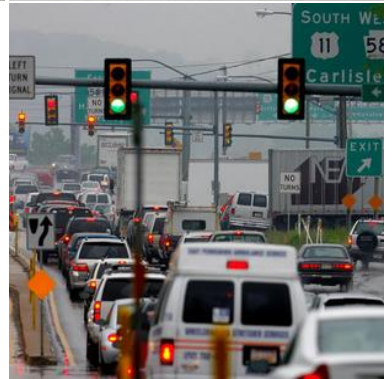


# Pennsylvania Annual Report FFY 2017



**pennsylvania**  
DEPARTMENT OF TRANSPORTATION



# **Pennsylvania Annual Report**

*Federal Fiscal Year 2017*

*prepared for*

National Highway Traffic Safety Administration

*prepared by*

Pennsylvania Department of Transportation

December 2017

# Table of Contents

|   |           |
|---|-----------|
| <b>1. Highway Safety in Pennsylvania</b> .....          | <b>1</b>  |
| Executive Summary .....                                 | 1         |
| Introduction.....                                       | 1         |
| Strategic Partners .....                                | 2         |
| Performance Measures.....                               | 5         |
| <b>2. Statewide Goals and Results</b> .....             | <b>7</b>  |
| Overall Trends and SHSP Targets .....                   | 7         |
| Accomplishments.....                                    | 9         |
| <b>3. Pennsylvania Highway Safety Program</b>           |           |
| Impaired Driving.....                                   | 17        |
| Occupant Protection.....                                | 25        |
| Police Traffic Services.....                            | 33        |
| Mature Driver.....                                      | 37        |
| Motorcycle .....  | 39        |
| Young Driver .....                                      | 43        |
| Pedestrian And Bicycle.....                             | 46        |
| Commercial Vehicle.....                                 | 50        |
| Traffic Safety Information Systems .....                | 52        |
| Community Traffic Safety Projects.....                  | 55        |
| Communications .....                                    | 57        |
| Planning and Administration.....                        | 60        |
| <b>4. Program Funding</b> .....                         | <b>61</b> |
| Funding Overview.....                                   | 61        |
| Highway Safety Program Expenditures (Project List)..... | 63        |
| <b>5. Appendix 1</b> .....                              | <b>66</b> |

# List of Tables

|            |   |    |
|------------|---|----|
| Table 1.1  | NHTSA Performance Measures .....  | 5  |
| Table 2.1  | Progress in Meeting NHTSA Core Performance Measures Identified in the<br>FFY 2017 HSP ..... | 13 |
| Table 3.1  | 5-Year Average Annual Targets Impaired Driving .....  | 18 |
| Table 3.2  | 5-Year Average Annual Targets Unrestrained Passenger Vehicle Occupant .....                 | 26 |
| Table 3.3  | 5-Year Average Annual Targets Speeding-Related .....  | 33 |
| Table 3.4  | 5-Year Average Annual Targets Distracted Driving .....                                      | 34 |
| Table 3.5  | 5-Year Average Annual Targets Mature (Aged 65 and Older) Driver .....                       | 37 |
| Table 3.6  | 5-Year Average Annual Targets Motorcycle .....  | 40 |
| Table 3.7  | 5-Year Average Annual Targets Drivers Age 20 or Younger .....                               | 43 |
| Table 3.8  | 5-Year Average Annual Targets Pedestrian Safety .....                                       | 46 |
| Table 3.9  | 5-Year Average Annual Targets Bicycle Safety .....  | 47 |
| Table 3.10 | 5-Year Average Annual Targets Heavy Truck .....   | 50 |
| Table 3.11 | 5-Year Average Annual Targets Traffic Safety Information Systems .....                      | 52 |
| Table 4.1  | Federal Fiscal Year 2017 Highway Safety Program Expenditures .....                          | 63 |

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

# List of Figures

|            |   |    |
|------------|---|----|
| Figure 2.1 | Historic Fatalities and Targets .....   | 8  |
| Figure 2.2 | Historic Serious Injuries and Targets.....  | 8  |
| Figure 2.3 | Historic Fatalities per 100 Million Vehicle Miles Traveled (MVMT) and Targets .....   | 9  |
| Figure 3.1 | Fatalities Involving Driver or Motorcycle Operator with $\geq 0.08$ BAC <i>Historical 5-Year Averages and Targets</i> ..... | 17 |
| Figure 3.2 | Seat Belt Usage <i>Historical Annual Trend and Targets</i> .....  | 25 |
| Figure 3.3 | Unrestrained Passenger Vehicle Occupant Fatalities <i>Historical 5-Year Averages and Targets</i> .....                      | 26 |
| Figure 3.4 | Speeding-Related Fatalities <i>Historical 5-Year Averages and Targets</i> .....   | 33 |
| Figure 3.5 | Motorcycle Fatalities <i>Historical 5-Year Averages and Targets</i> .....   | 39 |
| Figure 3.6 | Unhelmeted Motorcycle Fatalities <i>Historical 5-Year Averages and Targets</i> .....  | 40 |
| Figure 3.7 | Young Driver (Age 20 or Younger) Fatalities <i>Historical 5-Year Averages and Targets</i> .....                             | 43 |
| Figure 3.8 | Pedestrian Fatalities <i>Historical 5-Year Averages and Targets</i> .....   | 46 |
| Figure 3.9 | Bicyclist Fatalities <i>Historical 5-Year Averages and Targets</i> .....  | 47 |

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) 2017 (October 1, 2016 through September 30, 2017) 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 2017 Highway Safety Plan (HSP). For FFY 2017, 12 goals were identified.<sup>1</sup> Pennsylvania Department of Transportation (PennDOT) reports the following based on the available 2016 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 2012-2016 average did not meet the goal for the total traffic fatalities, there were 12 fewer fatalities in 2016 than in 2015. 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 there was a 32.6 percent decrease in fatalities in 2016 than 2015. 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 2016 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

---

<sup>1</sup> Please see Table 2.1, Pennsylvania FFY 2017 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 2017 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 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.

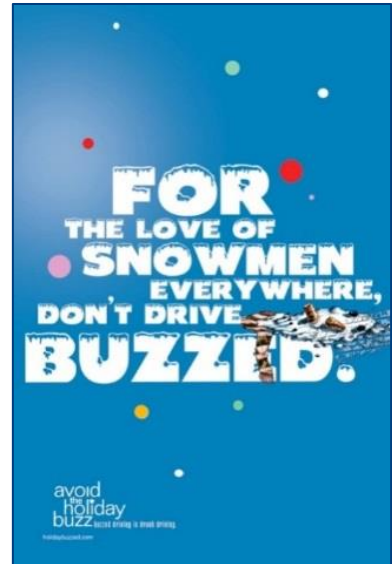
### *Pennsylvania Chapter of the American Academy of Pediatrics Traffic Injury Prevention Project*

PennDOT secured a vendor to continue statewide child passenger safety project coordination. A 3-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 established a new requirement in FFY 2010 for states receiving Federal traffic safety grant funds. States are now required to report on 15 performance measures that include a variety of highway safety focus areas, and specific NHTSA-funded enforcement statistics. Table 1.1 lists and describes the NHTSA identified performance measures. The results for each of these performance measures can be found in Table 2.1. Pennsylvania also reports on 3 additional measures, including mature driver fatalities, commercial motor vehicle fatalities, and distracted driver fatalities.

**Table 1.1 NHTSA Performance Measures**

| Measurement                               | Description/Objective  |
|---|--|
| Traffic Fatalities                        | Reduce the number of traffic fatalities.   |
| Number of Serious Injuries                | 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 or higher.   |
| Speeding-Related Fatalities               | Reduce the number of motor vehicle fatalities related to speeding.   |
| Motorcycle Fatalities                     | Reduce the number of motor vehicle fatalities related to motorcycles.  |
| Unhelmeted Motorcycle Fatalities          | Reduce the number of motor vehicle fatalities related to unhelmeted motorcyclists.                                 |
| Drivers age 20 or less 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, per 2008 methodology, seat belt observations to calculate the statewide seat belt usage rate. |
| Seat Belt Citations                       | Collect the amount of seat belt citations issued resulting from Federally funded local projects.                   |
| DUI Arrests                               | Collect the amount of DUI arrests issued resulting from Federally funded local projects.                           |
| Speeding Citations                        | Collect the amount of speeding citations issued resulting from Federally funded local projects.                    |

## 2. Statewide Targets and Results

### OVERALL TRENDS AND SHSP TARGETS

In October 2016, NHTSA committed to eliminate traffic deaths within 30 years. Pennsylvania's proposed HSP target supports this national effort. Relying heavily on the implementation of autonomous vehicle technology, which will not be readily implemented for another decade, the reduction in fatalities over the next 30 years will not be linear. By 2018, Pennsylvania hopes to reduce fatalities to a 5-year average (2014-2018) of 1,176.6. This target aligns with Pennsylvania's Strategic Highway Safety Plan (SHSP). 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:

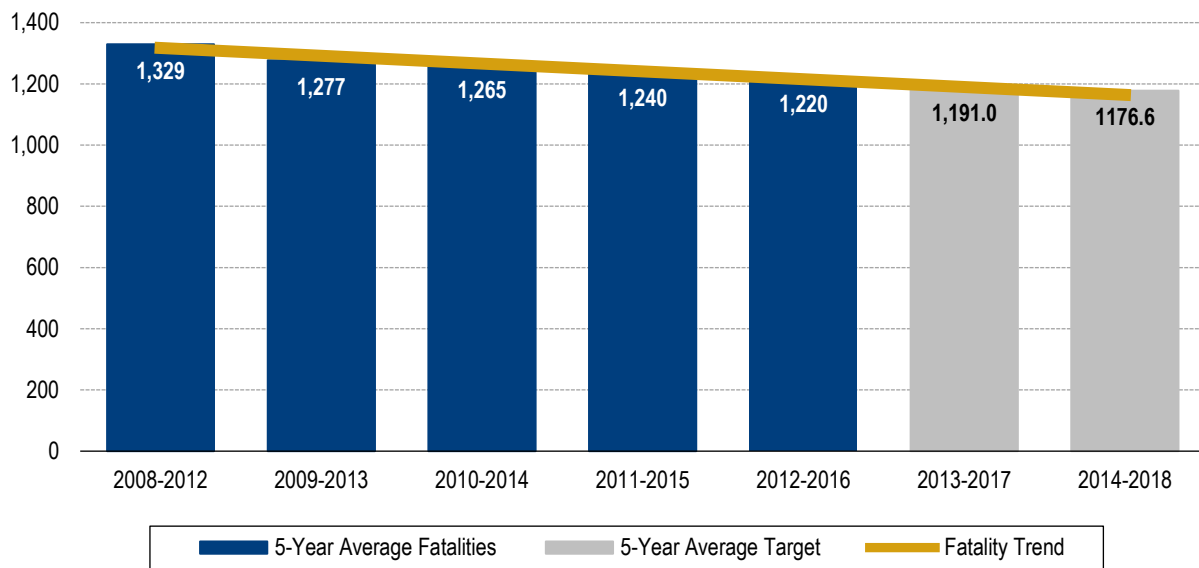
1. Reducing Impaired Driving;
2. Increasing Seatbelt Usage;
3. Creating Infrastructure Improvements;
4. Reducing Speeding & Aggressive Driving;
5. Reducing Distracted Driving;
6. Mature Driver Safety; and
7. Motorcycle Safety.

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

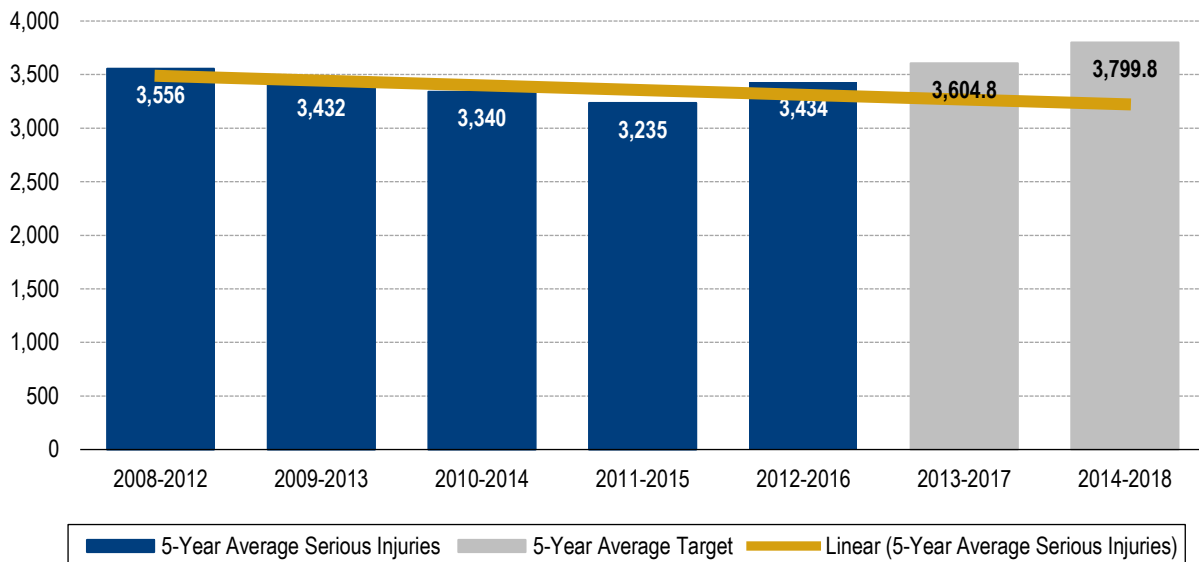
1. Young & Inexperienced Driver Safety;
2. Enhancing Safety on Local Roads;
3. Improving Pedestrian Safety;
4. Improving Traffic Records Data;
5. Commercial Vehicle Safety;
6. Improving Emergency/Incident Influence Time;
7. Improving Bicycle Safety;
8. Enhancing Safety in Work Zones; and
9. Reducing 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: <http://www.penndot.gov/TravelInPA/Safety/Pages/Strategic-Highway-Safety-Plan.aspx>.

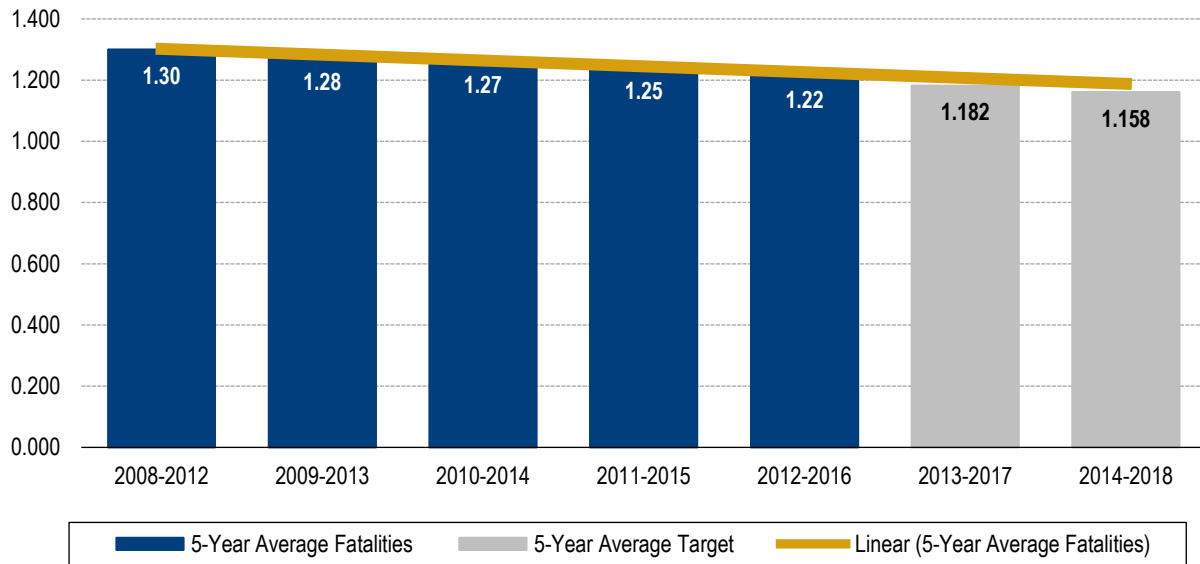
**Figure 2.1 Historic Fatalities and Targets**



**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 2017 Traffic Safety Conference April 18-21, 2017 in State College, Pennsylvania. The conference gathered around 240 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 are needed to aid the success of the Department’s behavioral traffic safety initiatives.

The 2017 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 were opportunities to gather a cross-section of law enforcement officers from across Pennsylvania for a Partnership Forum hosted by NHTSA to aid in the development of a National Law Enforcement Partnership model for Traffic Safety Enforcement. SADD students from across the state also gathered to be honored for Outstanding Achievements. Attendees were also provided networking opportunities to build and strengthen relationships, which reinforced the theme of collaboration and leveraging limited resources towards a shared goal of improving safety on Commonwealth’s roadways.

## PA Teen Safe Driving Symposium – Harrisburg, PA



Members of the Pennsylvania Highway Safety Office participated in the PA Teen Safe Driving Symposium conducted by the Pennsylvania DUI Association in Harrisburg. This one-day event offered panels of experts on the national and state perspectives on teen driving trends, research, and best practice recommendations to improve teen driving and reduce crashes. The symposium also provided a panel focusing on current trends, areas of improvement and impact of Drivers Education trends in Pennsylvania as well as available technology to reduce teen crashes. A final panel of survivor advocates shared their local successes in creating safer roadways for our teens. Between panels the event offered networking opportunities in addition to some inspiring words by the Deputy Secretary of the Pennsylvania Department of Transportation during the networking luncheon. An outcome of this event was the introduction of Senate Bill 786 Cell Phone Ban for Novice Drivers. The bill is currently with the Senate Transportation Committee.

## DUID Summit – Harrisburg, PA

As a response to the national increase in DUI arrests due to drug impairment, AAA Mid-Atlantic held the first Pennsylvania Drugged Driving Summit in Harrisburg on March 30, 2017. The summit brought together legislators, local government officials, law enforcement, health care experts, toxicologists, policy makers, and other traffic safety advocates. The agenda and discussion focused mainly on how drugged driving is quickly and quietly surpassing alcohol impaired driving in Pennsylvania. The AAA federation took the initiative to organize summits across the nation to get the right people focusing on this issue. More than 150 people attended the summit in Harrisburg. The event was successful in bringing much needed attention to the DUID issue and it was made evident that Pennsylvania needs to continue training law enforcement on detecting drug-impaired drivers and strengthen outreach to all stakeholders in the health/legal systems. Legislative items were also discussed, particularly where DUID laws need strengthened and enable law enforcement to use roadside screening tools for drug-impaired drivers.

## Pennsylvania's First Automated Vehicle Summit - State College, PA

PennDOT, Community and Economic Development, Labor & Industry, and State Police all took part in the state's first Automated Vehicle Summit in State College in September.

The summit reviewed all aspects of automated vehicle development including safety, workforce changes, planning, and industry implications. It was attended by roughly 300 transportation officials, academic and

industry experts, public officials, planners and industry partners who discussed and learned about how connected and automated vehicle technology is shaping the next generation of travel.

Discussions included how cities, townships, business models, employment and more will change due to highly automated vehicle technology.

The summit was hosted by the Pennsylvania Intelligent Transportation Society and the Mid-Atlantic Section of the Institute of Transportation Engineers.

## 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 included a core set of NHTSA identified questions and a few supplementary questions that were identified as specific highway safety concerns in the Commonwealth. The attitude and awareness 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 and will be evaluated further in the Annual Report.



The FFY 2017 survey was conducted by PennDOT’s Bureau of Maintenance and Operations (BOMO) in conjunction with PennDOT’s Press Office in September 2017. 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, 2,795 individual responses were received from the public. This number of responses is sufficient to produce the results providing an overall picture of Pennsylvania drivers’ perception of highway safety measures relative to speeding or aggressive driving, impaired driving, distracted driving, and occupant protection (seat belt use) with less than a three (3) percent margin of error.

Eight (8) counties accounted for more than 100 responses each: Berks (highest with 241), Montgomery, Cumberland, York, Erie, Chester, Bucks, and Allegheny. Together, residents from these counties offered more than one-half of all survey responses received statewide.

Fewer than 10 survey responses were received from each of the following counties: Elk, Jefferson, Perry, Armstrong, Fulton, Lawrence, Mifflin, Montour, Pike, Somerset, Juniata, Sullivan, Clinton, Potter, Fayette, Forest, Union, Cameron and Greene. Only Snyder County returned zero survey responses.

More than 60 percent of survey respondents noted they would support a law making it a primary offense for not wearing a seat belt in the front seat of a vehicle.

Fifty-five percent of survey respondents would support granting local police departments the ability to use radar for speed enforcement, and 58 percent would support a law permitting camera-based automated speed enforcement in roadway work zones.

While 63% of motorcycle operators said they and their passengers always wear helmets and other protective gear while riding on a motorcycle, only 43% of motorcycle operators would support a mandatory helmet law for all motorcycle riders.

Sixty-six percent of survey respondents indicated they would support a law that extended a passenger restriction to all drivers under the age of 18. This passenger restriction would prohibit drivers under the age of 18 from driving with more than one non-family passenger under the age of 18.

