rarely operate. Spend money on the missing sidewalks and signaling near schools. Also try having organized and wide lanes near schools, enforcing improper parking (on left side of two-way roads, etc.) Police are not around to enforce laws or deter bad behavior. Bad designs are allowing bad behavior. ie) Right-turn only traffic triangles are not working at business driveways. Signs disappear from snow plows, wrecks, etc and are not replaced but mostly scofflaws ignore the signs. Median triangles are not built with strong angles to make the right-turn only very obvious. Center medians also deter left turns. You really don't see people turning left over concrete medians (not singing medians) now, do ya?

- Many road construction zones in the state have very poor or no lines at all guiding drivers thru the zone. Lineage in general on Pa. roads is poor, hardly visible in daylight, almost invisible in poor weather, this for decades. Use illuminous paint like California that glows at night. Turnpike funds should be used ONLY for Turnpike work repairs, service etc. not for PennDOT use in any way.
- Some of the intersection lights need repaired or the timing is off.
- I think a consistent reduced speed in construction zones is necessary. It's too hard to know the correct speed when it can be different. It's time to go to no hands usage of cell phones. I've watched too many people weave all over the road trying to manage their phones while driving.
- Whenever I've turned the radio knob or received a call on my blue-tooth I still keep my eyes on the road. I have taken meds in the past that said may cause drowsiness but I didn't feel drowsy or tired. whenever I had meds that did actually cause impairment I did not drive. For safe road conditions we need smooth paved roads in Schuylkill County. There are way too many large cracks, uneven and bumpy roads. There are way too many potholes, especially in areas like Shenandoah, Girardville, Giberton, and Pottsville. We need more repaving and not just pothole patching. The winters can get bad with ice and snow. The patch up jobs don't last as long. For shared road concerns, more bicycle paths would be helpful.
- 1. Cell phone are no worse than any other kind of distracted driving. "Distracted" is a very subjective term. Liberty is important. We need less "guilty until proven innocent" and more "innocent until proven guilty". I haven't had an accident in 40 years. More laws just get in the way. Defensive driving is the answer. Not more laws. 2. There is speeding and there is speeding. A 55 limit on Int.70 from Rt.30 to MD is ridiculous. A little bit over the limit is often safer than going the actual speed limit. If we are going to actually enforce the limit they all need to be raised. 3. If all stops signs were replaced by yield signs we would be safer and we would save a lot of energy. Yielding to the "right away" is logical. Coming to a complete stop when there is no oncoming traffic is almost always a waste of time and energy. 4. Each time I get into a car I would be more likely to win a million \$ lottery then have a seatbelt have any significant difference in my health. Seatbelts are an infringement on our rights. They should be voluntary. They are far less important than driving defensively. But no one makes money on promoting defensive driving.
- Motorcycles: It needs to be law that they can't be loud; I live practically on a major, heavily traveled road & a lot of them are so loud you have to stop talking when they go by, as you can't hear ANYTHING else. The noise isn't necessary. It also scares the crap out of the little ones, not to mention if they're napping, the noise wakes them up. I'd like to throttle them when this happens. Seatbelts: It should be a personal choice to wear/not wear. I was in an accident; the seatbelt was fully engaged prior to leaving my home & it let loose when I was hit

- what a joke. And then there's the many times people get trapped in the vehicle BY the seatbelt. Bad, bad idea. Truck drivers/trucks: Trucks need to also be quiet as per a law; some very large ones that pass my house are quiet, so that tells me they can ALL be quiet - the horrible noise just IS NOT NEEDED. Also, it should be law that the drivers are NOT allowed to use the jake brake going down small hills/inclines - it's LOUD, LOUD, LOUD & totally unnecessary. I sure do wish these issues would be addressed & set into law QUICKLY. Where I live has gotten SO bad & the traffic SO heavy, I feel like I'm living in Philly.

- Construction Zone Safety - it is irresponsible for the elected officials to leave this legislation unattended. Putting it off until the fall is going to get a state worker or a construction worker killed. This will be on your head, shame on you. Get on board, hit the media, blast these people for not getting this done. Distracted driving. The use of cell phones, people talking, people texting is out of control. I travel I78 from Hamburg east on a regular basis, early in the morning, people on their cells phones, it's 6:00 am, who the hell are they talking to ?, they just left the house. I've seen people drive off the road, speeding on their cell phone.
- the surrounding states have no hand-held device laws, cdl drivers who are pros can't use handheld. Let's catch up with the times and ban handheld and put teeth in the law. loose chips are a hazard to motorcyclist and bicycle riders. I think our roads are horrible considering what we pay in taxes. I live on rte 268 in Armstrong co, the road was paved in 1980, and neglected ever since.
- I think that speed enforcement needs to be stepped up! I can drive from my home in southern York County to Williamsport and rarely pass another vehicle. Everyday going up I-83 to work people fly around me, some at extreme speeds
- Texting & driving needs banned and heavily fined/reprimanded.
- PA construction zones tend to be much worse compared to other states. Excessive use of single lanes in terms of length, and truck drivers seem to be unaware of proper merge procedures (purposely blocking lanes instead of following the zipper method). Additionally, local police departments tend to rely heavily on speed traps and I wouldn't trust the use of radar with them.
- Focus should be on poor drivers. Approximately 25% of the drivers on the road, should never be there. They're not qualified nor have the skills, to operate a vehicle. 75%. Are marginal at best. I notice many drivers have trouble keeping their vehicle in lane, constantly crossing the double yellow, and failure to signal. That where education and enforcement should be focused.
- Many motorcycles & bicycles take reckless chances in traffic. and roundabouts are the worst form of traffic ever!
- There are more people behind the wheel using phones now than there are people not using phones. I have seen people talking on their phone while having a laptop on their lap and driving with their knees. I don't think this is safe. Also, even though there are many safe motorcycle drivers, there are also many who are not safe drivers. I have experienced a motorcycle going between two semi's that we're passing on interstate 83 and not only is that dangerous but just the noise from the speeding bike scares you. I have also had motorcycles pass me on the shoulder of the road and they are not doing this slowly.
- I can't understand why safety doesn't come first and foremost. Wear a seatbelt, don't text and drive, use hands free cell for calls. Don't speed, ensure your car is inspected, have insurance. :the law-abiding citizen and I expect others to be as well". Also. Put a helmet on the motorcycle drivers..... what example are we demonstrating if we permit them to drive

without one. It's just not right! Leaders lead by demonstration. We need to show we have safety first, make the laws and enforce them.

- Construction zones - your programs preach to the choir. Just set up automated fines. Speeding - just set up automated fines - especially on turnpike - You already have entrance and exit times so can calculate speed - new slogan - u speed, u pay. Bicycle lanes - NUTS. Retrofitting existing roads with bike lanes is ludicrous. All u are doing is drawing arrows on already narrow roads. NEW road construction, however, with lane additions, does make sense Idiots on road - again, just start charging fines. Money talks. Billboards don't.
- Why are speed limits not enforced? Why is driving on the shoulder to make your own passing lane ok and apparently legal? Why do bicyclists not obey traffic laws? Why are they not ticketed for not obeying the laws? Start enforcing the laws and stop raising our taxes.
- Reevaluation of traffic laws in residential areas next to rural state roads, i.e.
- Texting and driving is terribly out of control. SR66 at James City hill needs totally redesigned and I as the Land Manager for the adjacent land can make that happen to save lives. Bicycle Route Y should be moved onto the Knox/Kane Rail Trail from Kane to Mt Jewett to get the bicycles away from all the heavy truck traffic.
- Regarding speeding - sometimes drivers are forced to exceed the speed limit just to keep up with the other drivers and not be a distraction for "going too slow". Truck Drivers are many times guilty of speeding, distracted driving, fatigued driving, and aggressive driving. I wish there was some way they would follow the traffic laws that are there for everyone!
- People on bicycles do not belong on the roads blocking drivers...if on the roads they should pull over and let cars go by. traffic lights on Rt512 in Moorestown and Windgap are terrible ...traffic is always backed up
- Psp needs to be more active in enforcement of speeding on interstates.
- Tailgating. I think this is a major cause of accidents. And I grew up with the 4 sec rule not the 2 sec and some do. No matter what weather or conditions.
- The road projects take too long. The 422 project is lasting forever and the construction zones are dangerous. That said people drive too fast in them. RT 422 from KOP to Pottstown seems like a 3rd world road!
- As far as distracted driving, how can it (texting) be enforced? Also, if your head is not on a swivel, you could be blindsided by animal or another car. As far as speeding: I try to keep with the flow of traffic. If you insist going the speed limit and everyone else is going faster, what have you become? To me, a detriment. Now as far as impairment: I did not know that "two" beers was considered DUI. Besides, my blood pressure meds would not allow me to have more than "two" of anything. If I drank a third one, I probably not have to worry about driving while impaired.
- Recommend automated speed control for trucks installed by manufacturers. Recommend automated speed control cameras/radar and tickets mailed to vehicle owners. Recommend increasing driver license training requirements with mandatory driver school training and testing which does not cut the test at 70% passing score. Drivers should know all the laws and if that is to much to ask for then the law needs to be adjusted to the level of comprehension of the average driver. There is no point of enacting a law if the drivers are unaware of it or unable to comprehend. This has to be corrected by proper driver training and license requirements.
- Cell phones are being used to much....on the northeast extension and turnpike and highways etc., if i had a nickel every time i see this i would have quite a few bucks....we should be able to report these people by getting there licenses number

- 1. Stricter laws for texting and driving. 2. A major crackdown on people cruising in the left lane on Interstates. It causes road rage, traffic backup and accidents. 3 I do not and never have driven a motorcycle, therefore my answers pertaining motorcycles should be null and void.
- The potholes around the county make driving dangerous. People frequently use their cell phones wobble driving.
- Too many drivers text while either stopped at a red light or while driving. Seen too many cars going over the center line in the road because of it. Can't believe they would text on I-95 too. So dangerous. You also know they are texting at a red light because when it changes, they don't move unless someone blows their horn at them to move. I think it should be the law in PA to not use a hand-held phone while driving. A driver's hand is holding the phone while the other is waving about. So what hand is holding the wheel? The roads are deplorable on I-95 South going to Delaware pass Rt 420, especially the middle lane. It has bumps & ridges which could make one lose control of their car. Truck tire remnants are a hazard in the middle of the road on I-95 South near Chester. With no place to go (I would have run into the cars on either side of me), I had to run over one of them. I couldn't stop because the car behind me would have crashed into my car & the cars behind that one. I did slow down, but had to run over it. It tore the underside of my car - thank you very much for the \$1,000 deductible I had to pay out.
- One common problem that irks me, especially in long lines of traffic at red-lights, is the lead car that fails to move when the light turns green. This happens a lot. Also, in work zones at night, it is common for bright-white work lights to be oriented directly into the eyes of on-coming traffic. All this worry about accidents hurting "my Daddy" and then they blind the drivers who are entering and passing through the work zone. There is also the habit of oncoming drivers who wish to warn approaching traffic of some road hazard ahead by flashing their high beams. Not a very well thought out strategy on a dark road at night. A campaign to suggest turning headlights off then on as a signal of warning may be warranted.
- Some of the local roads are so bumpy and potholed that in themselves they are hazardous.
- Construction Zones- Many times miles of signs and no work is being done at all. Distraction driving- Cell phones can be found being used on over 50% of all drivers I pass by. No enforcement. Seatbelts - My vehicle , my choice, Passenger a must. Bicycles- Have many areas designated for them- Stay off road ways. Speeding - Most of time everyone is speeding, Drive the limit just causes slow down and trouble areas. Must drive moderate speed driven by all.
- Construction zones should be SLOW speed and put blinkers on to alert other drivers. distracted driving removes the ability to text and drive. enforce only talking thru car not hand held. speed limits check on those roads that are low speeds and see if it's possible to even raise them 5 miles per hour i.e. Smithbridge Rd between Vaalleybrook and Rt 202 ALSO PLEASE STOP ROAD RAGE! Go around someone that's slow. Don't fight or kill them. They may have a medical problem.
- I believe that cell phones are responsible for accidents, but I don;t know if there's data to back that up. Having data could help make the argument. In terms of speeding, I don;t go more than 5 mph over the limit. I don't think of that as comparable to someone who goes 50 in a 35-mile zone. More needs to be done with getting cars and bicycles to obey traffic laws regarding each other and safety. I'm a cyclist and am appalled at how many cyclists I see ignoring stop signs and other laws they are required to obey. Often, car drivers are unsafe in passing, or generally recognizing my right to the road.

- Cell phones cause a huge distraction. I can't count the amount of times I've seen people texting and not even looking at the road or they're talking on their cell and weaving. They need to ban handheld devices and require we use Bluetooth (although it's still a distraction). Speeding is a huge problem. I live on a 15-mph street that's also a dead end. People fly up and down the street. We also have a huge problem with people cutting down side streets to avoid lights. They are speeding down these streets where children are playing. We need to have more cameras that are actually being used to give tickets out for people running red lights and we need to have police making sure people do not speed (through school zones especially!). I have people that tailgate me, drive around me, etc in school zones, because I'm doing 15 mph.
- Motorcycles-too loud and drive too fast Distracted driving-it is almost accepted that most people text and drive Speeding-People drive way too fast Trucks-speeding in a truck should be automatic loss of license.
- Presently in the Stroudsburg area, nearly every street in town is torn up- being repaved, pipe lines, etc. Very dangerous, and folks try to bypass the mess by doing dangerous things. Suggest coordinating repairs (Shaffers Schoolhouse Road just before 611 where the bridge is closed is a good example. It makes it impossible for folks to get from one side of town to another. Speed limits: So glad the speed limit was raised on Dreher Ave/Reishes Rd. The houses are further apart than 5th street, yet their limit is much higher than 25 Mph. In regards to police, I am very thankful for our law enforcement officers. I know they are risking their lives every day to protect us.
- Distracted drivers drift into your driving lane, usually using a handheld device, concerned about medical marijuana people and other drugged people driving impaired, bicycles that demand to drive in the car lanes BUT then blow thru stop signs and red lights because they're ONLY a bicycle so they don't want to obey THAT law.
- Raise the speed limit already. These new cars can go twice as fast as they used to but the speed limit is the same. Get rid of unmarked police cars! People are kidnapped, tortured, and killed because of fake unmarked police cars. It's not worth the state making an extra penny when tragic deaths result because of it. Get rid of seatbelts and airbags. Between 2006 and 2014 34,000 people were killed because they chose to wear a seatbelt. Numerous young kids are killed or injured by airbags in cars. And even if it were safer to wear a seatbelt, we are adults and can make our own decisions, especially if that decision has no effect on other people.
- Enforcement at work zones. Appropriate placement of reduced speed limit signs-some on Rt 22 east in the Lehigh Valley are too far from the work zone
- There should be more attentive people in the work zones to keep the flow of traffic moving. Many don't have the traffic control experience they need to do that. For Speeding, there are folks going 80 and 100 MPH in zones which are slated at 65MPH and no Police to stop them. Need more Police Patrols to stop these speeders. Sometimes I have to go over 65 MPH because people are whizzing around me and I fear an accident from it. Need more local and State Police patrols and radar for the local Police. Trucks are a major concern. They have no speed limit they abide. As you are aware, many accidents are caused by trucks. Am sure you see trucks speeding because I do and I am not on the highway much. They need to be ticketed by Police. Also, I think that trucks should be paying much more for their registration than drivers of cars. And that large SUV's should be labeled as TRUCKS. They are trucks and should be paying a premium for their registration, for example the Cadillac Escalade. That is not a car.

- The speed limit on many roads in Pennsylvania are too slow. Rural roads are usually pretty good but on the interstates where there are no stoplights the speed limit should be raised to at least 80. With the increasing safety of cars and the design to travel at higher speeds we can raise the speed limits above what they were 50 years ago. I also think that the seatbelt law should be eradicated as people become trapped in their cars and drown/burn alive because their seatbelt is stuck. I also think that every car should have manually operated windows so that passengers do not get trapped in their vehicle when their car loses power under water.
- The Bergey's Mill bridge on Bergey's Mill Road has been closed now for YEARS. It doesn't even appear on your 511 site - or anywhere else. If it's closed permanently why don't you take down the detour signs - they imply that work is being done and the situation is temporary -- three years is not temporary. There should be a law for LARGE trucks to use the proper GPS (navigation) application for those particular vehicles. You need to help protect our bridges.
- Many motorcycles drive recklessly between lanes of traffic. Many drivers text while driving on high speed roads, they drive slowly and erratically. They never seem to suffer any consequences and make it harder for everyone else.
- Road Construction areas - some kind of barriers? Truck Drivers - MANY drive too fast, too close to cars, sometimes too noticeably sleep deprived. Road safety - ICY conditions not treated in a timely manner (places of business that mandate employees come to work during unsafe conditions) too many trees/shrubs cover or partially cover signs or make pulling out of some areas difficult (poor visibility) downed trees hazard / more attention to properly trimming trees from wires and removing road debris.
- The primary distraction for me is when another vehicle follows too closely to my vehicle. I also believe that it is an extremely unsafe act.
- People walking or riding a bike wearing dark clothing - not visible.
- It's ironically comical to the average working man to be told to obey laws OR work OR care for their health. It only serves as an insult to injury insofar as most people view it.
- Wider police presence on the roads...especially Rt 80!!!! Prevent accidents instead of reacting to them. Get serious with drunk drivers LOCK THEM UP THE FIRST TIME FOR A YEAR!!!!
- I wish there were more room to share the road with bicyclists in my area, it makes me so nervous for them. I hardly ever see anyone respecting the 4 foot rule. Truck drivers also need more room. The recent construction on 81 in Camp Hill/Mechanicsburg has really helped. Roundabouts would be nice instead of traffic lights in busy areas to keep rush hour traffic moving. I really try to avoid the roads between 3pm-6pm because I feel people are really irritable and irrational drivers when trying to get home from work.
- Need more state police presence/speed enforcement in rural communities and areas.
- Should be strict control of distractions. Full attention on driving.
- Truck drivers should be age 21; Consider driving age of 18; Constantly elevating the speed limit on highways decreases safety and the ability for elderly drivers to adjust; No excuse for distracted/impaired driving - the stakes are too high. People regularly pass me on back roads when going 5mph above the speed limit!
- 1. Speeding & reckless driving by others is rampant on Lehigh Valley roads. More enforcement is needed. 2. Roads & intersections are not being improved to handle extra traffic due to increased development, ex. The intersection at Newburg Rd & Route 191 is a nightmare to get thru during rush hour, yet housing and industrial development continues to the North, increasing the traffic through this intersection. Penn Dot should reject such developments unless proper attention is paid by local governments to improving these kinds of bottlenecks.

- Roundabouts - they are great. Let's do more of them. Bikes & Pedestrians - we have ignore or excluded them for way too long. Let's make walking and biking safe and convenient again. Stop signs in residential neighborhoods - Stop signs in low volume residential streets are difficult to warrant but important for local pedestrians and bikes as well as school buses. No warrant means the local police cannot enforce them. This is a big problem for many residential neighborhoods.
- If PennDOT roads were not in such poor condition, there would be less accidents and less fatalities
- Increase the fines on distracted driving.
- Nobody seems to follow the rules i learned in driver's education in high school! I think everyone should have to take a refresher test to remember the rules!
- Construction zones, people speed through them have cameras, and cell phones being deactivated when you get in vehicle, only reactivate if emergency major highways people think they own the road especially pickup trucks and SUV drivers.
- Millennials (mostly) don't seem to understand the dangers inherent with texting while driving, not do they understand the hazards of close tailgating - it constitutes aggressive driving and it's rude and dangerous!!!
- Construction zones - there is so much road work being done in Montgomery County, but once in a while the signs are up and there are no workers. For example, the 422 construction in Pottstown has continuous slow down work zone signs, but no one adheres to them on a weekend when there is no construction going on. The signs are confusing. If you go 45mph, you get a road rage lunatic forcing you to go faster or get out of the way. I choose to go 45, and if there are workers, they will be out with flags and tell me to go even slower. I think Pennsylvania does a good job on road safety overall.
- Officers need to stop drivers from using cell phones while driving, especially texting. Roads need to be in better repair. There needs to be harsher consequences for people who drive impaired and / or with a suspended license.
- A) I see lots and lots of people texting and driving. B) Your question about motorcycle usage should read "Street Motorcycle" usage. There are lots of dirt bikes in PA. C) With so many bridges out, it is pushing traffic to other areas, thereby increasing the dangers where none existed before. Camp Wawa Rd. bridge comes to mind. Are we never going to fix these bridges? Our forefathers found the wherewithal to build them, and we can't find the scratch to even fix them? Really?
- Most people exceed the speed limit on the roads in my area-even those under construction!
- I never see nor do I hear of slow drivers being ticketed/fined for staying in the left passing lane for miles and miles. This is a constant habit especially of Ohio drivers travelling in Pennsylvania. This illegal habit can easily encourage road rage especially when the violator is a truck. Please crack down on slow drivers in the left lane. Thank you.
- Driving in the left lane while not passing.
- Stop removing my freedom to choose what I want to do or how I want to travel with more and more stupid rules and laws!
- Cameras in work zones Cell phone usage while driving should be illegal
- Stop the practice of tar and chipping roads the stones make it unsafe for motorcycle operators and damages our cars paint severely. Start enforcement of left hand driving laws and have state police follow the posted speed limits and left hand drive ng laws. I drive 75 miles a day and some of the biggest violators of speed and left hand driving laws are stated police and New York Maryland and New Jersey drivers

- Construction zones are often not marked off properly ahead of time and cause driver confusion and traffic congestion, and are obviously unsafe. In addition to that, roadwork is currently beginning at 7pm, causing huge driver delays during rush hour. Bright Police lights, as well as bright spot lights at construction zones on the highway are hard on the eyes and distracting, making it very hard to focus on the road, in especially dangerous times like passing construction or a crash.
- There needs to be stricter enforcement of people speeding, being distracted during emergency incidents. I can't tell how many times I have been almost struck, doing everything I can in my power to be safe on an emergency call but civilians aren't paying attention or speeding. It would be nice if PennDOT can supply more solar powered digital signs that the local fire department can control to alert drivers of an upcoming accident or incident. I am the assistant fire chief of a fire department where a majority of calls are accidents on a state highway (209/901) and the traffic lights have not deterred the number or severity of accidents.
- I typically drive between 500 and 600 miles over a three-day period each week as a Shared Ride bus driver. The behavior I witness throughout the day be it texting, speeding, reckless driving, etc. is appalling. It is my opinion cellphone manufacturers should be required to simply make phones inoperable over 4 mph as this would not only eliminate usage in a vehicle but also pedestrians. (I have seen people nearly walk into an active intersection more than once.) At the very least I believe all phone usage, perhaps with the exception of Bluetooth headsets, should be outlawed and the penalty should be so severe it would deter drivers from even considering using one. If officer's rode with any of us on any given day and permitted to issue citations after the fact the printer would break! This brings me to police presence and though I completely understand budget constraints I wish it could be increased so those choosing to drive 10, 20, and even 30 mph over the limit would realize what they gain is minuscule. (I calculated time/distance on one particular stretch we travel regularly where speeding is the norm. Over 3 miles at 10 mph over the limit the gain is only 28 seconds.) Allowing radar by municipalities would certainly aid in the defense. I have seen people speeding past several vehicles in a row in the turning lane, drive on the sidewalk on the right, and more ridiculous things than I can list here. One of my major pet peeves is school bus violations and I think at times it is nothing more than ignorance of the law. Perhaps a more aggressive ad campaign regarding this and other dangerous habits should be in place. Thank you for this opportunity to submit input.
- Exceeding the speed limit in most cases seems to be necessary just to keep up with traffic. In 55mph zones on expressways it seems that most everyone is driving at 65mph or more. Enforcement seems to be nonexistent or maybe just too dangerous to attempt with heavy traffic. I wouldn't be adverse to automated speed detection and enforcement in some locations.
- People not observing stop signs. Motorcycles passing on the right.
- Speeding in work zones should be strictly enforced through radar, cameras and police presence all of the time at all work zone sites.
- I am a daily bicycle commuter in downtown Reading. I must use roadways as there are no off-road alternatives. I view far too much distracted driving on a daily basis. Phones, texting, eating, interacting with passengers, are all items that need continuous addressing.
- Pass the legislation to have cameras to fine speeders within workzones. People will run you over if you slow down to the posted speed making things even more unsafe for highway workers. Also in workzones, there has to be an active fining of truck drivers who block the

lanes heading into lane closures!! This causes long queues which back beyond the warning signs for construction and makes it completely unsafe to approaching drivers. This is a must!!