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:

- 89 percent always use seat belts
- 80 percent never drive within two hours after drinking alcoholic beverages
- 94 percent of motorcycle riders never ride within two hours after drinking alcoholic beverages
- 57 percent of car and truck drivers rarely or never exceed the speed limit by more than 10 miles per hour
- 76 percent of motorcycle riders rarely or never exceed the speed limit by more than 10 miles per hour
- 91 percent rarely or never drive while talking on a hand-held cell phone
- 94 percent indicated that they rarely or never text or check email while driving
- For those instances when a driver must talk on a cell phone while driving, 39 percent indicated they always use a hands-free device, while 28 percent indicated they never use a hands-free device



## FFY 2017 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 2017 HSP. Please note, 2017 data were unavailable at the time of publication.

**Table 2.1 Progress in Meeting NHTSA Core Performance Measures Identified in the FFY 2017 HSP**

| NHTSA Core Performance Measures                                   | 2012-2016 Performance Goal | Status  | Comments  |
|---|----------------------------|---|---|
| Traffic Fatalities  | 1,201                      | <b>Goal Not Met:</b> The average number of fatalities from 2012 to 2016 was 1,220 per year.                       | In 2016 there were 12 less traffic fatalities than in 2015.   |
| Serious Injuries  | 3,280                      | <b>Goal Not Met:</b> The average number of serious injuries from 2012 to 2016 was 3,434 per year.                 | The serious injuries for 2016 increased by 1,367 from 2015 due to a change in the standard for collecting injury severity data. * |
| Fatalities per 100,000 MVMT                                       | 1.22                       | <b>Goal Met:</b> The average annual fatality rate from 2012 to 2016 was 1.22.                                     | The 5-year average has been steadily decreasing since 2012.   |
| Unrestrained Passenger Vehicle Occupant Fatalities                | 452                        | <b>Goal Met:</b> The average number of unrestrained occupant fatalities from 2012 to 2016 was 420 per year.       | The 5-year average has decreased annually since 2006.   |
| Fatalities Involving Driver or Motorcycle Operator with ≥0.08 BAC | 344                        | <b>Goal Not Met:</b> The average number of alcohol-impaired fatalities from 2012 to 2016 was 345 per year.        | There were 119 fewer ≥ 0.08 BAC fatalities in 2016 than 2015. This resulted in a 32.6 percent reduction.                          |
| Speeding-Related Fatalities                                       | 598                        | <b>Goal Met:</b> The average number of speeding-related fatalities from 2012 to 2016 was 544 per year.            | The 5-year average has decreased annually since 2008.   |
| Motorcycle Fatalities   | 184                        | <b>Goal Not Met:</b> The average number of motorcyclist fatalities from 2012 to 2016 was 189 per year.            | The 5-year average has decreased every year for the past 5 years.   |
| Unhelmeted Motorcycle Fatalities                                  | 94                         | <b>Goal Not Met:</b> The average number of un-helmeted motorcyclist fatalities from 2012 to 2016 was 95 per year. | The 5-year average has been steadily decreasing for the last 5 years.   |
| Drivers Age 20 or Younger Involved in Fatal Crashes               | 197                        | <b>Goal Met:</b> The average number of teen driver fatalities from 2012 to 2016 was 147 per year.                 | The 5-year average young driver fatalities has decreased annually since the Graduated Driver Licensing Law took effect in 1999.   |
| Pedestrian Fatalities   | 125                        | <b>Goal Not Met:</b> The average number of pedestrian fatalities from 2012 to 2016 was 159 per year.              | There were 8 fewer pedestrian fatalities in 2015 than 2014.   |
| Bicycle Fatalities  | 14                         | <b>Goal Not Met:</b> The average number of bicyclist fatalities from 2012 to 2016 was 16 per year.                | There were 3 less bicyclist fatalities in 2015 than 2014; this recent decrease leveled the trend.                                 |
| Seat Belt Usage   | 85%                        | <b>Goal Met:</b> The rate of seat belt use for 2016 was 85.2 percent.   | The five-year average for unrestrained fatalities has decreased annually since 2006.  |

Source: Pennsylvania State Crash Record System Data.

| Areas Tracked But No Targets Set |           |           |           |
|----------------------------------|-----------|-----------|-----------|
| Program Area                     | 2015 Data | 2016 Data | 2017 Data |
| Speeding Citations               | 156,773   | 178,461   | 166,802   |
| Seat Belt Citations              | 15,655    | 21,674    | 18,025    |
| DUI Arrests                      | 9,663     | 11,305    | 11,647    |

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 2017 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 2017 Programs supported evidence-based enforcement practices:

1. OP-2017-02-00-00      Municipal Occupant Protection Enforcement & Education
2. PT-2017-01-00-00      PA State Police Tasks 3 & 5
3. PT-2017-02-00-00      Municipal Aggressive Driving Enforcement & Education

4. PT-2017-04-00-00 Police Traffics Services
5. M2HVE-2017-01-00-00 PA State Police Task 4
6. M5HVE-2017-01-00-00 PA State Police Task 1
7. M5HVE-2017-02-00-00 Municipal DUI Enforcement

Projects awarded under these program areas were provided \$11,743,814.64 in total grant funding. This represented roughly 52% of the total federal commitments during FFY 2017. Of these commitments, there were \$10,803,073.79 in expenditures during the reporting period, representing a 92% percent liquidation rate (2% increase from FFY 2016).

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 2017, Pennsylvania receives a strong commitment from state and local police towards sustained traffic safety enforcement.

**FFY 2017 Pennsylvania High-Visibility Enforcement Campaign Schedule**

| Major Campaigns                                | Date(s)     | Estimated Police Participation |       | Comments (Rqd if 'N')  |
|--|-------------|--------------------------------|-------|--|
|  |             | Local (Depts)                  | State |  |
| CIOT Teen Mobilization                         | 10/16-10/22 | 80                             | No    | In coordination with National Teen Driver Safety Week. Earned Media Theme: Teen Driver Laws  |
| Halloween Impaired Driving Campaign            | 10/21-10/31 | 200                            | Yes   | In coordination with National Colligate Alcohol Awareness Week. Earned Media Theme: Underage Drinking  |
| Aggressive Driving Wave                        | 11/1-11/20  | 300                            | Yes   | Earned Media Theme: Left Lane Law/Speeding/Tailgating  |
| Fall CIOT Mobilization                         | 11/21-11/27 | 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                    | 2/1-2/5     | 100                            | Yes   | Earned Media Theme: Responsible Party Hosting  |
| Impaired Driving Campaign - St. Patrick's Day  | 3/11-3/18   | 300                            | Yes   | Earned Media Theme: Impaired Driving Myths   |
| Aggressive Driving Wave                        | 3/20-4/30   | 300                            | Yes   | In coordination with Distracted Driving Awareness Month and National Workzone Awareness Week. Earned Media Theme: Distracted Driving and Work Zone Awareness |
| CIOT - Spring                                  | 5/15-6/4    | 330                            | Yes   | Earned Media Theme: Border to Border Enforcement   |
| Impaired Driving Campaign - July 4th           | 6/23-7/4    | 350                            | Yes   | Earned Media Theme: Boating Under the Influence  |
| Aggressive Driving Wave                        | 7/6-8/28    | 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 | 8/16 - 9/4  | 400                            | Yes   | Earned Media Theme: Drugged Driving  |
| CIOT - Child Passenger Safety Campaign         | 9/17-9/23   | 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   | 2/28 | 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, speeding and seat belt citations decreased from 2016 - 2017, while DUI arrests increased. 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 Motorcycle Fatalities, every area where the goal was not met either remained the same or saw an annual decrease in fatalities from 2015 to 2016. 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 2017 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 2017. Assessment of these countermeasures will be limited to avoid speculation.

# 3. Pennsylvania Highway Safety Program

## IMPAIRED DRIVING

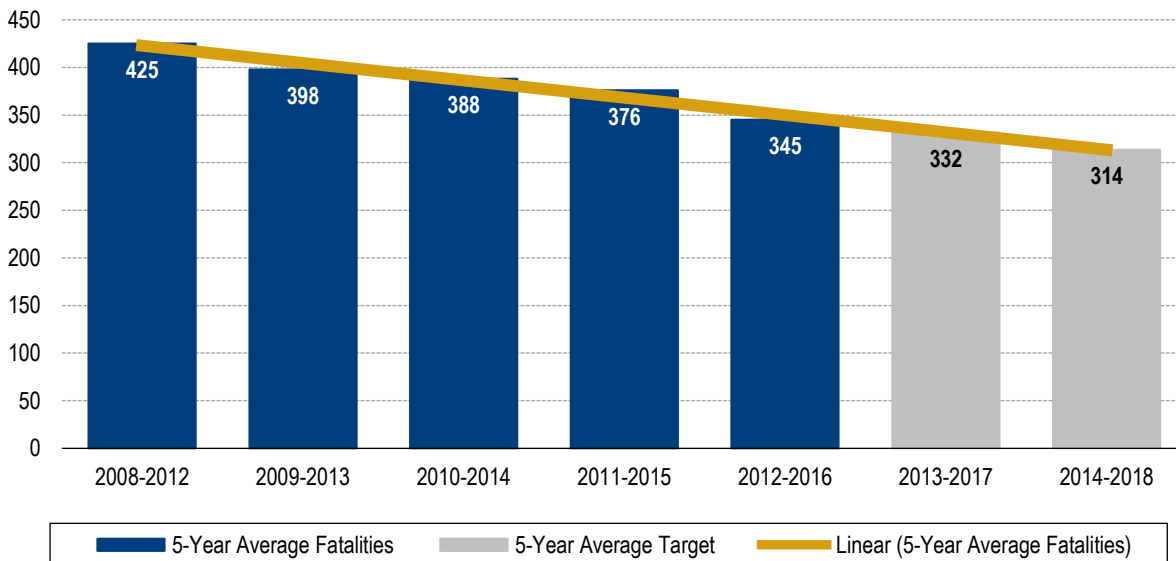
Reducing the number of impaired driving-related crashes, fatalities, and injuries occurring on the highways of the Commonwealth is a top safety focus area for Pennsylvania.

### Performance Goals

- **SHSP Goal:** Decrease the 5-year average number of alcohol-related fatalities to 344 for the period of 2012-2016.
- **GOAL NOT MET:** The average number of alcohol-related fatalities from 2012 to 2016 was 345 per year.



**Figure 3.1 Fatalities Involving Driver or Motorcycle Operator with  $\geq 0.08$  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 | Drugged Driver Crashes |
|-------------|--------------------------|-----------------------------------|-----------------------------|------------------------|
| 2017 Target | 4,475                    | 333                               | 324                         | 3,478                  |
| 2016 Target | 4,629                    | 353                               | 344                         | 3,404                  |
| 2016 Actual | 4,513                    | 366                               | 345                         | 3,523                  |

### 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 2017.

#### High-Visibility Enforcement of Impaired Driving

PennDOT distributed more than \$4.7 million dollars in Federal grant funds to both state and local police to conduct high-visibility impaired driving enforcement during FFY 2017. 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 (M5HVE-2017-01-16-00 Federal; M5HVE-2017-01-17-00 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 over 1,500 sobriety checkpoints and roving DUI patrols during FFY 2017. This enforcement contacted over 35,000 motorists resulting in more than 1,400 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 2017, 36 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 13<sup>th</sup> year of operation and certified 19 new officers as DRE experts in FFY 2017, which brings the total number of DRE experts in Pennsylvania to just over 175. During FFY 2017, DRE officers conducted nearly 1,300 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 200 sobriety checkpoints, 1,500 roving DUI patrols.

**Result: METRIC NOT MET:** Conducted 171 sobriety checkpoints and 1,351 roving DUI patrols.

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

**Result: METRIC NOT MET:** Certified 19 officers as Drug Recognition Experts and conducted 36 ARIDE courses.

### *Municipal DUI Enforcement Programs (M5HVE-2017-02-16-00 Federal; M5HVE-2017-02-17-00 Federal)*

PennDOT offered 45 DUI enforcement grants and four police traffic services grants, which involved approximately 700 municipal police departments during FFY 2017. 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 141,000 motorists contacted and just over 2,000 arrests for impaired driving.

**Metric:** Conduct 300 sobriety checkpoints.

**Result: METRIC NOT MET:** Conducted 262 sobriety checkpoints.

**Metric:** Conduct 1,000 roving DUI patrols.

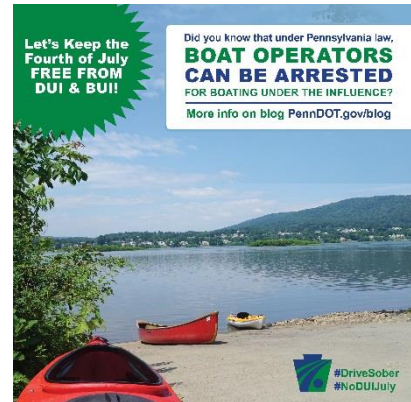
**Result: METRIC MET:** Conducted 1,163 roving DUI patrols.

**Metric:** Conduct 50 Cops in Shops operations.

**Result: METRIC NOT MET:** Conducted 46 Cops in Shops operations.

### *Paid Media (M5HVE-2017-01-16-00 State; M5HVE-2017-01-17-00 State) and Earned Media*

The PennDOT Central Press Office used state funds during FFY 2017 to buy media in support of the high-visibility enforcement programs targeting impaired driving. Roughly \$182,000 was spent on the Independence Day campaign, which ran from mid-June through July 4<sup>th</sup> weekend. The buy used online, social media 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. The campaigns combined to make over 28 million impressions.



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

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

### *DUI Courts (M5CS-2017-01-16-00 Federal; M5CS-2017-01-17-00 Federal)*

During 2016 in Pennsylvania, there were more than 16,500 convictions for a second or subsequent DUI offense. The convictions accounted for over 55 percent of all DUI convictions in 2016. PennDOT provides counties with grants for DUI Court to address recidivism. The DUI Court model is similar to the preexisting Drug Court model and much of the same infrastructure is used between the two. 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 2017, two counties applied for DUI Courts grant funding from PennDOT and approximately 30 repeat offenders were participants in the 2 courts. 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 two DUI Courts.

**Result: METRIC MET:** Funded two DUI Courts.

### *DDAP/PennDOT DUI Intervention Project (AL-2017-01-16-00 Federal; AL-2017-01-17-00 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 2017, all of Pennsylvania's 67 counties have been assessed through site-visits. Approximately half of those counties were in near full compliance with the statute, while the remaining counties were found to be in need of changes in procedures to become fully compliant. By the close of FFY 2017, nearly 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.

**Metric:** Evaluate 25 County Court DUI Programs.

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

*Institute for Law Enforcement Education (M5TR-2017-01-15-00/PT-2017-03-15-00 Federal; M5TR-2017-01-16-00/PT-2017-03-16-00 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 30 breath test-related trainings.

**Result: METRIC MET:** Conducted 66 breath test-related trainings.

**Metric:** Perform 20 sobriety checkpoint-related trainings.

**Result: METRIC NOT MET:** Conducted 16 sobriety checkpoint-related trainings. Demand for training was lower than anticipated.

**Metric:** Perform 30 SFST-related trainings.

**Result: METRIC NOT MET:** Conducted 16 SFST-related trainings. Demand for this training was lower than anticipated.

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

**Result: METRIC MET:** Trained over 4,083 law enforcement officers.

*Traffic Safety Resource Prosecutor (TSRP) (M5TR-2017-02-16-00 Federal; M5TR-2017-02-17-00 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 2017. 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 full-time Traffic Safety Resource Prosecutor.

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

*Judicial Outreach Liaison (JOL) (M5TR-2017-03-16-00 Federal; M5TR-2017-03-17-00 Federal)*

Since implementing a state-sanctioned Judicial Outreach Liaison with funding from NHTSA Headquarters several years ago, 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 amongst the highway safety office, stakeholder groups. In addition, the JOL also presented material to stakeholder groups. These groups included, the statewide DUI task force, the DUI oversight committee, state legislative commissions and task forces, 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-2017-04-16-00 Federal; M5TR-2017-04-17-00 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 2017, the LELs served as a technical resource for the 45 DUI enforcement grantees and four police traffic service grants statewide. Nearly 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-2017-01-16-00 State; M5TR-2017-01-17-00 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 NOT MET:** (Re) Certified 164 AHSS Instructors.

**Metric:** (Re) Certify 225 CRN Evaluators.

**Result:** **METRIC NOT MET:** (Re) Certified 204 CRN Evaluators.

*Ignition Interlock Quality Assurance (M5II-2017-01-16-00 State; M5II-2017-01-17-00 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 and helps ensure that convicted offenders are not able to drive before getting their drinking abuse problem under control. During FFY 2017, there were over 7,700 Pennsylvania residents with an installed ignition interlock device. In FFY 2017, well over 53,000 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 307 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 are 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 2017 and an increase in DUI arrests from calendar year 2015 to 2016 it can be reasonably argued the projects were successful towards influencing the recent reductions in crash data.

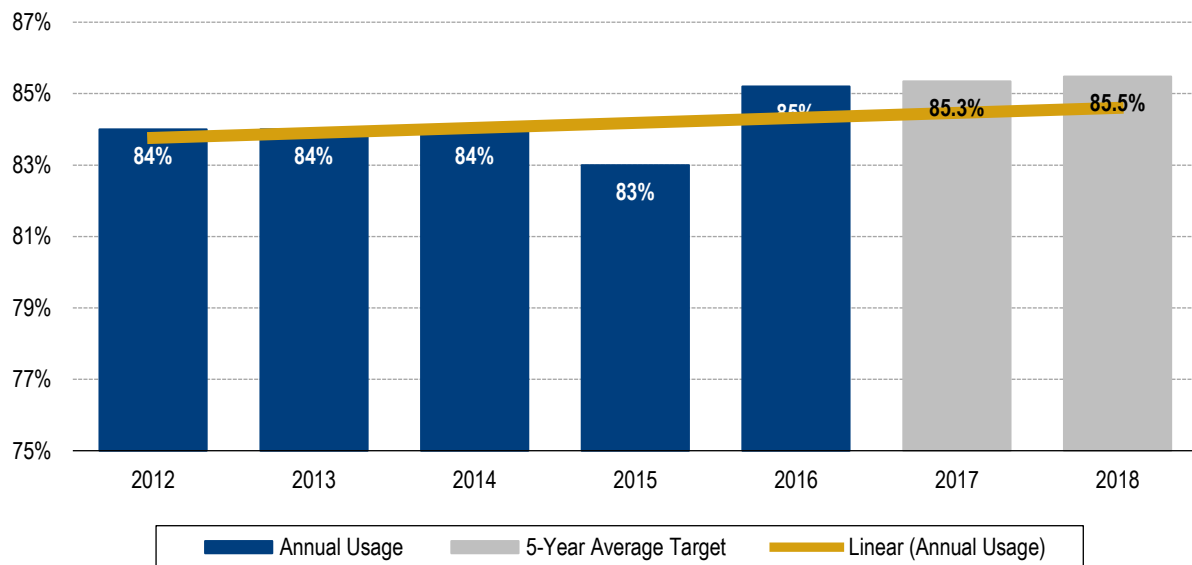
## OCCUPANT PROTECTION

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.

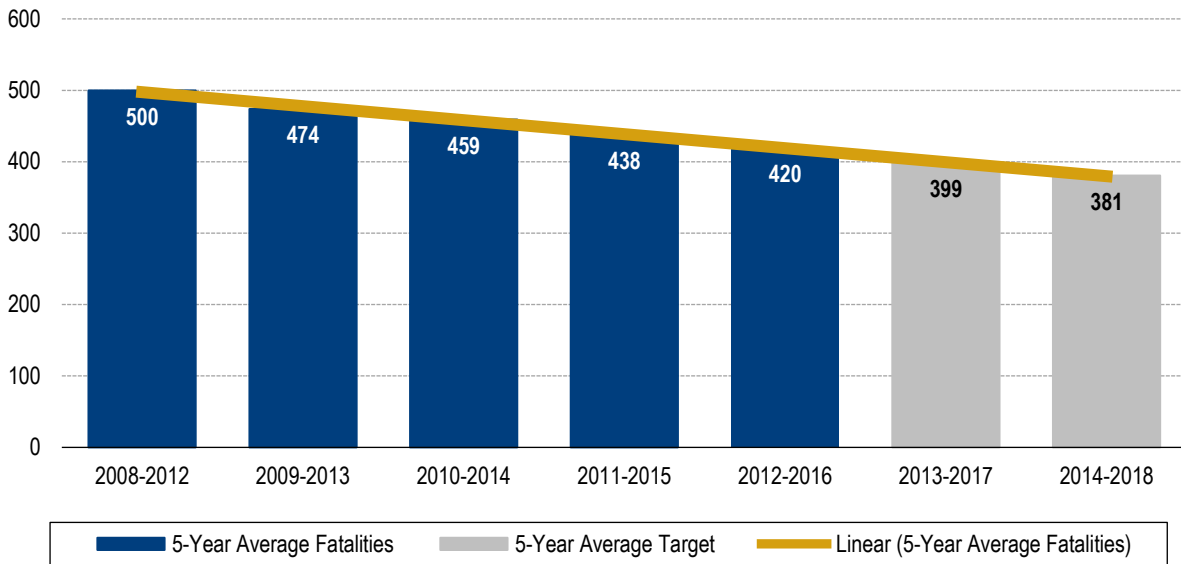
### Performance Goals

- **SHSP Goal:** Increase seat belt usage from 83 percent in 2015 to 85 percent in 2016.
- **GOAL MET:** The 2016 seat belt usage rate was 85.2 percent.
- **SHSP Goal:** Decrease the 5-year average number of unrestrained passenger vehicle occupant fatalities to 452 for the period of 2012-2016.
- **GOAL MET:** The average number of unrestrained passenger vehicle occupant fatalities from 2012 to 2016 was 420 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 |
|-------------|---------|------------------|------------|
| 2017 Target | 14,055  | 751              | 413        |
| 2016 Target | 14,370  | 792              | 430        |
| 2016 Actual | 14,423  | 849              | 420        |

## 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 2016 and May 2017 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 4, 2016 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 161 municipal departments were funded with \$ 239,200 and conducted 4,007 hours of enforcement. Grantees contributed an additional 72 hours of in-kind enforcement. The mobilization resulted in 6,318 total citations including 514 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 310 funded agencies, totaling \$749,025 for 14,763 enforcement hours including 145 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 26,057 contacts and 22,845 citations, including 1,957 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 2017 totaled 4,750 hours and produced 12,191 contacts resulting in 346 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 54 percent, or 11,721 hours of nighttime enforcement.