- Need to get the speed enforcement cameras in the work zones. Proven effective and easy solution to speeding thru work zones. Need for POLICE to also follow the laws nit just enforce them - they RARELY lead by example. PennDOT Maintenance forces also need to follow basic quality controls that contractors follow - the work they self perform is often lacking....
- I think PennDOT needs to use electronic signs around the work zone to inform drivers of upcoming lane closures and temporary lane turning restrictions, so I can use an alternate route if I feel traffic may back up. The reasons I drive over the speed limit are usually when I'm going down a hill and I can safely operate my vehicle without using my brakes. Another reason is intimidation by other drivers on 2 lane roads. Sometimes I hold up about a ¼ mile long line of traffic and a lot of drivers will pass me unsafely because I'm only driving at the speed limit. I think there needs to be more police enforcement for speeding. Some traffic lights and signs are hidden by vegetation and that can either cause me to miss my turn or I drive thru a red light not knowing there was a traffic light until it is too late for me to stop.
- If construction is not active, then the Active Work Zone signs should be turned off. (See this far too often on the Turnpike especially.) If construction is not beginning, then all of the signs should remain covered. (Have seen construction zone signs with reduced speed limits for over six months before construction actually began.) You've ingrained in us for over 40 years that speeding is bad, but have failed to enforce other driving behaviors that are more likely to cause an accident. For example, turning left after your light turns red. (I regularly see 2-3 cars turn after my light turns green, and up to 6 cars delay my ability to go on green.) People now routinely drive 10+ mph UNDER the speed limit on non-highways, which is a violation of the Restricting the Flow of Traffic laws, and can also cause accidents. The removal of passing lanes under the guise of "safety" makes this even more dangerous.
- Drugs are rampant...use urine tests...arrest people for traffic safety violations...they DON'T STOP FOR STOP SIGNS anymore...stop aggressive trucker driving(bullying, purposely blocking traffic, more reflectors, especially on sidelines...put reflective tape on sign posts (save \$\$\$)...fix the ruinous potholes...stop these 15mph or faster than the speed limit drivers...slower more reasonable passes are being bullied by them...stop and arrest all the people taking improper right of ways from others...Police do a fine job trying to help...but they are understaffed like Correctional officers...
- Lately I have noticed more & more drivers speeding, running stop signs, & red lights. It happens repeatedly.
- I'm all for budgeting, but why has there been a large amount of strip paving this year instead of full sections of pavement. The paving is not being leveled very well and creating hazards. There's still quite a few large pot holes that need fixed.
- As a truck driver, I see many drivers texting while driving. I have yet to see anybody pulled over for it. Seatbelts are like helmets if I choose not to wear one I shouldn't have to. When I witness a trooper exceeding the speed limit only to pull into the median and pull some over for speeding, or pull off an exit and into the station, I lose my mind. Troopers use laptops and phones (Not hands free) way to much. The people see this. Lead by example. The new electric logs are having an adverse effect. Because nobody has regulated the shippers and receivers. Thus drivers are forced to drive like nuts to get the same job done. There should be a limit on how long driver is held up by construction.

- Police presence on the highways is almost non-existent allowing drivers to drive at insane speeds and very carelessly. The condition of our roads is horrendous in the Poconos/ Monroe County
- The speed limit on Turnpike should be increased. Seatbelts should not be primary and/or ticket. Motorcyclists can ride without a helmet, why do they get a pass and drivers have to wear seatbelt. Either both or neither.
- Too many large trucks are allowed on our narrow rural roads due to the number of warehouses now being built in our area. These roads were not built for them. Also, there are loads of bicycle riders who use our roads and DO NOT follow the traffic laws like stopping at stop signs. Very dangerous.
- PA needs to STOP the texting and driving and phone calls while driving. Make it a BIG affiance. I am seeing people all the time doing this. PD is under staffed and cannot take care of everything. In the pass they had time but now they do not. And they are underpaid!
- I believe the ONLY thing that will stop texting and driving, which will definitely kill people is to make the fine so high that hardly anyone will risk it. It should be a 1500.00 dollar fine the 1st offense, lose your license thereafter. I have been doing a lot of highway driving lately and the number of drivers, mostly young, that zoom up on your bumper and then pass with only inches to spare is VERY concerning and frightening. And people getting on the highway don't know the meaning of the word Yield. They just muscle their way in.
- For distracted driving, utilizing a hands-free device is not much better than actually using a device in your hands. It is the cognitive distraction that increases the chance of a crash, not whether not the device is hands free
- Some signage is not clear. Lefever Rd. bridge replacement detour sign yesterday. More laws, increased fines, will not change behavior. At least quickly, on a large scale. More regulations, more rules and laws can also create other problems and/or infringe on freedoms, rights and personal responsibilities.
- Public service announcements on media about the traffic laws in Pa or other tips.
- Work Zone signage that is not kept current goes beyond annoying to become dangerous, because people then ignore the cautions. Contractors should be as subject to fines, etc. as drivers are. Speed Limits on highways are often exceeded by the traffic flow, and to keep to the limit becomes dangerous. I often see this even where a patrol car is watching, but rarely see anything done to slow the traffic. Couldn't the patrol car pull into traffic and drive at the speed limit like a pace car to help slow down those behind?
- I drive Rte. 83 Monday thru Friday from Harrisburg to York. The drivers I see that are doing 80 plus miles an hour is unreal. Not only their speed, but dodging in and out of traffic, cutting people off. The debris on the road is another problem. Wood, metal, rubber, plastic and just trash. Some of it is on the edge of the traffic lane, and could be caught with a tire and become projectile. The increase in traffic on this highway just in the past 3 years has jumped. It really needs to be 3 lanes. Construction and road workers often leave cones, and other garbage on the side of the road when they are completed with their project. Clean up is imperative and should be done by the convicts in our county jails. Maryland has or had this practice, and it would help our economy for them to participate, instead of sitting in jail doing nothing but using up our tax dollars. I have said enough. thank you for reading.
- Very concerned about aggressive drivers and when they tail-gate because you're doing the speed limit and they want to go faster.
- Everyday I'm driving I see oncoming drivers crossing the center line because they are on a cell phone. This needs to STOP. Drivers now don't seem to understand the word YIELD anymore.

When did this word get changed to force your way into oncoming traffic and since when is it ok in Pennsylvania to always drive in the left/ passing lane of a 4 lane highway. The drivers start an endless train of cars in the left lane. These two laws really need to be reinforced in PA. Also, why don't Truck Drivers obey speed limits, and why do they find it necessary to pass other trucks on hills, when they can't even get up enough speed. It's like following a 40 mph drag race between two trucks. Lately I've also seen truck drivers driving like they are behind the wheel of a sports car, changing lanes quickly, not using signals, going way too fast around curves, and excessive speed. The Lehigh Valley has gotten very bad over the last few years with bad driving habits.

- Police presence is probably the number one issue in PA. I have a friend in PennDOT who barely missed death/injury a couple months back, most likely because there was no police presence there to assist his crew when a tractor trailer plowed into a car, shooting that car directly into that crew on I-80. We have ATV's running rampant on the streets around my neighborhood. We have cars going freeway speeds along our residential streets, passing people in no-passing zones in our area. All of this, because the State Police rarely come up to Middle Smithfield. Without police presence, people will drive whatever they want, however they want. We need enforcement.
- Apparently very few people understand the idea of slower traffic staying to the right. In my experiences this is a HUGE problem. The condition of many local roads is horrendous. Route 152 from Hilltown to Horsham is a disaster. Anyone on that road is spending more time avoiding holes in the road surface than watching where they are going. And the recent "work" on 152 trough Chalfont and New Britain is a joke. When did it become acceptable to just make the roads "better"? That road needs to be completely resurfaced.
- I have a tough time being forced to wear my seatbelt when a motorcyclist does not have to wear a helmet. It is not that it feel we should take away the seatbelt law we should add the helmet law for their safety. There are signs everywhere watch for motorcycles. I do and they are some of the biggest distractions to my driving... so many of them are more of a danger to themselves then any other driver in a car/truck. We need stricter laws for motorcyclist. So many of them weave in and out of traffic, drive too fast, and do not wear a helmet. I do not feel safe when I see them I get too distracted watching their "stunts"
- I live in a primarily rural/agricultural area and am horrified at the dangerous driving decisions of tractor-trailer truck drivers who have flooded our area in recent years due to the increased number of warehouses in areas that do not have adequate roadway infrastructure to support the volume and size of these vehicles. Please develop the ROADS FIRST, then put in the warehouses. I also see what appears to be the majority of car drivers doing something on their phones while driving, clearly not paying attention to the road. Terrifying.
- In construction work zones, Police Presence reduces the speed at which drivers proceed through the work zone and provide for a safer work environment. Utilize police on ANY major project where the speed limit is 55 MPH or greater.
- Road construction should be done at night while there is less traffic. Tar and chip is dangerous for motorcycles. Should be tougher laws for people that hit a motorcycle and more laws to protect a motorcyclist. Police need to do a better job in the borough. Need to get out an be seen get involved with the public. Ask the public what they would like the police to do in the borough or change.
- Too many people speeding especially in school zones where there are no white lines for local law enforcement speeders-especially new drivers. We have a high school, middle school and an elementary school all within a 2-square mile area.

- I have been driving for over 50 years and I think the biggest problem I see on a DAILY basis are drivers texting while driving. Some people don't know or follow the rules; even simple ones like turning on your headlights if their windshield wipers are operating. You require all registered owners to acknowledge that there is a \$300 fine for littering when renewing their vehicle registration- yet our highways are inundated with trash thrown from cars.
- I see little enforcement of speeding laws and the same for running through red lights. The red-light situation is getting to be a joke.
- we have very unsafe roads and the reasons are many. there is no courtesy on our highways, it's all rude cellphone users who cause most of the problems , poor or no enforcement, poor maintenance from unqualified people who don't know how to work , they don't care and many of them show up just to cause problems . I see money wasted on our roads all of the time , then there is the elderly who just seem lost and confused , maybe because lines aren't maintained properly at intersections , truck drivers who drive loaded in the left lane, we need much more enforcement and you would have the money if PennDOT wasn't such a money wasting organization , and one more thing ,the yellow trucks of PennDOT have yellow safety lights on them for winter operations but the person who has a plow on his truck can drive down the road and go in and out of driveway s without any warning lights doesn't make sense and people are just rude and don't signal there intensions because they are distracted , you have a big job ahead of you good luck!
- Often it seems that police have stopped vehicles for minimum speed violations when, as I'm driving the limit, I often feel my car vibrate as cars zip past me, often weaving in and out. It's also scary to see the number of drivers that continue to text (or at least their faces are down on their phones) - and sometime while driving at high speeds and/or merging into traffic.
- Distracted driving is at an all-time high. I recently saw a young lady plucking her eyebrows driving through Cranberry during morning rush hour on Rt228. On that same highway was a motorcyclist with a dog strapped to a wire basket! The cyclist had no helmet, was speeding and weaving between cars. The majority of motorcyclists in this area drive with no helmet, speed and weave. They need to drive responsibly and respect fellow drivers too. Beaver County has sold out to Fracking and Shell but take no responsibility for the truck drivers and workers who either have no regard for safe driving or don't know/understand PA driving laws. It's time to increase patrolling those areas. New Sewickley would be a great start!
- Motorcycle helmets should be mandatory again. Using phone/tablet while driving illegal and STRONGLY enforced!! Couldn't tell you how many near accidents I have driving at work because the other driver is on their phone. How many have to die?
- Stiffer penalty for not having headlights on when raining/wipers on.
- I see so many drivers ignore the posted speed warning signs in Construction Zones. I usually drive the posted speed limit yet I see drivers pass me like I'm standing still.
- Bicyclists need to be more aware of the roads they ride and the dangers of them. They ride 2 and 3 abreast on blind corners with no apparent regard for their own safety or that of the motorist. It would be nice to see more police traffic patrols.
- Why are the same roads in a cycle of repair that just seems to cause them to break down faster. PennDOT seems to cause the damage to perfectly fine roads by patching when there is no problem or hole.
- In construction zones, I obey the lowered speed limit because I value my life and the life of the construction workers, however, it frustrates me that others don't feel the importance. I see so many people texting while driving at 50 mph or higher on highways. Almost wish there could be a way to disable cell phones in cars. No one is that important that a call or text can't

wait. I pull over if I need to call or text someone. Knowing how many people are battling addictions, it goes without saying that many are impaired while driving. Personally, I feel there are more cars on the road, more distracted drivers, more impaired drivers and more people in a hurry, that really have a great fear driving. State Police do a great job patrolling our highways, they can't be everywhere.

- There is a left lane law that states you can't drive for more than 2 miles in the left lane unless passing other motorists. Sadly, I have never observed a violator being stopped by the State Police. I driver over 3,000 a month in Pennsylvania. Actually, you see very few PSP on our roads anymore. PennDOT needs to be revamped. Too much waste and too many workers on one job. The money is not used wisely. TAR AND CHIPS FOR POTHOLE IS THE DUMBEST THING I HAVE EVER SEEN. PennDOT won't pay for damage to my vehicle either.
- I am seeing an increasing percentage (around 5% at times) of drivers obviously texting or otherwise looking down at their phones while driving. This is very concerning to me. In regard to the "share the road" piece, bicyclists in my area often completely block the lane and ignore stop signs.
- Need speed reduction and enforcement on State Street in Mertztown, PA, heading into Topton (Berks county) Vehicles consistently traveling at high rates of speed beginning at Radcliffe's grocery store heading into Topton. So many accidents at the straight away and in front of Radcliff's. Speed limit should be reduced to 35mph.
- Sharing the road means /sharing the rules of the road. Police departments should make a concerted effort to enforce the rules and regulations of Title 75 onto pedalcycle operators, per section 3501. I'm happy to share the road, but a pedalcycle shouldn't be able to choose when it's on the road, then the sidewalk so it can cross against a red light, then back onto the road where it cruises through a clearly placed stop sign. Rules are rules - sharing means you get the space on the highway plus the responsibility that comes with it.
- I drive I-78 between New Jersey and Harrisburg. The behavior of truck drivers in general is out of hand. Speeding, hogging the left lane going up hills, and most unnervingly, tailgating needs to be addressed. I rarely see police on this stretch of highway.
- I'm in a very rural area in Topton. We desperately need more speed patrols! Particularly Topton Rd (Main St) in the area before & after the stop sign at High St.. Also there has to be a way to track texting drivers - I see it so often! Most recently on 22W (I should be able to stop texting on 22) in the area of Cedar Crest Blvd. More State police patrols/checkpoints and or traps in the Topton area of Berks Co are so needed.
- I have a problem with bicycle riders that ride two and three abreast, fly through stop signs and don't obey traffic rules. I also have a problem with tractor trailers on back country roads, speeding and driving over the yellow lines. The back, country roads are too narrow for semis. I also have a problem with multiple road construction/repairs being done at the same in the same general areas.
- Two problems I see all the time: Distracted driving where people are looking at their phones and texting while driving. The other huge issue is tractor trailer drivers all over back roads around us. They are crossing over the lines because they are unable to make turns and curves in these roads and force cars off the road as a result. These roads were never made to handle tractor trailers and they should be completely banned from using them.
- In regard to share the road... in Pa some of the roads used by those on bicycles are very narrow and windy causing it very difficult to pass those riding. I feel that if bicycles should be restricted to use those types of roads as it is unsafe for all. With the increase construction occurring on all of PA road, the back roads which are windy is very hard to navigate especially

if they do not post the signs early enough on the driving route. thank you for all that you do to keep the roads safe for everyone.

- If you are going to have speed limits posted then you need to have patrol personnel out and issuing tickets with high enough fines that it will hurt the pocket. If fines are not paid then they need to have community service assigned. Jail time would not be beneficial and jails are already too full. More needs to be done to pull over and ticket people on phones, especially texting.
- Trucks drivers ignore signs banning them from certain roads because they never get pulled over. I've heard that from several sources, including my neighbor who drives tractor trailers. Same for speeders. They simply do not get pulled over for speeding on narrow roads where they pose the most danger. I even had a state trooper tell me there was no room to pull speeders over. Perhaps speed enforcement cameras should be placed where police cannot enforce the law. As for cell phone use/texting, id day that 70% of the people who drive by my home are looking down at their phones. We cannot now the lawn or retrieve mail in safety. Again - probably a police issue. No one is afraid of the consequences because police are rarely seen around here, and even when they are around, they won't pull people over. Lastly, are mufflers required (probably a DMV issue)? Cars and trucks around here seem to think mufflers are optional, and I think it may be considered a status symbol the louder your vehicle is.
- Virtually all PA & local speed limits are too low. Virtually all traffic exceeds the posted limits. Please SET the limits to the 85th percentile per the Manual on Uniform Traffic Control Devices (MUTCD). RADAR and LIDAR should NEVER be used by police, even PA State Troopers, as this is just an additional way to tax the driving public (TAXATION by CITATION).
- Trucks should be REQUIRED by LAW to ONLY drive in the right lane, NEVER in passing lanes at all, no matter what. And tar and chip should be BANNED, they ruin vehicles and don't make the roads better at all. Just FIX all the roads that need it with a full coat of blacktop for a smooth ride for a change!
- If we are to share the road with bicycles then they should have to pay a registration fee and have insurance, the same way ATV's are required to do. Need to get tractor trailers off the highways, due to crashes and wear and tear on highways, need to bring back the railroads for both freight and passenger service. Work zone accidents seem to be on the rise, seems out of state tractor trailer drivers are not heeding the warnings. Stiffer fines and more advance warning and police presence is needed. Stiffer fines for under 21 driving distracted, maybe if they knew the fines were higher they would not text or talk and drive.
- Truck drivers who are caught texting and/or using a cell phone without a hands-free device should receive increased fines/penalties. Their employer should also receive a penalty.
- Distracted Driving - No hand-held devices. Change wording in law so Police can effectively enforce. Seatbelts - Make it a primary offense for all drivers/passengers
- I would like to see better enforcement of current laws (need increase in number of law enforcement on the streets), better road design (Berks County is awful! Penn Street/Penn Avenue/Rt 422), better signage design for older drivers, and bike lanes in our county.
- I live along Route 217 near the edge of the Borough of Derry. The Speeding of the traffic is out of control. Jake brake noise shakes the house. The speed limit is 30 mph, vehicles travel in excess of 60 mph. I've requested patrols through Rep. Joe Patracca, Penn Dot and the State Police but nothing has happened to slow the traffic down. There has been no safety programs put in place. It would be nice if officials would put more patrols in place. Last Fall Jake Break signs were installed. The truckers now use the Jake Breaks more just for spite. Please Help !

- The problem isn't enforcement, it's absurd speed limits which don't reflect the actual behaviors which people exhibit while driving. The law isn't being used to foster a better driving environment but to create the conditions where enough people will violate an arbitrary number and thus provide citation revenue to the state. More and more people are waking up to this each day and surveys bear this out. STOP using traffic enforcement as a revenue source. It pits the police against citizens and creates a hostile atmosphere. Using engineering data and science, proper speed limits which reflect the actual speeds people drive at have been demonstrated to reduce accidents, and increase traffic throughput. But of course, this also reduces state income. Few accept the propaganda, just stop fleecing drivers.
- I think bicyclists should be registered somehow. They should have protected sharrows for their safety's sake. Construction zones are not always following OSHA standards for flagging, etc. Speeding kills and there is no great way to catch offenders. Not all roads use signage to keep people safe (or it has been removed illegally). Lane signs are not always in the most effective place. I am worried about distracted driving, but even more so driving under the influence of drugs and marijuana, since it is harder to check for that.
- Truck speeding and lane designation should be better enforced, especially on interstates. They tailgate and pass unsafely. More enforcement of child safety seat laws. Too many children not restrained properly. Tagging drivers who post videos, etc. on social media while driving with warnings, possible fines.
- Distracted driving issues are best handled by training/education of drivers. There are safe ways to handle situations that are considered "distracted driving" (if there weren't, police and other responders would not be exempt from distracted driving laws). Could not answer many questions that said, "likely to occur" since many of the things that were listed were possible but not likely ... this survey needs work to not push an agenda. Speed limits need to make sense to have a chance of being obeyed. 40mph in the 422-construction zone near Pottstown comes off as a money-making exercise rather than a safety item.
- Using Handheld Devices while driving should have the same consequences as drinking and driving. Talking (Handheld) and Texting while driving is equivalent to Impaired driving. Enforce minimum speed limits in the left lane! Slow Left Lane drivers cause traffic jams, road rage, unsafe driving behaviors and that's the lane that Text-ers like to use - so that they don't have to pay as much attention to the road. ALSO - need to educate pedestrians to walk/run FACING TRAFFIC!
- Speed should be more strictly enforced in work zones for the safety of the workers. Bicyclers often engage in risky behavior (bike on roads with poor visibility, bike two and three across). I've nearly been hit by other drivers and nearly hit bikers. There should be designated roads (like there are restrictions for trucks)
- All citizens have the right to travel. Speed limits, vehicle reg./inspection etc. only apply to commercial drivers. Stop using the police as revenue collectors. Travelers do not need a driver's license. Personal automobiles are not commercial vehicles and are not subject to be stopped by police for perceived traffic infractions. Most travelers are tired of police harassment and theft of our money by illegal fines and fees for state inspections, registration and license fees. Our rights have been violated for far too long.
- Cars with adaptive cruise can stop in time if speeding with proper distance, a lot of papa johns drivers and dominoes drivers are high while working, dui they should disqualify them from owning a gun cause it proves poor judgement, also while I was working at papa johns people would pay to pass inspections when they shouldn't have passed n they always speed, there is

a light blue Hyundai Elantra working at the papa johns on in reading he speeds, rolls through stops, through reds rarely, cuts people off etc. nobody does anything about him

- PA should go back and make it a law to wear helmets when operating and being a passenger of a motorcycle. If it's a law for motorists to wear a seatbelt, then motorcyclists should have to wear a helmet for head protection (because many don't use common sense to do that for themselves. It needs to be forced on to people. Unsafe roads are another major problem in PA. Too many bumpy, pot hole riddled roads that could cause an accident, and/or damage to vehicles causing a financial burden. Fix PA roads ASAP.
- Sharing the road with bicycles: In Bucks County particularly there are many roads where it is hard for me to see how bicycles and cars can safely share the road considering the narrow, winding nature of the road and the relatively high-speed limits. Bicyclists will often say they choose to ride on these roads due to the pleasant views, but that leads me to be concerned about distracted riders as well as distracted drivers. Speed limits: Neighborhood speed limits are not adequately enforced. Even in a case where a driver ended up putting her car in my front yard, blowing out all four tires in the process, there was no action taken and the police report that was filed understated the situation and the damage. School zones: Much like residential areas, the school zones in Lower Makefield Township are not adequately enforced. Makefield Road in front of Makefield Elementary and Pennwood Middle School are particularly hazardous due to the 35 mph posted speed limit. Drivers observing the lower speed limit posted during school hours are few and far between. Truck traffic: Trucks cutting through Yardley Borough to avoid the weigh station in I-95 (now I-295) have caused damage to buildings and increased congestion in an otherwise quiet town. Can they be prohibited or rerouted away from these narrow streets?
- Police do not seem to ticket cell phone / text usage in PA. Driver consideration for bike traffic is not respected in PA.
- Post speed limit signs in appropriate areas where a speed limit sign is not placed so people do the correct speed limit versus driving under it. (Perfect example is Route 108 between 19 and Hickory Twp line)
- If you are accused of severely injuring or killing someone while driving you should automatically lose your license.
- I see so many people using cell phones while driving that it scares me. I've seen many, many people texting, looking at their phones and not even looking at the road. I'm not sure what else could be done but it's so dangerous and worries me that these people are going to seriously injure someone. I know everyone can't be fought doing it but seriously...it's getting to be worse than drunk driving.
- Traffic goes to one lane for a longer period of time that's necessary before actual Construction
- Cell phone use while driving should be banned & then strictly enforced. Every day I see drivers driving with one hand on their phone. On many roads, there are trees on embankments with half of their root system exposed. Let's be proactive and remove the trees before they fall down into the road and kill someone.
- I see people every day driving with their cell phones in their hands texting, either going very slowly for traffic or driving out of their lanes. I think with the drugs in the area many people seem to be driving impaired right out of the methadone clinics. I worry for my kids out there driving with these people. Every day, we risk our lives to those who are not responsible to be behind the wheel!

- Motorcycles should have mufflers! Many cyclists I see on the road do not abide by driving laws, abuse rules of the road but claim cars are disrespectful. Too many young drivers do not know driving laws and rules. New drivers should be required to take written exams when renewing driving license. And not by filling out a form where others could fill out for you. After passing 3 consecutive times, no written test is required to renewed. Speed limits should be reviewed. Many are too low, which leads to drivers "chasing" or tailgating constantly. Overall increase of ticketing is required. Not enough incentive to abide by the rules for young drivers.
- Speeding goes unchecked in municipalities - caused by the prohibition on local police to use radar/lidar - lift the prohibition on radar/lidar. PA interstates lack in police presence - municipal police should patrol interstates within their jurisdiction along with PSP. Laws regulating cell phone use are unenforceable or hard to enforce (knee jerk reaction to the problem). Develop and implement instant warrant system for DUI's and enhanced consequences and/or additional law for refusal to obey a warrant for blood.
- PennDOT proposals will make roads more dangerous, all in the name of raising revenue. Special interests, politicians and bureaucrats call the shots at patronage-heavy PennDOT rather than professional highway engineers who know and use (when they are allowed to) time tested engineering principles that make highways safer. As examples: Expand the use of funding sources such as Automated Red Light Enforcement (ARLE) and the Green Light-Go Program; Red light cameras make intersections more dangerous while stealing millions of dollars from reasonable and prudent drivers [<https://www.motorists.org/blog/red-light-cameras-increase-accidents-5-studies-that-prove-it/>]; Enact legislation and implement automated traffic enforcement, including pervasive automated speed enforcement and applications for school and work zones.; Speed limits are set between 8 and 16 mph below the safest speed 90% of the time, making everyone a "speeder"[Federal Highway Administration study,1996 (<http://www.fhwa.dot.gov/publications/research/safety/97084/97084.pdf>)]. In addition, there are so few accidents and fatalities in school zones that NHTSA does not keep statistics on them; most work zone deaths are not caused by passing cars (see below). "Change the law to allow radar/LIDAR for local police departments.; See above: speed traps would blanket the state to unfairly raise taxes on safe drivers for spendthrift municipalities. Add to that, the inaccuracies of RADAR and LIDAR disqualify them for speed enforcement. Support speed management by implementing road diets to reduce risk of pedestrian fatalities. "Traffic calming" is a central planner's technique to make driving as uncomfortably and inconvenient as possible so people will stop driving. That is not the way people want to live, and "calming" has never saved one life [<https://www.motorists.org/issues/traffic-calming/problems/>]. Add to that, 60% of pedestrian fatalities are the pedestrian's own fault. <https://www.motorists.org/blog/problem-solving-aint-what-it-used-to-be-nma-e-newsletter-496/> A program of pedestrian education would yield better results than what is planned. Enact and enforce traffic laws applicable to motor vehicle operators and vulnerable users that improve bicycle safety. Bicycle safety will improve when they learn how to safely drive in traffic. Removing operator responsibility from cyclists will make their riding more dangerous to all. Read the pipe-dream of "Vision Zero": [<http://ti.org/antiplanner/?p=11279&winst=1481748177699&of=0>]. Implement infrastructure / roadway improvements to support speed management to reduce risk of bicyclist fatalities.; Bicyclists can safely drive in traffic now. Retrofitting bike lanes is difficult and costly, and unnecessary if bicyclist know how to ride their bike in traffic. See [<http://ti.org/antiplanner/?p=11279&winst=1481748177699&of=0>]; Implement Variable

Speed Limit pilot in work zones.; Any "pilot" program is a Trojan Horse for the permanent program that the Special interests, politicians and bureaucrats all want in the first place.; Improve speed management and enforcement in work zones.; This is a euphemism for speed cameras in work zones. 85% of work zone accidents are NOT caused by automobiles but by work-equipment accidents. Speed cameras would be solely for raising revenue (one of PennDOT's aims) and would add nothing to highway safety or the safety of the workers, the professed reason for the cameras. Finally, some additional notes: 1) The National Motorists Association supports traffic laws and enforcement based on sound engineering principles designed for safety, not arbitrary parameters designed for revenue. Our members include quite a number of Professional Engineers and we rely heavily on the decades long volume of unbiased academic research on traffic safety produced by professionals who are not in the revenue stream from traffic tickets. 2) 85th percentile methods are for all types of roads, urban and rural, and the method goes back at least 75 years. The 1941 National Safety Council Report on Speed says to post limits between the 80th and 90th percentiles for the best results. The massive study done by Martin Parker in 1992 for the Federal Highway Administration with 100 locations both urban and rural proved the point. It showed you can raise or lower posted limits by up to 15 mph and you will get a maximum change in the 85th percentile speed of 3 mph, but more usually a change of 0 to 2 mph. The lowest confidently-predictable crash rates occur when limits are set at or close to the 85th speeds. In the Articles section of the Speed Limit issue tab is a Powerpoint from the Michigan State Police given to the House and Senate Transportation Committees explaining how and why 85th percentile speed limits are almost always the best, and that artificially low limits do NOT improve safety. 3) 85th methods are only "archaic" to those that want arbitrarily-low speed limits set to facilitate speed traps for revenue. 4) Paul Nussbaum writing for the Philadelphia inquirer in 2011 found about the same increase in crash rates at camera intersections as the Philadelphia Weekly did years earlier when the program was new. Both reporters used data from the Philadelphia Police Department which does not share in the camera revenue - making that data massively more reliable than from the PPA which profits from the program. 5) It is correct as the ARLE report said that violation rates tend to drop by about half after 12 months of use. What the report deliberately did not say was that adding one second to the yellow intervals almost always drops the violation rates by 70% to 90% within 30 days for greater safety than the cameras can ever achieve. And contrary to false claims from the for-profit camera companies, the lower violation rates with longer yellow intervals are permanent, the rates do NOT rebound. The reason that the PPA and PennDOT won't lengthen the yellow intervals by another second is that it destroys camera profitability. And profitability is the true purpose for the cameras. 6) The IIHS supports red light cameras because in some states their member insurance companies can surcharge the premiums of safe drivers caught in split second red light revenue traps like Philadelphia uses with short yellows. The IIHS is about as far away from an unbiased source of information on these issues as they could get. As part of the revenue stream from cameras, their "data" is NOT traffic safety research, it is cherry-picked sets of partial data designed to increase profits. 7) Unbiased studies of the actual causes of crashes put speed as the principal cause at about 7% at the highest. Some studies show as little as 2% or 3% are primarily caused by speed. 8) It is physically possible to slow traffic on main roads with traffic calming, but those methods are rarely appropriate for collectors and arterials (the main streets that carry the bulk of commuting, shopping and commercial traffic). The problems that can result are unacceptable congestion that damages commerce along with raising fuel use, air pollution, noise pollution, and wear on vehicles. If the congestion gets bad enough, there is a high risk of inappropriate diversion where many

drivers leave the main streets that are designed for the heavy traffic flows. They often divert to smaller local and even residential streets that are not designed for the heavy traffic loads. Organizations representing pedestrians, cyclists and motorists COULD work together for practical solutions to help all users. But more commonly, organizations representing cyclists and pedestrians demonize the motorists making meaningful discussions impossible. PennDOT's policies enrich themselves and the special interests and endanger motorists. Thank you.

- Drunk driving is a problem, but I think the Blood Alcohol Content level (BAC) measurement is set too low for the average person. Speed limits for suburban streets and some municipalities are set too low. Traffic cameras are inaccurate, and should not be used all, especially at stop lights, where they actually cause accidents. RADAR guns have also been inaccurate, and speed limit on all limited access roads should be raised. Modern autos have increased engineering reliability, brakes, ABS, tires, etc., so cars are safer, and could be driven faster by experienced drivers. Speeding fines should be set at reasonable levels, not confiscatory levels. Laws and speed limits for construction zones should be changed studies show that auto drivers are not the cause of accidents in those zones.
- I think it's ridiculous to think it's safe for bicycles to share the road with motor vehicles. As for speeding, I don't believe speed causes accidents, stupid and lack of experienced drivers cause accidents. I think someone should do a study on accidents to determine how often they are caused by lack of experience or doing something stupid. I'm 74 years old and have been driving since 16 years of age. I have never caused an accident in all that time, even though I frequently speed. This was not luck, but it was cautious driving. I think the speed limits are too slow and there should be a system that allows safe drivers to exceed them.
- I drive Route 220 from Jersey Shore to Williamsport a couple times a week. Although the speed limit is posted no one seems to adhere to it. I believe more police presence at specific times on this highway would save lives. I am also aware of many people who are driving with cell phones to their ears. How do you get through to these people who think they can do 3 or 4 things while driving?
- Noticeable lack of enforcement both locally and state for motor vehicle violations - all types, ALSO no concern for sight easements for overgrowth at corners and shoulders
- 1. I think Yard Sales ought to be managed in back yards only. Extremely dangerous situations so close to an active roadway. 2. Personally, I'm tired of being asked to watch out for motorcycles. More than likely a motorcyclist weaving through traffic like an Olympic Slalom Skier that results in accidents. Harleys in a passing lane, staying in my blind spot doesn't help either, pass me or get back in the right lane. 3. Something needs to be done with all these people who don't stop at the Stop Signs or Red Lights. Very dangerous.
- Speed limit could be raised. 55 is slow. Construction is everywhere.....finish one section then move on.
- I feel that the road conditions of our country are deplorable. It terrible to drive down a road and have to swerve to avoid damaging your vehicle. Also, the excessive potholes could cause someone to lose control of their vehicle and crash. I don't put a lot of miles on in a week. But more police presence would be beneficial. I see people speeding and running lights regularly. I don't drive over 60mph and am passed almost every time I drive out of town. Also sitting at stop signs and traffic lights I see people speeding thru at the last minute.
- Rules are not being enforced. Folks are getting away with doing these things with no consequences. So the behavior continues.

- As a former big truck driver and a school bus driver again, there needs to be more enforcement of distracted and impaired driving. I would love to see more random impaired driving checkpoints. I see so many people texting and driving and know that there are, obviously, lots of people who routinely drink and drive. I'm glad I'm allergic to alcohol!
- There needs to be stricter consequences for speeding. A person with 5 moving violations in a year, still had his license when he was speeding and killed my mom. He still has his license a year and a half later because he hasn't been to trial yet. This is an unacceptable practice.
- I think the elderly should have to retake the driving test. Most can't see or hear. I think all teenage drivers should have a tracking device in their car. Would track speed hard breaking, and parents would know where their kids are. Anyone that has been arrested for drugs or under the influence of anything should have to have some type of device in the car.
- Truck drivers take over the road
- Distracted and aggressive driving are huge issues. Tailgating and cell phone use while driving need to be aggressively policed and fined.
- I am frustrated that bicyclists do not seem to know/follow the rules of the road. I feel that some bicyclists put themselves in harm's way. I would like to know if banning tractor trailers from congested roadway during rush hour would make a difference for volume and safety. It takes a tractor trailer longer to move from a stopped position and then people want to get around them. Also, I need to use route 76 and I know there are improvements coming but I am wondering if making it a toll road through the Philadelphia area and having varying rates would "naturally" help with spreading out the volume.
- Speed limits don't make roads safer. They are only a way for police to extort the public. Virtually every study done on the subject shows that higher speed limits have no effect on the number of accidents that occur. Even the way they are set is arbitrary. There is no scientific basis to determine what speed is "safest" on certain roads. It doesn't make sense that a driver in a sports coupe with performance tires, brakes and suspension has to follow the same limit as a tractor trailer even though their braking and handling abilities are vastly different. If you actually want to make roads safer, make driver licenses harder to get, or introduce license tiers where higher tiered drivers have more leniency. Or at the very least stop being so harsh with enforcing limits, because most people exceeding the speed limit aren't putting anyone in harm's way, it's just a way for police to extort drivers and absolutely paints them in a negative light. If anything, stop enforcing it all together and make it a much harsher consequence for when people actually do cause a crash due to speeding. I'd be willing to bet there would be no change in number of crashes. Tickets don't save lives.
- Trucks are awful. Tailgating
- The stretch of road from Warrentonville (Rt220) to Maynard St Rt(220)- is the WORST stretch of road! NO ONE drives the speed limit, people always in a huge hurry, always driving so close to your rear. Never enough police presence. I dread this every morning. Why even have a posted speed limit? Just awful
- Camera based speed zones create distractions and accidents check with Arizona highway department hire more human enforcement and improve highway maintenance workers safety training we are way behind the rest of the nation do the even know what the MUTCD is? Chip seals are a waste of tax payer's money and create a lot of vehicular damage save our money and do real paving 4" or more. Does anyone there no when and how to evaluate roadbed failure? Annual Post mile by post mile inspection and long-term planning would improve our Maintenance. Pay for performance maintenance program. Or 0 Dollar Budget Program submit the plan guarantee the job evaluate the program receive the budget each

year. How about limiting pothole patrol down to two man crews on non-rainy days. Maybe I should apply to be your next Transportation Director. Other states have been awoken as their Hwy. Department actions have become more transparent. Thanks have a productive day...

- People don't obey the stop signs in our neighborhood.
- The lack of visibility of police officers on the road has a major impact on drivers. I was a police officer for 12 years and visibility creates a perception of risk that you'll be caught on the road doing something unsafe. In the past year I have not seen a single State Trooper on I-180 and I drive it all the time. At the same time, I see people doing 80 in 55 zones (where 180 parallels the Golden Strip in Williamsport. Absolutely no regard for the limits due to lack of patrols.
- A police car / officer should be stationed at any work zone. Their presence should be mandatory at any four lane road or interstate. The poor workers don't make nearly enough money to risk their lives! Washing a bridge or fixing a pothole is not worth the risk of life . Pay those guys and girls a fair wage to risk life and limb.
- I drive PA RT 28 through the city of Pittsburgh frequently. That part of 28 is 45 mph. I ALWAYS see drivers doing at least 60-70 mph. 28 was not constructed to be an interstate highway that can handle high speed traffic. I don't know whether the police don't patrol this section because of safety reasons or what. The only alternative I see is to install speed cameras and let drivers know it. They will bitterly complain, but we will all be a lot safer. I don't know if anyone will ever read my comments, but I sure hope you do.
- 90% of PAs speed limits are too low making safe drivers criminals and making it easy to write tickets for safe driving. PA Senate Bill 172, authorizing speed cameras in Pennsylvania, should be voted down. SPEED Cameras Make the Roads More Dangerous In Pennsylvania, the impetus and decision to install speed cameras comes from politicians and law enforcement, and not from traffic safety engineers or as a result of traffic engineering studies. Camera proponents' aversion to a fact & data scientific approach reveals the true motive behind the use of photo enforcement: Profit. One of the biggest arguments for speed cameras is some kind of urgent, pressing need to make our roads safer and reduce accidents. The fact is, accident rates have been dropping for decades. Inventing A Safety Non-Crisis (For Revenue, not Safety) Speeding is not the crisis that it is made out to be by photo equipment manufacturers and government officials. By most measures, our roads are VERY safe! PennDOT even proclaimed that our roads are the safest they have ever been. These draconian measures are not called for. Speed is not the only thing that causes accidents. On the contrary, speed is usually only a contributing factor to an accident. Cameras do nothing to address the true causes of accidents, such as highway engineering malpractice, aided and abetted by political leaders. If the motive was safety, the specific need for safety improvement would be identified, solutions evaluated, and then a particular solution implemented. In reality, camera programs are approved and purchased, and THEN it is decided where to put them. Equipment Malfunctions and Limitations. The cameras are highly prone to malfunction and becoming mis-calibrated. Cameras have another limitation: they cannot actually stop any crimes from being committed. The acid test: when a politician says "It's not about the money," you know that it IS about the money.
- People that read this survey, will think about what they read. This survey is a reminder of what we already know, in thought - not by our actions.
- Here we are in almost July and PENNDOT has failed to repair a large amount of potholes in Luzerne County. And the new freshly painted lines on 81, that were torn up 2 days later for another asinine ribbon repair of asphalt, was such a colossal waste of tax money. Great job guys...waste some more money!

- Too many Potholes, Signs obstructed by vegetation, Slow drivers in left lane, Crash Debris & Knocked Down signs remaining for weeks & months, faded pavement markings & signs, traffic lights need to be better coordinated, texting drivers.
- 1) Speed limits are arbitrary and capricious and some seemed designed to raise money. Many are not enforced at all and so are widely ignored- this results in widespread disrespect for speed limits. Have fewer limits and make them reasonable and enforce them. 2) distracted driving is a huge problem- especially texting- enforce this strenuously 3) potholes are a big problem causing erratic driving and damage- fix them promptly
- Construction or work zones are not always clearly identified as to whether they are active or not, making it hard to know what speed limit is being enforced. Also, sometimes the speed limits in work zones are entirely too low. Driving while impaired penalties should be stronger and more severely enforced. There is NO excuse for driving impaired. Share the Road should be more strongly enforced on drivers who drive too close to bicycle riders and pedestrians. Similarly, bicycle riders should be ticketed when they ignore traffic signals, stop signs, etc. Finally, more roundabouts, please! They are a huge improvement in traffic flow and, when well-designed, far less dangerous. I've seen this in England work very well. The new roundabout in Moselem Springs at 222 and 663 is a perfect example of a major improvement.
- Strongly agree with ban of cell phones while driving and enforcement fines. The frequency of distracted driving is impacting road safety.
- Why do 49 other states allow local police to use radar and PA does not?! Are local cops too stupid or corrupt to use a radar gun in this state?
- The state roads have been atrocious in many places. I understand the winter was rough on the roads, and many of these roads will be repaved. However, on multiple instances, I've had to swerve quickly or avoid someone swerving to stay away from road hazards. I drive constantly with my work, and primarily utilize the Turnpike. A lot of the traffic backups west of KOP (both East and West) where it is two lanes is due to slow drivers traveling in the left lane. Tractor Trailers will drive side-by-side utilizing a "Matt Miller" technique. This slows traffic and creates unnecessary braking and congestion. Additionally, people will utilize the passing lane as a cruising lane while going under or at the speed limit. This should be a primary offense due to the hazards it creates. Additionally, the use of RADAR with municipalities is unnecessary. It is an additional cost/training that only equates to local revenue. Also, speed cameras and speed enforcement in EZPASS booths are unnecessary. When going from 50 mph down to 5 mph while trying to maintain traffic flow and merge safely is next to impossible. If you want to make the most out of any fix, the toll booth area at KOP exit is atrocious. During the morning commute, traffic backs up and people still try to merge. It seems that a majority of the traffic is attempting to all merge right to get off on RT 202. If you want to keep on I-76, then you stay to the left. Well with all the terrible, impatient drivers in the area, the people getting off at RT 202 will stay to the left and try to cut around everyone, thus blocking access to I-76. There needs to be an improvement in this area.
- The law that stated that motorcyclists are required to wear helmets needs to be brought back. There have been more deaths with a motorcycle involved as a result of this law being taken away.
- Motorcyclist should wear helmets. Too many trucks...on hills need to stay in right lane
- Enforce the speed limit. People are in to much of a hurry I have witnessed on more than one occasion close calls because of someone speeding. They speed because there is no enforcement.

- Please enforce yielding for merging traffic onto the highway. Most people DO NOT slow down or YIELD to High way traffic. Most people just speed up and expect the traffic to slow down for them!! AND, when I yield prior to entering the highway traffic, cars behind me cut into traffic almost causing an accident!!
- I do not feel there is enough police "traffic enforcement" in my area. I live in Carbon County but frequent Luzerne and Schuylkill Counties on a daily basis. I rarely see police doing traffic enforcement. There are stretches of roadway where the speed limit is 35mph or 45mph and I easily see people doing 65-70. I am included in this. In my opinion there is not enough police presence to deter bad driving habits (speeding, texting, red light violations) etc. I feel the probability of getting pulled over for such violations is relatively low. As far as impaired driving goes, again it's a numbers game. There are way too many people who drive impaired. The number of people smoking marijuana and then driving is actually scary. I am not included in this behavior but I see it all the time. Again, very few people get caught due to lack of police presence. Thank you for allowing me to share my feedback.
- Speeding and aggressive driving is completely out of hand. I can't remember ever seeing so many angry drivers and accidents. Driving my daughter to school this year is such a frightening thought, I am considering homeschooling just because of it. I know I can't keep her in a bubble, but I see far too many accidents EVERY time we leave the house.
- I am always happy to see the police out in our community. There seem to be many aggressive drivers on the road these days, i.e. tail gators, not obeying traffic signs, excessive speeding. I believe a stronger presence will help to disperse some of that activity. My other concern is bicyclists. They often go against traffic. Also they are causing a huge issue on the roads that make it difficult for drivers to safely pass them. I am all for sharing the road. However, if you're going to be bicycling on the road it need to be done safely and laws need to be obeyed.
- Way too much construction is causing traffic jams and unsafe driving terrains. It should not take years, and old projects should be finished before starting new projects. Don't let roads get so bad that big projects are needed. Speed limits on expressways should be at least 65 mph, not 55. Then they aren't expressways. Truck drivers should be held to the highest standards. Too many being bullies on roads with behavior like running people off the roads, running red lights, and not leaving enough space to stop. I'm sure you'll ignore all of this though. We all hate PennDOT. Waste of resources.
- An Ohio judge called speed cameras a scam a few years ago, so why is PA considering them? They are not even all that accurate. Radar is also not the best. If PA set realistic speed limits, we would all be safer and not ticketed to raise revenue. No speed cams or municipal radar! Actually, we should ban ANY form of automated enforcement, including the current red-light cameras. I have noticed PennDOT using tar and chip on roads, as well as other substandard maintenance and paving techniques. Snow plowing is also not done the best either (not wide enough and do not flare out intersections for turns), and many times plowing is done well after snow falls, so there could be 12 inches of snow on the road.
- Improve construction zone restrictions, if no one is actually working, allow increased speeds. Pay PennDOT construction workers by the job, not the hour. Offer much cheaper rates to ez pass, passing along savings to the drivers. Enforce left lane for passing.
- Trees and brush need to be removed from sign areas. Too many times I have missed signs because trees blocked my vision. Also, keep in mind that when it rains or snows the limbs of trees sag down blocking view of signs. I drove through a 4-way stop intersection because a rain laden branch blocked a stop sign. This also happens in municipalities. There has been numerous time when I almost got hit from both directions because the other driver was

texting. Texting while driving should be illegal. Another concern is that tractor trailers do not remove snow and ice from their trucks. Snow on trailers turns to ice and when going on roadway the air gets under the ice causing it to fly off trailer and hitting cars or other trucks behind. This can cause damage or accidents.

- Route 22 is ridiculously unpredictable with speed. The limit changes so frequently a driver cannot keep up with it. It sets up drivers for speeding tickets.
- No one obeys the speed limits and they ride your bumper or illegally pass you if you do the speed limit. I have even had them pass me throwing rocks at my windshield
- I drive dump truck for a living. I know I'm not perfect. The amount of people I see on their cell phone while driving is scary. They won't even put it down to drive through a work zone that I'm in. They could potentially kill one of my co-workers. PA needs a hands-free law immediately. And it needs to be a big consequence. Just like it is for me if I get caught on my cell phone while driving a commercial vehicle.
- The presence of parked police vehicles out on the 4 lane always slows down traffic. They often remind me that my speed has been creeping up even with cruise control
- Trucks should stay in the right lane during rush hour. Drivers should put down phones and be more considerate of others.
- Employ overhead guide signs at all roundabouts. Many drivers are unfamiliar with proper lane use.
- School zones should apply when children are present, not 1 hour before dismissal. This leads to motorists ignoring school zones. Too many people using cell phones while driving!
- I'm at the point where I pretty much ignore work zone signs because far too often I pass a sign and there is no work being performed. No one is around. Signs should be removed (where appropriate) when work isn't being performed. This is also why many people don't slow down for those signs. The work crews have a responsibility to remove or turn the signs at the end of a shift and days when no work is being performed (again, where there are no hazards to prevent the removal.) Regarding seatbelts and motorcycles: If motorcyclists don't have to wear helmets, why should I have to wear a seat belt?
- More police enforcement in work zones for erratic driving. Enforcement of drivers texting. Aggressive driving of truck drivers and failing to clear snow from roofs
- Police vehicles should be fluorescent and easily identified, not dark and invisible. Bicycle lanes and road shoulders need to be improved including sweeping of cinders and debris. More prominent signage of Keep Right, Pass Left with enforcement of those who ride in the passing lane under posted speed limits.
- **I used to be an EMT. Seatbelts and Helmets save lives.**
- Work zones/construction: if there is no work being done, speed limit, in most cases, should resume to normal. I abide by reduced speed when there are workers but it is frustrating when no one is present, especially when road patterns are unchanged. Speed limit: there should be more in town checking of speed. In residential and pedestrian heavy areas, it scares me how fast some people drive. I always get tailed down Main St/Chestnut St in Emmaus
- Distracted driving needs tighter enforcement, including no hand-held devices. Why are ham radio operators allowed to talk on their radios if cell phone users are not - balance the law. I do not see enough police patrols on highways.
- Radar Yes use of handheld phone no
- Speed limits are set too low and nobody obeys them, including the police. Too many construction zones, including artificially low speed limits in inactive zones. Stop putting stop signs on the on ramps.

- Accidents are not accidents, they are more likely caused by NEGLIGENCE. Some negligent driving is worthy of misdemeanor designation. I'm sick and tired of drivers who drive as they please with complete disregard for the rules. What do law abiding citizens get for following the rules in the presence of unsafe drivers? Luck. That's all. Also, when I hear that municipalities don't enforce traffic rules because it is a lot of administrative work and they barely get anything from the state for the effort. Well that sucks. We're lucky every time we get home safely. Fix potholes, improve lighting, trim trees that block signs and corners, and put REPAINT LINES on the ground!!
- Steeper penalties for impaired drivers! Seatbelts should be voluntary for 21 and over, or people with medical conditions.
- I listen to the traffic reports in the AM in the Philadelphia area. (I am retired) It is obvious that early AM truck traffic is out of control (crashes and roll overs) and the police are NOT DOING THEIR JOB in enforcing speed limits.
- As I indicated, seatbelt use should be mandatory/primary offense as should cell phone use without hands free. Radar use by local law enforcement would increase the perception of getting caught and discourage speeding. All these risky behaviors increase both the other drivers and my safety on the roadways. Traffic deaths and injuries are a preventable occurrence, not accidents. Driving is a privilege given by the state, not a right and should be treated as such.
- In Philadelphia, there is virtually no enforcement of traffic laws, rolling a stop sign is the rule not the exception. We should have a segment of the police force that only does traffic enforcement especially in neighborhoods and along the Lincoln, Kelly, and MLK Drives. We also need to install more speed reducing humps in neighborhoods, where motorists speed through -enforce no cell phone usage in cars -enforce safe passing of 4 feet with bicyclist and no blocking the bike lanes -bike riders also should be ticketed when breaking traffic laws and creating an unsafe situation.
- As a cyclist, I appreciate the courtesy of drivers - most, like me, go wide when they pass, and wait until it's safe to pass on narrow roads. re seatbelts: those who don't wear them are setting themselves up for a Darwin Award, and thus removal from the gene pool.
- There needs to be safer ways for bicyclists to get around and more public education regarding bike lanes and sharing the road. There needs to be more reinforcement of speeding in construction areas.
- Impaired and distracted driving needs to be addressed and more strictly enforced for both private and commercial drivers. There also needs to be more enforcement around emergency scenes. With the increase of truck traffic in the area, there needs to be more places for trucks to park and rest as well. There also needs to be more restrictions as to what roads and areas trucks can travel. There are many secondary roads that there is no need for trucks to be on but are heavily used by them. There are alternate, safer routes that should be utilized and enforced.
- Being tailgated when I'm doing posted speed limited needs enforcement -- being pushed to exceed speed limit! seatbelt use when the only way could be hit is t boned I believe more injury than without (very limited instances such as switching cars in driveway (pull out then backing in) Sometimes I get a few mph over speed limit when getting car to up shift into more economical gear. Also, if the flow of traffic is over the limit I feel it's safer to go with the flow than to get rear ended.
- Start forcing people to stop at stop signs and ticket people who do not stop at all or partially stop. People have become EXTREMELY lazy at stop signs and I'm attracted DAILY. Also enforce

the law of pass right, keep left. I see far too many people driving way below the speed limit and holding up traffic in the left lane on the highways.