### ***Teen Seat Belt Enforcement***

The Teen Seat Belt Mobilization was conducted October 17-28, 2016. 94 Law Enforcement Agencies (LEA) from across Pennsylvania participated in the mobilization that reached over 121 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 1 Seat Belt Informational Site detail (distributing an estimated 75,000 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 127 Informational Seat Belt Details on high school campuses, made 3,636 direct enforcement contacts and wrote 574 seat belt citations.

Buckle Up PA LELs also completed pre and post Teen Mobilization seat belt surveys at 24 secondary schools across the State. Surveys were completed at 12 (treatment) schools where enforcement and PI&E activities were completed, and compared against 12 control schools. Seat belt use in treatment schools resulted in a 2.5 percent increase compared to the control schools.

### ***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-2017-01-00-00)***

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 (M2HVE-2017-02-00-00/OP-2017-02-00-00 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 2016 and May Click It or Ticket 2017 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:** 54 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 17-28, 2016).

**Result: METRIC MET:** 94 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.

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

### *Paid and Earned Media (M2HVE-2017-01-00-00 State)*

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 147 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 2017, 4,042 seats were purchased by the State and delivered to loaner programs for distribution.

### *Pennsylvania State Police Child Passenger Safety Fitting Stations (OP-2017-01-00-00 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 provide 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 MET:** Checked 3,364 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 MET:** Completed 85 events and checked 664 child restraints during 3 mobilization periods.

### *Child Passenger Safety Coordination (CP-2017-02-00-00 Federal)*

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 153 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 proved 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 145 Loaner Programs in 55 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 28 NHTSA CPS Technician Courses, certifying 344 new technicians and 10 new instructors.

**Metric:** Conduct 36 renewal and refresher courses for technicians.

**Result: METRIC MET:** Conducted 13 renewal courses and 30 Technical Update classes.

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

**Result: METRIC MET:** CME/CEU – 36 courses with 445 attendees; 1 pediatric webinar approved for CME/CEU = 334 registrants and 55 requests for CME/CEUs; non-CME courses – 47 courses with 195 participants

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

**Result: METRIC MET:** Conducted 76 programs with 1,716 participants.

**Metric:** Distribute 3,500 child restraints to established Car Seat Loaner Programs.

**Result: METRIC MET:** Distributed 4,042 car seats.

## **Summary**

Occupant protection efforts were continued during FFY 2017. 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.

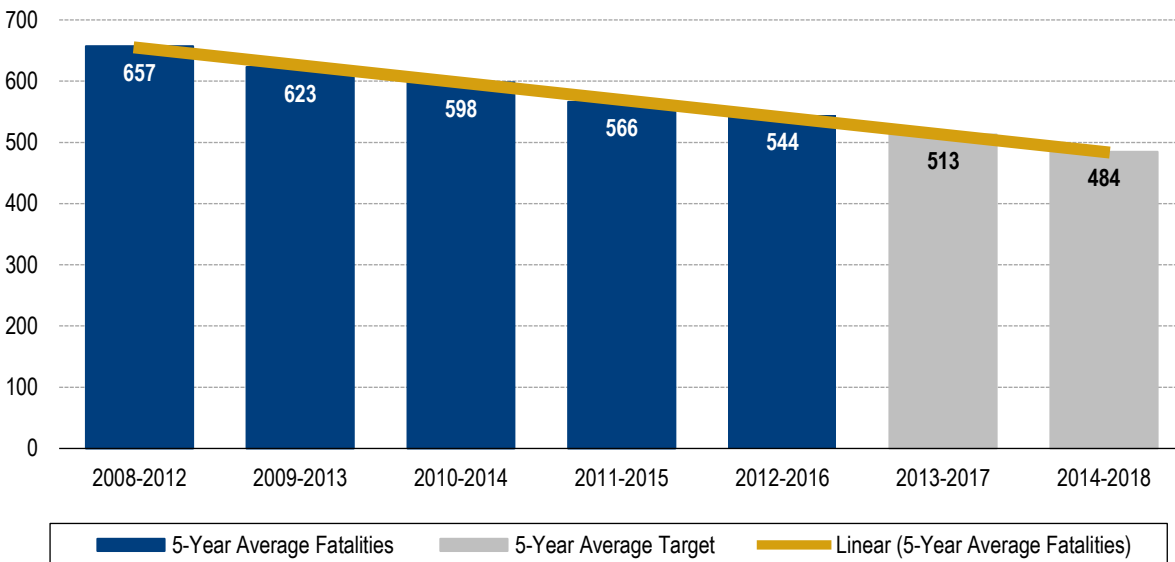
## POLICE TRAFFIC SERVICES

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 598 for the period of 2012-2016.
- **GOAL MET:** The average number of speeding-related fatalities from 2012 to 2016 was 544 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 |
|-------------|---------|------------------|------------|
| 2017 Target | 30,168  | 932              | 504        |
| 2016 Target | 30,491  | 981              | 535        |
| 2016 Actual | 32,375  | 1,130            | 544        |

**Table 3.4 5-Year Average Annual Targets  
Distracted Driving**

|             | Crashes | Serious Injuries | Fatalities |
|-------------|---------|------------------|------------|
| 2017 Target | 14,753  | 214              | 58         |
| 2016 Target | 14,583  | 217              | 59         |
| 2016 Actual | 14,770  | 257              | 62         |

**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 2017.

*Pennsylvania State Police Traffic Services (PT-2017-01-16-00 Federal; PT-2017-01-17-00 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 253,000 traffic citations were written during STEP details in FFY 2017. 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 2017. The State Police completed 4,788 overtime enforcement hours.

**Metric:** Perform over 6,000 hours of STEP overtime enforcement.

**Result: METRIC MET:** 15,681 hours of STEP overtime enforcement was completed

*Municipal Aggressive Driving Enforcement and Education Program (PT-2017-02-16-00 Federal; PT-2017-02-17-00 Federal)*

The State Police and 205 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 300 local police departments to provide enforcement on 400 high aggressive driving crash corridors in collaboration with the PSP.

**Result: METRIC NOT MET:** Methodology for determining departments was changed to better show evidence-based enforcement. The new strategy resulted in less participating police departments. In FFY 2017, 205 local departments participated in Aggressive Driving Enforcement Waves. The selected departments were encouraged to address their high crash locations based upon maps provided by PennDOT. No corridors were officially selected at the state-wide level.

**Metric:** Conduct 1 enforcement campaign with a distracted driving theme during FFY 2017.

**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-2017-04-16-00 Federal; PT-2017-04-17-00 Federal)*

PennDOT offered single enforcement grants to Bucks County, Chester County, the City of Philadelphia, and the City of Pittsburgh in FFY 2017. Each grant provided for municipal police participation in impaired driving, occupant protection, and aggressive driving countermeasures. Funding distribution for the 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 2017.

**Result: METRIC MET:** FFY 2017 marked year three of the Philadelphia Police Traffic Service Grant, year two for the City of Pittsburgh, and year one for both Bucks and Chester County. Preliminary results of the programs are positive. Over 25,000 motorists were contacted through overtime enforcement efforts under these grants.

### *Paid Media (PT-2017-01-15-00 State; PT-2017-01-16-00 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. On-line and radio advertising 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 close to 19 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 [Distraction.gov](http://Distraction.gov).

**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.

## **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 education 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 1.9 million licensed drivers aged 65 and older who make up 21.2 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 |
|-------------|---------|------------------|------------|
| 2017 Target | 19,062  | 473              | 278        |
| 2016 Target | 18,861  | 473              | 276        |
| 2016 Actual | 19,365  | 541              | 280        |

### *Mature Driver Safety Program (DL-2017-01-16-00 Federal; DL-2017-01-17-00 Federal)*

Pennsylvania Department of Transportation contracted with the University of Pittsburgh to conduct a study examining a person’s ability to distinguish visual contrasts in dim lighting scenarios (dusk, dawn, poor weather, etc.) using a contrast sensitivity screening. The goal of this project is to determine whether contrast sensitivity screening adds any safety benefit to the current vision screening conducted at Driver License Centers and/or through the Medical Re-Examination Program. This project began on 9/2/2016 with a completion date of 4/30/2018 and as of 11/1/2017 the project is currently in the data collection phase. PennDOT Driver Safety Examiners are asking PennDOT customers who are waiting to be assisted at six different driver’s license centers across the state (Harrisburg, Erie, Bridgeville, Norristown, Wilkes-Barre, and Williamsport) to volunteer to participate in this study. The project is currently on target for the April 2018 completion date, where PennDOT will receive a final report with analyses from the data collection and literature review phases including final recommendations on future use of the contrast sensitivity screening.

**Metric:** Conduct one pilot project at six PennDOT DLCs.

**Result: METRIC NOT MET:** The pilot project is in the data collection phase and is on target for the April 2018 completion date.

## **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.

It is anticipated the results of the FFY 2017 Mature Driver Safety Program project will provide a foundation for curbing concerning data trends within this focus area over the next few years.

## MOTORCYCLE

Over the last decade, Pennsylvania saw a 9 percent increase in motorcyclists and an 18 percent increase 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 5 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

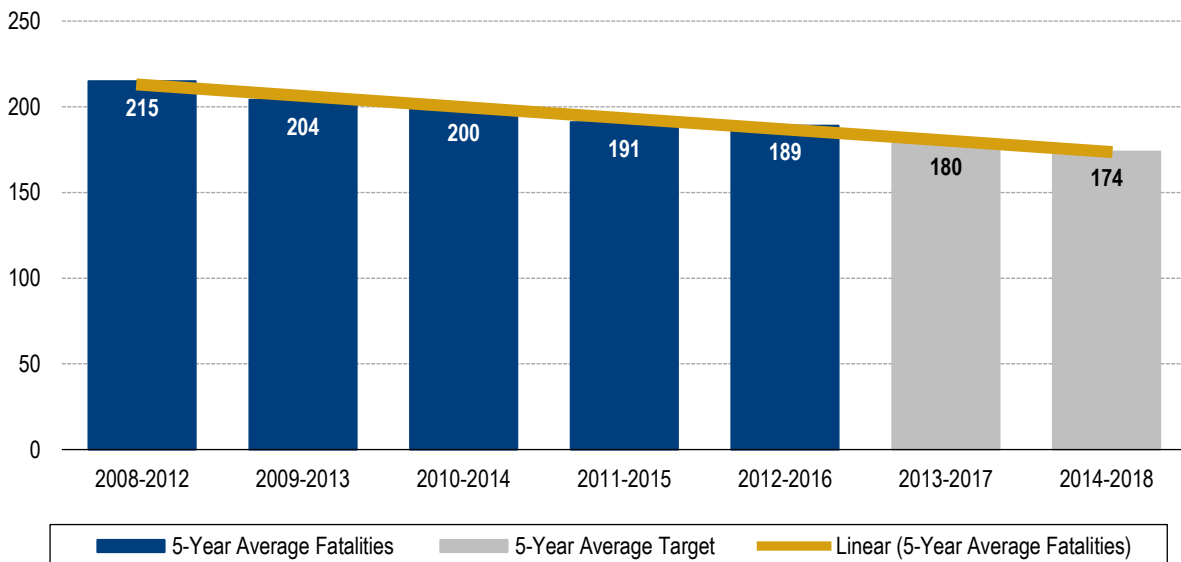
#### All Motorcycle

- **SHSP Goal:** Decrease the 5-year average number of motorcycle fatalities to 184 for the period of 2012-2016.
- **GOAL NOT MET:** The average number of motorcycle fatalities from 2012 to 2016 was 189 per year.

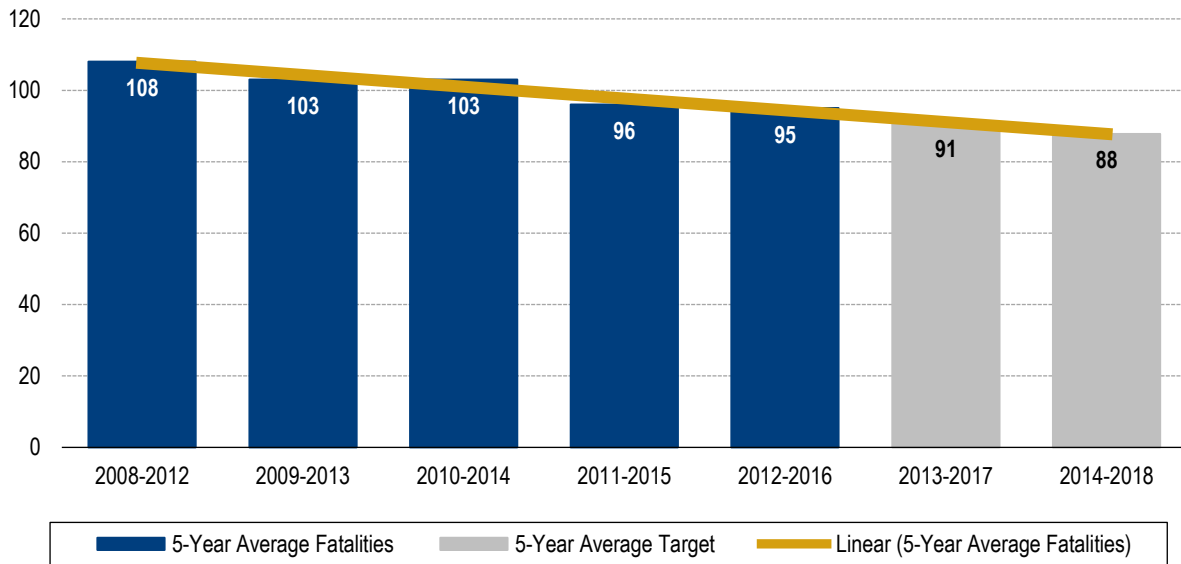
#### Unhelmeted Motorcycle

- **SHSP Goal:** Decrease the 5-year average number of unhelmeted motorcycle fatalities to 94 for the period of 2012-2016.
- **GOAL NOT MET:** The average number of unhelmeted motorcycle fatalities from 2012 to 2016 was 95 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 |
|-------------|---------|------------------|------------|
| 2017 Target | 3,337   | 460              | 177        |
| 2016 Target | 3,443   | 481              | 184        |
| 2016 Actual | 3,513   | 537              | 189        |

## 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 in order to safely operate a motorcycle. The MSP was created from legislation in 1984 and began one year later. Now in its 32<sup>nd</sup> 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-2017-01-00-00 State)*

Pennsylvania offers 4 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 3 levels of motorcycle training (Basic Rider Course, Basic Rider Course 2, and Advanced Rider Course) and a Three-Wheeled Basic Rider Course. The advanced course was started with the help of Section 2010 funds in 2012 and is modeled after a military training course.

**Metric:** Increase, by 10 percent, the overall number of students trained in all MSP training courses from 18,230 in 2015 to 20,053 in 2016.

**Result: METRIC NOT MET:** Enrolled 16,673 students in motorcycle training courses. This is a demand-based metric. Additional outreach efforts to promote advanced rider courses are expected to increase awareness of and participation in MSP training courses in the future.

### *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-2017-01-00-00 Federal; M9MA-2017-01-00-00 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-2017-01-00-00 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](http://www.livefreeridealive.com), the program's interactive website.

**Metric:** Attend six motorcycle rallies in calendar year 2016.

**Result: METRIC MET:** Six rallies were attended in 2016.

**Metric:** Increase "likes", by 10 percent, to the LFRA Facebook page from 33,609 in April 2016 to 36,969 in April 2017.

**Result: METRIC MET:** Currently, LFRA's Facebook page has 57,052 "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.

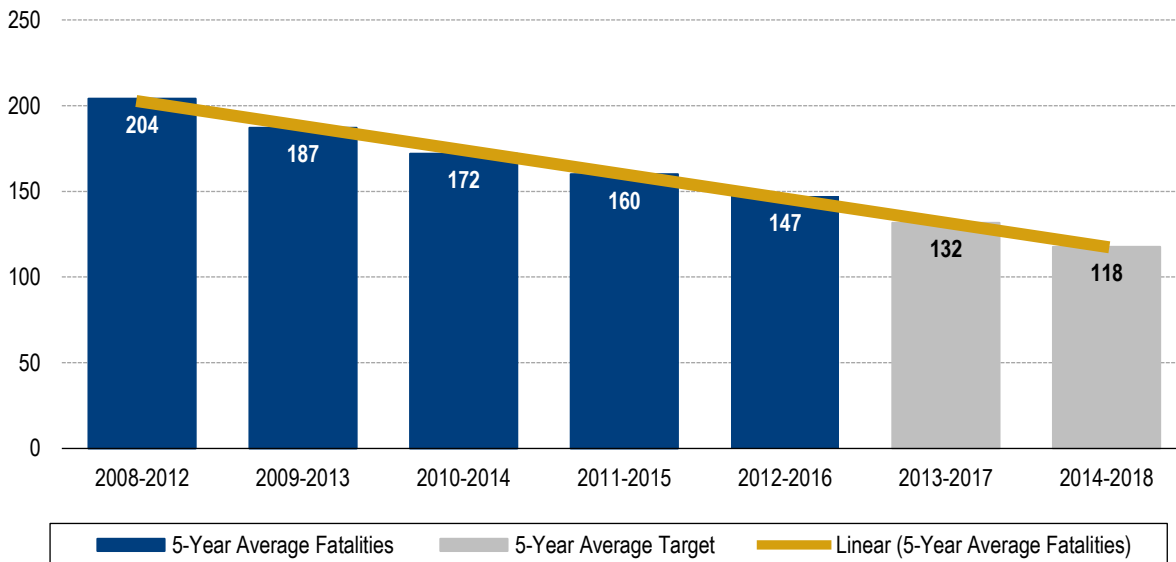
## YOUNG DRIVER

In 2016, 1,188 persons died on Pennsylvania roadways. Of the fatal crashes, 135 involved drivers and passengers aged 20 or less. Young drivers are overrepresented in 2016 multiple vehicle crashes when comparing age groups, as 62.9 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. Twelve percent of the driver deaths in the 16 to 20 age group were drinking drivers, down from 16 percent in 2015. 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 197 for the period of 2012-2016.
- **GOALMET:** The average number of drivers age 20 or younger involved in fatal crashes from 2012 to 2016 was 147 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 |
|-------------|---------|------------------|------------|
| 2017 Target | 22,402  | 442              | 131        |
| 2016 Target | 23,637  | 506              | 146        |
| 2016 Actual | 24,406  | 578              | 147        |

## 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-2017-01-16-00 Federal; TSP-2017-01-17-00 Federal)*

In FFY 2017, grant funds were again made available for a dedicated Teen Driver Safety Program. The requirements for the funds included an assessment and evaluation of current programs in Pennsylvania targeted to education and awareness of teen driver safety, promoting partnerships and coordination between existing programs and stakeholders, providing mini-grant opportunities (to include Traffic Safety Kits) 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 MET:** Ten workshops were conducted in FFY 2017.

**Metric:** Conduct 6 Train-the-Trainer workshops on the “Impact Teen Driver” program.

**Result: METRIC NOT MET:** There were 5 Train-the-Trainer workshops conducted for FFY 2017 and 225 professionals trained.

**Metric:** Facilitate at least 100 mini-grants 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 18 mini-grants reaching over 28,000 students with peer-to-peer messaging focused on teen safe driving. In 2017, a delay in the passage of the PA state budget caused fiscal crisis for many local schools. As a result, funds were moved from the mini-grants line to create Traffic Safety Kits. Traffic Safety Kits resulted in 29 high schools engaging in peer-to-peer traffic safety programs and implementing 124 activities delivered to over 35,000 students.