- 1: Speeding: Speeding, especially on major highways, is necessary to keep up with the traffic flow. 2: Seatbelts: My Subaru has an electronic parking brake which releases automatically when the gas pedal is depressed - but ONLY WHEN THE DRIVER'S SEATBELT IS FASTENED. It's a reminder if I forget when starting a drive, and it's very convenient even when stopped at a red light or on a hill. I just hit the gas and go. Linking it to the seatbelt is a great idea. 3: Distractions: Sometimes just admiring the scenery. 4: Hand held devices: Ban them all except drink cups.
- Road design plays a big impact where I live. I am on main street. The tiniest little curve in road, has drivers, driving in the parking lane for cars on street. I've sat in my car in front of where I live and have watched in my rear view mirror, seeing them take that small curve in road, and drive in parking lane. And all of a sudden, they swerve left, when they see there's a car parked in lane. It's scary. One day someone isn't gonna look away from there phone fast enough, or are gonna be distracted by something, and someone is going to get killed or hurt badly.
- In my local travels in the Warminster area, I have observed that 7 or 8 out of 10 drivers are using cell phones while driving. Although the talking is bothersome enough (sometimes taking the one driving hand off the steering wheel to emphasize a point), it's the texting that really worries me. I have also noticed that the tendency to speed increases with the number of travel lanes. On a 4-lane road, some people think is OK to drive in excess of 60mph even when the posted limit is 35mph.
- Distracted Driving -- NO CELL PHONES ETC - write tickets - too many people not paying attention to what they are doing. Side Note to Sunoco -- Why the hell am I watching TV when fueling up -- Pay Attention to the gas pump!! Speeding happens because to stay safe you must "keep up with flow of traffic"
- Advertise the law about utility or an emergency vehicle on the side of the road to move over it's the law
- I like that local police have time to actually patrol instead of sitting around with a radar gun like in other states. I feel safer in my home knowing they'll be around. Please do something about these super loud motorcycles. It's not necessary.
- Bicyclists should have to abide by traffic signs and ride single file. They are a hazard and cause traffic congestion.
- In general, the non-traditional American made motorcycles referred to as crotch rockets - these drivers totally disrespect the traffic laws and are a menace on the road. I am all in favor of banning hand held cellphone use. Finally, left lane driving by motorists where they stay out there perpetually and cause people to have to pass on the right is a problem. Enforcement of this abuse would be greatly appreciated.
- Regarding speed cameras in Work Zones, my answer is qualified that I have no problem with their use in a legitimately ACTIVE Work Zone. Regarding distracted driving, cell phone use while driving should be a primary offense with heavy penalties. Distracted driving is growing and getting worse.
- whenever i see a really poor driver crossing the line, hesitating at green lights, driving slower than speed limit, i look up and 100 percent of the time they are on cell, texting etc. This needs to be addressed. Stoplights need to be timed so that a person driving the speed limit can make it from light to light. I would strongly suggest an on ramp onto 378 N on Catasauqua road in Bethlehem which would alleviate alot of traffic on Catasauqua rd, Airport rd,

Schoenersville road. I mentioned this to Bethelehm they said it is a state decision. Also PLEASE MANAGE THE NUMBER OF ROAD REPAIRS AND ROAD CLOSURES BETTER. ROUTE 22 REPAIRS HAVE BEEN A DECADE LONG NIGHTMARE, NOW THEY ARE CLOSING/LIMITING RACE STREET TRAFFIC, DOING REPAIRS/CONSTRUCTION IN NOR-BATH AND NEAR WEAVERSVILLE ROAD. YOU CANNOT DO ALL OF THIS CONSTRUCTION ON MAJOR THOROUGHFARES AND THEN ALSO DO CONSTRUCTION AT THE SAME TIME ON THE ONLY ALTERNATE ROUTES. PLEASE DO MORE NIGHT CONSTRUCTION WHEN TRAFFIC FLOW IS LIGHTER.

- Motorcycles driving in between traffic to get around people. Just yesterday someone drove on the double yellow to get around traffic on schoenersville rd. Again, on route 22. I see it on 78. They do it all the time. People on their cellphones stopped at a green light because they are not looking at the road! People driving so slow and all over the road and you can see that they are looking down at their phones. People of all ages not just kids but mostly adults and middle-aged people. People have practically ran me off the road at the merge by Cvs on freemansburg ave. Traffics plain sucks in the valley the drivers are horrible. They will kill me and my child one day.
- Generally speaking, both motorcycle and truck drivers seem to engage in dangerous driving practices more than car drivers. From speeding to weaving through traffic these 2 groups exhibit high risk behavior. Rt 78 case in point for trucks. And in my 15 years of commuting on 78, I have yet to see a truck pulled over.
- Inform public on # of tickets paid by officers or other state and local officials.
- There is too much road anarchy involving others ignoring all kinds of driving rules such as excessive speeding, weaving in and out, going around other cars to turn, driving while holding phones, not stopping at stop signs and continuing even when the traffic light is red. There don't seem to be enough police on the roads to monitor all this.
- Police need more of a presence in work zones because people do not care. More tickets in work zones will hopefully prevent less deaths and people to slow down. Pennsylvania roads are terrible, I-78 in Lower Saucon township is a disgrace. Trash along the highways is pathetic and needs to be cleaned up.
- I have a problem with bicyclist who violate traffic rules like running stop signs and traffic lights. This happens quite frequently in Bucks County I think the left turn yield on green at traffic light s should be eliminated. I would rather see traditional left turn only signals.
- PennDOT needs to do a better job of cleaning the roadways, repairing pot holes and signage. Lower bucks county roads are a mess between the garbage, grass, roads and medians. Lower bucks should look like upper bucks and Montgomery county with their roads but sadly lower bucks seem to be the redheaded step child of PennDOT
- Too many people drive aggressively. I more patrol cars were on the road then people would not drive so aggressively. I'm not sure why people are in such a hurry to get places. I usually drive no more than 5 mph over the speed limit. I can't understand why driving 50 in a 45-mph zone is "too slow" for people. I think looking out for those aggressive drivers and people on your bumper is extremely distracting. I'm so concerned that they are going to crash into me. Police need to patrol more on the roads. I know they are extremely busy with other stuff but just one officer can make a huge difference.
- The amount of potholes, uneven pavement, and other maintenance/upkeep issues in my area (Montgomery County) lead to unsafe conditions. There are many places on my daily commute where drivers routinely swerve into other lanes of traffic to avoid potholes or large dips in the road. These conditions will cause accidents (if they haven't already). Also, I've noticed that some roads do not have many speed limit signs. This makes it difficult to go the speed limit

because I don't know what it is. I try to follow what the other traffic around me is doing until I see a sign or just guess if there is no traffic.

- The way construction is performed, or barely performed is insane. There is absolutely an algorithm to traffic and the state can use funds wisely and have workers do their work within those specific time restraints. One of the first frequently asked questions on PennDOTs website is “why is there always construction men standing around?” The sense of urgency is not there. Get it done. I lived in Myrtle beach and they redid ocean avenue from 1st Avenue to 67th Avenue in ONE WEEK. That is not an exaggeration. These things can be done and with less public interference, which means more safety for both the workers and the drivers
- Would like to see stricter enforcement regarding speeding, running red lights, failure to stop completely at stop signs. Stricter monitoring of tractor trailer drivers.
- Motorcycles share the road but should be fined for weaving in and out and cutting off cars in traffic. Speed limit signs should be prominently displayed and not covered by foliage. If there is a speed reduction coming, speed reduction signs should be prominently displayed at a realistic distance from the reduced speed limit, and should not be covered by foliage.
- I do not feel that PA should start installing roundabouts, NJ had them for years and are getting rid of them. Speeding? We live just off of Freemansburg Ave in Bethlehem Twp. We NEED a traffic light at Washington St and Freemansburg Ave.
- Following the lowered speed limit when the work zone is NOT active is center intuitive. Impaired driving is a loose work, two drinks within an hour does not make one impaired. The speed limits in certain areas are ridiculously low.
- Please make both of these things illegal and enforce them. Both are observed by me daily and make me feel unsafe being on the road with these people.
- There are many pot holes and damaged roadways in PA that need to be repaired to maintain safe driving and not damage vehicles. I mostly use my phone hands-free while driving, but I see a lot of distracted drivers holding a phone while texting and driving. I would like to combat this dangerous behavior. How can a driver report or discourage another driver who is distracted?
- The laws for people who are charged with a DUI but not yet convicted should still be taken into consideration when charged with a second DUI. I have known people that could have easily killed people that only got charged with first offenses when their first dui did not yet result in a conviction. I wish someone would develop technology such as a steering wheel that had sensors in it to detect alcohol. Another major issue is nearly every car people are texting or searching the internet at red lights. I am also guilty of this even when I tell myself to stop this habit. Even when you drive down the highway you can see car after car holding their phones and looking at them.
- Speeding on Interstate highways and neighborhood streets is getting out of hand. No respect for speed limits or safety of others. Too much aggressive driving.
- I like the speed indicator signs recently installed in Bethlehem Township, they are a great reminder to slow down to posted speed limits. Bring back traffic light cameras. Too many people running delayed red lights. Law enforcement is doing a good job reducing DUI. More education about road rage and prevention is needed. More education is needed about merge and right of way laws in PA .
- I hope they get better at cracking down on cellphone usage I can't tell you how many I see people using their phone and it drives me absolutely mad! Also, I'm concerned about drivers on the road it seems more and more I'm getting either behind or in front of a driver who is breaking a law but unfortunately there never a cop around to catch them. I'd try to send tips

in but it would cause me to be no better by trying to use my phone while driving. Yes I'm one of those no radio or cell or anything but driving people. I'm young. I know the police and PennDOT try hard but I hope a bit more enforcement occurs soon. I've seen some drivers who flat out should not have a license. I happen to love the rules of the road.

- Work Zones: There should be more of a distinction between active and non-active work zones for speed limit purposes. I tend to drive the posted limit when there are workers present, however I don't always see the need for it when there's no one there. Also, when closing lanes, it would be helpful for traffic purposes if signs would give a distance. When you see a sign that says "Right lane closed ahead" everyone pulls into the left lane, traffic backs up - but the lane isn't closed off until way ahead. Signs should give a distance, and also state that people should stay in the lane till the merge. That would really help in terms of traffic. Trucks - With the increase in warehouses in the Lehigh Valley, trucks are becoming a huge issue. I commute on 78 daily, and truck drivers will pull into the left lane and stay there for miles, tying up traffic. It would be helpful if there were signs for trucks specifically that restricted them to the right lane in heavily trafficked sections, and also if there was more targeted enforcement by State Police.
- Motorcycles should use proper headlights, be more visible. Some construction areas not well attended. Truck drivers traveling way too fast, tailgating etc.
- I am tired of seeing truck drivers on their cell phones and driving aggressively. Someone also needs to be watching these drivers on highways because I have far too many people aggressively driving up on me to move over and I'm already doing above the speed limit and going around people in the left lane. A big issue I find in Bethlehem township is people not following the speed limit.... they are going SLOWER, much slower than the speed limit. These events of going 25 in a 40 need to be addressed as well. It's usually some old person that shouldn't even have a license anymore.
- I do not understand the law that we have to wear a seatbelt INSIDE a vehicle, and a person on a motorcycle does NOT have to wear a helmet. Inside a car, we at least have some protection, but on a motorcycle, there is NO protection. They should absolutely have to wear a helmet at all times.
- Many freeway work zones are posted with unrealistically low limits which causes excessive speed variance as a few comply but most don't. Far too many posted limits on main roads, highways and freeways are posted with limits set less-safely far below the safest 85th percentile speeds of free-flowing traffic under good conditions. This creates speed traps where some authorities ticket mostly the safest drivers on the road for profits. This is 100% wrong. Ticketing the safest drivers on the road, the ones at or near the actual 85th percentile speeds with the least risks to be in a crash makes a total mockery of the false claims of authorities to be enforcing for safety. It is predatory enforcement for profits that no one should approve of. Traffic laws that arbitrarily define the majority of drivers as violators cause a deserved disrespect for those laws and the officers that enforce them. As an obvious example, posted limits at about the 30th percentile speed that define 70% of the drivers as violators are seen as nonsense by most drivers. We do NOT have 70% bad drivers that deserve possible tickets. These improper laws also divert scarce police resources into revenue collection officers, rather than officers who could spend their time finding and citing the small percentage of drivers that are actually doing something hazardous.
- Why am I required to wear a seatbelt but bikers aren't aloud to wear a helmet? I live at a 4 points stop sign intersection. I can lay in bed and listen to cars drive straight through without even lifting off the gas, can't get local cops to do anything about it. Why aren't bicycles not

required to follow road rules? I see people riding right down the middle of the travel lanes and will not move over to let cars pass.

- Pennsylvania needs to seriously enforce the keep right, pass left. There is a reason all my vehicles are equipped with dash cams. It doesn't matter if a vehicle is speeding if it is with the flow of traffic no cop is going to say anything because the driving is not aggressive. But once someone comes over into the left lane and doesn't move, that begins the aggressiveness and the extra speeding because people are unaware of their surroundings.
- 1) In work zones please keep workers safe with proper barricades, signs and clearances. Reliance on enforcement against drivers distracts from proper worker safety procedures. I see many unsafe conditions for road workers. 2) Many questions here ask what I'm "likely" to experience but the options are all unlikely. Some are very bad so even a tiny chance is unacceptable. Better to ask which I'm concerned about. 3) Although the state likes to say speed kills it's basically false. Risk is higher at 35mph on many 55mph roads than on most superhighway miles at 90mph. Yet many in power want to more efficiently ticket drivers at 75mph on the superhighway. Please stop focusing on generating revenue. Please focus on safe and efficient road use. 4) Please stop all 4th amendment violations including "Sobriety checkpoints", unauthorized searches, ALR data collections, speed and red light cameras. 5) stop trying to add the silly "distracted driving" "offense" to the arbitrary and capricious DUI attack on not just "drunk" or impaired but all drivers who have to suffer through the police state like offense of being stopped for no just cause, typically late at night.
- PA needs to enforce the people doing 60 in a 65 in the left lane. This aggravates almost everyone on the road and causes people to drive recklessly. I honestly believe that if people were required by law and it was enforced to move out of the way for faster moving traffic, then incidents would greatly be reduced. I am only talking about highway driving. Speed limits of 25 in residential makes perfect sense. Seriously, get slow drivers out of the way and this relieves tensions for everyone driving. <https://www.vox.com/2014/6/16/5804590/why-you-shouldnt-drive-slowly-in-the-left-lane> As a motorcycle rider, seeing the fresh tar and chips is one my worst nightmares. It's ridiculous.
- Morganza Road in Canonsburg, Pa should be "right lane for right turn only" going from Canonsburg to Southpoint from Adams Ave/Euclid St all the way up to McClelland Rd. If this road was designated as such, it would eliminate some traffic bottleneck on Euclid due to "everyone" being in the right lane and restricting those who are traveling to 79S from making a right on red. If the first person at the traffic light at Weavertown Rd is in the right lane and going straight the next 20 people in that lane who are going right cannot go and it causes traffic to come to a halt unnecessarily. I am a pizza delivery driver and drive the roads of Canonsburg 50 hours a week. I have seen many roads in the area that could use some attention but this area seems to be the worst for the reason I have stated.
- Speed cameras and local radar is nothing more than a money grab and a means by which municipal pressure will raise revenue. It does not leave to safety, and safety has nothing to do with it (though it is disguised as such). Just look closely at just who is promoting them, and where the money goes. It's big business and big income to those companies. It's time to make roads safe by well known, real and honest traffic engineering, and not by harassing the motorist with speed cameras and local radar. Especially when the de-facto purpose of these devices is to RAISE REVENUE. They disguise as being safety related, but I already see a lot of safety already on the roads. Just follow the money trail, the lobbying efforts in the state legislature, and the immense desire to balance budget and create revenue enhancement. It's no secret that such is the purpose. This nothing more than a business opportunity for the companies handling the automation (it's big business), and local municipalities with tax

income issues / budget balancing, that they can't resolve. And they want to make victims out of honest citizens in PA. Please do not allow this kind of harassment to Pennsylvania motorists. These devices are known to make mistakes, especially local radar when used in urban crowded environments, and not on the wide-open road. And even then, it still makes errors. Please remember just who is profiting with speed cameras, and local radar, most of the profit goes to the camera companies and municipal budgets in trouble. Speed limits are already under-posted, and some proposed bills allow tickets at 6 mph over the limit. Radar makes many errors, and if multiple vehicles are present, it cannot tell which one generated the reading, if any. Radar fails the Daubert test used in legal proceedings. This slippery slope will lead to moving radar, which can make even more errors, as well as LIDAR, which also has problems. I advise you to do an online search for "radar-gate revisited" and be amazed at what happened in Pennsylvania. It appeared to be common knowledge that radar errors were occurring. The so-called experts pushing this also demanded red-light cameras. In Philadelphia crashes increased after these cameras went in. Then the same people called for speed cameras, stop-arm cameras, etc. All of these devices rely upon poor traffic engineering and predatory enforcement. This all leads to more crashes, tickets to safe drivers and erroneous tickets. If regular radar makes errors, just imagine what can occur with speed cameras. Maximum safety on roads occurs when we have speed limits posted to the 85th percentile of free-flowing traffic speed, yellow traffic lights set to the 85th percentile plus an added pad, and stop signs only where needed. When you do the opposite, you will cause crashes and ticket safe drivers, including possibly the wrong drivers. We deserve best-practice engineering, and not risking predatory enforcement tactics for local revenue generation.

- Ok I thought the survey would give me a response box for each item I selected, but ok...
Speed Limits: 55 mpg on I-79 is silly. Set it to 65 mph between Bridgeville and Wexford and 70 north and south of there. The Parkways should also be 65 up to Penn Hills inbound on the Parkway East, Camp Horne on the Parkway North, and I 79 on the Parkway West.
Motorcycles - Please quit telling drivers to watch out for them and instead demand motorcycle riders abide by all laws, do NOT weave through traffic, race, or do wheelies on the Parkway (yes I've seen this). Enforcement is lax or nonexistent. Helmets are required for bicycles, why not motorcycles? It's nuts.
Construction zones - keep doing a good job of keeping them safely designed. Enforcement - unmarked cars in traffic should be watching for idiotic behavior and putting a stop to it. Weaving through traffic, not moving over when holding up traffic (pace car syndrome), driving down the middle of two lanes, exiting right from the left lane abruptly, people crossing over Authorized Vehicle Only UTurns... and better yet, driving the wrong way on the other side to get back to an exit (I have witnessed this more than once) ... enforcement isn't about just going fast, it's about putting people at risk.
Mobile devices - Great as navigation devices. Even better if there was an app to easily pinpoint idiot drivers in traffic to alert police immediately instead of fumbling through 911, which after 2 or 3 minutes its usually too late to report anything.
Dumb road designs - where there can easily be a two lane exit and instead there's only one lane dragging onto the highway, such as Wexford headed north or Rt 28 headed south on I 279... Install a traffic light at the end of the Rt 28 ramp off I 279 so traffic can filter down to the next light and not impact the main highway. Block outbound Churchill traffic from crossing over to Monroeville. Why the heck isn't there three lanes between I 79 and Robinson yet? Ridiculous.
- I wish that motorist when turning right on red or at a stop sign would actually stop before they go through the sign or signal. When an oncoming vehicle is traveling the speed limit drivers just do not realize how quickly the oncoming vehicle is upon them and they are the

one who has to slow down to keep from having a collision. This also is true for drivers entering a highway from an on ramp, the oncoming traffic slow down even when the oncoming traffic have the YEILD sign.

- There are times when I am pulling out of side streets and the vehicles are parked too close to the intersection, blocking my view. As I am pulling out of my place of employment the same thing happens. I have almost been hit by unseen traffic many times because my view has been blocked. Cars need to be parked further back from intersections and parking lots.
- Bicycles who don't follow rules of the road, rolling stops at signs, blasting horns from impatient drivers, red light runners, excessive speeds, dangerous lane changers, parking violations, trucks and busses in left lanes, illegal turns are all examples I see on a very regular basis. Nothing seems to be done about it. How about cameras at lights with actual consequences? Sometime the police are sitting right there! Hefty fines to discourage people from doing it permanently.
- I think distracted driving is as dangerous -if not more so - than drunken driving but I do not think there is sufficient enforcement of the law. The law should be tougher on texting while driving.
- Multiple things. Firstly, there is no excuse to eschew seatbelts; driving without a seatbelt should be legislated as a Class 1 Felony. Secondly, I think that speeding is less important than unsafe driving. From calculus, the differential derivative is what should be used to determine driving safety. If a car is passing another at 75 miles per hour in a 65 zone, it is significantly less dangerous if the car it is passing is traveling at 73 miles per hour vs 60. In the former, both drivers have already made the assessment that it is a reasonably safe decision to exceed the speed limit, but in the latter, both drivers have less reaction time due to the fact that the approach speed of the passing car is higher. Were I in charge of the world, I would seldom enforce speed limits, but take every car off the road that swerves through traffic, hogs the left lane, changes lanes without a turn signal, merges too late, or conducts any similarly automotive discourteous or ill-advisable acts, as all of these things are far, far more likely to lead to accident, road rage, or dangerous situations than speeding. Speed should be enforced through road design, not manual police enforcement, such as by narrowing the lanes of travel, narrowing road shoulders, or shortening lane dividing lines. That's why there are so many people now speeding through neighborhoods, because some well-meaning communities decided to build their roads to highway-style standards, and what else is a human to do with the extra buffer space in a twelve-foot lane but go faster?
- TOOOO MUCH TO TYPE !!!
- PennDOT needs to cut dead trees and limbs from the side of the roadway. The 'zipper method' for going down to one lane doesn't work b/c the public is not educated about it.
- Would love to see more police presents on 219 between Bradford, Pa & Wilcox, Pa. I feel daily my life is at stake due to other people speeding excessively & reckless behaviors of those drivers. Between the hours of 7 am to 9 am guarantee you would catch several speeding & being aggressive. It's truly terrifying to travel 219 but unfortunately, I have to.
- 1. Construction Zones: Pay police to supervise work zones for safety of everyone. Police presence at work zones is the absolute best option for keeping workers safe. 2. Distracted driving- Require handheld devices to deactivate upon ignition of an automobile. 3. Safe road - Spend more money keeping Pennsylvania roads in good condition. 4. Share road: While cars should pass by cyclists with 4' clearance, bicyclist need to stay within 18" of the white line marking the edge of the road and should bike on the other side of the white line whenever feasible. It is mathematically impossible to share a space that is too small for both vehicles to

occupy simultaneously. Whenever new roads are constructed, a separate bicycle lane needs to be included as the use of gas powered vehicles is not going to last forever. 5. Speeding: Simply make cars that cannot or will not exceed the maximum limit or require GPS technology that will alarm the vehicle operator of excessive speed. This way speed and traffic can be monitored and adjusted for changing road conditions due to weather, fog, etc. This technology has been available for a while - it is time to use it. Trucks- CDL licensing needs to be taken seriously and should include tougher education requirements and experience hours. Trucks, more than other vehicles, need lane detection technology to alert the operator if any part of the truck or trailer moves outside the current lane.

- Not nearly enough enforcement of tailgating problems. I seldom travel more than 10 miles on route 8 in Crawford county without a tailgater. Brush and weeds at rural intersections of state roads need trimmed and cut.
- In regard to making a seatbelt violation a primary offence, if someone chooses not to wear a seatbelt and is in an accident, their insurance (any type) should not have to pay any of their expenses. Even if they are not at fault for the accident, they still contributed to their injuries and others should not have to pay the price. In construction zones, yes drivers are responsible for knowing where the workers are. The flip side to that is the workers need to know where they are in relation to the road/cars. I have seen construction workers not look and walk out into traffic. There needs to be accountability on both the workers and the cars. In regard to both bikes and school buses. Bike need to be ticketed if they break the law. I have seen cyclists run red lights without any punishment. I have also seen (a lot) school buses approach a stop without using yellow lights and put the stop sign out. Then they get mad when drivers run their red's. EVERYONE needs to be held accountable for their actions. It is very frustrating when cyclists and buses get away with breaking the rules without punishment.
- The use of cell phones while driving whether talking, texting or social media/ web surfing should be a primary offense with penalties similar to those imposed on DUI's since distracted driving is just as hazardous as drunk driving. I feel the bicycle should be required to yield to vehicle traffic in all situations. They should move as far to the right as possible or get off the road completely to allow motor vehicles to pass. The law that requires vehicles to move left and give bicycles 4 feet of space when passing is endangering drivers to have head on crashes from opposing traffic! It was a stupid law to begin with! Too many pedestrians think they can step off of the curb in front of traffic and the vehicle is required to stop for them even when the vehicle has the green light or right of way! They feel if they step into the crosswalk the vehicle must yield even though they failed to observe the signal that gives the vehicle right of way to proceed.
- Bicyclist should be restricted from driving on some roads. In my area there are a lot and I really fear for their safety.
- I taught behind the wheel driving in NC. I believe everyone should wear seatbelts and as driver's it is our responsibility to make sure everyone in our vehicle are buckled up. I believe that texting and driving will kill you. I believe if I am stopped behind you, and I can see your tires on the ground, I can find a way out without having to back up.
- Do bids for highway construction to be 24 hours a day to move project faster and avoid opening and closing work zone each night Motorcycle should not be allowed to drive between lanes very dangerous, they are going so fast I miss them in mirrors
- There is not enough police presence on the roads. More should be done about tractor trailers driving too fast in general and when inclement weather. More crack down on drivers texting

or on their phone while driving or at stop lights not paying attention and cause limited number of cars to get through green lights. Many elderly driving when they clearly couldn't pass a driver's exam. Today I saw an elderly woke driving well below the speed limit and she could barely see above the steering wheel. Today's driving is worse than 10 years ago. I fear for my son who will be driving 10 years from now. More police presence on the roads period.

- I see people DAILY exceeding speed limits by 20-30 MPH on highways, weaving in and out of traffic, tailgating, and being aggressive. People who do this should face heftier fines or punishment as a deterrent. It is extremely scary driving on 95 or the PA TP.
- The Commonwealth completely misuses its human resources (police). Police are intended to serve and protect yet most of the time they run radar for no purpose other than income collection. Such police presence creates a danger in and of itself (distraction, brake slamming/sudden stops). Next, cell phones MUST be banned in cars for drivers. There is no greater menace than a phone in a driver's hands. Finally, police should be enforcing the passing lane law and citing people who drive the left lane. All the worry is about "aggressive drivers" but its the PASSIVE aggressive drivers that create chaos and danger on the highways.
- (1) Pennsylvania should ban the use of cell phones totally. (2) Pennsylvania needs to work on the state of their secondary roads. Some are in very bad shape.
- Drivers running a red light especially truckers
- Allow local law enforcement to utilize radar. Also ban use of cell phones while driving. Too many times I've seen people using a cell phone texting while driving causing a hazard. Thank you.
- Constantly see people texting while driving, speeding in construction zones, tailgating and speeding on the highway.
- More people need to be aware of motorcycles on the road. Semi-trucks need to be monitored better. To much crossing into other lanes.
- Speeding is a plague upon the highways. I've done my own surveys and I'll estimate that a full 80% of drivers completely ignore speed limits on any given highway at any given moment. I make a habit of not exceeding the posted speed limits and every single time traffic backs up behind me even when I'm near the speed limit. I know of people who believe that the speed limit is not the law but merely a posted "recommendation"!! And most speeders I've witnessed seem oblivious to speed limit signs. Additionally, there is very little law enforcement time spent on speeding. Either because Pennsylvania does not have a dedicated traffic enforcement division, local law enforcement is [ridiculously] not able to use radar or laser devices, municipalities get too little return on the tickets they write [wasted manpower], and state law makes it too difficult to cite a speeder when the law allows for people to exceed the speed limit by 5-10 mph with no consequence. Finally, there is very little traffic monitoring in PA. My daughter years ago was driving through a rural area of Maryland and was sent a citation for speeding based upon a speed camera. Pennsylvania law is too ambiguous and often unenforceable. And Pennsylvania drivers know it. Instead of slowing down at amber lights they speed up and often run red lights. I've entered intersections in which the light had just turned amber and watched four other cars behind me go through the subsequent red light. There is virtually no enforcement of traffic rules and expected safety procedures. Finally, I think every driver should have to sign an oath as part of renewing or obtaining a license that says they will adhere to ALL traffic rules, safety procedures and regulations and that they understand infractions will be met with more severe punishment. AFTER ALL, HAVING A DRIVING LICENSE IS A "PRIVILEGE" !! I'm personally sick and tired of all

the lousy drivers on the road who appear to only care about how quickly they can get from point A to point B.

- I feel they need police near construction zones even if it's just for utility companies.
- Should beef up speeding in work zone \$500 first time second time \$5000. Three lose license for good
- Sharing the Road: There has been a lot of aggression against bike riders in recent years. We have a lot of riders in the LV and people do not understand that we are trying to minimize our space on the road most of the time. On the other hand, riders must be educated and cited for not following laws as well. Traffic Laws: Way too many people running red lights everywhere I look. It's disturbing. I can count them daily where I live. I think that red light cameras would be a great way to reduce this at some intersections. We need to slow people down a bit.
- Biggest single problem I have is speed. Police need to really start cracking down especially in construction zones and areas of high congestion. I ran I-78 and I-81 between Allentown and Harrisburg every day for 13 years. I had to exceed the speed limit regularly just for survival. Worst offenders were out of state truckers and car drivers. Second worst were the State Troopers who were heading to HQ or the Academy. Yes, one can travel at 75 or 80 on portions of those roads, but just one can do something doesn't mean it's a good idea. I could go on for days about the truckers and distracted driving. Can't tell you how many accidents I saw on my drive, several were fatal caused by truckers back-ending other drivers because they were traveling too fast and couldn't stop or fell asleep. I have more but this is enough for now.
- Truck drivers go too fast, merge without looking. Almost ran me off road a few times. They go slow in the left lane. I see people texting all the time while driving. Swerving on the road, going below the speed limit.
- Being a volunteer firefighter and a civil engineer, I find myself along the roads quite often during live traffic. Precautions are taken the best as possible to warn drivers. Especially as a fire fighter, I have noticed distracted driving increase in recent years. Fire and accident scenes along the roadways are the most dangerous scenes we operate at. The move over law is good but often ignored. Even traffic yielding the ROW to an emergency vehicle is being ignored. Opposing traffic doesn't seem to yield which causes a hazard for the public and emergency responders. If on a divided 4 lane highway (or greater), traffic has a tendency to pass emergency vehicles responding to alarms. Most times we meet those same vehicles that pass us at upcoming intersections. The law should be spelled out more clearly that passing a moving emergency vehicle is illegal as well. It's also not uncommon of vehicles going through an accident scene ignoring the temporary traffic control that is set up. Especially with less firefighters on a unit, less available resources are able to perform needed control. A supplement from PennDOT during daylight hours would be beneficial since we are found controlling traffic not only vehicle accidents but minor incidents such as trees down and flooded roadways (due to clogged inlets).
- Give local police radar!
- Excessive speeding along with distracted driving are the two biggest concerns for the items I clicked for additional feedback. Sharing the road and construction zones I see drivers only concerned with excessive speeding in getting to their destinations. I have also seen 25 to 50% of the drivers using their cell phones, and those that are using their phones are driving as bad as drunk drivers. Even school bus drivers using their cell phones while driving. I fear for my safety on the roads as people ignore the driving laws to make up their own rules deciding the government laws are too arbitrary.

- There are a lot of crazy drivers on the road. We need to go back to schools teaching drivers education. Perhaps people should have to take an online review of how to drive. Go back to 65 speed limits on interstates since speed kills and uses more gas.
- In our current rush society, I believe if there were more unmarked police vehicles on our highways catching violators it would send a strong message for commuters to "drive to stay alive." Also, if PennDOT would invest in quick "Driver Training" videos for YouTube or another format that would be great. Merging is horrible on Pennsylvania State Highways. So merging would be a training video (animated) that would emphasis merging techniques, like at slower speeds, every other car, merges to keep traffic flowing in all lanes and develop positive driver attitudes about how to merge safely.
- Do not put speed cameras in work zones. Make red light cams illegal. Too dangerous and unfair. Caution lights are not standardized. Ban cell phone usage for hand held devices and enforce that law.
- I think if you're driving distracted or impaired and you are in an accident with loss of life it should be punishable by death. Speed limits and stop signs are only present to generate revenue and asses blame in accident situations. Which is understandable, with the advent of the 6-lane highway and modern cars are speed limits and pa point system are as antiquated as high-top wing tip shoes. And please don't tell me helmets are for my safety, when I can't wear my carbon fiber, fire retardant Snell approved racing helmet to ride my motorcycle all because the manufacture didn't pay homage to the department of transportation for the DOT sticker to be displayed proudly on their product.
- The natural gas industry has taken over Greene County. The support vehicles speed, run stop signs, platoon right through red lights, park on the roadway/stage on roadways awaiting pad access; do not have pilot/wide load vehicles when they should have; drive over center line with front left and rear left outer wheels a lot of the time; throw out their piss bottles everywhere alongside the roadways; park on interstate on/off ramps and stage; park on interstate on/off ramps and drop their trailers and take off in the tractor only; park in clearly posted NO PARKING areas along interstate 79 access ramps.....the list could go on. The PA State Police do not have the manpower/ability to police all this crap...and they seldom, if ever, respond when asked by PennDOT. Someone will have to get killed with all these unsafe actions of drivers supporting the Marcellus play...the subcontractors run the area...they do as they please....almost as if everyone has been bought and paid for.....it's sickening...
- Why is PennDOT dumbing down the road test for drivers with a permit? They should still have to use signals, lights, k-turns, parallel parking, etc. Keep deleting things from the test and making the knowledge tests easier and the accident rate of PA will climb once again. Make people that want to drive KNOW how to drive.
- More needs to be done about Safety In Work Zones. I slow down and obey the Speed Limit, and it backs up traffic behind Me. RIGHT behind Me. It has several times spawned 'Road Rage' behavior from those following Me when we get past the Work Zone. ALSO, More needs to be done on Distracted Driving. I experience this almost each & every time I drive, PLUS, I have had to sit through an additional Traffic Signal cycle because the car in front of Me didn't realize the Light was Green. They go through the Intersection, regardless, and I'm left at the Red Light.
- Need more enforcement at construction zones especially at the disaster of a zone at Potter's Mills, Centre County. I have been passed by construction vehicles within 500 yards of the construction zone at Sand Mountain Road--and they were speeding by more than 10 to 20 miles per hour MORE than I was going. It's 45 mph. The construction of 322 at Potter's Mills

is a terrible burden on those of us who live in another county and commute through Potter's Mills, etc. on 322. Please look at how Hawbaker is running that show. It's a mess. And while the new road will be very helpful, the delays are more than painful now and through 2019? 2020? Wasting more than gas and time. I also am tired of being passed by State Police Officers in their cars doing well over the speed limit. Please make the lack of using the indicator light a primary offense. I am so tired of people NOT using their turn signals. It's dangerous. It's installed on the car! Use it people!

- More attention needs to be focused on speeding, texting isn't just a young person issue - more older adults are doing it too and it's worse when they do because they aren't very good at it. Why isn't a mechanism widely available to the public to at least check their BAC before getting behind the wheel. I've heard the tools you can purchase are not consistent. I think the problem would be much less if people could actually test themselves.
- The speed limits on the interstates in Allegheny county at 55MPH are too low. Most cars travel around 65-70MPH during non-rush hour congestion without injury or accident. The speed limits on I-79 and I-376 should be increased accordingly. I think the current BAC levels for impaired driving are too low. The most dangerous drivers are far above the 0.08. I generally take the T home every day and Uber on weekends to events, but two beers in an hour is way too low to render me incapable of driving a vehicle safely. I know MADD would disagree, but impairment is a continuum and the current level is too stringent.
- Reinforce turn signal laws - many drivers do not use turn signals when switching lanes or making a turn.
- Seatbelt laws for the drivers or passengers over 18 years old make no sense unless a motorcycle has seatbelts. Personal Safety is not the governments concern Need more speed limit signs. I am always behind people going 10 miles under the speed limit, because there was only one sign 2 miles back and these people may have turn onto the road between signs. I have also had no idea what the speed limit is on many occasions.
- Distractive driving is a huge problem. Something needs done along 322 between the Super 322 Drive in and Peters Road.
- I am in favor of Red Light Cameras I am in favor of more enforcement of driving violations such as ignoring stop signs I would like to see better accommodations for pedestrians and bicyclists on all roads and at all intersections.
- The speed limit on 30 needs to be 65. 55 is slowing the movement of traffic
- Not enough police presence on roads has led to an increase in a disregard for rules of the road. Personally, have seen way too much selfish driving practices over the past 2 years. It is common for me to see people blowing red lights daily in my small 10-mile commute to and from work. Making a left after the arrow has clearly turned red has now become a monkey see/monkey do pattern I'd like to see go way immediately.
- From visual observation, drivers on average go 15 mph above speed limit, and pass state police cars with no violation. Why is speed limit 55 mph on freeways in cities if not one car follows the limit and the police don't seem to care either. It's pointless. Why is the section of I-70 between Breezewood and Maryland 55 mph. There are roads in the mountains in the western US where the speed limit on much bigger, more dangerous looking roads is 65 mph at a minimum. You don't need to do a million-dollar study to figure it out either. Why are there no direct connectors from a free roadway to a pay toll road. Why can't you just make an EZ pass flyover so to reward the EZ pass drivers and make the cash drivers go through the ridiculous setup that is currently in place. Why are the on-ramps so short. Pennsylvania drivers don't know the difference between a yield and a stop sign because the on-ramps are

non-existent which causes a safety issue with a vehicle pops out going 10 mph into 70mph traffic. Why are there so many poorly designed interchanges or intersections? It seems there hasn't been upgrade to any roads since the 70s or 80s. Why is Highway 22 between Monroeville and Altoona an at-grade roadway even though its a primary connector to State College and plenty of other communities on the way. Why doesn't the state develop overpasses on this section of 22 in key interchanges to ease the congestion? Please fix the disaster that is Hwy 22 and the Golden Mile Highway. No professional engineer should be ok with that intersection. Why are roadways outside of Allegheny county being updated, but nothing in the county other than bridges?

- No cell phones period. Truckers need to slow down. Fix highways, over using tar/chip practice. Share the road is getting out of hand, I pay to use roads bicyclists don't. Yes, allow local police to use radar. Tires extending beyond fenders, tinted windows, flags flying in pick up truck beds should be banned. Laws are in place and should be enforced. Too many accidents caused by stupidity and carelessness.
- Ban cell phone usage by drivers with crackdowns and consequences. Stop putting in so many bike lanes in Pittsburgh. If all else fails put speed bumps on every road, everywhere.
- Drivers need to learn how to merge and yield bicycle riders are supposed to obey traffic laws aren't they? cell phones should be banned while driving.
- Bicycles need to follow laws too, most do not. Construction zone speeds during working hours only
- Make work zones more of a priority for enforcement, bigger penalties for speeding or distracted driving in them
- Many years ago PennDOT random retesting of drivers which 3 years after getting my license I was called into do. then apparently someone called it unconstitutional and it was stopped. With the way operators of motor vehicles are driving now days texting, not knowing where the brake and gas pedals are even though they are in the same spot for over 100 years then see these operators driving through homes and businesses it's time to bring re-testing back
- On the issue of Distracted Driving I would love to see a greater push to try and catch people doing it. Many times, I see vehicles nearly lose control, and I can clearly see the driver's head down looking at a screen. On the issue of Sharing the Road, sharing the road with bicycles is a great challenge. If a bicycle is meant to be treated as a vehicle on the road, then they need to act like it. I have encountered riders who pass on the berm (at a traffic light) and then take up the entire lane, slowing all traffic to less than 1/2 of the speed limit. This creates intense road rage and quite frankly they are causing dangerous situations for themselves and others. Greater education for bicycle etiquette should be advertised and pushed.
- Truckers passing each other on hills on high speed highways. Distracting driving should have stiffer penalties.
- There is pressure to drive faster and faster. I try to follow posted speed limits and end up with drivers behind me, tailgating, they pass whether they legally can or not, and fly down the road 70-90 mph. Cell phone usage is ridiculous too. You can spot these drivers several ways...they tend to waiver between going 30 mph while they text then they speed up to ridiculous speeds when they are done, they are always looking down, not paying attention, weaving in their lane unable to maintain control of their vehicle. I wish the police would focus less on minor things and/or give warnings for those (such as break lights, headlights, minimal overage on speed limits...I'd suggest giving a warning and maybe require follow up for a repair) and focus more on getting drivers that are going well over the speed limit. I think fines should be steeper for those types of drivers. Roll it out to the public, if you are caught going 20 mph and

up that you pay a higher fine, lose your license for a week or two, maybe have to do a community service.

- Enforce law for time riding in the passing lane. run 2 or 3 shifts to complete road work.
- A heavy crackdown needs to be enforced on speeding 65 means 65 not 65 in less in a hurry not 65 plus 10 in the past year i heard a PennDOT official say work zone speed give or take 10 miles per hour to me 45 means 45
- Speeding in residential zones texting failure to follow certain parking instructions
- First would be enforcement of the pull over laws for disabled and emergency vehicles along roadways also folks driving below the speed limit in the passing lane for extended periods of time and lastly truck drivers playing traffic control and blocking traffic into construction zones for miles before the merge point and I believe the use of camera enforcement of speed limits in construction zones would save lives and prevent accidents. I see this behavior everyday as I commute to Pittsburgh everyday for work via I-80 and I-79 .
- I've been driving for about 15 years now. I feel that each day there are more and more terrible drivers out on the roads. NO ONE abides by speed limits which makes me insane. I do not exceed the speed limit when there are no other vehicles behind me. When there is a vehicle behind me I tend to go 5 MPH over the limit only because I am always tailgated so badly even going 5 MPH over the limit. I'm talking about on normal residential roads. There is no law enforcement on local roads to enforce speed limits so people drive like they're in racecars. Aggressive driving is a huge concern these days too. People constantly tailgating, going in and out of traffic to get around people just to get one car length ahead, etc. I feel as though no one knows normal driving laws these days, nor do they care. And the cell phone issue is the most ridiculous problem out there. Actual phone usage, text messaging, checking their social media, hands free, you name it, they're doing it. People seem to be doing everything in their vehicles except paying attention to driving. I actually have an Aunt who now has panic attacks and cannot drive on any highway anymore because of other drivers. I honestly don't know what the answer is to make people realize that they are operating huge moving metal vehicles that can be deadly. The responsibility of driving is not taken lightly by me, however, I feel that most people think it is a joke. No one seems to care until something happens to them. Obey laws, pay attention, and get to your destination safely - it shouldn't be so difficult.
- Local police need to be able to use radar just like the other 49 states in this country. Our roadways have become a free for all where speed limits and stop signs have become optional.
- The speeding laws are not enforced nearly enough. People DO NOT pay attention to the speed limit, stop signs, yield signs or school zones. There is a lack of enforcement in all these areas.
- The highways in the Lehigh valley were not built with population growth in consideration. 22 and 78 are a mess all through the day. Let alone if PennDOT is not doing road construction/cleaning in the middle of the day. Road especially lane closure works needs to be done at night. It used to be, what happened? CMV laws/rules need to be enforced better, especially on hills/mountains. Too many times there are 2 trucks doing 30 mph and cause traffic behind them.
- Not enough enforcement of bad drivers that stay in the left lane of the interstate without actually passing anyone.
- Too few patrols on turnpike. Have been run off the road by trucks on I 83 in the York area twice in the last month.

- Apt of work zones do not do a good job of the merger into one lane. Causes backed up traffic and aggressive driving for people trying to get first a long merge usually causes more issues than a shorter one... also concerns on roads that speed limits are lowered because of older residents complaining but majority of the people that drive on the road are not old and not affected by slow driving like some elderly are.
- Motorcycle weaving in and out of traffic owned loud music on radio truck drivers drive and cut in front of vehicles all safety hazards Construction fixing to many bridges at once causing major traffic jams better signage and traffic controls
- I'd like to see a whole lot more enforcement of laws in construction zones. I feel police should be ticketing law breakers in these zones every day all day. The workers lives matter! I wish cell phones became disabled as soon as you start your engine unless using a bluetooth hands free option in the vehicle. And I am amazed that car manufactures have been allowed to go in the wrong direction with technology! The way you can now do more with your cell phone with all the apps, etc. through the on-board system. One other thing I'd like to suggest is installing rumble strips on PA Route 58 east bound from Eau Claire at the stop sign at the intersection of PA Route 308 in Murrinsville. I have seen way too many accidents there from people running that stop sign. I feel this is probably the easiest and cheapest 1st step to preventing a lot of these accidents. I'm sure there is a lot of red tape to go through to even consider this, but my hope is some one looks into it and does some investigating.
- The amount of people that have almost hit me cause of texting or on their phones is ridiculous and the amount of aggressive and tailgate driving is out of control on Howertown and Weaversville Road. Not to mention the speeding on Cherryville Road in Allen Township. Have to fear for your life to turn in or out of your driveway or side road.
- 1. Distracted driving: Every single day I see other drivers looking down at their smartphones. Texting, reading, whatever, but not paying attention to the road. It's fine with me if they want to kill themselves but I can't stand the thought that I could be their victim! 2. Speeding: Cars weaving in and out of traffic at very high speeds on 22, 78, 80. Where the heck are the cops??? 3. People not using turn signals. People stopping way past the Stop Here sign and line. People passing school buses. Where are the cops? These people need to be ticketed! 4) Truckers on 78 and 80: Especially dump trucks. Going in excess of 80 mph. I have not once seen one pulled over. Does JP Macaro pay off the staties or PennDot? Is that how they get away with this murderous behavior? Thanks for the chance to get this off my chest.
- Closing multiple bridges over the same river or creek is mentally deficient. Tarring and chipping causes cosmetic vehicle damage and whoever gives the go ahead at Penn dot should be personally responsible for the damage.
- I drive all day long for my job. I've noticed that tri-axle dump truck drivers seem to be the MOST aggressive. I also see people of all ages holding their phones, looking at their phones will driving and at stop lights. People think...."oh, a red light, time to check my messages/facebook etc. It really aggravates me. I'm beginning to be a horn honker.
- Route 30 in Westmoreland County is very dangerous. There are too many drivers weaving in and out of traffic. Too many drivers driving 10-15 miles over the speed limits. Too many people changing lanes 30 feet before a red light where they cross over the solid white line. I could go on and on but things aren't going to change.
- The construction along 422 near Pottstown has been going on for about 6 years now, maybe longer. There are so many speeders along that stretch that make it hazardous to others. There should be police posted there all the time. I have actually stopped driving there because of how dangerous it is. Also, 6 plus years? C'mon they tunneled through a mountain

for the Lehigh tunnel and finished it in less than 2 years. And why make the area even worse. Finish 1 construction area at a time. There are 3 going on in the Pottstown area on 422. Its ridiculous. Distracted driving, speeders and tailgaters need to be cut down. Enforce the darn laws. Get the police out there. You have enough money to pay for it.

- There is not a large enough police presence on 78, especially through Allentown. There are always truckers in the far-left lane, always people tailgating, always people going too fast and therefore there are accidents almost every day. Also, the roads in PA are obscene. I've traveled widely through other states and PA is by far the state with the worst road conditions - pot holes, chipped roads, etc. Especially with the amount of tolls brought in from the turnpike, there's no excuse for this.
- I appreciate the work my township does to enforce safety on the roads. I cannot stand that all of the construction around me is to allow more trucks that our roads cannot handle. Too many trucks now.... I fear for the safety of children around us. Need to better enforce sharing the road with bicycles
- People in my area constantly are driving very aggressively and mostly distracted. Specifically, around route 422 and the construction zones on that highway.
- People drive without paying attention to others and their surroundings. While they're doing this they are usually speeding on top of it it makes me nervous to even get in the car. Also trucks go way above the posted speed limit and it takes them a much longer time to stop which is scary in a tiny vehicle.
- Bring back the helmet law. Also require trucks to stay in right lane
- People need to learn how to use the left and right lanes properly on the highway. Also 422 can be a deathtrap, especially with on-ramps into the left lane and other things of that sort.
- Let's start with Work Zones. Please spread the word...I know in a 70 MPH zone a construction speed limit of 55 MPH seems so huge but it's literally only 14 seconds a mile....I get run over o aging the speed limit....which I do on limited access highways. Now Speed Limits on non-limited access highways...I cannot agree with local cops have radar until only PennDOT, with no other input then black and white rules, determines the speed limit. (I implore you time and time again, send a crew out to the corner of 152 and Twining Rd Upper Dublin Montgomery County. It splits a shopping center. The road on either side is identical in all natures for some distance and honestly 152 homes have tougher access driveways. But because you own 152 it's one speed, they own Twining its lower because the residents will fight and fight. Well the ones on the other side of the complex have had the higher speed limit. I don't want to hear excuses...the layout of the road and it's immediate surroundings are all that should determine the speed limit not peer pressure from homeowners and a government that doesn't want the drama.) No County controlled roads, no township controlled roads identical to State controlled roads with different speed limits. So before radar gets approval a whole lot of roads need to see increases in the limit to PennDOT standards regardless of peer pressure from residents. Thirdly Police Enforcement.....Left Lane....Left Lane....Left Lane...you know where I am going...Keep right, except to pass or prepare to turn left...rule applies to ALL roads. No enforcement what so ever. In fact an Abington Police Officer posted on a Facebook Live Chat that if there are going to the speed limit there is nothing they can do. Speed Limit is not in the code..."Flow of Traffic". Make sure these local officers know that. 611 in Abington...send some troopers out and show Abington how it's done...stay right except to pass or prepare to turn left (I think it might say within 300 ft...not sure...but certainly not miles before.)

- Work Zones should be just that. If a work zone is inactive then it should not be posted as a work zone. No activity in many work zone causes some drivers to ignore active work zones. "Cry Wolfe effect." It occurs way too often.
- Regarding Bikes: I like bike riding on trails. If a bicycle cannot operate at the posted speed, it is causing a safety issue for drivers to have to go around them. As for speeding and other enforcement actions, the number one problem that I encounter on the road, whether local roads or interstate highways, is tailgating. There is a real problem out there that is not even mentioned among all of your survey questions. I would like to see stepped up advertising, warning signs and enforcement of this awful driving behavior. Having someone right up against your rear bumper, like the want to run me off of the road, is no pleasure and the number one problem that I have with driving. It's awful out there and no actions are being taken whatsoever. Please help us with this before anything else.
- I THINK THE STATE OF PENNSYLVANIA SHOULD MAKE IT ILLEGAL TO USE A CELL PHONE IN A CAR. PEOPLE TALKING ARE JUST AS DISTRACTED AS PEOPLE TEXTING. YOU SHOULD POST WHETHER THE SPEED LIMIT IN WORK ZONES, IS ENFORCED EVEN WHEN NO ONE IS WORKING. I STILL GO THE SPEED LIMIT THAT'S POSTED IN A WORK ZONE, WHETHER PEOPLE ARE WORKING, AT THE TIME, OR NOT. A LOT OF PEOPLE DON'T.
- You want to go out and about while it's raining I saw 2 dozen drivers w/o lights on. you want revenue.
- Coal trucks are either going 5mph or 75 mph... handicap mirror hangers on peoples rearview mirrors...while driving...while passing a bicycle ,moving 4 ft. away is causing me to crossover the double yellow line.. people. texting...write them all up.
- There needs to be a lot more attention to road conditions. Why do i have to pay for inspection to make sure my car is road worthy but your not using the money to keep the roads car worthy.
- I would like to see more law enforcement in work zones. So many people speed through them! I'd also like to see more enforcement regarding running red lights-seems to happen daily when I am out on the roads.
- Many bicyclists create hazards or ignore driving laws. Motorcycles can be difficult to see and judge their speeds. Many municipalities post unreasonable speed limits and stop signs.
- People need to be more attentive of motorcycles. I think PA should make it mandatory to have lights on when it is raining. Sometimes it is hard to see those that choose not to in the rain. Please fix our roads. Pot- holes cause damage that can potentially cause accidents.
- 1. Trucks should be relegated to the right lane only on all highways and roads that are four lanes or more. These trucks think they can pass another truck on a hill, cut over to the left lane and then slow to a crawl, very unsafe. 2. Share the road- there should be special separate designated lanes for bikes it is utterly ridiculous to think a bike doing 11 mph should be in the lane of a car doing 40 on a windy back road. Again very unsafe for both car and bicyclist and potentially the oncoming car. Pedestrians still have to LOOK both ways prior to stepping out into a crosswalk or road, this latest practice where they think large vehicle can stop for them on a dime is dangerous. 3. Motorcycles, for one should be fined for loud mufflers, I had one pass me and nearly busted my eardrum as i had my window open. Also, i witness them weaving in and out of traffic. 4. Construction zones seem arbitrary and set up to make traffic slow to unreasonable speed for an unreasonable length. 5. Traffic laws-it seems some municipalities drop speed limits on purpose to trap motorists. A speed should match the road condition, i.e. a straight wide-open downhill should not be 35. There should be a standard.