### *Young Driver Intervention Initiative (TPS-2017-01-17-00 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.

## Summary

Young Driver Safety was a vital safety focus area for all drivers. Programs conducted in FFY 2017 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

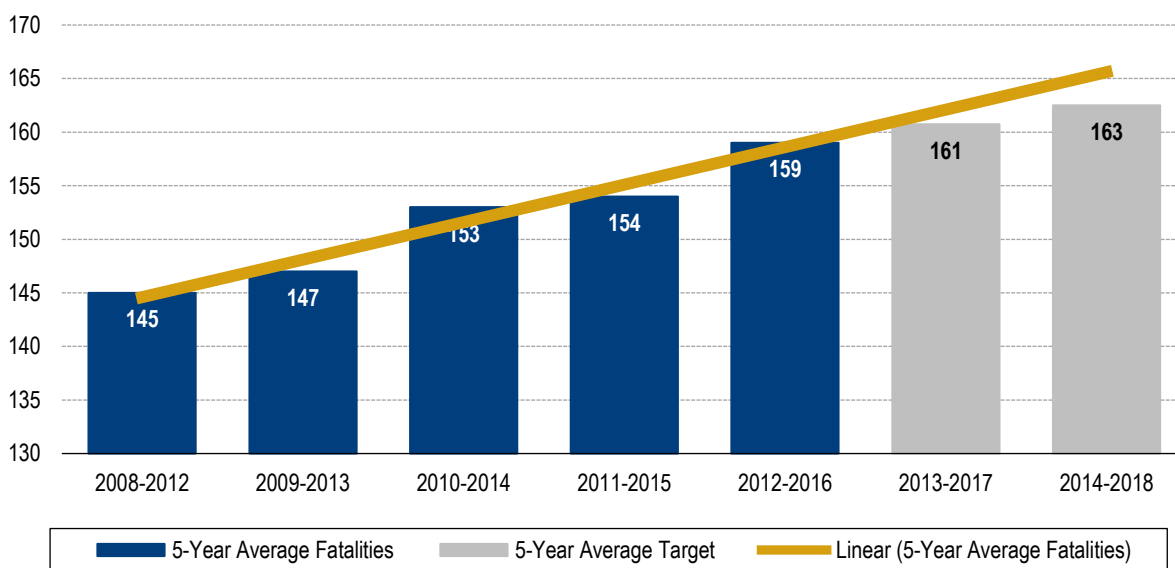
Pedestrian and bicycle safety are emerging highway safety focus areas. Fatalities in both focus areas have remained steady over the past several years, with small decreases from 2014 to 2015.

### Performance Goals

#### *Pedestrian Safety*

- **SHSP Goal:** Decrease the 5-year average number of pedestrian fatalities to 125 for the period of 2012-2016.
- **GOAL NOT MET:** The 5-year average number of pedestrian fatalities from 2012 to 2016 was 159 per year.

**Figure 3.8 Pedestrian Fatalities**  
*Historical 5-Year Averages and Goals*



**Table 3.8 5-Year Average Annual Targets**  
*Pedestrian Safety*

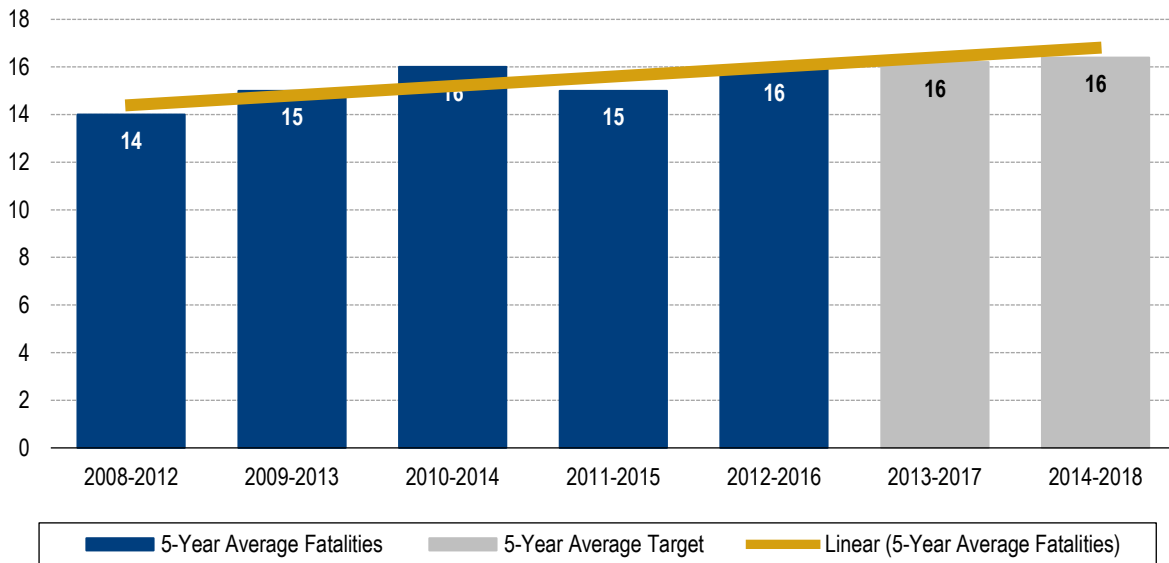
|             | Crashes | Serious Injuries | Fatalities |
|-------------|---------|------------------|------------|
| 2017 Target | 4,206   | 330              | 161        |
| 2016 Target | 4,245   | 329              | 159        |
| 2016 Actual | 4,223   | 345              | 159        |

## Performance Goals

### Bicycle Safety

- **SHSP Goal:** Decrease the 5-year average number of bicycle fatalities to 14 for the period of 2012-2016.
- **GOAL NOT MET:** The 5-year average number of bicycle fatalities from 2012 to 2016 was 16 per year.

**Figure 3.9 Bicyclist Fatalities**  
*Historical 5-Year Averages and Goals*



**Table 3.9 5-Year Average Annual Targets**  
*Bicycle Safety*

|             | Crashes | Serious Injuries | Fatalities |
|-------------|---------|------------------|------------|
| 2017 Target | 1,281   | 48               | 15         |
| 2016 Target | 1,306   | 53               | 15         |
| 2016 Actual | 1,329   | 64               | 16         |

## 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 on its [penndot.gov/safety](http://penndot.gov/safety) web site. 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.

### *Education and Enforcement Efforts in Pedestrian Focus Cities (Philadelphia, Pennsylvania) (N/A, DTNH22-14-H-00446)*

During FFY 2016 the project implemented campaign targeted social media, bus/bus shelter advertising, utilized an "It's Road Safety Not Rocket Science" campaign web site, offered several trainings and materials at schools and communities near high-crash intersections, and the City's police has provided in-kind enforcement. The Philadelphia Police Department issued 1,525 warnings inside the pedestrian enforcement zones. A pre-/post-outcome and intercept evaluation of the program's activity concluded during the summer of 2016.

**Metric:** Facilitate and support the pedestrian safety campaign in the City of Philadelphia.

**Result: METRIC MET:** Facilitated and supported Philadelphia's pedestrian safety campaign.

### *Pedestrian Education and Enforcement Program (PS-2017-01-16-00 Federal; PS-2017-01-17-00 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 two high pedestrian crash municipalities.

**Result: METRIC NOT MET:** There were no applicants for this funding and as a result no programs conducted. PennDOT is proactively promoting these grants during FFY 2018 in locations with significant pedestrian crash issues. At the time of this report we are currently working with seven municipal police departments to construct agreements.

## **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 2017 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 City of

Philadelphia Focus City demonstration project in addition to proactive solicitation of applicants for future funding opportunities.

## COMMERCIAL VEHICLE

In conjunction with the Pennsylvania State Police (PSP) and other law enforcement agencies, PennDOT has helped enhance enforcement efforts that target aggressive driving by, and around, heavy trucks. To further help address these behavioral safety concerns, it is critical to reach out to commercial motor vehicle (CMV) communities and the driving public to better educate a safer interaction on the roads. Pennsylvania has one of the largest trucking industries in the nation with large trucks traveling approximately 77.4 million miles daily on state roadways Pennsylvania Highway Statistics, 2014 Highway Data.

**Table 3.10 5-Year Average Annual Targets  
Heavy Truck**

|             | Crashes | Serious Injuries | Fatalities |
|-------------|---------|------------------|------------|
| 2017 Target | 6,455   | 200              | 146        |
| 2016 Target | 6,414   | 205              | 149        |
| 2016 Actual | 6,452   | 224              | 153        |

### Countermeasures (Programs and Projects) and Results

#### *Driver Education and Training*

In addition to incorporating commercial motor vehicles into enforcement planning, countermeasures designed to increase awareness of commercial motor vehicle safety issues and to train vehicle operators greatly contribute to increasing overall roadway safety. PennDOT partners with the Pennsylvania Motor Truck Association and coordinates the Pennsylvania Motor Carrier Safety Advisory Committee to establish training programs and activities supporting commercial motor vehicle safety.

#### *Commercial Motor Vehicle Safety Symposium (DE-2017-01-16-00 Federal; DE-2017-01-17-00 Federal)*

Penn State applied for the grant funds to host a statewide commercial vehicle safety summit at the Penn Stater Conference Center Hotel on August 29, 2017. Approximately 130 guests from the Pennsylvania motor trucking industry attended the summit. The technical program consisted of speakers from the Federal Motor Carrier Safety Administration (FMCSA), Pennsylvania Department of Transportation (PennDOT), Pennsylvania State Police (PSP), Penn State University, Pennsylvania Turnpike Commission (PTC), and the Pennsylvania Utility Commission (PUC). Topics ranged from safety programs and strategies, and electronic logging, to enforcement and the future of autonomous vehicles.

**Metric:** Conduct 1 Commercial Motor Vehicle Safety Symposium.

**Result:** **METRIC MET:** Completed 1 Commercial Motor Vehicle Summit.

## **Summary**

Each year our CTSP program assists with implementing CMV safety programs and community educational outreach events. These partners conducted CMV safety programs in schools, community centers, and public locations throughout the State. Some examples of these events include “No Zone” educational demonstrations, safe driving competitions (partnership with Pennsylvania Motor Truck Association), and Marcellus shale industry outreach.

The HSO also partners with the Pennsylvania State Police (PSP) to address many commercial motor vehicle safety efforts. Each year the HSO assists the PSP’s Commercial Motor Vehicle Safety Division with the analysis and identification of overrepresented CMV crash corridors in the State. Additionally, the PSP’s Commercial Motor Vehicle Safety Division oversees the State’s Motor Carrier Safety Assistance Program (MCSAP) and provides status updates on driver and vehicle safety compliance for the State. The State Police conducted MCSAP trainings for police and conducted further enforcement to address intrastate trucks and DOT number compliance.

## 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 3.11 5-Year Average Annual Targets**  
***Traffic Safety Information Systems***

|             | Completeness | Accuracy | Timeliness |
|-------------|--------------|----------|------------|
| 2017 Target | 0.75         | 0.49     | 9.5        |
| 2016 Target | 0.75         | 0.45     | 10.00      |
| 2016 Actual | 0.82         | 0.49     | 10.83      |

### Countermeasures (Programs and Projects) and Results

*Philadelphia TraCS Implementation (M3DA-2017-01-13-01 Federal/State; M3DA-2017-01-14-01 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 2017.

**Result: METRIC NOT MET:** The City of Philadelphia did not fully implement the TraCS system during FFY 2017 and will subsequently continue to submit paper-based crash reports. Deferred to FFY 2018.

*Crash Reporting Law Enforcement Liaison (LEL) (M3DA-2017-01-13-02 Federal; M3DA-2017-01-14-02 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 the 1,200 municipal police agencies across the State. This grant period marks the end of the eighth 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 2017.

**Result: METRIC NOT MET:** The City of Philadelphia did not fully implement the TraCS system during FFY 2017 and subsequently continues to submit paper-based crash reports.

*Crash Architecture and Public/Partner Data Interface (M3DA-2017-01-13-03 Federal; M3DA-2017-01-13-03 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 just made public 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, 2017.

**Result: METRIC MET:** The Pennsylvania Crash Information Tool's interface was updated during FFY 2017 to include mapping capabilities. The web address for PCIT is <https://www.dotcrashinfo.pa.gov>.

## Summary

Projects that were implemented in FFY 2017 were outlined in the 2016 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-2017-01-00-00)*

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 18 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, 2017.

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

**Metric:** Coordinate 6 regional Law Enforcement Seminars/Trainings by September 30, 2017.

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

**Metric:** Coordinate 16 regional and 1 statewide Teen Safe Driving Competition in partnership with the Pennsylvania Motor Truck Association.

**Result: METRIC MET:** Conducted 16 regional Teen Safe Driving Competitions and 1 statewide competition.

## Summary

Community Traffic Safety Projects in Pennsylvania completed a variety of programs and outreach efforts in FFY 2017. 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

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 second lowest fatality number, and by continuing to promote the State's Crash Information Tool, which allows the public to query crash data and databases themselves on [www.dotcrashinfo.pa.gov](http://www.dotcrashinfo.pa.gov).

PennDOT's social media presence continues to grow, with safety messages frequently appearing on our digital assets. The department's Facebook and Twitter followers have grown by the thousands, and Instagram has been added to the department's social media foot print. All channels add more opportunity for our target audiences to receive safety messages beyond the targeted 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 and May. The campaign featured radio, digital display, and social media advertising on Facebook, Instagram, and Twitter. Over 19 million total impressions were made. 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 more than 800 spots on more than 220 radio stations in the state.

### **Click it or Ticket**

In May and June, digital/audio digital, radio, and social media advertising was used to target adults 18-54 in the top nine 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 \$200,000 in state funds to support the national CIOT mobilization. Over 13 million radio and nearly 9 million digital impressions were generated because of this effort. It is important to note that these messages continue to be posted throughout the year.

Post Details
✕

**Pennsylvania Department of Transportation (PennDOT)**

Published by Jackie OB De [?] · May 26 · 🌐

Ahead of the Memorial Day weekend and busy summer travel season, PennDOT urges people to "Just Buckle Up!" Seat belts save lives and reduce injuries. For more information visit [www.penndot.gov/safety](http://www.penndot.gov/safety). #ClickItOrTicket #ZeroDeaths

✔

**Get More Likes, Comments and Shares**  
Boost this post for \$3 to reach up to 640 people.

👤 4924 people reached
Boost Post

👍❤️ Stefano Landi and 15 others
3 Comments
19 Shares
🗑️ ▼

👍 Like
💬 Comment
➦ Share

**4,924** People Reached

---

**46** Reactions, Comments & Shares ⓘ

|                      |                      |                       |
|----------------------|----------------------|-----------------------|
| <b>21</b><br>👍 Like  | <b>15</b><br>On Post | <b>6</b><br>On Shares |
| <b>1</b><br>❤️ Love  | <b>1</b><br>On Post  | <b>0</b><br>On Shares |
| <b>1</b><br>😡 Angry  | <b>0</b><br>On Post  | <b>1</b><br>On Shares |
| <b>4</b><br>Comments | <b>4</b><br>On Post  | <b>0</b><br>On Shares |
| <b>19</b><br>Shares  | <b>19</b><br>On Post | <b>0</b><br>On Shares |

---

**116** Post Clicks

|                          |                          |                             |
|--------------------------|--------------------------|-----------------------------|
| <b>38</b><br>Photo Views | <b>13</b><br>Link Clicks | <b>65</b><br>Other Clicks ⓘ |
|--------------------------|--------------------------|-----------------------------|

---

**NEGATIVE FEEDBACK**

|                  |                  |
|------------------|------------------|
| 9 Hide Post      | 0 Hide All Posts |
| 0 Report as Spam | 0 Unlike Page    |

Reported stats may be delayed from what appears on posts

## DUI

In June and July, PennDOT used state funds to purchase media in support of the Independence Day crackdown. Roughly \$182,000 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 9 million impressions and Pandora radio impressions totaled 19 million.

## Countermeasures (Programs and Projects) and Results

*Public Information and Education (CP-2017-03-16-00 Federal; CP-2017-03-17-00 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. This line was not used in FFY 2017.

## 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

#### *Grant Program Training Needs (CP-2017-04-16-00 Federal; CP-2017-04-17-00 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 1 planning and training workshop for PennDOT and Community Traffic Safety Project outreach coordinators during FFY 2017.

**Result: METRIC MET:** Conducted 1 planning and training workshop for PennDOT and Community Traffic Safety Project outreach coordinators during FFY 2017.

**Metric:** Conduct 1 planning and training workshop for PennDOT grantees, partners during FFY 2017.

**Result: METRIC MET:** The PennDOT/Grantee training workshop was conducted April 18 – 21, 2017.

#### *Planning and Administration (PA-2017-01-16-00 Federal; PA-2017-01-17-00 Federal)*

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 90 statewide and local projects addressing highway safety during FFY 2017.

**Result: METRIC MET:** Pennsylvania implemented 99 statewide and local projects during FFY 2016.

**Metric:** Perform approximately 100 site evaluations and 50 fiscal audits of highway safety projects by September 30, 2017.

**Result: METRIC NOT MET:** 70 site evaluations were completed along with 201 fiscal audits.

**Metric:** Prepare Annual Report submission to NHTSA no later than December 31, 2017

**Result: METRIC MET:** The Annual Report submission to NHTSA was completed by December 31, 2017.

**Metric:** Prepare Highway Safety Plan and 405 applications for submission to NHTSA no later than July 1, 2017.

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



## 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 grant 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 34 grants in FFY 2017 totaling \$10,875,327.08 under this program.

\$9,300,092.98 of committed §402 funds (85 percent) has been spent during the fiscal year, including \$6,022,389.66 share to local (65 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 grants in FFY 2017 totaling \$1,500,000.00 under this program.

\$1,303,708.87 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 5 grants in FFY 2017 totaling \$4,060,000.00 under this program.

\$3,361,791.23 of committed §405c funds (83 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 2017 totaling \$6,364,648.87 under this program.

\$5,507,358.05 of committed §405d funds (87 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 2017 totaling \$220,000.00 under this program.

\$142,224.68 (65 percent) of committed §405f funds have been spent during the fiscal year.

## HIGHWAY SAFETY PROGRAM EXPENDITURES (PROJECT LIST)

**Table 4.1 Federal Fiscal Year 2017 Highway Safety Program Expenditures**

| Program Area      | CFDA   | Program Description  | Obligated Funds | Expended Funds |
|-------------------|--------|--|-----------------|----------------|
| PA-2017-01-00-00  | 20.600 | Planning and Administration                                    | 415,000.00      | 396,461.96     |
| OP-2017-01-00-00  | 20.600 | PA State Police – Task 2 (CPS)                                 | 265,000         | 29,153.56      |
| OP-2017-02-00-00  | 20.600 | Municipal OP Enf. & Edu.                                       | 1,706,844.83    | 1,706,844.83   |
| PT-2017-01-00-00  | 20.600 | PA State Police – Tasks 3 & 5                                  | 1,950,000.00    | 1,769,064.78   |
| PT-2017-02-00-00  | 20.600 | Municipal Aggressive Driving Enforcement and Education Program | 1,629,961.84    | 1,447,569.24   |
| PT-2017-03-00-00  | 20.600 | Dept. Ed Institute for Law Enforcement Training (402)          | 328,916.00      | 270,144.18     |
| PT-2017-04-00-04  | 20.600 | Police Traffic Services - Philadelphia                         | 250,106.60      | 149,915.46     |
| PT-2017-04-00-01  | 20.600 | Police Traffic Services- Bucks                                 | 113,550.00      | 94,392.58      |
| PT-2017-04-02     | 20.600 | Police Traffic Services-Chester                                | 85,642.00       | 85,167.77      |
| PT-2017-04-00-03  | 20.600 | Police Traffic Services – Pittsburgh                           | 110,104.00      | 59,629.60      |
| CP-2017-01-00-01  | 20.600 | CTSP-G-2017-Delaware-00001                                     | 78,555.04       | 56,636.43      |
| CP-2017-01-00-02  | 20.600 | CTSP-G-2017-Allegheny-00002                                    | 153,917.03      | 114,986.03     |
| CP-2017-01-00-03  | 20.600 | CTSP-G-2017-Bethlehem City-00003                               | 74,702.11       | 71,791.46      |
| CP-2017-01-00-04  | 20.600 | CTSP-G-2017-Cambria-00004                                      | 88,649.00       | 70,720.66      |
| CP-2017-01-00-05  | 20.600 | CTSP-G-2017-Chester-00005                                      | 101,502.00      | 97,793.04      |
| CP-2017-01-00-06  | 20.600 | CTSP-G-2017-Cumberland-00006                                   | 144,356.94      | 129,276.26     |
| CP-2017-01-00-07  | 20.600 | CTSP-G-2017-Erie-00007   | 124,275.00      | 121,829.83     |
| CP-2017-01-00-08  | 20.600 | CTSP-G-2017-Frackville-00008                                   | 230,855.09      | 205,685.82     |
| CP-2017-01-00-09  | 20.600 | CTSP-G-2017-Lackawanna-00009                                   | 57,407.00       | 52,575.74      |
| CP-2017-01-00-10  | 20.600 | CTSP-G-2017-Luzerne-00010                                      | 90,000.00       | 85,498.73      |
| CP-2017-01-00-11  | 20.600 | CTSP-G-2017-Indiana Univ.-00011                                | 127,000.00      | 118,361.85     |
| CP-2017-01-00-12  | 20.600 | CTSP-G-2017-Lycoming-00012                                     | 95,700.00       | 94,589.54      |
| CP-2017-01-00-13  | 20.600 | CTSP-G-2017-Northumberland-00013                               | 90,625.05       | 83,864.77      |
| CP-2017-01-00-15  | 20.600 | CTSP-G-2017-Philadelphia-00015                                 | 473,437.88      | 473,437.88     |
| CP-2017-01-00-16  | 20.600 | CTSP-G-2017-Spring-00016                                       | 122,674.32      | 95,985.47      |
| CP-2017-01-00-17  | 20.600 | CTSP-G-2017-Washington City-00017                              | 141,362.58      | 118,404.52     |
| CP-2017-01-00-18  | 20.600 | CTSP-G-2017-York-00018   | 226,488.16      | 212,412.63     |
| CP-2017-01-00-23  | 20.600 | CTSP-G-2017-Bucks-00023  | 59,085.58       | 4,875.34       |
| CP-2017-02-00-00  | 20.600 | Child Passenger Safety Coordination                            | 960,000.00      | 887,550.66     |
| CP-2017-03-00-00  | 20.600 | PennDOT-BOMO-Public Information and Education                  | 200,000.00      | \$0.00         |
| CP-2017-04-00-00  | 20.600 | PennDOT-BOMO-Grant Program Training Needs                      | 50,000.00       | 7,705.98       |
| TSP-2017-01-00-00 | 20.600 | Teen Driver Safety Program                                     | 199,609.03      | 157,766.39     |