- Stop signs and speed enforcement in residential areas is lacking. Motorcycles appear to have no exhaust sound limits.
- Tar and chipping road is horrible to the cars on the road, doesn't last and is a waste of money. RT 248 and other major roads in Lehigh Township are being destroyed by Tri-axel trucks going to Palmerton
- As a truckdriver, I feel trucks on 2 lane one direction with multiple on ramps should be in the left lane unless exiting. Having to start/stop to allow vehicles to enter slows traffic and causes more congestion.
- I am observing more and more reckless driving. Speeding, lack of turn signals, use of cell phones among many other concerns. I completely support any efforts to deter such behaviors. Unfortunately, police just don't seem to be as visible as in the past. I think their presence would deter some from driving recklessly.
- I'd like to see more enforcement of the texting-while-driving ban, as well as enforcement of no handheld calls while driving. I see this all the time, usually after I notice the vehicle driving poorly (crossing lines, following too closely, swerving, etc.). I'd also like to see more enforcement of trucks and safe driving practices. I have been cut off several times, when in the passing lane going the speed limit, by trucks passing another truck that is only going <5 mph slower. It creates a dangerous situation (I have had to slam on my brakes to slow to 20mph under the speed limit). When one truck does not pass another in a reasonable amount of time, it creates a long line of traffic, thus decreasing the distance between cars which in turn can lead to more accidents and dangerous driving conditions. This is particularly a problem on I-81 between Harrisburg and Hazleton. It is not uncommon to be in a line of traffic going the same speed as the next because two trucks are driving next to each other for an unnecessary amount of time.
- Make work zone signage more obnoxious to get people to pay attention - Ticket out-of-staters speeding at a higher rate than PA residents. It's usually the NJ and NY jerks that are driving incredibly too fast and very reckless - swerving in and out and
- Many of the roads in Pittsburgh are running well over capacity and the signaling on them is not adequate to handle the load. It's not uncommon to wait for a light for upwards of 15 minutes. To combat this, drivers frequently cut into turning lanes at the last minute which leads to further delays and near accidents with drivers already in the correct lane. Also, many drivers run red indicated lights to avoid having to sit. Again, this causes near collisions as the other lanes start to move on a green light.
- PennDOT should focus on completing one construction zone at a time! There are more than 5 construction zones on my daily commute, not to mention just traveling around the county at the moment. I also believe that drivers going excessively under the speed limit should be ticketed just as someone excessively speeding does, there should be WAY more focus on slow drivers as they can cause accidents as well being "too scared" to drive their own cars anywhere close to the posted speed limit. Bicyclists should also be ticketed for not obeying laws of the road, if we are to share the road with them they should stop at stop signs and use signals also.
- Why do dead deer lay along route 422 for over a week at a time before they are picked up? Why is it not mandatory for trucks to clean snow off the cab and trailer?
- Attention to the speed limit would solve a lot of problems.
- Have police on work zones whenever there is work being done. We have potholes everywhere it is July and they are not filled yet green lane area. People just do too many things when driving

- CELL PHONE ARREST EVERYONE ON THEM BUT THE BAD PART COPS ARE JUST AS BAD AS THE PUBLIC. OLD PEOPLE ON THEIR PHONES NOW IS WORSE THAN THE KIDS AND I'M 46
- Construction on Rt. 422 has gone on for far too long. There are multiple accidents every day due to the dangerous construction zones!! Speed up the construction and stop causing accidents.
- Why in construction zones they shut down miles of roadway to work on only a mile of it. That's where you see the most distracted drivers. If you're pulled over and don't have a seatbelt on you get fined. Speeding/DUI/Drugs is a terrific factor in many death related accidents. These young truck drivers do not want to get over when they can't oncoming emerging traffic on the on ramps. You can sure tell a veteran truck driver to a lot of these young ones. Look at the truck pile ups in the winter, you hardly ever heard of it years ago. And Last, and definitely not the least, Our Police, Penn Dot, EMS and Emergency Vehicles are doing a terrific job. In today's world, Kids just don't care.
- I don't believe banning cell phone use for everyone is necessary but I do wish truck drivers weren't allowed to use them. It is disconcerting to see someone handling those large vehicles and talking on the phone at the same time.
- A lot of the roads I drive are two-lane country roads. I find it highly annoying 'getting stuck' behind drivers that are going well below the posted speed limits (usually >10mph). Also, I have no tolerance for using cellular devices while driving. I think there needs to be better enforcement of distracted driving while using devices.
- I don't understand how you can't have constitution blocking lanes and no one working. Either not there or 20 people standing around with hands on their hips. I'm okay with police going after extreme dangerous drivers. But pulling people over for driving over the speed limit is clearly an easy way to raise revenue. If it was dangerous then why is it okay for the police officer to drive even faster to catch up to me then risk both our lives sitting on a shoulder.
- First of all, I want to make it clear that my "speeding" is not outrageous. I tend to drive 5 - 8 mph over the speed limit - nothing more. But, it's still speeding. Construction/Work Zones and Police Presence go hand-in-hand with my feedback. There has been construction on a highway near my home for more than 3 years - in 2 different areas. One area seems to have fewer accidents and is much more pleasant to go through than the other area. The pleasant area funnels all traffic to one lane which make everyone do the same speed limit. In the other area, you take your life in your hands. It's two VERY narrow lanes and there are crazy drivers who speed and weave through the whole length of the zone. In addition, I have never seen police in this area, no matter the time of day I travel the road. It would be so much better if the highway was one lane through that area. Lastly, seatbelt usage: I found it ironic that at the time when PA made it mandatory to wear a seatbelt, they also passed a law allowing motorcyclists to NOT wear a helmet. Kind of oxymoron-ish, don't you think? We're either ALL safe or we ALL should have the choice of what we want to do in our own vehicle. Thank you for allowing this survey to happen. Have a nice day!
- I think the speed limits on our interstates need to be re-evaluated. Aren't the 55 mph zones a hold-over from the gas crisis in the 1970s? We now have 70 mph zones in places, why is most of 79 in Allegheny county still at 55? Isn't the largest cause of accidents not speeding but the disparity between the slower and faster drivers? Additionally, I think there should be more enforcement of the left lane for passing vehicles only. People going slow in the passing lane causes a lot of congestion.
- Is calling 911 acceptable if you see reckless driving on the road, or even speeding in construction and/or school zones? Maintenance and/or ordinances should be created and

enforced upon property owners and municipalities for sight lines; all too often, I have experienced sight distance issues at intersections because someone put a bush or a sign on the edge of their property. I have missed traffic signs (stop signs, yield signs, etc.) due to overgrown vegetation blocking the sign. Right on red should probably not be permitted - too many people risk it and pull out right in front of you, or they don't even stop/look. As for sharing the road, if the speed is much over 25-30 mph, the speed difference between drivers and bikers becomes too great, and is a great threat to the bikers. I would much prefer bike lanes, buffered bike areas, and even better yet, off-road paths for peds and bicyclists.

- The use of cameras in school zones and construction areas force drivers to slow down and pay attention.
- Construction zones. Some of the construction seems to be a complete drain on taxpayers. spots are under construction for extremely long times as if its someone's golfing buddy or relative won the contract. Distracted Driving. Daily on my commute I can honestly say I see at least 10 Left Lane loungers. typically, 5 are on their cellphones. Police Presence. The only place on our roadways I see any police presence is at speed limit changes. Its as if they are there strictly for-profit generation through fines. Speeding. Typically, on my commute, traffic moves about 5 over the limit. most of the gross offences happen due to traffic trying to pass a left-hand lounge on the right hand lane. Traffic Laws. Speed Limit. Speed Limit needs to be adjusted for some of our 4 lane road ways. Traffic Laws. Left Lane law needs to be enforced. Most of our traffic jams and clumping up of traffic is due to left lane loungers. On many occasions if a driver was distracted, there would have been an accident. Truck Drivers. The quality of truck drivers is saddening anymore. A CDL License is a complete joke. Some of the biggest offenders of our roadways is truckers. Safe Roads. Our roads are horrible. Some are 3rd world country quality. Its bad when you can cross our border into our neighboring states and recognize our border by road quality. The worst is these states also have lower gas taxation. I fully understand it takes money and construction zones to fix our highways and roadways, but where is that money going? Sections of highways under construction for almost 5 years, while sections bordering the construction are literally falling apart. Where is our tax dollars going? Enabling contractors to turn a 1 year job into a 6 year job just so our politicians can say they employed X amount of jobs?
- I drive from Carlisle to Harrisburg and back every work day via 81. I do not feel safe on this road - I almost never see police and when I do, they are hiding and/or sitting in the median. traffic does not slow from 65 to 55 when approaching Carlisle. Why does the "safety corridor" end (81 S ~ Mile 52) when horrific accidents have happened through exit 42 (speed limit decreases to 55) ? Additional (large/lighted) signage could easily alert travelers of the high traffic problems through 8 miles in Carlisle. Use the digital signage prior to alert drivers prior to Carlisle/Mechanicsburg (81S) and Shippensburg (81N) area of hazardous/congested conditions & slower speed limit. Doing nothing PennDOT to help slow traffic in this 8 miles of 81 is not acceptable.
- Continue to support \$\$\$ municipal governments in updating traffic signals. Many signal systems are poorly maintained and waste fuel, time while idle cars pollute the air. Install speed limits that are reasonable for the type of roadway. Do a better job of maintaining the reflective markers on the interstate highways. The reflectors are the only thing you can see at night in the rain to keep you in your lane.
- Our roads are in AWFUL condition. Oftentimes people are swerving everywhere to avoid potholes and road buckling. This means motorcycles are often in car blind spots, it slows down traffic, and creates distractions. PA roads are NOT in good condition and need to be a

number 1 priority to the state. I think many of our issues on the roads would be resolved if roads were fixed and maintained properly by the state.

- Please enforce using the left lane as a passing lane ONLY! And go back to enforcing stop sign regulations! Also, less and less people are obeying the yellow line - likely because of distracted driving, but I truly fear for my life!
- More education is needed (especially in rural areas) about sharing the road. I feel very unsafe riding a bicycle on or near the road in a way that I never felt living in the city (Pittsburgh). Inactive Construction zones still having decreased speed limits causes a lack of attention to be paid to active construction zone over time.
- *Distracted Driving: While I totally understand the negative impact of cell phone use while driving, it should be noted that local and State Police officers use cell phones while driving. it's hard to have a double standard. I believe that sometimes they must use their cell phones. Just my thoughts. *Safe Roads: I very upset when there are no pavement markings on highways, especially when rain, fog, snow and other weather conditions limit visibility. There is no reason our highways shouldn't be properly marked. *Truck Drivers: My job requires that I travel extensively throughout the State. The number of aggressive, speeding trucks is very alarming. Shale gas trucks are highly visible in my area ... the drivers are some of the worst.
- I travel route 28 every day for work. There needs to be a change to a consistent 65 mph all the way to Pittsburgh. There is absolutely no need for a 10 mph drop at the New Kensington exit (southbound) and all it does is creates more traffic headaches.
- Truck drivers act as if they own the road. I get that they are bigger than other vehicles but that doesn't mean they have to drive faster tail gate and driver in and out of traffic. Seen several motorcyclist drives carelessly like cutting other drivers off and driv8ng excessively. Especially those whom are on the crotch rocket type.
- Many people still text & drive: drink, smoke, talk & drive, how do they steer? People flying
- I would like to see additional enforcement of aggressive drivers and heavy truck traffic.
- Route 422 is a complete disaster. Building two new Betzwood bridges shouldn't take as long. Building new ramps taking this long makes Eckman look like complete retards. And everyone is asking who is sleeping with who on this project? And why aren't you making 422 three lanes each way? What's the point of building new, wide bridges when the rest is the roadway is only two lanes? Did someone's mom tip the box of wine too much during pregnancy? Get it together, folks.
- Distracted driving needs to be addressed more. Also "wipers on lights on" is hardly followed and enforced. If laws aren't enforced they shouldn't be laws because no one will follow the.
- I have witnessed 1 accident were a minivan was at a complete stop at a red light, and a pickup truck whose driver plowed into the back of said minivan, and immediately after impact threw his cell phone down on the seat, jumped out of his truck and began yelling and swearing at the woman who was driving the minivan... I had been contemplating making a left turn on my bicycle at that light, but at the last minute opted to go a couple blocks further to make my left turn... had I not made that route change, I would have been sandwiched between the vehicles.... I calmly went over to the guy who was reaming out the woman and simply stated that if he didn't back down I would call 9-1-1 and describe to them what I saw him do with his cell phone after the impact but before the vehicles completely stopped moving.... the guy became amazingly cooperative with the woman and exchanged insurance info then went and grabbed his cell phone and offered to call a tow truck for the woman's vehicle..... As a cyclist, I see people dialing or texting all the time while they drive their vehicles... I see it in cars, pickups, suv's,,, vehicles with just a driver or any combination including a driver plus up to

every seat filled texting or dialing their phone while resting it on the top of their steering wheel in the 12:00 position as they text or dial.... I see people fishing for stuff on the passenger's seat, back seat or the floor of the front or back seat while their vehicle is moving.... the distracted drivers that I find the most terrifying though are those who drive vehicles like the Prius Hybrids that are nearly silent.... as a cyclist, even with my handlebar mounted rear view mirror, and turning my head to see if it is safe to change into a position to make a left turn, I still rely heavily on my hearing to help me know if anything is behind me or not that I may not have seen.... a near silent Prius can't be heard over the sounds of other vehicles, and if the driver of that near silent Prius is texting or fishing for something from the floor of their car and I don't see it before I try to adjust my path to setup for a left turn, that driver won't see my left turn hand signal and I won't hear their car so the odds are really high that I could end up as a hood ornament for their vehicle if they are texting and I don't see or hear their vehicle come up behind me as I try to make my left turn. I would strongly suggest that aside from educating drivers about distracted driving, that you also find a way to mandate that some sort of noise maker be added to all Prius Hybrids not only for the safety of cyclists, but also for the safety of pedestrians in particular the safety of a blind or low-vision pedestrian who is likely relying on their hearing to get across a street in one piece. Also doing better at enforcing things like motorists crowding cyclists overall this is improving, but I often end up in a situation where I'm stopped at a red light and a vehicle will pull up beside me which means they are not fully in the traffic lane since I position myself more towards the center of the traffic lane no further to the right than where the tires on the passenger side of a car would be if a car would be stopped at the light. the motorists will not only be in 2 lanes, but when the light changes they hesitate, I start moving and then they crowd to within 1 maybe 2 feet of my rear-view mirror that is mounted on the end of my left handlebar.... this tends to result in traffic from the other direction honking wildly at the driver that was in two lanes and is now crowding me, but I'm in the middle of the intersection at this point and tow a 26-pound Service Dog in a trailer behind my bike along with some combination of up to 6 bags potential of 1 backpack, 1 handlebar bag and 4 pannier bags likely loaded with items needed where ever I'm headed to. If I stop to let the motorist that is practically forcing me onto the sidewalk continue when I'm across the crosswalk, odds are the light will change before I can get started again and clear the intersection. I generally don't ride in the middle of the traffic lane at a red light because of the risk of encountering an oil slick so I stay just to the right of center to avoid possible oil slicks, yet still position myself in a way that I have possession of the lane. The motorists that crowd me like this don't always pull up beside me at the light, the rest of the time they will stay behind me and those who are in a hurry or think they own the road will wait until I'm barely started a moment after the light turns green and I've made sure there's no cross traffic or pedestrians, and I will be swerving a bit as I get my heavy bicycle/gear/service dog/obese me moving due to the difference in strength of my left and right arms and will nearly hit the car that rushes up from behind and crowds me before I realize they are there or what is happening. This happens when I am in a lane following a straight forward path. I have very few problems with motorists not giving me the required 4 feet when I'm in a straight a way between lights, but at intersections motorists seem to forget how to drive or what it means to "pass when safe" As a cyclist I honestly don't know what I should do in this situation at traffic lights where motorists come from behind crowd me and freak out the drivers coming from the opposite direction it happens a LOT and I really don't know what I should do when it happens... if I stop again as soon as I realize I'm getting crowded off the road, I risk interfering with the flow of traffic as I try to get my bike moving a second time I also risk getting ticketed for running a red light because I won't make it through

the light before it changes if I stop and restart. I have tried to position myself smack in the middle of the traffic lane and chance finding an oil slick, but I still run into problems with motorists coming from behind, crowding me and freaking out oncoming traffic.... so stopping is bad, but continuing to pedal is also bad.... either way the motorist that may or may not have taken up 2 lanes before crowding me and scaring oncoming traffic is really who is to blame, but I have yet to see any police response to this a number of times I've been passed by a police car that was directly behind the one that crowded me but they never turned on their lights or siren to pull over the driver that endangered me and the oncoming traffic. I would be willing to bet though if I described this situation on the PennDOT Facebook page, every motorist comment would try to say I'm the problem, but the reality is the motorists crowding me are violating the law requiring them to give me 4feet of space when they pass me, they are not passing safely, and are endangering me and the oncoming traffic not to mention themselves and my Service Dog (my Service dog is trained to aid me with panic attacks and medication reminders (just helps keep my daily meds on a schedule otherwise I get busy and totally forget to take them at the right times) zero training for mobility, hearing, vision, seizures, glucose monitoring, blood pressure, or anything else that would potentially disqualify me from keeping my driver's license... when I ride my bike I need a way to safely transport her so I don't have to pick between my mountain bike or my Service Dog I don't own a motorized vehicle due to the cost of owning and maintaining one exceeding my income, so I walk, ride a mountain bike with a trailer, utilize the bus, or get rides from friends or family a couple times per year, I am offered the chance to borrow a family member's car but that's pretty rare, so my mountain bike, shoes, bus and carpooling are my primary modes of transportation.) Any suggestions you can offer though regarding how I can prevent getting passed as I am barely moving after being completely stopped for a red light that turned green and causes a motorist to crowd me and freak out the oncoming drivers would be a huge help..... it happens EVERY time I ride and often time it will happen at multiple traffic lights during the same bike ride. In construction zones is another place motorists like to crowd me too even though I'm likely slower than the speed limit, but in cases where it is reduced to 25 mph in the construction zone I could be moving at about 10 mph maybe 15 mph if I'm going downhill...and often the cones for the marked lane through the construction zone are kind of narrow compared to the regular traffic lane so when I get crowded by a motorist in a construction zone, I often find myself clipping cones with my right pedal or the right wheel on my trailer to avoid getting clipped by the motorist crowding me and the cones are sometimes right on the edge of where the pavement has been cut so there is a sharp drop off. I have a red flashing light on the rear of the trailer that is turned on every time I ride day or night.... I also have a helmet mounted headlight I turn on when I go through a construction zone or from dusk to past dawn.... I have all the required front rear and side reflectors on my bike and trailer... I wear a reflective vest that is that safety yellowish green color like road construction workers wear, and my trailer is bright yellow and black so it has contrasting colors for better visibility in the day and night and the trailer has a flag on it that waves about the height of my head mounted on the trailer I position the flag so it is on the left side of the trailer so it is closest to moving traffic and hopefully is easier to see when I'm on the edge of the door zone. So, the last thing anyone can legitimately say is that they couldn't see me whether it is day or night.... I've been told by multiple people that I pretty much glow when any headlights shine on me and my front and rear lights are turned on. distracted driving, and motorists crowding me and creating dangerous situations at red lights are huge concerns... throw a Prius hybrid in there that I can't hear and it's a recipe for disaster.

- 1: I'd like to see more roundabouts/diverging diamond interchanges utilized within the Commonwealth, 2: I feel we should be doing a better job of educating and doing more enforcement of our "Keep right" laws
- The roundabout at route 19 and 57 in Waterford was a stupid idea to control traffic. Now after it has been completed it's obvious to see no one thought about the turning radius of tractor trailers. Amateur engineer at best. Motorcycles should not be allowed to travel in groups of more than 4 without a permit. There are convoy laws for trucks why not motorcycles. Rural areas are not getting their fair share of road repairs. Traffic through Clarion County has increased substantially and it seems the roads are ready to crumble before repairs are made. PennDOT wastes too much money in manpower and equipment, the system needs revamped.
- Highway construction zones should be patrolled and fines given for those not obeying the speed limit.
- I appreciate the speed increases some corridors of I-79 (for example) have received over the last few years and would like to see that continue. There are sections of 79 still with a posted limit of 55 that see traffic going upwards of 80 MPH during some busier times because 55 is just too low such as between the 79/279 split and Neville Island and between the Carnegie and Southpointe exits. PennDOT seems to have the habit of posting construction signs for days/weeks on the road where no work is taking place which is frustrating because traffic slows down in anticipation of construction only to find none. I'd like to see PA adopt laws similar to Michigan's with respect to construction zones where speed limits are enforced only when/where workers are present as long as road conditions are relatively unaffected. Additionally I believe PA could benefit from a law similar to Ohio's requiring motorists to change lanes/slow down for stopped emergency vehicles such as police who've pulled over another motorist.
- In PA, speed limits seem to be mere suggestions. As I drive the speed limit, usually I am the slowest car on the road. Aggressive driving and speeding are totally out of control and we NEED more police presence on the highways. We pay the highest gasoline tax in the nation and our roads are a joke. Police cutbacks/economics dictate less patrols. So what politician is benefitting from the increased revenue? We taxpayers don't seem to be.
- Roads are awful, pot holes everywhere, yet constant construction. 422 is a death trap. Motorcyclists should have to wear proper protective gear just as vehicle drivers are, they are insanely vulnerable and have a higher chance of fatal injury given their position. They should also drive safely, not all but many are speeding and weaving and erratic.
- The posted highway speed limits are a joke. The SAFEST way to travel is to go with the flow. If the traffic flow is 15 mph over the speed limit (which it usually is in the 55 mph zones) then traveling the speed limit is more of a danger than staying with the flow.
- I speed, as I think most people do, because the effective design speed of the road is generally FAR higher than the posted speed. If you want drivers to slow down, design roads more thoughtfully. Conveying vehicles at top efficiency should never be the primary goal of street design within communities -- safety and comfort for ALL users should be the goal. Regarding "share the road," this is kind of a cop-out as anything other than a driver education campaign. It would be useful if drivers and cyclists were better aware of rights/responsibilities and the fatal danger of aggression, but what would be WAY better is infrastructure designed to accommodate both -- separated, protected bike lanes.
- PA does not require seatbelts. Hand held cell phones are legal. Municipal officers can't use radar. Highway signs are inaccurate. "It's The Law" means nothing. Shoddy safety approaches

are risky, and the Legislature has proven it is not concerned with injury and death. Massive penalties, including forfeiture of property similar to drug deal vehicles, are the only solution.

- Maximum speed limit on limited access highways should be set at 75 m.p.h. The maximum speed limit on residential, non-arterial roads should be lowered to 25 m.p.h. There should be more education and enforcement concerning Pennsylvania's "left lane" laws. Maximum allowable B.A.C. for drivers should be lowered to .05 with a mandatory sentence of 15 days in jail for violators.
- Start enforcing traffic laws against tri axels and tractor trailers
- Work Zones - I typically drive about 10 MPH over the speed limit (65 in a 55) and am the slowest vehicle. Really need automated speed enforcement; it works (Maryland, Illinois). Road Design and Work Zones - Implement zipper-merge as a standard for a lane drop. If signing encouraged this, I would be more inclined to allow someone to merge in front of me rather than not letting them "cut in".
- Vehicles go way too fast in work zones. Especially trucks. Going the adjusted speed limit is often dangerous. Tailgated, cut off, etc.
- Too many people (young, especially girls) texting while driving...many on Pa. Turnpike...need more unmarked cars at rush hours... Trucks that can't do the speed limit in the passing lane
- There are not enough patrols. Drivers speed through construction zones because they can. Also, Construction workers, and bicyclists don't always exhibit safe behaviors either, and the vehicle operators are always blamed.
- 422 needs serious attention, oil an chips are a serious safety hazard to motorcycles
- Speed Limits are too low. Police are not there to protect us only to generate revenue for the state.
- Truck drivers need to slow down, lower the speed for them. More police offices monitoring the speed on the turnpike.
- Enforce the laws in construction zones. workers need to be protected. PennDOT should make it know to drivers that workers are not actively working in a designated work zone. i don't mind sharing the road with a bicyclist but most don't obey traffic laws. I speed over the posted sign so i don't get run over by the drivers speeding excessively over the posted sign. more enforcement on these drivers are needed. too many radical drivers on the road.
- Cell phones should not be used while driving. No text, no phone calls - hands free or not. Something needs to be done with the roads. The amount of repairs I do to my vehicles due to pot holes and tar/chip is beyond reasonable.
- I would love to see enforcement on the law for lights on in inclement weather. "Wipers on - lights on "Most people have no idea their lights are not on when they have them set to Auto. Or the daytime lights are on but no taillights in rain and snow. Please enforce this more
- 1. Drones should identify the worst of aggressive drivers on the interstate highways- Cars, p/u trucks, semi-trucks, motorcycles... 2. Seatbelt laws must be primary 3. Health problems, i.e. hypoglycemic diabetic, should be critically monitored.
- I'd like to see a study done on impact of closure rate of a vehicle in the cause of accidents. I believe most of the problems on I81 accidents are due to people doing under or the speed limit. If we look at other states and the turnpike with higher speed limits, is there a reduction in accidents? At some point the state will have to plan for the future volumetric increase of traffic. Our highways only be 2/4 lanes is ludicrous at this time. We need to be 3/6 at a minimum with a mandatory no trucks in the left lane. We must also change our short merge areas, with the volume of vehicles on the highway and the amount of merging cars, traffic from merging is not good and causes a high percentage of accidents. The northern tier of I81

road conditions is beyond unsafe. I travel that area at least once a week and never have not seen a vehicle with damage or a blowout due to potholes. This is a hazard to life, damage to vehicles and outrageous for that to be the condition of a major interstate and source of economic drive in our state.