| Program Area                   | CFDA   | Program Description   | Obligated Funds | Expended Funds |
|--------------------------------|--------|---|-----------------|----------------|
| AL-2017-01-00-00               | 20.600 | DDAP – Reducing DUI Recidivism  | 100,000.00      | 0.00           |
| DE-2017-01-00-00               | 20.600 | CMV Edu Outreach Seminar  | 30,000.00       | 29,999.99      |
| Subtotal CFDA #20.600 (\$402)  |        |   |                 | \$9,300,092.98 |
| M2HVE-2017-01-00-00            | 20.616 | PA State Police Occupant Protection Enforcement and Education Program | 1,500,000.00    | 1,303,708.87   |
| Subtotal CFDA #20.616 (\$405b) |        |   |                 | \$1,303,708.87 |
| M3DA-2017-01-00-01             | 20.616 | M3DA-2017-01-00-01 (Philadelphia TraCS Implementation)                | 1,300,000.00    | 1,298,391.12   |
| M3DA-2017-01-00-02             | 20.616 | M3DA-2017-01-00-02 (Crash Reporting Law Enforcement Liaison)          | 1,050,000.00    | 889,114.19     |
| M3DA-2017-01-00-03             | 20.616 | M3DA-2017-01-00-03 (Crash Arch & Public/Partner Data Interface)       | 535,000.00      | 393,883.76     |
| M3DA-2017-01-00-04             | 20.616 | M3DA-2017-01-00-04 (Traffic Counters)                                 | 675,000.00      | 544,374.36     |
| M3DA-2017-01-00-05             | 20.616 | M3DA-2017-01-00-05 (State to State Improvements)                      | 500,000.00      | 236,027.80     |
| Subtotal CFDA #20.616 (\$405c) |        |   |                 | \$3,361,791.23 |
| M5HVE-2017-01-00-00            | 20.616 | PA State Police – S.405d Impaired Driving Program                     | 2,115,000.00    | 1,915,545.60   |
| M5HVE-2017-02-00-01            | 20.616 | IDP-G-2017-Cambria-00001  | 34,323.00       | 30,880.06      |
| M5HVE-2017-02-00-02            | 20.616 | IDP-G-2017-Cambridge Springs-00002                                    | 25,000.00       | 23,501.58      |
| M5HVE-2017-02-00-03            | 20.616 | IDP-G-2017-Easton-00003   | 20,000.00       | 11,189.58      |
| M5HVE-2017-02-00-04            | 20.616 | IDP-G-2017-Ferguson-00004   | 43,435.30       | 38,266.00      |
| M5HVE-2017-02-00-05            | 20.616 | IDP-G-2017-Hatfield-00005   | 34,979.70       | 30,466.62      |
| M5HVE-2017-02-00-06            | 20.616 | IDP-G-2017-Haverford-00006  | 44,944.00       | 44,389.56      |
| M5HVE-2017-02-00-07            | 20.616 | IDP-G-2017-Indiana Co-00007   | 10,000.00       | 9,496.71       |
| M5HVE-2017-02-00-08            | 20.616 | IDP-G-2017-Lower Saucon-00008   | 24,984.75       | 23,304.36      |
| M5HVE-2017-02-00-09            | 20.616 | IDP-G-2017-Lower Merionl-00009  | 29,991.00       | 29,857.00      |
| M5HVE-2017-02-00-10            | 20.616 | IDP-G-2017-Montgomery Twp-00010                                       | 50,000.00       | 49,050.89      |
| M5HVE-2017-02-00-11            | 20.616 | IDP-G-2017-Northumberland-00011                                       | 299,997.47      | 288,478.45     |
| M5HVE-2017-02-00-12            | 20.616 | IDP-G-2017-Old Lycoming-00012   | 45,000.00       | 39,773.31      |
| M5HVE-2017-02-00-13            | 20.616 | IDP-G-2017-West Deer-00013  | 49,994.90       | 49,712.26      |
| M5HVE-2017-02-00-14            | 20.616 | IDP-G-2017-Abington-00014   | 55,000.00       | 54,985.00      |
| M5HVE-2017-02-00-15            | 20.616 | IDP-G-2017-Baldwin-00015  | 49,988.20       | 49,038.96      |
| M5HVE-2017-02-00-16            | 20.616 | IDP-G-2017-Bethlehem Township-00016                                   | 14,944.00       | 10,919.55      |
| M5HVE-2017-02-00-17            | 20.616 | IDP-G-2017-Blair-00017  | 40,000.00       | 33,215.30      |
| M5HVE-2017-02-00-18            | 20.616 | IDP-G-2017-Kiski-00018  | 24,992.00       | 24,842.07      |
| M5HVE-2017-02-00-19            | 20.616 | IDP-G-2017-Mt. Lebanon-00019  | 45,000.00       | 44,691.62      |
| M5HVE-2017-02-00-20            | 20.616 | IDP-G-2017-Hopewell-00020   | 35,381.34       | 18,116.46      |
| M5HVE-2017-02-00-21            | 20.616 | IDP-G-2017-Lehigh-00021   | 40,000.00       | 31,182.38      |
| M5HVE-2017-02-00-22            | 20.616 | IDP-G-2017-Lower Burrell-00022  | 40,000.00       | 35,501.75      |
| M5HVE-2017-02-00-23            | 20.616 | IDP-G-2017-Luzerne-00023  | 75,000.00       | 69,900.90      |
| M5HVE-2017-02-00-24            | 20.616 | IDP-G-2017-Venango-00024  | 10,000.00       | 9,782.45       |
| M5HVE-2017-02-00-25            | 20.616 | IDP-G-2017-York-00025   | 274,762.80      | 245,640.08     |
| M5HVE-2017-02-00-26            | 20.616 | IDP-G-2017-Mifflin-00026  | 9,959.21        | 8,546.42       |
| M5HVE-2017-02-00-27            | 20.616 | IDP-G-2017-Moon-00027   | 65,000.00       | 57,064.24      |

| Program Area                  | CFDA   | Program Description   | Obligated Funds | Expended Funds  |
|-------------------------------|--------|---|-----------------|-----------------|
| M5HVE-2017-02-00-28           | 20.616 | IDP-G-2017-Plum-00028   | 54,816.00       | 44,817.50       |
| M5HVE-2017-02-00-29           | 20.616 | IDP-G-2017-Pottstown-00029  | 49,980.00       | 45,937.00       |
| M5HVE-2017-02-00-30           | 20.616 | IDP-G-2017-Butler-00030   | 25,000.00       | 20,956.16       |
| M5HVE-2017-02-00-31           | 20.616 | IDP-G-2017-Clearfield-00031   | 14,956.00       | 9,275.90        |
| M5HVE-2017-02-00-32           | 20.616 | IDP-G-2017-Dauphin-00032  | 60,000.00       | 29,058.89       |
| M5HVE-2017-02-00-33           | 20.616 | IDP-G-2017-South Whitehall-00033                                    | 75,000.00       | 73,348.93       |
| M5HVE-2017-02-00-34           | 20.616 | IDP-G-2017-Towanda-00034  | 17,870.08       | 16,785.79       |
| M5HVE-2017-02-00-35           | 20.616 | IDP-G-2017-Warren-00035   | 15,000.00       | 14,990.72       |
| M5HVE-2017-02-00-36           | 20.616 | IDP-G-2017-Cumberland-00036   | 49,820.00       | 35,008.60       |
| M5HVE-2017-02-00-37           | 20.616 | IDP-G-2017-Lackawanna-00037   | 60,000.00       | 53,130.40       |
| M5HVE-2017-02-00-38           | 20.616 | IDP-G-2017-Peters-00038   | 24,999.76       | 20,616.09       |
| M5HVE-2017-02-00-39           | 20.616 | IDP-G-2017-Bethlehem City-00039                                     | 39,997.94       | 38,188.86       |
| M5HVE-2017-02-00-40           | 20.616 | IDP-G-2017-Hermitage-00040  | 29,230.00       | 27,827.87       |
| M5HVE-2017-02-00-41           | 20.616 | IDP-G-2017-Latrobe-00041  | 35,000.00       | 34,050.76       |
| M5HVE-2017-02-00-42           | 20.616 | IDP-G-2017-Lebanon-00042  | 30,000.00       | 21,777.28       |
| M5HVE-2017-02-00-43           | 20.616 | IDP-G-2017-Washington Township-00043                                | 25,000.00       | 11,126.95       |
| M5HVE-2017-02-00-44           | 20.616 | IDP-G-2017-Upper Darby-00044  | 40,000.00       | 40,000.00       |
| M5HVE-2017-02-00-45           | 20.616 | IDP-G-2017-West Norriton-00045                                      | 25,000.00       | 20,298.08       |
| M5HVE-2017-02-00-46           | 20.616 | PTS-G-2017-Bucks-00001  | 71,322.00       | 66,552.62       |
| M5HVE-2017-02-00-47           | 20.616 | PTS-G-2017-Chester-00002  | 71,020.40       | 69,181.76       |
| M5HVE-2017-02-00-48           | 20.616 | PTS-G-2017-Pittsburgh-00003   | 79,896.00       | 64,818.84       |
| M5HVE-2017-02-00-49           | 20.616 | PTS-G-2017-Philadelphia*-00004                                      | 214,893.40      | 143,907.85      |
| M5CS-2017-01-00-01            | 20.616 | HSGP-G-2017-Clinton County-00001                                    | 67,636.00       | 67,636.00       |
| M5CS-2017-01-00-02            | 20.616 | HSGP-G-2017-Washington County-00002                                 | 76,457.60       | 63,476.48       |
| M5TR-2017-01-00-00            | 20.616 | Dept. Ed Institute for Law Enforcement Training (405d)              | 656,834.00      | 523,125.06      |
| M5TR-2017-02-00-00            | 20.616 | PA District Attorneys Institute -Traffic Safety Resource Prosecutor | 200,002.90      | 173,008.16      |
| M5TR-2017-03-00-00            | 20.616 | Judicial Outreach Liaison   | 52,793.61       | 36,470.39       |
| M5TR-2017-04-00-00            | 20.616 | Pennsylvania DUI Association – DUI LELs                             | 594,445.51      | 464,645.95      |
| Subtotal CFDA #20.616 (§405d) |        |   |                 | \$5,507,358.05  |
| M9MA-2017-01-00-00            | 20.616 | PennDOT-BDL-Motorcycle Safety Initiatives                           | 220,000.00      | 142,224.68      |
| Subtotal CFDA #20.616 (§405f) |        |   |                 | \$142,224.68    |
| Total NHTSA                   |        |   |                 | \$19,615,175.81 |

# 5. Appendix 1



# HIGHWAY SAFETY SURVEY

Data Analysis Report

Prepared by PennDOT Bureau of Innovations  
December 2017

## Table of Contents

|   |    |
|---|----|
| Background .....                                | 2  |
| Summary Evaluation .....                        | 2  |
| Key Results .....                               | 3  |
| Survey Sample.....                              | 4  |
| Occupant Protection .....                       | 6  |
| Impaired Driving.....                           | 7  |
| Speeding and Aggressive Driving .....           | 9  |
| Motorcycles .....                               | 11 |
| Distracted Driving .....                        | 12 |
| Safety Focus Areas .....                        | 13 |
| Common Themes from the Additional Comments..... | 14 |
| Appendix A: Selected Comments.....              | 18 |



## 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 September 2017. The survey was conducted online, with outreach performed through various channels, including email 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, 2,795 individual responses were received from the public. This number of responses is sufficient to produce results providing an overall picture of Pennsylvania drivers' perception of highway safety measures relative to speeding or aggressive driving, impaired driving, distracted driving, and occupant protection (seat belt use) with less than a three (3) percent margin of error.

Eight (8) counties accounted for more than 100 responses each: Berks (highest, with 241), Montgomery, Cumberland, York, Erie, Chester, Bucks, and Allegheny. Together, residents from these counties offered more than one-half of all survey responses received statewide.

Fewer than 10 survey responses were received from each of the following counties: Elk, Jefferson, Perry, Armstrong, Fulton, Lawrence, Mifflin, Montour, Pike, Somerset, Juniata, Sullivan, Clinton, Potter, Fayette, Forest, Union, Cameron, and Greene. Only Snyder County returned zero survey responses.

More than 60 percent of survey respondents noted they would support a law making it a primary offense to not wear a seat belt in the front seat of a vehicle.

Fifty-five percent of survey respondents would support granting local police departments the ability to use radar for speed enforcement, and 58 percent would support a law permitting camera-based automated speed enforcement in roadway work zones.

While 63 percent of motorcycle operators said they and their passengers always wear helmets and other protective gear while riding on a motorcycle, only 43 percent of motorcycle operators would support a mandatory helmet law for all motorcycle riders.

Sixty-six percent of survey respondents indicated they would support a law that extended a passenger restriction to all drivers under the age of 18. This passenger restriction would prohibit drivers under the age of 18 from driving with more than one non-family passenger under the age of 18.

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 issues the respondent comments were intended to address. Several recurring themes were noted in these comments, and respondents suggested several methods by which 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 from the Bureau of Innovations upon request.

## Key Results

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

Respondents indicated that:

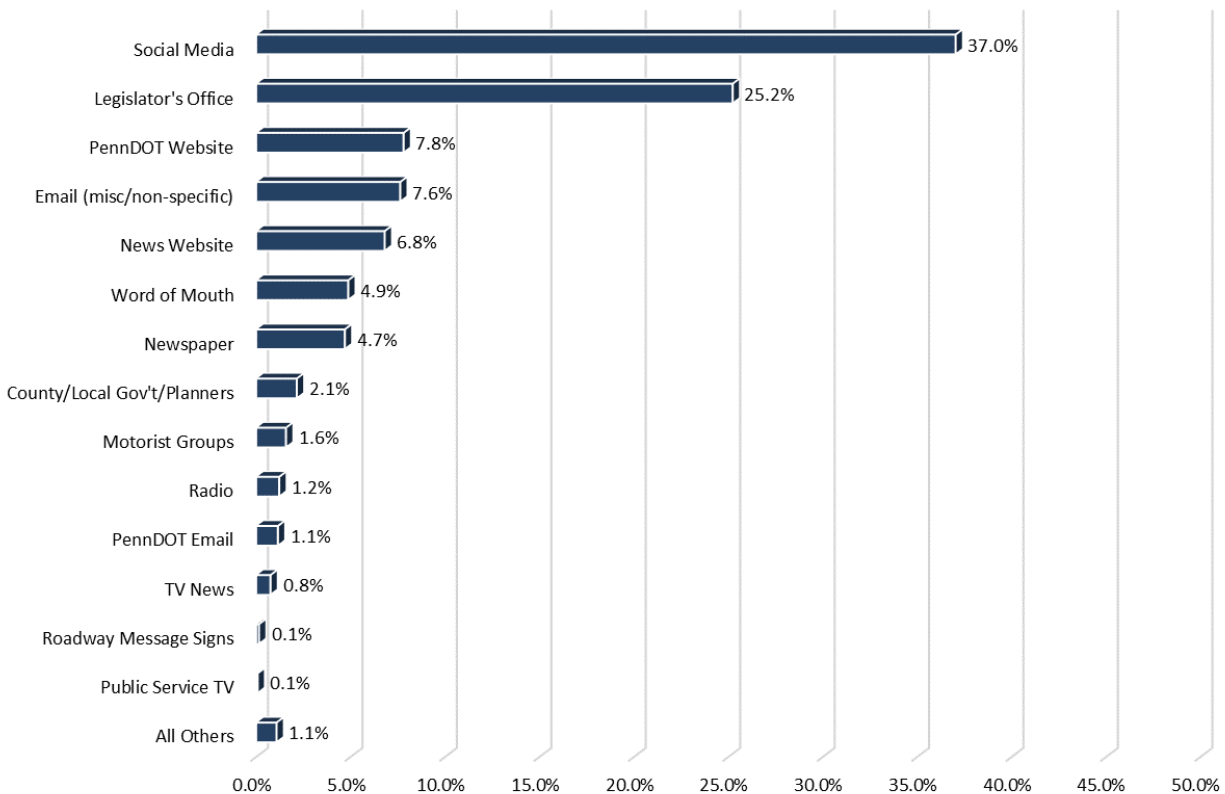
- 89 percent always use seat belts
- 80 percent of car and truck drivers never drive within two hours after drinking alcoholic beverages
- 94 percent of motorcycle riders never ride within two hours after drinking alcoholic beverages
- 57 percent of car and truck drivers rarely or never exceed the speed limit by more than 10 miles per hour
- 76 percent of motorcycle riders rarely or never exceed the speed limit by more than 10 miles per hour
- 91 percent rarely or never drive while talking on a hand-held cell phone
- 94 percent indicated that they rarely or never text or check email while driving
- For those instances when a driver must talk on a cell phone while driving, 39 percent indicated they always use a hands-free device, while 28 percent indicated they never use a hands-free device

## Survey Sample

Sixty percent of respondents were male, 40 percent were female, and survey respondents ranged in age from 15 to 99. The average age of survey respondents was 54. Individuals aged 50 to 65 accounted for 36 percent of all survey responses, more than any other age group. Drivers aged 30 or younger were underrepresented among survey respondents. They accounted for less than 7 percent of all responses, even though this age group makes up 19 percent of licensed drivers in Pennsylvania. Only one percent of respondents indicated they do not possess a valid Pennsylvania driver’s license.

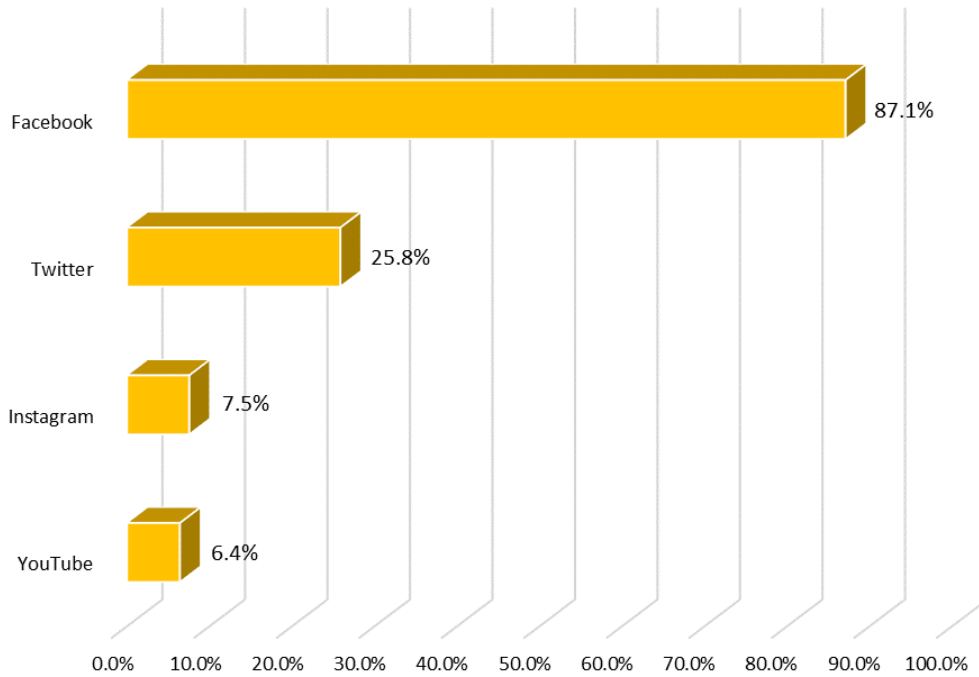
Social media and communications from Legislators’ offices were clearly the two most effective ways of reaching out to the public to elicit responses to the Highway Safety Survey. The PennDOT website, a variety of local news websites, and generalized email chains round out the major ways that word spread about the survey among those who chose to respond. Communication channels such as TV news, radio, roadway message signs, and public service broadcasts seem to have been largely ineffective as ways of reaching the public for an effort such as this one.

Channels Through Which Respondents Learned About the Survey  
(n = 2,795)



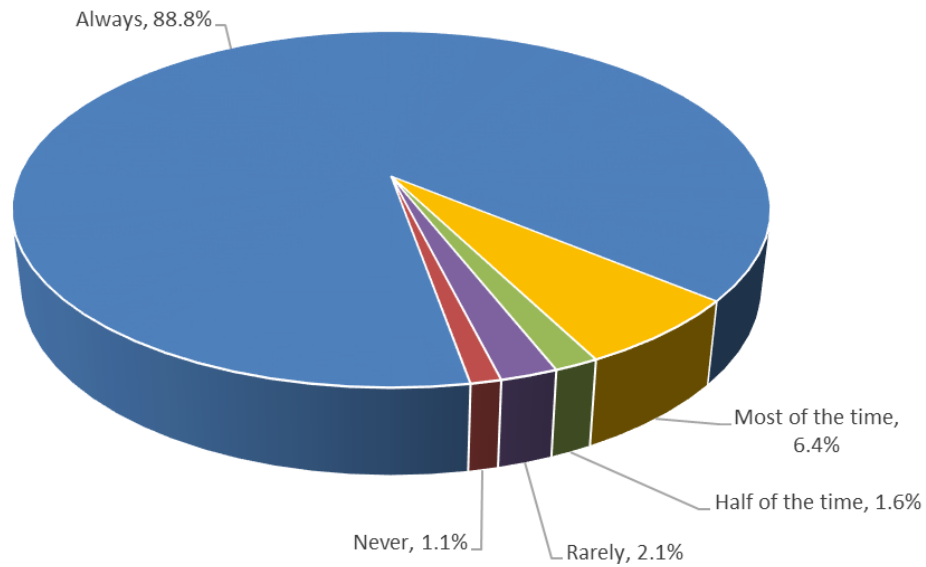
Twenty-eight percent of survey respondents (797 individuals) subscribe to at least one PennDOT social media channel. The great majority of them (87 percent) subscribe to PennDOT’s Facebook page, while almost 26 percent subscribe to PennDOT’s Twitter feed. Very few regularly use Instagram or YouTube to view PennDOT content.

Subscriptions to Individual PennDOT Social Media Channels  
Among the 797 Respondents Who Use PennDOT Social Media



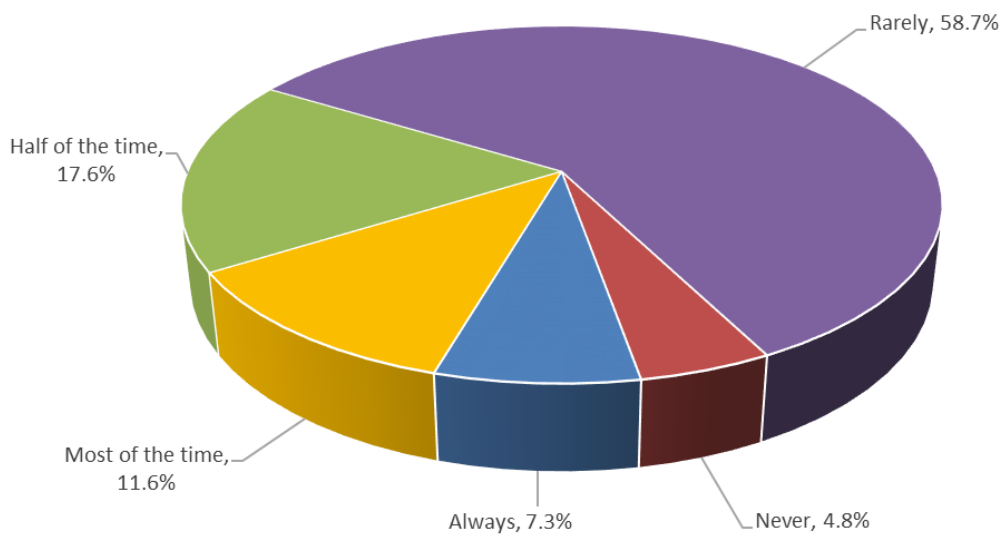
## Occupant Protection

Passenger Vehicle Seatbelt Use Among Survey Respondents  
(n = 2,795)



While a large majority of respondents say they always use seatbelts when driving or riding in passenger vehicles, only a little more than one-quarter (26%) have seen PennDOT social media posts related to traffic safety in the past 30 days. This may demonstrate that seatbelt use has become culturally ingrained among Pennsylvania drivers.

Perceived Chances of Being Ticketed for Not Wearing A Seatbelt  
(n = 2,795)

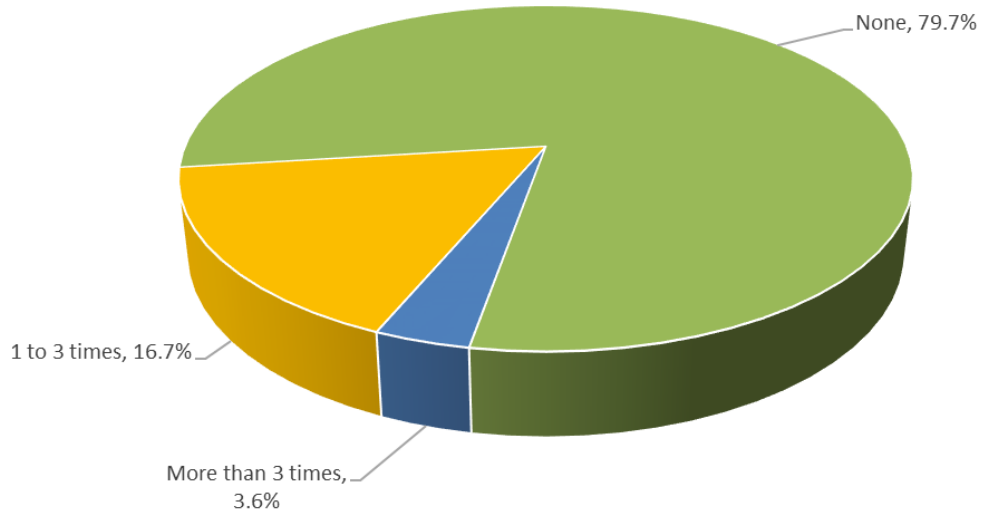


More than one-third of drivers (37%) have seen or heard something about seatbelt enforcement by police in the past 30 days, but most drivers do not believe they or others will be ticketed for failing to use seatbelts. This further reinforces the idea that compliance with seatbelt laws is voluntary or due to belief in the safety benefits of seatbelt usage.

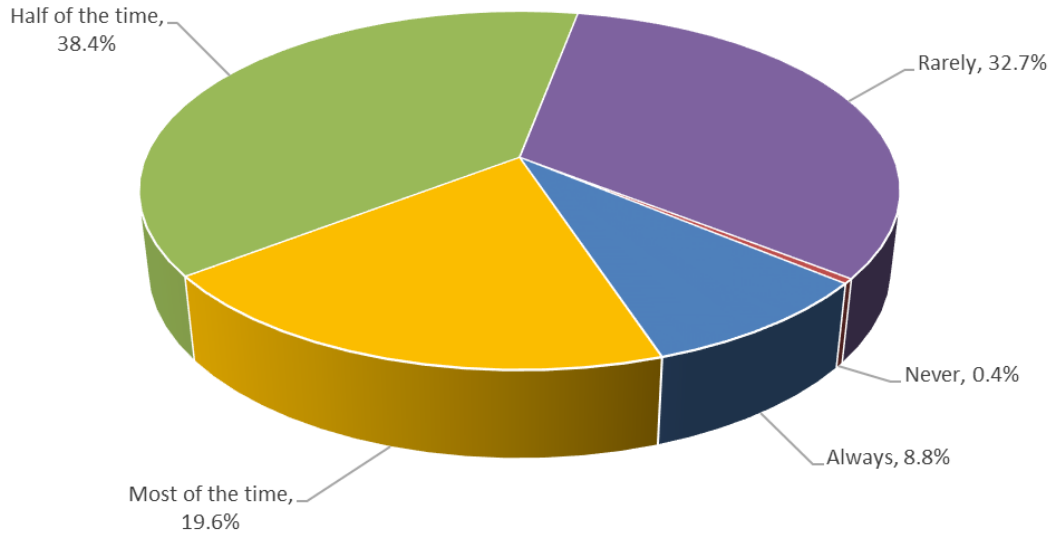
Further, 62 percent of survey respondents indicated they would support a law making it a primary offense for not wearing a seat belt in the front seat of a vehicle. Women’s support for a law such as this was higher than men’s by nine percentage points. Support for such a law among respondents 65 years and over is stronger than among younger age groups by just over 11 percentage points.

## Impaired Driving

Frequency With Which Respondents Have Driven Within 2 Hours of Drinking in the Past 60 Days  
(n = 2,768)



Perceived Chances of Being Arrested for Driving After Drinking  
(n = 2,768)



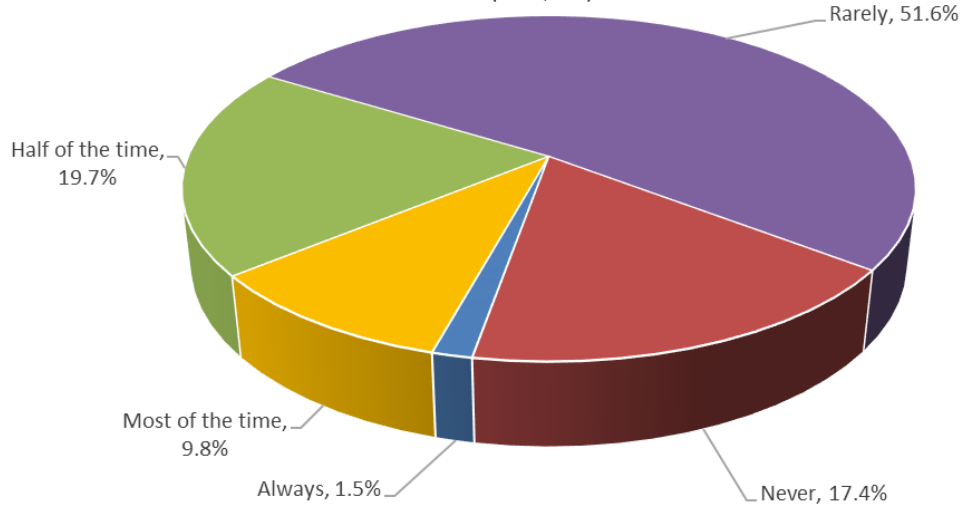
While 69 percent of respondents indicated they had read, seen, or heard something about alcohol impaired driving enforcement in the past 60 days, one in five respondents still drove a motor vehicle within two hours of drinking over that same time period. Generally, the younger respondents are the more likely they are to have driven within two hours of drinking, and the percentage of respondents 35 years and younger reporting they have driven recently within two hours of drinking is twice the percentage of respondents 65 years of age and older who said this.

The willingness of some respondents to drink and drive may be related to the fact that more than 70 percent of respondents believe people who drink and drive are arrested half of the time or less. Almost 40 percent more women said people who drink and drive are arrested “most of the time” or “always,” but the perceived likelihood of being arrested for drinking and driving falls as respondents get older regardless of gender.

## Speeding and Aggressive Driving

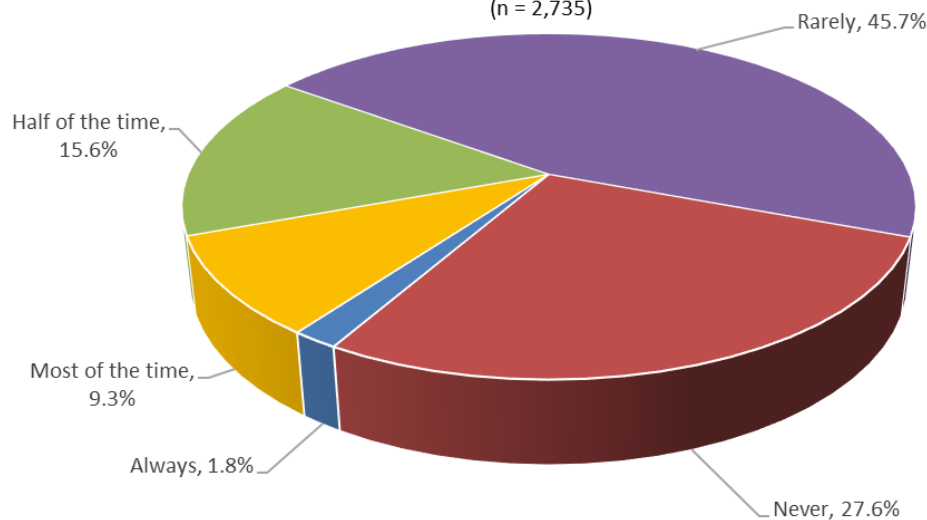
Frequency With Which Respondents Exceed 25mph Speed Limits by 10mph or More

(n = 2,735)



Frequency With Which Respondents Exceed 65mph Speed Limits by 10mph or More

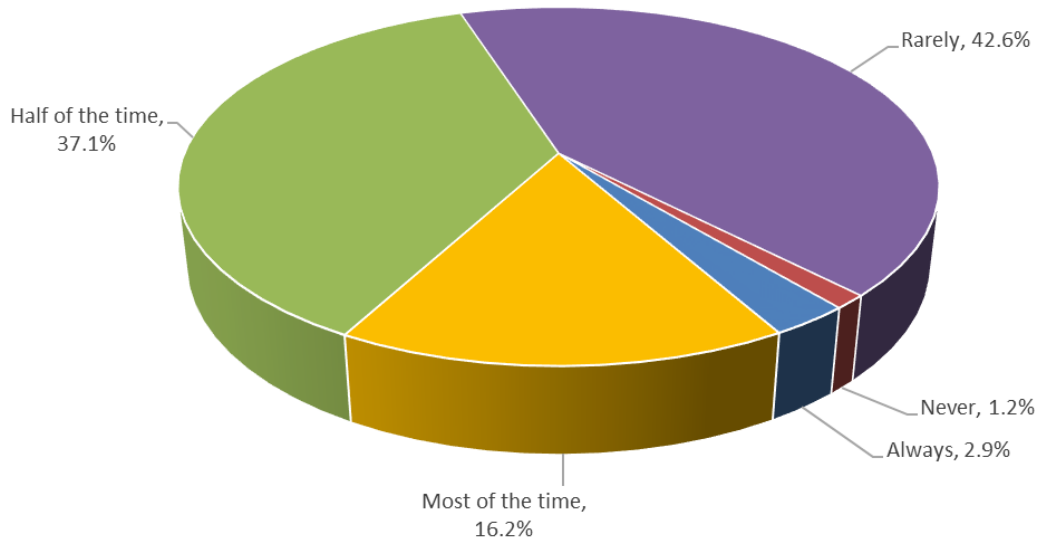
(n = 2,735)



More drivers self-reported speeding behavior on low speed limit roads than high speed limit roads, but the percent who always speed or speed most of the time is about the same for both types of roads. Twelve percent of respondents said they never speed on either type of road, while less than one percent of respondents said they always exceed the posted speed limit on both types of roads. Speeding declines as respondents get older, with respondents 65 years of age and older reporting they are half as likely as those 35 years of age and younger to speed “always” or “most of the time” on both high- and low-speed limit roads.



Perceived Chances of Being Ticketed for Speeding  
(n = 2,735)



Overall, 56 percent of respondents believe that someone is likely to get a ticket at least “half of the time” if they drive over the speed limit. This result comes despite the fact only 48 percent reported having read, seen, or heard something about speed enforcement in the past 30 days. Forty-two percent more women than men believe those who exceed speed limits are likely to be ticketed at least half of the time. Drivers 35 years of age and under are 50 percent more likely to believe speeders will be ticketed as least “half the time,” but are also twice as likely to speed as their counterparts 65 years of age and older.

Speeding data was also checked for statistical correlations between respondent speeding behavior and belief that speeders will be ticketed, and no correlations were found. This may seem counterintuitive, but it appears most drivers consider the possibility of speed enforcement, and perceive it as an acceptable risk, when making their driving speed decisions.

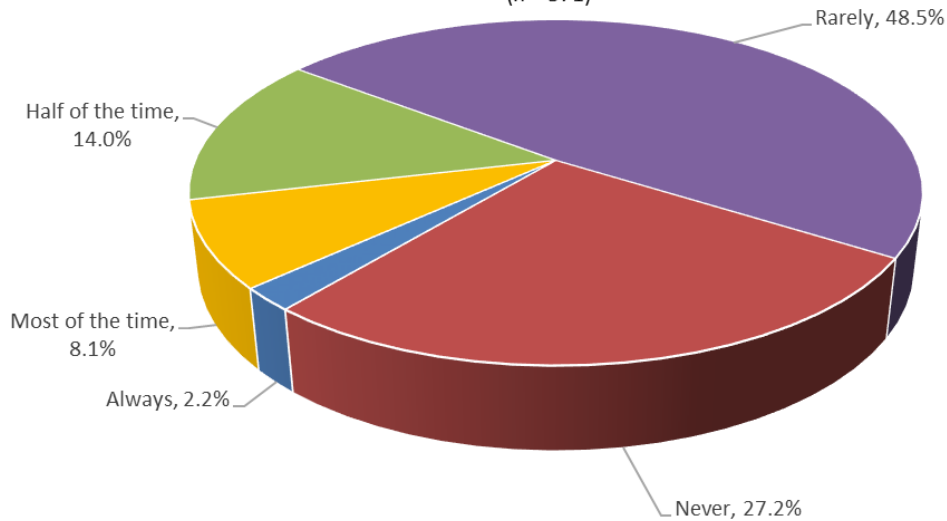
When asked directly, 55 percent of respondents said they would support granting local police departments the ability to use radar for speed enforcement, and 58 percent of respondents indicated they would support a law permitting camera-based automated speed enforcement in roadway work zones. In both cases, women more strongly support these measures than men by between 15 and 17 percentage points, and older drivers more strongly support these measures than younger drivers by between 15 (RADAR) and 20 (cameras) percentage points.

## Motorcycles

Out of the 2,728 respondents who reached this point in the survey, 387 individuals (14 percent) indicated they regularly operate a motorcycle, and 85 percent of those motorcycle operators are in possession of a current motorcycle license.

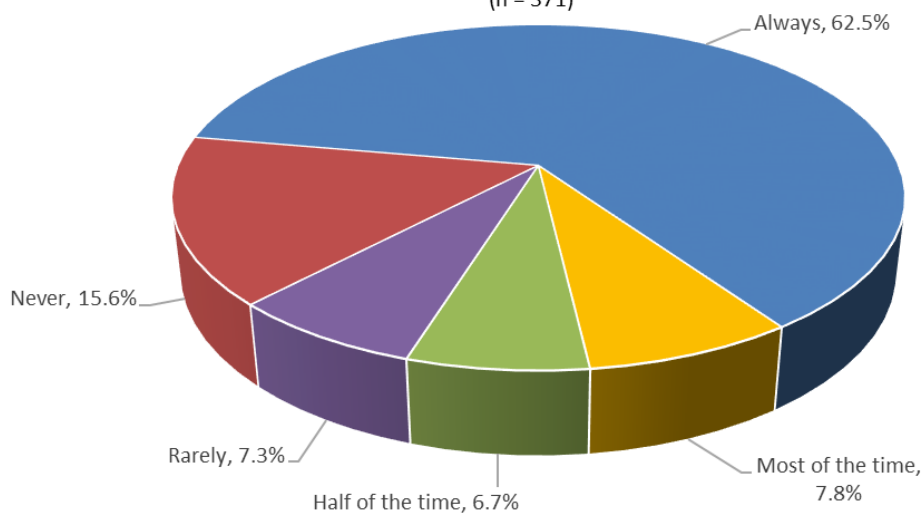
Frequency With Which Respondents Who Ride Motorcycles Exceed Speed Limits by 10mph or More

(n = 371)



Frequency With Which Respondents Who Ride Motorcycles and Their Passengers Wear Helmets

(n = 371)

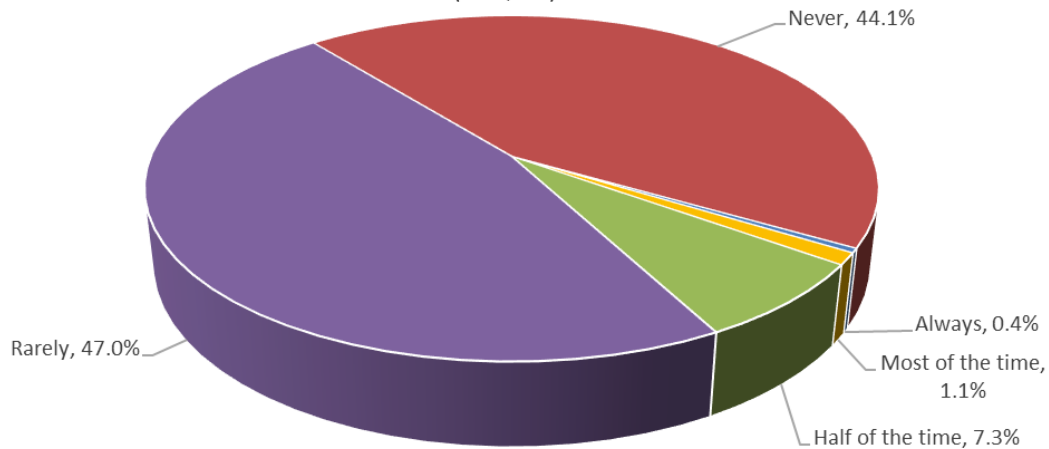


With respect to speeding, motorcycle operators report behavior similar to that exhibited by the general population of licensed drivers on roadways with speed limits of 65 mph or greater. Seventy percent of

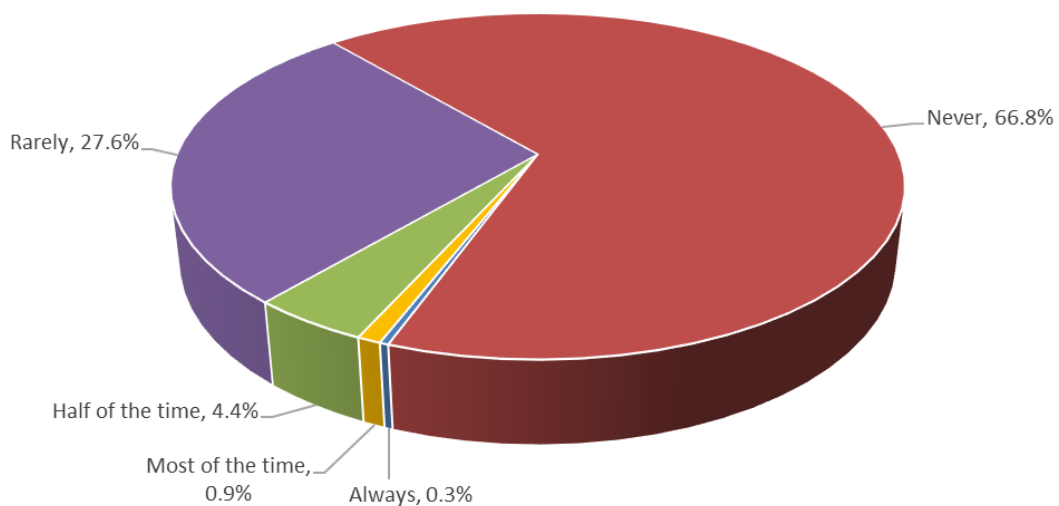
motorcycle riders report that they and their passengers always wear helmets or wear them most of the time, and this represents a 10 percent increase over the 2016 result for this question. Overall, 43 percent of motorcycle riders would support a mandatory helmet law for all motorcycle riders. Support for this law would be much stronger among women (61 percent) than men (40 percent), based on the results from this sample.