- While I selected "NO" to all of the options in the question related to making more violations a primary offence, I'd like to qualify that that answer by saying I my only was "YES" or "NO". I don't feel making everything a hard law is the way to encourage people to slow down in work zones. To me, of the three items listed, that is the most important topic. I'd love to see a mechanism that penalizes the clowns that fly past workers over the posted zone limit, however, I don't want to see a black and white mechanical solution that mails a ticket to the average individual who rolled down a hill and unintentionally increased speed over the limit. There is a huge difference between an unsafe perpetual offender and the family car who rolled over the limit temporarily and unintentionally. A patrol person can make that distinction where a mechanical speed device cannot. Please help keep men and women safe by targeting the gross offenders who are a danger to others.
- A HUGE problem is cars don't seem to understand that your supposed to turn on your headlights on the rain. It makes it very hard to see these cars in bad weather. The gray, black, tan, n white cars r the worst. This is when cars should be pulled over. Also why in the world is it not a law in pa to keep right and pass left??? I see a lot of angry drivers that get very angry n drive even scarier just because there's someone going so slow in the left lane. Even for not angry drivers, the left lane should be for passing. It works well in new Jersey. It's really frustrating. At least if you made it a law more people would be less likely just to hang out in the left lane and there will be less angry drives. The construction also sucks. I live in reading so i hit construction from there to after the work before Sanatoga. It's difficult. N anyways around are also closed I hope you really take these thoughts onyo consideration
- Please promote safe driving around bicyclists and pedestrians. Specifically, the safe passing law (4' of space) and yielding to pedestrians in crosswalks. Aggressive driving is a major concern and i would like to see more traffic calming measures
- Please get smarter traffic lights that recognize when cars are waiting for the signal to change. We also need more police monitoring speeders & people that don't operate their headlights &/or turn signals.
- Motorcycles need to obey lane change rules like cars do. Speeding thru traffic and jumping in and out of lanes is dangerous
- Roads should be cleaned or laid properly and people should keep in mind of other vehicles while speeding
- In terms of speeding: often on the rural roads that I travel - because those roads are considered to be part of the city - the speed posted - is what I consider to be awfully low for the type of road it is. In terms of traffic law regarding school bus issues - I think Pa could do a better job of informing us that an area has a bus stop up ahead.
- Get radar into the hands of municipal police. There are far too many speeding, distracted and poor drivers on the road. Authorize more State Police there are not enough on the highways. you really need to make a better survey, in a way this one was rather juvenile considering the questions and available answers.
- The speed limits on 422 (normal commute to work) is absurd! 55mph is too slow to begin with and then to slow traffic down to 40mph in a work zone is Ludicrous! You want drivers to zipper merge yet want speeds to drop by about 15-20mph in a matter of a short distance. Unreasonable and accident-prone areas. Truck drivers and other drivers insist on driving in

the left passing lanes cause erratic driving from other drivers trying to pass in a non-passing lane. The roads have a ton of chips and rocks all over the place which just cracked my windshield last week. Every other state I've been in has had speed limits of 65/70mph. It causes less accidents so we should consider and look into raising the speed limit on 422 and corresponding highways throughout the state. Thank you!

- Construction- Is there a process for determining the CUMULATIVE effects of roadwork projects? It seems every road in our area (Berks) is under construction! so frustrating
- Distracted Driving- Are there statistic available on rear-end crashes, particularly those caused by cell phone usage. It is VERY clear that extremely high numbers of drivers are operating vehicles while texting and it seems that rear end crashes have risen significantly.
- I do not like sharing the road with bicyclists - it is dangerous and they should "share the insurance" - too many people are driving too fast nowadays - put more speed bumps and I cannot believe the amount of people who are texting using gps/waze while driving
- It should be illegal to pass on double yellow line unless passing farm equipment or Amish buggies in a safe manner
- 1. Road conditions due to construction on Rt 422 between Pottstown and King of Prussia is deplorable! When will this construction be completed, if ever? I have seen the Schuylkill get repaved overnight in a matter of weeks, as well as other areas. It seems there are too many projects that never seem to end on 422. 2. Is it possible to stop housing developments in areas such as King of Prussia until the roads are in a condition to handle the population? I see massive housing apartment buildings popping up like weeds.... with no transportation accommodations being added. Septa is too far out in the future. 3. Requiring seatbelts for vehicle occupants by law while not requiring helmets by motorcycle occupants is ridiculous! I wear my seatbelt - motor cycle occupants should wear helmets.
- I regularly drive 76 east and 422 east and west. Primary traffic problem is congestion. Too many cars and the roads simply cannot support the volume. Constant development of areas surrounding King of Prussia going west has made 422 a complete nightmare to be on. Residential and commercial build up is approved without any care to the obvious fact that 422 was not designed to hold that kind of traffic. Most of the time, cars lagging in the left lane are what causes the aggression on the road. Refusing to move over forcing cars to cut back into the right to pass. THIS is what causes the accidents. Most cars may be speeding but they are driving safely. Then you have the individuals that drive like complete maniacs. Crazy tailgating and aggressively weaving in and out traffic. Those are the cars I wish would get pulled over. Police presence is never around. Problem is speed limit on 422 is 55. Depending on the place and time of day, it is too slow. Understandable during peak travel times but outside of that too slow. Also, merge points. Cars traveling on 422 SHOULD NOT have to hit their brakes because cars merging DO NOT slow down and yield properly. This is also one of the reasons people tend to stay in the left lane so much-you don't have to deal with the merging traffic. Would be nice if there were roving patrols targeting the aggressive drivers. That's where the focus should be not the person maybe doing 70. Bottom line, too much development (money talks) and no real concern for how that would impact the road. I'm afraid that all the construction happening right now really won't alleviate much or quickly outgrow its purpose due to the indiscriminate development. Hope this is helpful in some way.
- Private property areas with multiple residences (like trailer parks, public parks, parking lots, etc...) should have a speed limit of 5 mph. Laws need to be ENFORCED for stupid pedestrians crossing in the middle of roads. Pedestrian bridges need to be placed over or under major highways near or leading to shopping centers. Bar tenders need to be forced to limit the

amount of alcoholic drinks served to each customer. (program that flags credit card purchases would help) I know someone who could write it.

- I work in a lot of roadway construction zones and having a reduced speed limit annoys drivers to the point that it makes them want to speed more. I think the better option is narrower lane width which force a driver to be more alert and slow down to avoid any contact with other vehicles or objects. Also having advanced warning for specific areas that is accurate/site specific is important. Nothing is more frustrating to a motorist when they see roadwork signs and then all barrels are off the roadway because no work is being performed (say over the weekend or during rush hour). Having shorter work areas might help this problem.
- Local police should be given the right to use radar. There needs to be a more aggressive police presence in work zones at all times. The motoring public does not care about the workers no matter what they post on social media after an incident. Three tickets and taking their license would be a start. Or have them stand out there at night with only the width of a traffic cone separating them from 70 MPH plus traffic. PennDOT needs to think more of the safety of their workers and less of trying to not inconvenience the public. The Department talks a good workers safety policy but FAILS MISERABLY to create a safe work environment.
- I live near route 422 in Limerick township p and the road is a death trap. years of construction, cattle shoots to narrow especially in inclement weather, people driving distracted either texting or talking on the phone along with speeding and daily nonstop accidents. Zero police enforcement of distracted driving and just look at the number of calls for accidents. cars weaving in and out of lanes, people speeding in work zones its just a joke!
- PA needs to enforce speed limits. Take your pick of highways and you'll find that people are exceeding the speed limits by at least an average of 15 mph or more. Also, if PA law says it's illegal to be talking or texting on a cell phone while driving, then enforce it. It's not an exaggeration to say that every time one goes out in a car, he/she has to deal with at least one other driver (often more), who is on a cell phone and driving in the wrong lane or otherwise endangering other motorists. Even when walking, I've had to go off the road into a field to keep from being hit by a person driving a van who was talking on a cell phone and unaware that she was about to hit me. People will break the law even when it is being enforced, but I guarantee they will do it with reckless abandon if they know it is NOT being enforced.
- Do something about motorcycle noise. With the highest gas tax in human history, have PennDOT actually fix the roads. PennDOT is very poorly managed in Westmoreland County.
- Construction zones are poorly managed/marked. The lack of formal driver's education is a major contributor to the "unique" driving mentality of the Pittsburgh area. i.e.: the "Pittsburgh Left" Local residents do not know right-of-way laws resulting in confusion at intersections and accidents in merge zones. Poor and dated planning of the highway and roads network exacerbate confusion and lead to multi-lane merging and short-ramp merging which increase the frequency of incident. The city needs to update the roads planning to reflect the modern vehicle and volume of traffic. This is the most expensive state to own a car that I have lived in out of Maryland, Virginia, North Carolina, and Pennsylvania yet the road maintenance is laughable. This city needs to learn how to resurface streets rather than just cold patch holes which fail the next season. It's a danger to driving conditions and ruins vehicles costing even more than the yearly inspection, which is absurdly expensive, to operate a vehicle here. This is by far the worst public service in the city.
- Many times, in construction zones no work is being done, yet the slower speed limit is still posted. It should be a primary offense to pass on a double yellow line, just not when there is a sign. Tailgating is a big problem.

- 81N/S corridor speed limit is too low. As well, trucks should be prohibited in passing lanes during rush hours. Mobile home movers should also be prohibited in left lanes at all. Police need to enforce the moving over while people are pulled over on side of road. Lastly in construction zones while lanes need to merge too many people ride the side to get ahead.
- Potholes are horrible on most roads, bicycles and pedestrians use already narrow roads and do not move over.... police take a long time to get to my location...see a lot of people texting and driving making them swerve....see lots of impaired drivers in the rural areas, if you call police, takes too long to arrive. We need more stations around to have better response time. We need our roads fixed so people aren't driving on the wrong side of the road to avoid damaging their cars
- I think the state is putting too much emphasis on the roundabouts when they aren't needed in some of the areas they are thinking of putting them. Putting a roundabout off of an interstate is ridiculous and will cause more crashes.
- Maybe PennDOT should quit contracting all the road maintenance and construction out because our roads are more dilapidated now. I also think the pothole repair vehicle is a joke and only causes more problems instead of actually fixing it.
- Some roads I drive are difficult to see clearly in poor weather. I believe adding reflectors or reflective paint could improve visibility to see the road lines better in poor weather. Also, some of the potholes in the roads can damage vehicles and need repair. It's not always easy to dodge potholes and miss them either, particularly at night or when driving in poor weather.
- There should be an increase of the speed limit on all of the interstate highways in our state, and no speed limit should be below 65mph on any stretch of interstate. Seatbelt use should be at the will of the operator or passenger. If a motorcyclist doesn't need a helmet, why does we need seatbelts in cars? Hand held cell phone use, eating, and smoking while driving should be illegal and severely punished. Local municipality cops should never be allowed to use radar because they will abuse it to fund their departments. More man power should be put into road work projects to get them done as quickly as possible.
- Recently in our area we had many struggles with motorists not obeying the zipper merge technique, these issues became increasingly dangerous as some drivers took it upon themselves to block lanes, drive in multiple lanes at a time and attempt to push people out of lanes. I made a call to Rockview State Police one morning when I was behind a large truck who attempted block me from using the outside lane, then swerved in an attempt to run the person behind me off of the road. This call was not at all taken seriously. I was told they didn't have the "man power" to police the construction zone, yet every holiday weekend they are in that same area to write speeding tickets. Signage only goes so far, enforcement is needed to effectively manage a situation such as this. I heard at least 10 stories similar to mine and nothing had been done. I was told by the officer I spoke with that they were getting at least 7 calls a day, yet nothing was done.
- Road rage is a serious thing that many people have to suffer from, I believe that safe driving should be something that should be more enforced. They have videos all over the place of people being followed home or just getting yelled at, things thrown at them and having people pull out in front of someone and stop their car completely to just threaten someone because they felt they have the right to do this. I believe people should have more to fear when they see a cop other than their speed but also their behavior. People need to be taught that it's inappropriate and not safe to treat other drivers a certain way. I understand that it is difficult to enforce this but for those that get caught in the act being more severely punished

would surely make them think twice. After all money is just money to a lot of people paying a fine isn't so bad when you think about it. But jail is scary. Also think about corporal punishment as an option, crime would cease to exist.

- Fines should all be increased in all of the cases I noted for additional comment. and If an accident should occur because of a violation in ANY of these areas it should have a punishment that will affect the person's life as their actions have affected another person/family either through injury or death. Have been a Paramedic for 35+ years and I have seen the effects of all these.
- Lose the flaggers at every small construction job. Not necessary and causes more problems than it solves. 10-minute waits. I don't have the money for gas/wear and tear. Driving while texting/phone should absolutely be a felony. Mandatory 10 years doing hard time in general prison population if you kill or injure someone while doing so. No chance of parole.
- Make it a law that drivers must use their lights when their wipers are on and pull them over if they don't. NEVER oil and chip roads. It is dumb and does not work. It is just a quick fix and a waste of money. Only restrict lanes in work zones when you are actually working. Pull people over when they are on their cell phones. I wish cell phones would not work when moving at a certain speed.
- I feel the penalties for distracted driving should be more strictly enforced. People overestimate their ability to multi-task and end up creating unsafe driving conditions. I feel bicycles should have to be licensed just like a car if they are going to be on the road. The bicyclists should have to pass a driving test, at least demonstrating knowledge of the rules of the road in order to ride on the road. Often times bicyclists do not signal when making a turn, do not walk their bike across intersections, and drive erratically all over the road creating hazards to both the bicyclist and the car drivers. I do not feel that tractor trailer drivers should be able to access certain back roads. Country roads were not designed to handle the weight or the size of the vehicles currently trying to access them. The tractor trailers are not able to negotiate the sharp turns in the road, brake quickly in the event of motorists entering and exiting the roadway from driveways, and travel under low overpasses.
- I never in a million years thought that I would say this but... there HAS to be more police presence on the highways. The speeding is out of control! It is bad on rural roads as well but the highways are a million times more dangerous for the person who is just driving the speed limit obeying the laws. Everyone acts like you are a pain in the ass to them. I would love to see more people pulled over for speeding and reckless driving.
- Speed limits on some suburban highways are too low at 55 MPH - flow of traffic is well above 60 MPH. Perhaps a 60 MPH speed limit should be explored with the legislature. Work zone speed limits are also blatantly ignored. While speed cameras might help cut speeding, proposed safeguards from errors do not go far enough to convince the public it isn't just a "cash grab"
- More police in work and school and school bus stops. To many people fly in work zones. Ticket people without seatbelts. To many people do not know the meaning of a YEILD sign. I've seen police speed in school zones and sit and watch cars run red lights. I could go on but no one is going to read this anyway
- Police should better enforce requirement to keep right except to pass. This has been shown to improve traffic flow. In addition, a minimum speed limit on the interstates would help. Vehicles driving 30 MPH in a 65 are a major hazard. For road design, interstates need to be redesigned with better medians, a Jersey barrier is not enough.
- I see too many drivers not slowing down at road construction sites.

- Route 33 at any times is like a race track. People do as they want like it's a lawless land. You rarely see a trooper and if you do they rarely pull people over.
- The 25 mph speed limit is an artificial limit to provide local police a reason to pull you over. It does not add to safety when in one place it is 25 and on other parts it's 35 under the same conditions. Under no circumstances should local police have radar.
- If we have to every year get our vehicle inspected to see if it is road worthy. Then spend the money needed to make the roads vehicle worthy instead of neglected goat paths
- PA needs to lift the speed limit on interstate highways, some on PennDOT's work zones are hard to figure out. Maintenance force work zones are the worst at times the flagmen don't even let you know if it is okay for you to go they just turn the paddle and you are not sure if you can go or they don't realize they turned it.
- Can construction ever be done? Move quicker! And less police on the roadway, other drivers slam on their brakes and nearly cause accidents all the time.
- So poorly marked and paved that it is impossible to tell the lane markings and traffic directions. Poorly directed by flaggers such that all access to road often appears completely closed. Very dangerous to have left and right tires on very different heights. Fix Route 422 King of Prussia.
- Speed limits on the interstates were increased over the years. Bad idea. Please reduce speed limits on ALL roads. 70-80mph limits, are killing us. Also, not enough punishment for the drivers who are texting. I pass these people daily. Also, I was in a head-on car crash recently by a license-less driver since 2008 for multiple DUI's. He stole a car, driving recklessly on a country road, in my lane. I suffered a brain bleed and needed surgery for a fractured wrist. His car went over the bank after taking out our mailbox. He fled, was found hour late, never drug or alcohol tested. The irony is: he did the same thing five days later, took another car and crashed into another car. This time he was tested positive for alcohol, but RELEASED. Totaled four cars in five days, and I was the most seriously injured. Why was he allowed to go free? How can this be stopped? He us still out there somewhere and WILL kill someone.
- School zones: the crossing guard should turn on/off the speed limit light. Roundabouts: We need more Speeding: Where are the cops on Route 1 in Bucks County? Even going 10 mph over the limit isn't fast enough to keep up with traffic. And there are those that wiz by going in excess of 80 mph on a daily basis. Neighborhoods: Need speed bumps or cop presence in Nottingham, Bensalem. No one pays attention to stop signs and drives too fast.
- I live in a Borough where radar is not available and should be to our officers especially in school zones. Would like litter laws enforced. Work zone safety is very important I think anything to help these individuals do their job without fear of being injured or killed while working should be implemented.
- Work zone reduced speeds needs a stronger violation penalty!! Higher fines, points and loss of license. Distracted driving can have deadly consequences, yet the police are on their phones constantly while driving. Everyone drives with their phone in their hands. It should be a crime. PA roads are so bad. For vehicles and the human spine. I do not understand how the money is disbursed and spent!!! And road signage is ridiculous. It makes such a challenge for truck drivers. I live on a state road and trucks end up on this road by mistake i am sure. And the road is in such disrepair when these big rigs go past, my house SHAKES when they hit the bumps.
- I would like to see traffic cameras used to enforce traffic lights, speeding, and aggressive driving.

- As a truck driver my main objective is to do my job safely and according to rules and regulations. People need to realize that we are normal people like them that keep the grocery shelves full and other things that that make life simple and easy.
- Construction zones are distracting at night because they use the big bright lights, which are usually directed toward oncoming traffic. Makes it extremely difficult to see barriers and lines. Pennsylvania needs to crack down on drivers not using headlights when required during adverse weather (rain, fog, snow, darkness). It's the law yet law enforcement does not enforce the law. I believe many accidents would be avoided if the law was enforced. Speed limits. I believe speed limits hinder traffic. 5-10 over if one is driving safely should not be enforced on Interstates. Obviously, the State police feel this way as well, because on many, many occasions I have been 5 m.p.h. over the limit and still been passed (non-emergency) by State Troopers. If it's safe for them it should be for others as well. Truck drivers are victims of harassment and abuse by all agencies of Government and Law Enforcement. Both agencies are causing truck drivers to be unsafe because both agencies create stress, anxiety, fatigue; thus, accusing and making false accusations against truck drivers when four-wheelers create and cause a large majority of mishaps on the highway. If law -enforcement and Government agencies were to take a 2-3-day trip with a truck driver, they would see for themselves. The laws and regulations are being imposed upon the wrong people. Law-enforcement needs to be taught respect and manners towards our truck-drivers. Stop focusing on the money and focus on the real reason you are out there. Safety. Pennsylvania needs to make more parking available to truck drivers, so they can accommodate the ridiculous laws and mandates being forced upon them. It's a scam to make money because Pennsylvania is aware there is a parking problem, and they are doing nothing to correct the situation. No wonder most drivers refuse to come to our State. They are constantly harassed. Need to focus more on four-wheelers for more than a day or two, or 20 to 30 min. Pennsylvania would make a fortune off four-wheelers. Problem is Pennsylvania isn't interested in the truckers input to make Pennsylvania's road safer. Amazing how Pennsylvania threw truck-driver into this survey. Point proven how truck drivers are always under attack. Need to get off these hard-working men and women's backs. They're dying due to stress, harassment and over regulation. They are dying because D.O.T. and Law-Enforcement are not targeting the right people. Truck drivers are 100% for safety. You'll find the majority agree that safety is very important. But, excessive laws and regulations creates unsafe drivers. 3.5 million trucks on highways throughout the United States and statistics show the majority of accidents on the highway are caused by automobiles, not trucks. Want to really make our highways safer, do away with or call for better training in truck driving schools and restrict and do away with self-insured carriers. Make them (trucking companies) all transparent and Pennsylvania will see what trucking companies are at fault for a majority of accidents on our highways. It will make a huge difference. In closing allow me to share with you, that the ATA does not represent the trucking. They represent Mega Carriers, large corporations. That's your first mistake, listening to a group of individuals who do not, and never have held a CDL or driven a truck. They (ATA & FMCSA) are why our highways are dangerous. If you don't have experience, shouldn't be making laws, or judging America's Finest "The Truck Driver".
- Construction zones Dim the lights at entrances to single lane construction zones. They're usually placed in such a fashion as to blind the traffic entering the zones. Speeding through construction zones is a huge problem. Distracted driving is another huge issue. As a truck driver, about half of the people passing me are texting on their phone. With all the technology we have, texting or browsing internet or Facebook should be blocked while driving. Pennsylvania needs to do a better job educating drivers on how to navigate around trucks on

the highway, and also policing aggressive driving when around trucks. Do away with the silly rule of no trucks in the left lane on a three lane highway (I-81 comes to mind). Instead, make the left lane the preferred truck lane for trucks passing through the area and not using a local exit

- Road potholes, cracks in road, low(3ft) medians that allow opposite side of highway car lights to shine on you are very dangerous in the event of bad weather, can barely see, truck speeding is out of control, especially on Rt 22 and I78, something needs to be done their very aggressive and threatening, overall speed of vehicles on Rt 22 and I78 in general is out of control, reckless drivers with no respect speed abiding drivers, Rt 22 congestion from Rt 191 to Airport road west and east is terrible and something needs to be done, it's the new Schuylkill highway of the Lehigh valley with better options to improve things. Thanks
- Ticket tailgaters.
- I speed to get away of truckers on I78. They are constantly involved in crashes. Also, please look into doing something about the traffic merging onto rt 309 from I78 east in Upper Saucon Twp. This is an extremely hazardous area. The traffic gets backed up on I78 to the point of going 40 mph in the lane to get off and the traffic around you is going 70ish. There needs to be a separate lane for the traffic to exit I78 to merge onto rt 309. I'm surprised nobody has been killed there yet!
- I-80 eastbound between I-81 and the Water Gap is a terrible road. It needs immediate attention. I-78 eastbound into Allentown is also a terrible road and needs immediate attention. Wish PennDOT would be required to pay for my tire balance and alignments. I rarely see truck drivers get pulled over for speeding. Length of many traffic lights in Blair Co are too long.
- You cost many companies major dollars and contribute to global warming by doing road repair on I-83 and having a 3 to 4 mile back up during the afternoon commute and without any signs warning you of the work start date and time!!! On 7-19 I counted 65 or more 18 wheelers sitting in the back log. Do the work at night. and let people know that their commute is going to be delayed by the road work do to some people travel from different counties to work. Hey what a concept!!!! Have PSP enforce the laws on the books like drive right pass left. Especially the 18 wheelers that get in the left lane and take 3 miles to pass another 18-wheeler.
- I feel that the streets need paved my tax money gets taken out of each check bi weekly and where is it going because there ain't nothing here for the kids and people that work sure can't no help with welfare no food stamps no medical so where does the money go? If the law would put more energy to fixing our streets and getting people that speed I feel like that would be a start....i prey for our city daily because not one person seems to have pride in our community and it's sad how PennDOT let the streets get the mayor puts nothing back into our small communities for the children youth anyone at the fact and the president cares about nothing but himself shame I know this will not get nowhere but I do hope someone cares to help us working people out god bless what's left of America because this ain't the land of the free and we aren't heard sad.
- Construction Zone - have one officer sit there with his lights and another enforce speed. Distracted Driving - Distracted driving isn't really the law, text based communications is. You should make the law to be actually Distracted Driving (perhaps as a subsection to Careless Driving), in that anything you do (I.E. eating, texting, make-up, etc.) that distracts a driver and results in poor driving, should be against the law. Motorcycles- bring back helmet law. Safe road - clean the trash from the roads. Route 30 bypass is the filthiest road in the county. Trash

is everywhere. Traffic laws - there are no laws that cover merging, that results in aggressive driving at merge points. Signs should be posted to warn drivers about PA's left lane law.