## Distracted Driving

Frequency With Which Respondents Drive While Talking on a Hand-Held Cell Phone  
(n = 2,700)

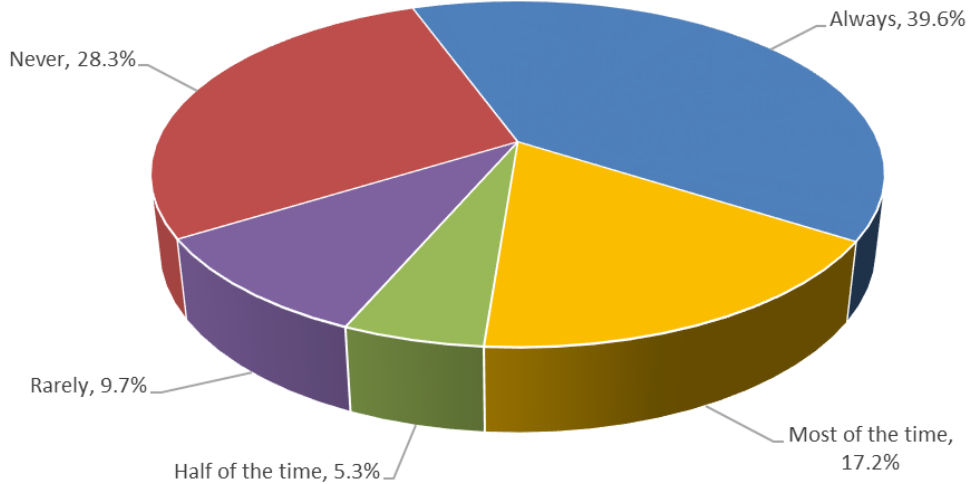


Frequency With Which Respondents Drive While Texting or Checking Email  
(n = 2,700)



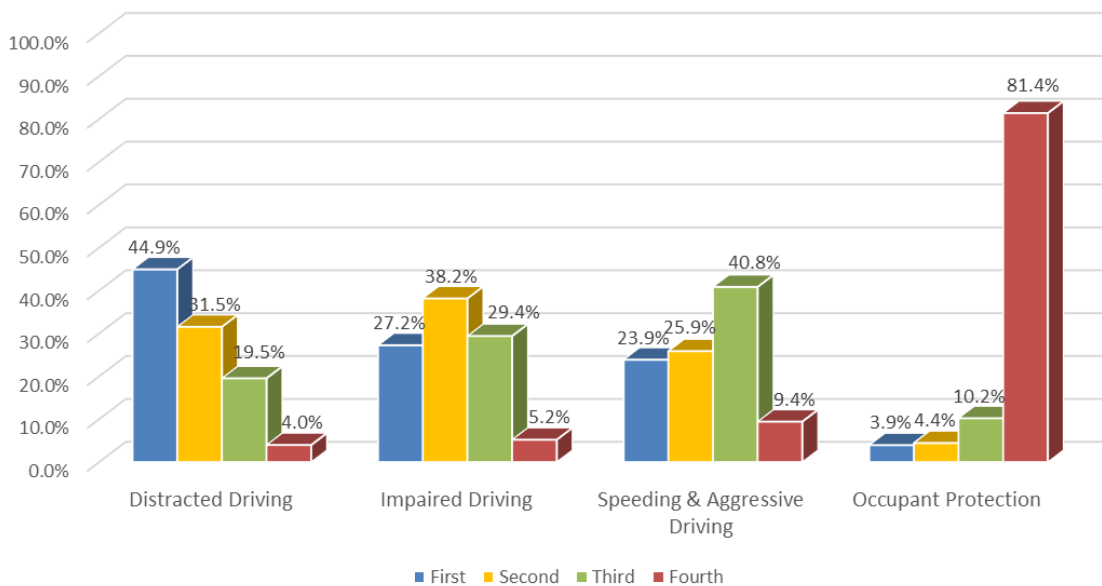
Ninety-one percent of respondents reported rarely or never driving while talking on a hand-held cell phone, and 94 percent of respondents indicated they never text or check email while driving. Men and drivers aged 35 and under are about twice as likely to regularly engage in both sets of these behaviors than women or drivers over 35 years of age, but the percent of all licensed drivers texting, checking email or talking on hand-held phones while driving – or admitting to these behaviors – is still very small.

Frequency With Which Respondents Use a Hands-Free Device When Talking on a Cell Phone While Driving (n = 2,700)



## Safety Focus Areas

Respondent Rankings of the Highway Safety Focus Areas (n = 2,610)



Respondents feel strongly that the other three highway safety focus areas should all be treated as higher priorities than Occupant Protection. The other three focus areas were clearly placed in order by respondents, as follows:

1. Distracted driving
2. Impaired driving
3. Speeding & aggressive driving

## Common Themes from the Additional Comments

Of the 2,795 total responses, additional comments were provided by 1,435 individuals, or just over 51 percent. The most frequently mentioned topics and common themes are as follows:

### Distracted Driving

- Prohibit the use of hand-held devices while driving, or more strictly enforce no texting and the use of hands-free devices while driving (152 comments)
- Increased enforcement for:
  - o Distracted drivers, generally (44 comments)
  - o Smoking, eating, putting on makeup, etc. while driving (8 comments)
- Police or drivers of official vehicles should not be using phones and/or texting while driving and/or speeding (27 comments)
- Pennsylvania should require vehicles to have technology that blocks phone usage while driving (12 comments)

### Speeding and Aggressive Driving

- Increased enforcement for:
  - o Speeding (75 comments)
  - o Aggressive driving or “road rage” (73 comments)
  - o Tailgating (66 comments)
  - o Disobeying stop signs/red lights (64 comments)
  - o Weaving, cutting drivers off, improper passing (31 comments)
  - o Disregarding rules and laws regarding school vehicles and school zones (20 comments)
- Better monitoring or police intervention for unsafe driving behaviors:
  - o Failure to use turn signals (42 comments)
  - o Driving too slowly (16 comments)
  - o Improper use of on-ramps, yields and 4-way stops (12 comments)
  - o Failure to turn down high beams at night (9 comments)
- Create a dedicated phone number or email address for reporting aggressive drivers or road rage (15 comments)
- Speeding and aggressive driving are not the same behaviors (14 comments)

### Impaired Driving

- More effective enforcement of drunk driving laws (17 comments)
- Evaluate and/or increase penalties for drunk driving (12 comments)
- Develop an effective enforcement program for drug impaired driving (11 comments)
- Find effective methods for catching drug impaired drivers (7 comments)

### Occupant Safety

- Seat belts should be optional (18 comments)
- Seat belts should be mandatory only if motorcycle helmets are mandatory (16 comments)
- Seat belts should be mandatory (15 comments)
- Helmets should be mandatory (15 comments)
- Helmets should be optional (7 comments)
- Doors on Jeeps should be optional (3 comments)

### Bicycle and Pedestrian Safety

- Improved education/outreach and enforcement related to sharing the road with bicycles and pedestrians (37 comments)
- Bicyclists should be required to follow traffic laws and road rules (25 comments)
- More/better bicycle/pedestrian infrastructure (dedicated lanes, crossings, bridges, etc.) is needed (17 comments)
- Pedestrians should be required to follow traffic laws and road rules (10 comments)

### Work Zone Safety

- Speed/lane use enforcement in work zones (40 comments)
- Safe and consistent layout of all work zones (22 comments)
- Dismantle or notify drivers when work zones are not active (14 comments)
- Shorter length and duration of work zones to relieve driver stress (11 comments)
- Detours should avoid residential areas/town centers (4 comments)
- Additional work zone safety ideas (7 comments)
  - o Use more effective safety apparel colors
  - o Do more night work
  - o Be aware of blinding traffic with work zone lights at night
  - o Expand work zone laws to cover snow removal activities

### Safe Road and Driver Conditions

- More frequent and effective road maintenance: patching, line painting, etc. (107 comments)
- Correct and effective roadway signage and markings (44 comments)
  - o Ensure speed limit signs are posted at periodic intervals
  - o Ensure well-maintained signs are posted where needed
  - o Ensure damaged or missing signs are replaced, as necessary
  - o Use lighted signs and signs with flashers in poor visibility areas
  - o Post mile markers on numbered routes and expressways
  - o Use more highly reflective lane markings (lines and raised pavement markers)
- Effective traffic signals (19 comments)
  - o Smart signals, effectively synchronized signals, signals enhanced with strobes, etc.
- Build longer/safer ramps/merge lanes (18 comments)
- More effective brushing, mowing and daylighting of roads (16 comments)
- Build more roadway capacity: additional lanes, bypasses, etc. (14 comments)
- More effective education needed on roundabout use/safety (10 comments)
- Ensure utilities and railroads properly restore roads after doing work (5 comments)
- Discontinue use of tar and chip practices (5 comments)
  - o Unsafe for motorcycle operators and bicyclists
  - o Considered an ineffective or short-term road repair practice
- Expand (3 comments) or eliminate (3 comments) Safety Edge

- More effective design of intersections for sight lines (3 comments)
- Guide rail safety improvements (3 comments)
- Expand (2 comments) or eliminate (1 comment) use of speed humps

### Traffic Laws, Rules, or Regulations

- More effective education and enforcement of safe passing lane usage, e.g., “drive right – pass left” (85 comments)
- Consider revising speed limits/practices for determining speed limits:
  - o Raise speed limits (32 comments)
  - o Set speed limits at the 85<sup>th</sup> percentile driving speed (19 comments)
  - o Reduce speed limits (15 comments)
  - o Less frequent changes/more consistent speed limits (7 comments)
  - o Eliminate speed limits/speed enforcement (2 comments)
- Changes to driver testing/requirements (47 comments)
  - o Require periodic retesting of license holders (especially senior drivers)
  - o Require medical/vision testing of license holders (especially senior drivers)
  - o More stringent driver license testing requirements, generally
  - o Higher driving age/more restrictions on young drivers
  - o Fewer restrictions on young drivers
- Provide increased/improved driver education (20 comments)
  - o Improved overall quality and quantity of driver education
  - o Interpreting signs
  - o Sharing the road with motorcycles
  - o Mandatory driver training courses before testing
- Eliminate (8 comments) or continue (2 comments) vehicle or emissions inspections
- Need for less strict laws/regulations, generally (9 comments)
- Improved education/outreach and enforcement related to signal laws (6 comments)
  - o Right turn on red
  - o Ride on red
  - o Left turn arrows
- Higher penalties are needed for driving without a valid license (3 comments)
- Require licensing and registration for ATVs/UTVs (3 comments)

### Police Presence, Patrols, and Enforcement of Traffic Laws

- Increased or more effective enforcement of current driver and vehicle laws (55 comments)
- Opposed to (34 comments) or in favor of (21 comments) use of speed cameras
- Need for more targeted enforcement patrols and checkpoints:
  - o Speeding and aggressive driving (46 comments)
  - o DUI, distracted driver, and seat belt, etc. (5 comments)
- Enforce vehicle headlight use in inclement weather (41 comments)
- In favor of (22 comments) or opposed to (15 comments) use of RADAR by local police
- Better education/enforcement relative to merging vs. yielding (22 comments)
- Enforce vehicle standards/citations for unlawful modifications (19 comments)
- Enforce Move Over Law/yielding to emergency vehicles (15 comments)
- Enforce use of child car seats, booster seats, rear-facing seats, etc. (6 comments)
- Enforce clearing snow from vehicles (4 comments)
- Eliminate all checkpoints and targeted enforcement (4 comments)

## Miscellaneous

- Tractor trailers (50 comments)
  - o Restrict use of the left/passing lane
  - o Restrict use of low-capacity roadways
  - o Enforce/educate on safe driving and hauling practices
  - o Increase enforcement of road rules and higher penalties for violations
  - o More effective education for motorists on sharing the road with trucks
  - o Regulate speeds or speed governing
- Electronic message boards
  - o Use them more widely/perceived as effective (8 comments)
  - o Stop using them/perceived as unsafe (5 comments)
- Horse and buggies (8 comments)
  - o Need more effective safety rules
  - o Licensing/fees for road use
  - o Damaging to roads
- More effective litter pickup (6 comments)
- Public transit (5 comments)
  - o Expand transit offerings
  - o Need a system to help people find transit options
- Promote autonomous vehicles (3 comments)
- Focus on education over enforcement (3 comments)
- Restrict farm equipment on roadways (2 comments)
- More effective communication of roadway laws (2 comments)
- Do more roadway turn-backs to local municipalities (2 comments)
- Wider/more effective use of social media (2 comments)
- Wider/more effective use of radio/TV (2 comments)
- Turn winter maintenance over to local municipalities (1 comment)
- More effective publicity for 511/511PA (1 comment)



## Appendix A: Selected Comments

The comments presented in this section provide a small sampling of positive and negative comments received during the survey. The full comment data set has been provided separately for review, and includes many more specific issues respondents hope to see addressed by PennDOT going forward.

### Distracted Driving

1. Riding my motorcycle, I witness directly many people using their cell phones while operating a vehicle. This is the most obvious and reckless act on our roads next to impaired driving, and we must find a way to stop it.
2. Punishing and ending texting while driving should be THE top priority of police and the Commonwealth. Police should be able to arrest on-sight if someone is doing so.
3. I think bad driving habits are passed in the family almost as much as with the friends. Hands-free cell use should be mandatory. Most people have smart phones and, if the car is not hands-free enabled, there are additional devices that are hands-free that are available for purchase and work well. If they can afford that cell phone, they can afford to save a life or quality of lives.
4. I believe the number one problem on the road is people not paying attention. Regardless if they are using a phone, iPod, etc. They just don't pay attention, period. I speed a lot. And I have avoided many accidents where people just come over on you. They don't even look. Speeding isn't the problem.
5. Seeing people on their cellphones while trying to light a cigarette just drives me nuts. Smoking in a vehicle I think is as much of a distraction as a cellphone especially when I see someone doing both.
6. Distracted driving is a real danger to me because I walk more than drive. I have to watch out even when properly walking across intersections as people are constantly looking down instead of up while the vehicle is moving. Despite having a walk sign for me, people constantly want to hit me by continuing to pull up or in some cases beep at me even though I have the right of way and they can wait the few seconds to perform their turn. It is honestly scary walking sometimes; and, when I do drive, I extend courtesy to my fellow pedestrians and get blazed by horn by my fellow motorists for being safe. Unreal. Brotherly love alright.
7. Our state police need to set a better example of our laws. I constantly see them speeding, on their phones, tailgating, messing on their computers. Practice what you preach.
8. I think cars should have phone blockers to allow only phone conversations. Everywhere I look, people are always looking down at their phones, especially at traffic lights which disrupts the flow of traffic. Also, you should have dotted lines for people turning so both sides can turn during a traffic light where there's at least 2 lanes. I think in work zones a few officers are needed to pull over speeders. That would send the message to all driving by at that time, and word of mouth travels quickly.
9. There is a major problem on our roads with texting while driving. I do not think that this state realizes how big this problem really is and what is occurring on our roads. It's everywhere from side streets to the interstates and turnpikes. I have seen people with kids in their vehicles' back seats as mom texts, swerving from lane to lane on the interstates. I believe this has become a bigger problem on the roads than DUI!
10. Something has got to be done about the cell phones and ear pieces. People are not only talking & messaging, they're scrolling through their playlists for their favorite song. This might very well be more of an issue for cell phone manufacturers to address, though, as opposed to law enforcement.

### Speeding and Aggressive Driving

1. I would love to see a campaign regarding maintaining a safe following distance, especially in the winter. People tailgate so frequently when I am trying to drive at a safe speed when road conditions are poor.
2. People are out of control with the speeding in the left lane and the aggressive bullying and lane changing as they try to get around drivers on the left. I get it - it's supposed to be the fast lane -- but I constantly see drivers well over the speed limit in the left being tailgated and flashed and pressured to drive even faster. We need stricter enforcement - our roads are not meant for drivers going 90.
3. Though they are the same section on this survey, I think aggressive driving is a much bigger issue than speeding. I don't feel unsafe when someone whizzes by going 80 on the highway, but I do when someone is weaving through traffic without signaling, etc.
4. People [are] not giving semis, trucks and trailers, motorhomes enough room when passing, going around turns or staying behind the white line at stop signs.
5. I think there should be more information available regarding driving around tractor trailers including [what is considered a] safe distance [at which] to pull in front of them. The number of people who cut directly in front of them is staggering. People need to be made aware that tractor trailers cannot stop nearly as quickly as a car.
6. I'd like to see more people ticketed for not using turn signals. It is dangerous to assume people know what you're trying to do. I drive every day and I rarely see people using signals to change lanes. Sometimes while making turns they do but not [when] changing lanes. I'm more concerned with lane changes because, if you're just turning, you're probably already at a stop and in a turning lane. Changing lanes at high speeds with no signal is putting many lives at risk. If one person changes lanes and the person they're moving in front of is distracted, they're both at fault but could cause a major accident.
7. I have witnessed several road rage incidents in the last year and felt helpless. By the time I was able to reach 911, the incident was over or the accident had occurred. Better education or something needs to be out there for those folks who need it.
8. I also observe more drivers tailgating at higher speeds, including tractor trailers. I think if this is not enforced, we are going to see more fatalities as a result.
9. I would like to see enforcement against tailgating / following too closely, and blocking the passing lane. I believe that these are precursors to a lot of road rage incidents.
10. I am a professional tractor-trailer driver and I have driven accident-free for over 30 years. My biggest complaint and problem on the roads today is that cars are not aware of how tractor-trailers differ in the distance needed to stop, the room needed for turning, and the blind spots. Just about every tractor-trailer driver came to work in an automobile, but most automobiles don't know how the confines of a tractor-trailer work. The space we leave between the car in front of us usually is used by autos to jump in and out of traffic just at the end of the trailer and make it impossible to visualize if the trailer is past the auto or not. They pull right up to the intersection or park right on corners not allowing tractor trailers to make a wide enough swing. These are just some of the minor issues that are faced a tractor-trailer drivers every single day.

### Impaired Driving

1. Pennsylvania DUI laws are not strict enough.
2. [It] seems like the state police are doing a good job at cracking down on impaired driving, but there is a great increase in distracted driving.
3. A lot of people are driving while impaired by drugs. How can this be handled?

4. Impaired driving is a huge concern - especially considering the heroin epidemic this country is experiencing right now. More patrols are necessary to curb all these major issues.
5. Use roving patrols instead of DUI checkpoints.
6. We need more checkpoints for drunk driving. Our Police do a great job, but there doesn't seem to be enough out on the road.
7. We need more impaired driving stops, but not on main roadways. Try setting one up on a side street that no one would expect. Also, make them more mobile, that way you can jump from one location to another quickly. Word spreads fast when there is a checkpoint.
8. The state should make a greater effort to stop drunk driving. Set up sobriety checkpoints at bar parking lots. Don't give the drunks a few miles to get away. I know it'll kill that bar's business that night. I couldn't care less if it prevents a drunk driver. All too often I see drunks who kill someone get away with house arrest (being sent to your room). But they can drive to go to work, go to the store, go to Church, go to the doctor, go to weddings, go to funerals. There are more reasons for someone to drive while under house arrest than when not under house arrest. Let's take all those privileges away. No driving if convicted and house arrest means just that. Can't leave the house. Period. Can't drive. Period.
9. DUI checkpoints are ineffective and a waste of substantial police resources. Fund extra patrols instead.
10. I believe someone convicted of drunk driving should lose her/his license forever [at the] first offence. I believe that anyone who kills someone with a car because of distracted or drunken driving should lose her/his license forever [at the] first offence. I believe we let drunk and distracted drivers get away with murder and, if we had harsher punishments, it would dissuade people from these sickeningly irresponsible behaviors.