- We need to bring more awareness to drive orange and the safety of our workers.
- Seatbelt use and no handheld devices should be primary violations. Better speed enforcement. I do 5-10 over (only on major roads) and cars come out of nowhere and pass like I'm standing still! 222 from Lancaster line to Wyomissing is terrible, I often get passed by cars doing at least 80 or more. 422 Fri. Reading to Philadelphia is the same way (I do the turnpike to Philadelphia to avoid 422, I'd rather pay the toll).
- Police sometimes sit in the center of 78 between Center Valley and Hellertown apparently doing paperwork. This causes traffic to slow down as drivers jam on their breaks in response to the police and as reactions to other people breaking. Waze app shows that the officers have been there for long lengths of time and you can see their heads are looking down as you pass by. Slow traffic in the left lane is a major hazard. Studies have shown that this is more dangerous than simply speeding as it causes other drivers to have to make multiple lane changes to get around them. Would love to see enforcement of existing laws against this or some sort of education program. Speed limit west of Fogelsville is only 55 for 15 or so miles until it goes up to 65. Very few exits along that stretch so the low speed limit makes little sense. Not a driver behavior thing, but for the love of goodness, extend the 3 lane section of 78 further east past center valley. As it stands now, the 3rd lane ends as you round a bend and the on ramp from 309 comes in. This is a huge hazard as you have traffic pressing inward from 2 opposite sides. Even an extra half mile of lane would be an improvement.
- 1. Why does it take so long to repair/construct roads? Honestly, the new World Trade Center in NYC was built quicker than the new I78/Hwy 412 interchange in Hellertown. Why does the DOT set construction schedules that would NOT BE TOLERATED in the private sector? 2. In those spots where dangerous conditions exist (e.g., slab settlement in I78 near the Hwy 33 interchange) why are there no quick repairs made??
- Enforcement of texting and driving I am a professional driver and see way to many people text while driving this includes general public and law enforcement agencies I FEEL THAT LAW ENFORCEMENT AGENCIES SHOULD SET A BETTER EXAMPLE .
- No control over speeding vehicles...not enough enforcement of speed limits.
- People believe passing zones are not governed by a speed limit. This leads to aggressive driving and accidents. Also, people talking on phones is out of control.
- Finish some construction! Just something. Every highway is in a constant state of repair and the minute it's done, it needs to be "improved" again. In case no one is paying attention, the Lehigh Valley is growing by leaps and bounds, maybe you should plan for that! Get the commercial trucks out of the left lane!!!! They slow all of traffic down which increases frustration, decreases following distances, and increases aggressive driving. I-78 is a death trap between Route 100 and Route 61. I can't believe I even have to say that. Aren't there people on the payroll at PennDOT that know this?? Any plans to fix it in the next century??
- Police should not set up speed traps or use unmarked or "ghost cars" cars. They should be in plain view all the time. When they hide people see them at the last-minute panic, jam on the breaks and cause accidents. Traffic moves just fine at high speeds as long as drivers are not being reckless. When the police are not around everything moves smoothly except for a couple of poor or unsafe drivers here and there. Safety is important but Highway passengers shouldn't be used for a source of state revenue. Instead of hiding or just sitting waiting to pull people over they should be out there in plain view setting a safe pace and enforcing safe driving laws upon bad drivers.

- As a person that often Works in zones that involve roadways I believe there needs to be very strict and more enforcement in construction zones along the highways. And don't even get me started on your tar and Chip process. All it does is camouflage the road and cause serious car damage to many motorists along the highways.
- First thing fix the roads all the money we pay in taxes and the gas tax.
- Left lane users. Tailgating. Failure to Signal. Failure to make a full stop Improper turns I turns
- I think there should definitely be police presence in construction zones. There is no reason people should be doing double the speed limit in construction zones. As for commercial vehicles also known as 18 wheelers I think there should be stricter rules on how they drive because most of them are very aggressive drivers. Or cannot drive at all.
- I travel a major highway daily that is still listed at 55 mph, however the truck traffic will not allow a small car to go that speed safely. If I were to drive the speed limit, I would have trucks tailgating me so if I would have an emergency need to slow down they couldn't in time, which would cause a major accident. Slow vehicle lanes are also needed for several hills on the Interstate highways in the area.
- Texting while driving should be taken very seriously. Penalties should be high. Roadways need to be checked not just for potholes, but just uneven grade or large bumps. For the move-over for emergency vehicles law, should stress that only if it is safe to do so. Sometimes people trying to avoid police swerve over. This should be common sense but common sense is not always common.
- Please pass a law making it a primary offense for using a phone to talk or text while driving!!! Also, a stiff fine!!! This should be statewide!!! Saving Lives Should Be A Pennsylvania Priority!!! Do It And Do It Now!!! Legislators Are You Listening???
- Having the on and off ramps on the same enter/exit exchange is RIDICULOUS! Too many people expect the highway drivers to slow down to let them enter the highway. And if you're REALLY serious about fuel savings, you'd heavily enforce the posted speed limits, especially on the highways. Going 80 in a 55 mph highway should be fined.
- Speed in construction zones should be enforced at a higher rate.
- Construction zones should ALWAYS be able to use MULTIPLE speed cams! Seatbelts should be COMPLETELY up to the individual to wear! I'm in an enclosed vehicle with air bags! Nobody makes people on a motorcycle wear a helmet! Speed limits are ridiculous suggestions for the abilities of today's vehicles. People that use the passing lane as cruise control lanes should be fined HEAVILY as they flair up road rage incidents to make people have to pass in the non-pass side! Trucks should NEVER be in the passing lane and be REQUIRED to drive the speed limit as their big trucks can't stop as fast as my car can.
- Fix pot holes. Bikes traveling on roads without shoulders to narrow for cars to pass safely
- It would be nice to see law enforcement around construction zones People don't think they have to obey the speed limit because no one is around to pull them over and write a ticket
- Fines should be \$10 grand for texting. And people that ride your ass!
- Distracted driving is the most dangerous problem on the roads today. Every single day someone crosses the double line into my lane and nearly runs me off the road. EVERY DAY. I constantly see drivers looking down at their phones, texting and drivers holding phones to their ears. Laws are useless if they are not enforced. It seems that there are no consequences to ignoring the hands-free law. I fear driving in PA will end my life. That's sad. Please, there needs to be more enforcement of the distracted driving laws. This leads into all of the other things I selected. Speeding, truck drivers - there is not enough enforcement out there to keep people operating vehicles within the law. No one should die behind the wheel of a car/truck.

- We need more traffic law enforcement. Currently there is pretty much no traffic enforcement. Excessive speeding, tailgating, texting while driving is a norm now. It has become so dangerous to be on the road, it doesn't matter how safe I try to be when the person behind me is driving 12 inches away while texting or they blow through a red light because Facebook is more important than someone else's life. I try to stay within the speed limit but that has become way too dangerous with people tailgating. I drive 500-1,000 miles a week and rarely see any police officers. These aggressive driving crack downs that are announced months ahead of time to prepare drivers should be done all the time without warning.
- I am fully supported of automated enforcement for work zones. I have seen a significant improvement in pothole repairs.
- I am in favor of photo enforcement of work zone speed limits. I've seen it work in Maryland. Also in favor of increased use of roundabouts - believe they make for safer, more efficient intersections. Sure, wish higher priorities would be given to improving Pennsylvania's limited access highways (specifically I-78, PA 309, US 1) to increase shoulder width and acceleration lane length, with *consistent* use of "Yield | No Merge Area | sign combinations. Many safety problems exist on Pennsylvania highways because our state seems to be too cheap to fix what can be fixed.
- The amount of trucks on the highway anymore make it more dangerous in my opinion. Many truck drivers do not seem to follow the rules of the road namely pass on the left and remain in the right. Most drivers in general do not follow this rule anymore and this seems to be the most direct cause of road rage.
- Would like PennDOT to pilot a sign that says to take turns merging when you come to a intersection that opens to two-lanes to get thru a traffic light just to go back to a single lane less than 500 feet ahead. Very aggressive driving occurs at these spots. I think of US 422 in coming into Hershey as an example.
- Stronger enforcement of "no 28 wheelers in left lane" on highways is needed. Also it's more important to hold people accountable for disobeying traffic rules like turning on red, cutting people off, lack of signaling etc. then for speeding. Speeding only is dangerous when other laws aren't being followed
- I think you should make it illegal to talk without a hand free device and if they choose to talk without a hands-free device people should receive points same with texting cause otherwise there's no consequence and people don't learn their lesson.
- Construction zone - The zone should be limited to the section that is actually being worked. Speed limits should be reevaluated on most major highways.
- Too many people are driving distracted. I see people constantly on their phones (hand held) either texting or looking at their phone while driving.
- I am on the roads a lot. Truck drivers need to focus. They are driving missiles. About half of what I see sway, cross lines, visibly text. Find a way to better enforce truckers driving and passenger vehicle drivers texting. People are not focusing and its a HUGE problem.
- Cops sit in the middle of turning lanes then pull people over who are trying to make a turn - this has to be some form of entrapment and locals by Philadelphia suburbs do it all the time. Instead of looking for people cutting in and out of traffic, they are looking for someone who got stuck in a red light making a turn and ticketing them. Its the easy ticket, not the one that will make a difference. Bicyclists and runners create more of a hazard than anything else on the road. They often ride or jog 2-3 miles across with headphones in and will run through stop signs without looking. I was involved in a crash recently because a biker ran a stop sign and I had to

swerve into a drain ditch to avoid hitting him coming out in front of me. Cyclists should be cited for improper practices along with runners. There are sidewalks and trails all over for these individuals to use.

- When using the turnpike, we notice several people driving while distracted on their phones. Some people go so slow in the passing lane they obstruct traffic. When going into construction areas people try to speed past instead of merging like the signs state. We were on the Turnpike and our front tire picked up a strap with hooks, it hit our door and put a hole in our rear tire of our truck. We had to get a new tire. This happened on the turnpike April 20th. At no time did we get a turnpike safety truck to assist or block other traffic. There are a lot of things on the road
- I usually feel pushed through work zones. Cameras would charge me as vehicles are pushing me and I feel unsafe with the aggressive driving. Also, have been in many marked work zone areas when there is nothing after the original signs. Concerned about road maintenance, a local road was washed out and almost a month later, not yet repaired. It is truly a hazard. Penn DOT road sign for Strausstown exit on I78 has been flapping in the wind for quite some time. Hope it never breaks loose and e terms traffic lanes.
- I don't think reduced speeds should be enforced in work zones when work is not being performed. (As long as the roadway is safe for the regular speed.) I can't tell you how many near accidents I've managed to avoid with texting drivers. Ban handheld devices while driving in Pa. pull over or wait!
- Operators of a motorcycle, as well as passengers should by law have to wear a helmet. Taking on the phone while driving should be banned. Too many times I see people talking and or texting while behind the wheel, both on city streets and highways.
- I understand people get distracted, but there is so much of it now. I think hand held devices should be made illegal to use while driving. PA road conditions are not the best either. This winter has left our roads in horrible condition. While resources may be limited, it would be helpful to have more of a police presence on our roads.
- More enforcement against distracted and speeding drivers. Trucks should be required to use only the right lane except for passing. Texting and cellphone use while driving needs to be a ticket-able offense with steep fines and loss of driving privileges.
- Additional police presence helps to slow traffic. Slower traffic is important to me because I commute by bicycle 5 days a week to my work. A better bicycle infrastructure will also promote more cycling. More cyclists will also keep drivers alert and within posted speed limits. Thank you for taking to time to listen.
- I feel there needs to be more police presence on route 80 from the NJ border to Tannersville. Speed limit is 50 and I constantly see people doing 70 and driving dangerously.
- Police should ticket cars that do not leave the left lane and impede traffic movement!
- There are simply too many trucks in the Lehigh/Berks area. 78, 100, 222 are just jammed. 78 in berks and Leigh counties - specifically west of route 100 is a terrible stretch of road with no shoulder. My daughter will learn to drive soon and i will not permit her to used that stretch of roadway until it is wider and safer.
- I feel that all cell phone usage should be a primary offense, except in the case of an emergency . I see many drivers who are either talking on the phone and much worse, texting or reading something on their phone. I also observe many drivers who ignore red lights. Truck drivers like to say that 4 wheelers seem to forget that they can't stop on a dime. Then why do they tailgate and cut in front of me? I also think it's should be equipped with a device that does not allow them to exceed the speed limit.

- Motorcycles are frequently weaving in between the lines of traffic - very unsafe. Truck drivers are often speeding and tailgating.
- Deactivate work zones when obviously no work is happening. Ticket bicyclists that violate traffic laws. Monitor truck weights and fine overweight trucks.
- I'm obligated to obey traffic laws and I do my best to comply. One issue that is a problem is the condition of roads, which requires drivers to constantly maneuver and adjust while traveling.
- Seatbelts need to be up to the individual's discretion. The use of ANY electronic device while driving needs to be illegal. Police need to enforce school bus stopping laws, so many people run my red lights while loading and unloading students!
- I drive tractor trailer for a living and see way too many people on the phone texting/talking, not paying attention. Don't see anyone enforcing it. get too many people passing illegally on a double yellow in the middle of the night on highways like 222 and being I drive tractor trailer, they are putting their life and my life at risk. I'm sure there's a lot of DUI's going on when people do that the way they drive from my experience. need more patrolling at night. tar and chip roads need to be gone! ruin people's vehicles and very unsafe for motorcycles! it does not last anyways because within a year it will be milled and repaved because in the winter the plows tear it all up anyways so what's the point in even doing it! do it right the first time (repaving it) instead of wasting money in trying to fix it to last "one more year" besides, can't dump oil in your yard but can sure dump it on the road? does not make sense at all..
- Crack down on motorcycles making their own lanes to drive. Use better paint to paint lines on the roads. Trucks should stay in the right lane except to pass.
- I have witnessed myself while driving other drivers either talking on their phones or texting and not paying attention, and as I watch this these drivers are swerving all over the roads. Truck drivers driving too fast and practically driving up the rearends of cars, a reason for so many accidents involving trucks. Also when I'm driving whether it's on a highway, bypass, etc. I'm driving the speed limit and the other vehicles are flying past me doing well over the speed limit. Say the speed limit is 65, these drivers are doing at least 75 - 80 or more, another reason there are so many accidents. Or you have people racing each other and putting everyone's life in danger.
- Speeding.... sometimes it is more of a hazard to obey the speed limit when all other traffic is traveling at a higher rate. trucks: do not like the double trailers. It seems to me that trucks are not as cautious as they should be when changing lanes. Also that they travel in the left or middle lane even when not passing.
- There is a real problem with work zones. I do my best to drive the posted speed but people in this state just do not care about the speed limit whether it is in a work zone or just on the highway. If you try to drive close to the posted speed, people will ride your bumper, and I even had one guy in a pickup start pushing my car through the work zone (cattle shoots on 422) because I was going too slow. The work zone specifically says 40 mph at all times and people are doing at least 70. Police need to monitor and ticket these major highways. It is insane the speed these people drive especially during rush hour. It is scary driving on the roadways, I am so happy I rarely have to drive anymore, people are insane and the police are not doing enough. If the police made their presence known and ticket weekly, people will slow down.
- On certain roadways it is dangerous to go the posted speed limit due to other drivers consistently going well over 10 miles over the posted speed limit. Going the speed limit or even 5 over causes other drivers to have to slam on their brakes or engage in risky driving.

The speed limit should either be enforced or changed. Trucks are also an issue. Often times it is difficult to safely pass them because they do not go the posted speed or hang out in passing lanes. The roadways can also lead to risky behavior as drivers over correct or swerve to miss potholes. Painted lines that have faded or poor lighting can lead to dangerous conditions for drivers who are not familiar with the area or driving at night/rain/snow.

- All roadways should have yellow center lines and white shoulder lines. Water runoff and drainage on roadways should be improved.
- Just need drivers to be aware of everything around them. Slow down in work zones and get the H*ll off their phones.
- I would like to see a "Significant" all-out enforcement of the trucking industry to include truckers speeding, overloaded trucks, & fatigued truck drivers. More enforcement against motorist use of cell phones while driving. That's where the most important safety issues are right now PennDOT..
- I feel that the fines are too low for traffic violations, statewide. They should be increased along with court costs. The extra money could go to the State Police.
- Work zones need to be better marked when there are changes to traffic patterns. Recently, when work started on PA283 in Dauphin county, the old lane markings and new lane markings were indistinguishable or simply not present making for very hazardous driving conditions. This is still the case in some areas of the work zone, notably around the turnpike interchange. There needs to be better police presence and enforcement in work zones. I travel regularly through the aforementioned PA283 construction zone and have never seen a single police vehicle, local or PSP, in the work zone. Other areas use automated speed enforcement cameras and have a police presence in work zones - I have seen this most notably in Maryland on US15, where I have made numerous trips lately for business. They have both speed cameras and I frequently see manned police cruisers either monitoring traffic or on a traffic stop in the construction zone. In addition to the police presence, the state needs to do a better job of monitoring the contractors hired to do work on the roadways (municipal governments need to do the same) particularly with regard to flaggers and signage. My route to work takes me under PA283 and the PA Turnpike. I have seen inattentive flaggers (not holding the sign so it can be clearly seen by motorists, not paying attention to traffic), missing signage, or signage up but no workers (I.E. Flagman ahead signs and not a single construction vehicle to be seen, let alone any flaggers).
- Construction zones on I-99 between Tyrone and Altoona are moving the lane markers nearly halfway into the lane of traffic which makes for precarious driving when drivers in the front of the line of cars have to suddenly speed adjust to get around the markers. This has caused several near-accidents. More signs in construction zones to limit tailgating. Maybe dots? Signage and instructions on the benefits of zipper merging. Pennsylvanians have issues with merging into one lane. I would like signage and police enforcement of left lane as passing lane only (on highways) so that flow of traffic is not impeded when cars going under speed limit can't/won't pass vehicles that cannot exceed a certain speed which is also below the speed limit. More "your speed is" signs on heavily trafficked roads. Flashing light if >10 mph over. I think some highway speeds could be higher yet and slow down near exits. Zones of I-99 could be 75 mph zones during daylight. Night time speeds limits would be good for decreasing issues with deer. Bike highways between major metropolitan areas that are completely separate from the main highway would be amazing.
- I live in Berks county. On busy route 61 near Hamburg. It is a high accident area. With lots of construction slowing down the flow. People riding in left lane not passing. People doing 10

miles under the speed limit. While on cell phones. The road work takes entirely too long. I am about to start taking pictures. Its stereotypical five guys standing around one working. We need round the clock crews speed up the road work process. And keep traffic moving. Also threw the 61 section from Hamburg to reading several side roads or detours are blocked .. Some of the bridges like the one in Shoemaker's Ville and in Leasport have been closed for years. Again blocking traffic from going around the road hazards. How about not blocking lanes when no work is being performed. Just one more way to avoid jams and delays. The more jams and delays there are the more people tend to speed when they are out of them.. Also toss in the aggressive driving.. People have run people off the roads due to this madness. How about street cleaners for accidents. Can't tell you how much glass is on the side of the road in Hamburg cant ware flip flops to walk to the speed way. Too much glass. I believe we also need more dui checkpoints. Even tho there is a state police barracks. All most next to pappy ts pub people still leave there intoxicated. Stricter penalties are needed for both dui and regular accidents.. People are not adequately held accountable for their actions behind the wheel. And lastly. Pedestrians. Cars do not stop on dime. The right of way should go to cars. What happened to look both ways before crossing.. Now its hit me and pay me. They will walk right out in front of you not caring at all. Or the ones who cross outside a cross walk. No one writes j walking tickets anymore.

- Distracted driving: Way too many drivers using hand held devices. I think cars should be like a Farraday cage and not allow two way communications. Only when the car is stopped and in park will communications work. Speeding is out of control on highways like the Northeast Turnpike Extension, The Blue Route and Route I-76. Prefer traffic lights to roundabouts because too many drivers think the rules do not apply to them. I would like to see traffic laws re-written from scratch and state something like: Only the following things operate while driving: lights, wipers, blinkers, high beams, windows, and I am sure a few others apply. That way any new devices are illegal until included in a "can use" list rather than after ten years of accidents and death adding to a "cannot use" list.
- Some motorcycle drivers don't listen to the rules when driving they go in between the traffic instead of waiting their turn like everyone else. Bad for safety. Need to calm down all the reckless truck drivers they are getting be very careless and this concerns me with more truck traffic coming in to the Lehigh Valley.
- Tar and chipping of roads is hazardous to motorcycle riders. Also, it should be legal for motorcycle riders to lane split and filter. It's been proven to be safer for all motorists, and aides in the alleviation of traffic congestion.
- Distracted driving is so rampant on a daily basis. Stiffer penalties, fines and laws need to be passed and enforced.
- There needs to be a law to keep trucks in the right lane. They can use the left to pass. The left lane should be going faster than the right; it is called the fast lane for a reason. Many times, I have seen trucks side by side in the left and right lanes impeding traffic flow. Secondly, busy intersections should have turning arrow lights for left lanes. Police should understand that when passing a truck, one must go faster to pass. If everybody stayed at the speed limit, there would be one long line of traffic. Unless somebody is barreling down the road, police should not be wasting there time and tax payer dollars on ticketing somebody going 70 in the left lane. If they have time to do that exercise, then we don't need so many police in the state of PA, a waste of money and time.
- I love roundabouts and think PennDOT and municipalities should use them more often. While speeding violations seem to be the biggest area of concern and enforcement for PennDOT

and the insurance industry, there are studies and empirical evidence indicating that drive right/pass left is much more important. The right lane is the TRAVEL lane. Lanes to the left should only be used while ACTIVELY passing. Refer to Germany's rules on the Autobahn. Speeding fines are relatively insignificant, while passing on the right and being in the left lane while not passing are quite severe. The accident and fatality rates on the Autobahn are about half of the US. While several factors can be attributed to the lower rate, proper use of lanes and enforcement of passing laws is a notable reason.

- What happened to the reflective painted lines on the roadways. It is near impossible to see the lane markers when raining especially at night.
- At crosswalks that are not at traffic light intersections, please incorporate flashing lights that a pedestrian would press to initiate the flashing. They work wonderfully because there is no confusion as to whether or not to yield. Please include more roundabouts when designing intersections. They are much more efficient. Once driver's in Pennsylvania become more accustomed to them, they will appreciate them. In work zones, I've noticed that some of the flashing safety lights can be so bright and blinding, it becomes difficult to see the workers themselves, even when covered in reflective, highly visible clothing, making the site even more dangerous for all involved. If police are truly interested in slowing speeding traffic, they should be placed visibly along the road, not hiding behind overpasses to trap random speeding vehicles. The safest traffic is traffic traveling at similar speeds.
- PA needs to do a better job of educating drivers - specifically ones that have had their license for a long time - of the dangers of distracted driving. There is not enough speed enforcement & road designs need to be better to slow drivers down. Speed & distracted drivers are the biggest deterrent and danger for people to use alternative modes of transportation. This is especially true in York County, where most roads have very narrow or nonexistent shoulders, and drivers do not adequately accommodate bicycles or horse drawn carriages.
- I realize there is a budget for only so many law enforcement officers, but I would like to see more of a police presence. I see far too many people speeding excessively that need to be stopped. It's only a matter of time before those people kill/hurt someone.
- I-81 = (1) Put up - Drive Right, Pass Left signs!!!! (2) Needs to be 6 lanes from MD to I-78. They keep putting up warehouses and you're not fixing the infrastructure to support.
- Roads are very bad with potholes , ruts and such need to fix . roar on shore worst thing to come to Erie . there have been a couple times where i had to swerve to the shoulder of my lane because idiots on motorcycle where crowding on the yellow line and more . need to post a few more speed signs in areas . i know the police and such need to be visible but some of the newer lights are way to bright and can blind a person driving
- I'm not opposed to more strictly enforcing speed restrictions in actual construction zones. Often, though, I encounter a lane restriction that slows down/stops traffic only to see there's nothing happening. No construction vehicles, no workers, nothing. It's a waste of drivers' time and of taxpayers' money. PA needs to crack down on drivers refusing to get out of the passing lane. I've traveled extensively on PA roads this summer, especially the turnpike, and on every single trip this has been a problem. These drivers (often from out of state, but not always) not only cause traffic to back up, but they also post an immense safety risk because other drivers have to pass them on the right. I would like to see the state police start ticketing aggressively for this. There are signs about it along the highways, but it's a law I've never seen actually enforced.
- Better speed enforcement in construction zones and high traffic areas. Limit bicycles to single file on public roads. Much stiffer penalties for distracted driving.

- Speed limits should be set based on law, engineering and science, not the wishes of those who live nearby. Municipal police should have access to radar for enforcement. Failure to wear a seatbelt should be a primary violation.
- PA needs make holding a phone in your hand while driving illegal. PA also needs to start enforcing traffic (and pedestrian) laws, which it currently does not. Don't believe me, try driving in the Pittsburgh area, there is absolutely no enforcement of traffic or pedestrian laws.
- It is dangerous to drive with potholes everywhere. Police need to enforce the laws that are set.
- AS THE SPOUSE OF A PENNDOT WORKER, I WOULD LIKE TO SEE HEAVIER POLICE/RADAR ENFORCEMENT IN WORK ZONE AREAS. I ALSO BELIEVE THERE ARE SOME STUDIES THAT SHOULD BE DONE TO IMPROVE SAFETY IN WORK ZONES FOR PENNDOT EMPLOYEES. FOR EXAMPLE, CHANNELIZERS SHOULD BE CLOSER TOGETHER, LARGER, AND/OR ACTUALLY CAUSE DAMAGE TO A VEHICLE THAT WOULD ALLOW THE OFFENDER TO BE TICKETED/PROSECUTED FOR RECKLESS DRIVING. PORTABLE SPEED HUMPS COULD ALSO BE USED TO DETER SPEEDING IN WORKZONES - BECAUSE THOSE THINGS WORK, BELIEVE ME!