### Occupant Safety

1. I would want the seat belt law repealed. The accidents that I have been involved in would have caused serious injury if wearing one. They also restrict movement when trying to see oncoming traffic while merging.
2. How come people who drive and/or ride motorcycles not have to wear a helmet but it is expected for people in cars, etc. to wear a seatbelt? That does not make any sense.
3. If you don't require helmets on a motorcycle, why require seatbelts in a vehicle? If it's freedom of choice for adults on motorcycles, it should be same for adults in cars.
4. I would like to see a law passed making helmets mandatory for all people riding motorcycles, scooters, etc.
5. Support House Bill 976 allowing Jeep Wranglers to operate in the Commonwealth without doors. If the helmet law can be revoked for motorcycles, Wrangler owners should be given the legal option of driving doorless.
6. Safety is important. But so is personal responsibility and freedom. Focus on the decisions that affect others (e.g., drunk driving and distracted driving) instead of things like seat belt laws.
7. Motorcycles should be ride at your own risk. Everybody makes mistakes; however [if you] make a mistake and get in [an] accident with a motorcycle, instead of [it being considered a] minor fender bender, you are up on man-slaughter charges because you hit someone who chose to ride unprotected and without a helmet. Makes your seat belt question a joke.
8. I believe that it is utterly ridiculous that we allow motorcyclists to not wear helmets.
9. I'm an ER doctor. I like seat belts.
10. I picked seatbelts as most important because not wearing them puts one at risk every second that they drive. The others are important too.

### Bicycle and Pedestrian Safety

1. People need to be aware of bicycles on PennDOT roads and learn to be less aggressive drivers around bikes.
2. Though I am a licensed driver, my daily year-round commute is by bicycle. I have no separated bike paths or bike lanes at my disposal; I travel on city streets (Reading, PA). Distracted and aggressive drivers are my biggest fear - and what I witness the most - as a 'vulnerable roadway user'.
3. Pedestrian and bike safety needs to be improved. More dedicated facilities for bikes and pedestrians helps make it safer for everyone, more clarity on which mode should be where on the road with visual cues. Traffic light cameras to prevent people jumping red lights.
4. Pedestrians that ignore traffic signal heads should be given notices of violation to the vehicle code. Bicyclists that drive in the wrong direction (against motoring public) on public roadways, especially in the city, should receive notice of violations to the vehicle code.
5. Bicyclists should be required to have a license plate on their bike and carry liability insurance. I was rear ended by a bicyclist who did damage to the trunk of my car. The bicyclist laughed when I got out of the car and showed him the damage. He then drove off, leaving me to pay for the damage myself when all I did was stop for a red light as required by the rules of the road. In addition, they weave in and out of traffic and rarely follow the rules of the road. They make it dangerous for everyone!
6. Bicycles are not following the laws and blow through stop signs all the time. There needs to be more laws for bicyclists. They ride side by side making it impossible to give them their four-foot buffer and ride on the windiest, most dangerous roads sometimes. We have bike trails for a reason. Some roads need to be marked as no bicycles.
7. I am also very concerned about pedestrian and bicyclist safety as it relates to interactions with motorists who are behaving in these ways. I would like to see much more of an effort to create and enforce laws that are designed to protect vulnerable road users - such as the existing 4-foot passing law for bicyclists. Law enforcement officials often also need a better understanding of laws pertaining to cyclist and pedestrian rights and safety.
8. More enforcement of the 4' safety rule for bicyclists in rural areas needs enforced. I am regularly driven off the road by coal truck drivers or speeding motorists who seem to find amusement in sending a bicyclist towards a rain culvert.
9. I think there should be laws enforced about bicycles on the road. I've seen too many of them failing to obey stop and yields or [other] signs. They're going to turn and do so without warning in front of moving vehicles
10. I would like to see more education and signage telling drivers that cyclists may use the full lane (and therefore must make sure there is no oncoming traffic before passing). I'd also like to see PA implement the "Idaho Stop," where cyclists may treat stop signs as yield signs and traffic lights as stop signs. Studies have shown that there are significantly less bicycle accidents where the Idaho Stop is in place. And lastly, I'd like to see police crack down on aggressive drivers.

### Work Zone Safety

1. Speeding in work zones is out of control. While I will continue to try to obey the speed limit, I'm worried about my own safety as people speed up behind me, tailgate, weave around, and pass at high rates of speed, especially on the Turnpike.
2. The lights in construction zones and sometimes related to Emergency Vehicles at night are blinding to drivers trying to safely and appropriately navigate these areas.
3. Work zones are very dangerous. The cattle chutes are too narrow and people don't know how to merge into one lane before them.

4. Please allow the PSP to go out with PennDOT work crews. The number of violations and near misses that we see every day would more than compensate their salary. As an employee of PennDOT, I see it every day and we all think that this should be done. Would you please help us!
5. Work zones needs to be completed in a timely manner and should not be taking years and years to complete and see no progress.
6. Work zone safety should be the top one and also the move over law. Put a state trooper on the side of the road with no customer and, when somebody doesn't move over, pull that car over. Or place a tow truck on the shoulder and hide the cop to pull people over for breaking that law. Too many people will not move over for stopped emergency vehicles.
7. I believe that work zones need to be monitored closely to prevent injuries and deaths of road workers.
8. Construction zone areas signs are often left up, especially on the turnpike more than other roads. Making driver change lanes or [signs saying] "construction ahead, move left" and nothing is going on. Basically, it's like signage was left up maybe for [the] next day, and cars are told false information, causing them to make lane changes. Making unnecessary lane changes is dangerous. I drive a truck and notice this a lot. At least cover inactive signage.
9. There should be better control over signs for temporary or intermittent construction zones. Often the signage announces construction zones and speed restrictions, only to arrive in the area and there is no construction or road work. I am not referring to long-term construction zones with no current workers (e.g., new bridge construction or rebuilding the roadway), but rather to what mostly appear to be milling, resurfacing, guard rail repairs, etc. operations where the contractor fails to turn off the signs, cover the signage, or turn the signs so they do not face the direction of travel. The blinking white lights announcing active construction zones are very helpful but, in my experience, they are correct perhaps just over half the time. The problem is frequent users of the roadway disregard the signs, so when there are workers present, drivers may be surprised and must brake hard, particularly where the construction zone begins on the other side of a curve in the roadway.
10. I am a commercial driver and, as such, have witnessed some of the most reckless and aggressive driving in construction zones amongst my peers. I see total disregard for the right lane only or left lane only in construction zones to where I will straddle the center line to keep these drivers from trying to pass illegally and cause an accident. So what I'm saying is, you really must enforce construction zone laws, especially with commercial vehicles.

### Safe Road and Driver Conditions

1. Most of what I see every day with regard to motor safety is directly related to the fact that our roadways are insufficient for the amount of traffic. Current roadways are over used and under maintained. They are also inadequate in size for the number of vehicles that use them. We need more lanes on existing highways. We need more new state roads. We need bypasses that are unencumbered by traffic lights. We need longer entrance/merging lanes onto highways. These bottle necks cause frustration in many people who then take it out on the rest of us. My daily commute is becoming increasingly dangerous as these conditions progress. It's not going to get any better without the above solutions being addressed. If you really want safer roadways, you will start to build new and improved roads for us to travel on.
2. As roundabouts become more common, a proactive campaign may help drivers better understand how to maneuver [through them]. Initial reaction to roundabouts is still negative, for no defensible reason other than lack of understanding.
3. Traffic is really an issue, even in less populated areas in PA. I would like to see all yield signs become stop signs. At least two or three times a week, drivers have pushed me over into the

passing lane were traffic is thick. It seems many drivers believe that YIELD means they have the right of way.

4. Better road design [is needed]. There are some less than stellar road designs along our highways. One example relates to eliminating backups on highway exit ramps that extend into the traffic lanes or queue on the shoulder especially during rush hour. Another is the elimination of incorrectly banked curves on our highways. Curves should be banked like a race track, not the other way as this creates dead man curves. Winter treatment of roads should be turned over to local municipalities; PennDOT should only have to take care of interstates. Local municipalities have much better control and understanding of local conditions, traffic, and terrain which would enable them to be the better choice when it comes to snow removal.
5. Eliminate the grooves cut in the roads on the edges and on the center line. They serve absolutely no purpose.
6. Some PennDOT districts use their safety money to remove trees; other PennDOT districts say that is not allowed. Please communicate to the ones that say it is not allowed that tree removal is an important safety function. I have been involved in court cases where PennDOT was sued due to a tree falling on a vehicle. Trees are a fixed object; whether inside or outside the right-of-way. Trees shade the road, allowing it to remain wet -- or frozen -- when other areas are dry/thawed. Leaves block inlet grates causing ponding or washouts/drop-offs where water is concentrated that passes by a clogged grate, etc. There should not be a tree anywhere in Pennsylvania close enough to a state route that it could fall on the road -- period.
7. When a contractor or utility company works on a road or highway, how about a law that the roadway has to be fixed as it was when they are finished with the construction? Some roads and highways turn into speed bumps or big bumps because contractors don't make the repair to the road even with the rest of the road.
8. Road milling is very dangerous to motorcycles, especially when it is not done in straight lines. I recently returned from a multi-state motorcycle trip. PA was the only state with squiggly milling.
9. Roads need repaired in a timely manner. There are several pot holes needing to be dodged while commuting in order to save on cost for repairing your vehicle.
10. Line and center reflectors [are needed] on all roads as they get paved. When it rains at night, it is somewhat difficult to see the lines. Don't allow utilities to patch; make them re-pave a certain stretch of the roadway, especially if they continuously keep digging up the roadway. Get stricter on railway companies to repair crossings, remove rail that isn't used, and pave. Be more proactive on pothole repair. I know it's a lot of roadway to keep up on.
11. I think you need to be a better job at replacing old highway signs that are hard to read at night (not reflective anymore), and do a better job of traffic signal timing (so people won't run the lights). It's crazy how long you wait, especially when there is not traffic. Maybe its fixing sensors; maybe new smart traffic lights that can turn the traffic and not base it on timers. And maybe adding more strobes to red lights, esp. at busy intersections. Also, add a few second hold to all red lights (all ways) before it turns green. Also, it should be required that all intersections with traffic lights should have that system where when an emergency vehicles approaches it gives them a green for any way they need to go because if traffic is backed up it's not always safe to move. Lastly, I think you should look into those blue lights that they use in VA that come on when the traffic lights turn red so law enforcement can see if people run the red light without having to be right at the intersection maybe at least at key intersections.
12. Start using lane reflectors on all painted yellow and white lines. We are one of the only states that do not use them. When it rains, the traffic lines disappear on the wet roads.

13. Guide rails are too close to the edge of the road. They not only are dangerous for motor vehicles passing by each other, but PennDOT in the winter will have no way to plow back the snow. It will be piled up along the guide rails and making passing even more narrow.
14. The condition of roads sometimes causes safety concerns. Potholes are so deep they cause tire damage. Ruts in roads are causing steering issues. Sometimes, these obstacles cause people to swerve, which is a safety concern.
15. Improving safety on our highways should focus on improvements to engineering. Merge points, sight lines, additional travel lanes, and educating the driving public on lane courtesy are a good plan to make this happen while simultaneously bettering the relationship between the state and its citizenry rather than putting government at odds with the people through increased police actions. Recent trends in highway safety data bear this out.

### Traffic Laws, Rules, or Regulations

1. Speed limits in this state need to be reviewed. 90% of speed limits could be increased by 10 mph.
2. Restrict lane use and decrease speed limits for commercial vehicles over 2 tons.
3. Too many changes in speed limits on the highways. Do not have a change from 65 mph to 55 mph for a 10-mile span then raise the speed again to 65. Drivers do not follow that and, for the ones who do, it can almost be an accident waiting to happen.
4. I believe that speed limits on interstates and other major highways should be increased to at least 75 mph or more. Based on my experience on the highways, the traffic flows at around 70 to 75 mph already.
5. More education and outreach needs to go to the Keep Right, Pass Left courtesy rule. This may not be a huge safety issue, but drivers who are unaware of this courtesy rule constantly hold up traffic and activate more aggressive driving.
6. The speed limit increase on some of the highways was great. PennDOT should consider ceding more control over its roads located in small municipalities to the local government in these towns; in my community, citizens are clamoring to no avail for temporary speed bumps and more crosswalks near parks on low-speed PennDOT roads.
7. On our state highways: Why not increase the speed limit of the left passing lane only? Instead of ticketing people who are only trying to get around those drivers who insist on driving under the speed limit. This helps maintain the flow of traffic as well as reducing road rage and the chance of accidents.
8. I am for speeding enforcement; however, a lot of local roadways need to be re-examined to see if the limit should be changed (higher in most cases but lower in a few).
9. Lack of headlight use in the rain should be a primary offense.
10. School zone infractions should have stricter penalties. Too many people speed through school zones.
11. There should be increased standards to get a license. Driving is a privilege; licenses should not be handed out. There are far too many drivers who don't know what to do in adverse situations. For example, when a traffic signal is out, it is supposed to be treated like a stop sign, but nobody seems to know that. Many drivers also do not seem to know what to do for a flashing red signal; again, treat it like a stop sign.
12. Require people to re-take driving tests every few years. Require all youth to take a certified driving course with in-car instruction. Raise the legal driving age to 18! (I know it won't happen but it would save lives.) Other ideas: Post the phone number for reporting hazardous road conditions (tree branches, pot holes) in public places, to make more people aware that they can report such things.

13. Restricting young drivers to family only [passengers] would only serve to further cripple families where both parents work. In an educational system designed in the 1950s where kids get out of school long before their parents' workday ends, parents are already challenged to get their children where they need to be while struggling to remain gainfully employed. Kids driving themselves to after-school/summer jobs, school and practices and/or carpooling with each other to those things is a major relief for a lot of families. The money would be better spent on more driver's education classes in schools than on legislative [action] which gives law enforcement more power they are unlikely to regularly exercise. Texting while driving is illegal too, but I see people doing that all the time!
14. Please, please, please encourage the General Assembly and the Governor's Office to work on providing local police departments with the ability to utilize radar. How can we be the only state that does not allow for this? It's absolute madness and quite the opposite of providing a safe driving environment within the Commonwealth.

### Police Presence, Patrols, and Enforcement of Traffic Laws

1. There should be more enforcement of "keep right, pass left." Slow cars driving slowly in the left lane causes more unsafe situations during daytime driving on highways than anything else.
2. I believe there needs to be more education and enforcement, if possible, for the Move Over Laws to protect not only the emergency responders, but any towers and DOT workers as well.
3. I could support radar use by local police departments if there was a way to ensure limited abuse of this technology by the police. Perhaps allowing larger local police agencies [to use it], and not opening it up for use by all, would be a half-step in this direction. There is clearly a need for more speed enforcement; however, we could easily go too far the other way by giving radar to every force.
4. I would like to see more enforcement of traffic signs/signals. I see nearly all drivers coast through stop signs and run red lights on a daily basis. I also see illegal left turns quite often when signage clearly states no left turn. I am a daily rider of a motorcycle and the biggest dangers I see daily are people with a total disregard for stop signs and no left turn signs. I never see the police enforcing those signs.
5. Perhaps an area for education is with regard to merging - especially when two lanes merge. The "zipper" method where each lane takes a turn seems to be a lost art and it's now a game of chicken. I take the long way home from work to avoid this frustration. Similarly, people turning right on red in places where there is a significant merge lane seem to think the through traffic should yield to them? Education and/or signage (with enforcement) might help.
6. I would like to see even more emphasis on safety checks for tractor trailers and school buses.
7. PA must join the rest of the states who allow municipalities to enforce speed limits with radar. Additionally, municipalities without their own police forces should not receive any traffic or motor vehicle enforcement services on non-state or non-county roads from State police. Lastly, more enforcement of pedestrian and cyclist protection is necessary.
8. I wish Pennsylvania would more strictly enforce laws prohibiting people from "traveling" in the passing lane. Too often on our highways, slower traffic will cruise in these lanes. This causes speeding and aggressive driving by faster moving vehicles. Reduction of "left lane cruising" would result in a reduction in speeding and aggressive driving. Also, not moving over and/or slowing down for emergency vehicles on shoulders should be enforced more and should carry a more serious penalty.
9. Laws were passed for "wipers on, lights on," and this does not seem to be enforced nor does the enforcement of clearing your vehicle of snow [happen]. Both passenger cars and commercial



trucks are not clearing their vehicles, causing hazards. Riding in the passing lane is also a huge problem in PA.

10. Highway traffic safety needs to be a higher monitoring priority. People do not know how to use a yield sign, especially on Highway on-ramps. Too often I see people misjudging if it would be prudent to stop at a yield sign when it would indeed be prudent. Also, folks are continuing to be a bottleneck for traffic on multi-lane highways by traveling in the left lanes at a speed matching the traffic in the right lanes instead of passing the traffic in those right lanes.
11. Very rarely do drivers observe the yield signs posted as you are entering a highway. People are just merging onto the highway, never yielding to the highway traffic and expecting you to move into the other lane as they continue at their regular speed rate. This is pretty much the norm. If you don't get in the other lane or if you can't get in the other lane, an accident will happen. Where do people get this idea of merging into highway traffic when they should be yielding? There are some states where the highway traffic is supposed to yield to vehicles coming onto the highway, but not in PA unless there is a sign specifically posted (which I have never seen).
12. Eliminate the use of DUI checkpoints and annual vehicle inspections. The first is unreasonable search and seizure, and the second is simply a way for auto shops to milk customers by insisting on unnecessary repairs as a requirement to obtain an inspection sticker.
13. I see areas where speed control is lacking. As a bicycle commuter, speed and distraction kill. Pittsburgh, where I live, doesn't have the resources to monitor local streets without the ability to use tools like radar and speed cameras, not because they are not wanted here, but because they are not legal. I would love to see automated enforcement in high crash corridors where enforcement is difficult. I saw how dramatic of an effect this had in DC when I lived there and speed cameras were introduced. I watch my speed, so I never got a ticket, but I felt much safer when a majority of drivers were forced to also keep their speed in check. I don't want ticket machines for profit, but I also don't want people passing me on Route 28 in to Pittsburgh driving 60 mph while I'm doing 45. The differential in speed between people obeying the law and people disregarding it completely with no consequences leads to a lot of unsafe situations. I force myself to speed in this corridor because it feels unsafe not to, due to the huge speed differentials of traffic here.
14. I don't trust automated camera radar ticketing. I've driven by so many speed signs that say I am going over the speed limit when it is not me, but the vehicle across the highway from me. I don't want a ticket when I did nothing wrong. Also, I've heard numerous instances where the equipment records speeds when there is no vehicle around.
15. I would support the installation of red light running cameras at known intersections that either have a high rate of red light running accidents or where police have issued a high percentage of red light running tickets. The identification of such intersections for red light running cameras should be based on a transparent and safety data driven process, and not solely based on traffic volumes or vehicle miles traveled data.

### Miscellaneous

1. Continued promotion of autonomous vehicles to eliminate bad human driving behaviors [should be occurring].
2. In areas around me, there are safety concerns related to the Amish and their buggies. We want to keep them safe and keep drivers safe as well. Maybe better signs? Driver training for how to share the road with buggies? Different designated areas that are safer for buggies?
3. It would be great if there was a state wide mechanism to link senior drivers with transportation options such as public transportation.

4. I think message boards should be used more often throughout PA than they are currently. Also, utilizing more radio channel up-to-date broadcasts of traffic situations unfolding in real time is still just as critical as 511 and social media. It's hard to check Twitter while driving, but I could tune into special radio channels for up-to-date traffic and accident concerns. Also 1-800FixRoad isn't staffed very often.
5. I believe that PA's vehicle inspection program plays a critical role in keeping our Highways safe.
6. Roadside litter is a huge distraction as well, and our highways are as littered and unsightly as they have ever been. We need to focus on cleaning that up as much as any of the other initiatives being discussed.
7. Tractor Trailer speeds should be reduced to 55 mph statewide - no exceptions. I-81 is a nightmare. Construction Trucks should have mandatory covers when hauling construction material [as should] trucks hauling junk/scrap metals. In all cases, they should be held liable should any debris fall from their trucks and hit another vehicle.
8. Increased industrial, commercial, and just plain big trucks combined with overwhelming construction zones has made Pennsylvania driving very hazardous and stressful. PennDOT repeatedly grants permits to developers that exceed ton limits without any improvement to roads and increasing danger to human lives. Communities are ruined and quality of life has been diminished as a result of PennDOT decisions.
9. I have a suggestion: PennDOT should run a television ad campaign that would remind people of the driving laws & how to follow the laws. The posts on Facebook are very helpful and important but not everyone has Facebook and not all get the PennDOT posts. And the posts are left open to interpretation. I have seen people comment on these posts and get into arguments over which way is correct. Especially about how to merge when a lane up ahead is closed. Another law that people seem to be unclear about is to get over to the left if an officer has a vehicle pulled over to the side of a highway. People get their license at age 16 and things get forgotten. It would also be helpful to explain laws of neighboring states that differ from PA.
10. I think PennDOT needs to do a better job of getting the word out on new driver/safety laws. The use of the many message boards along the highways and inserts with registration/license renewal mailings would be a couple of ways. The "move over for emergency vehicles" and the "headlights on with wipers" laws don't seem to be known by many drivers. I also think that drivers should take a short quiz on driving laws when renewing their driver licenses. It may force them to review the laws via the Pennsylvania Driver's Handbook or a similar publication.
11. Is there any evidence that certain kinds of road enhancements create a "calmer" driving environment? For example, do people drive less aggressively if there are trees or green spaces with plant material along the roadway? Or maybe less "clutter" of road signs [advertising?]. If so, I'd suggest that these be implemented. I don't think that the possibility of punishment makes a driver who is feeling hurried or anxious, or highly stressed out, want to calm down, but maybe there are positive enhancements that could lead to more rational driving. Or, perhaps [PennDOT should publicize] some studies that show that impatient, rushed driving does little to get you to your destination significantly earlier. People seem very distracted, both mentally and in terms of the electronic devices at their disposal. I personally do not think we should be allowed to talk on cell phones while driving, especially in congested areas. Maybe in rural areas [it would be acceptable] where there is less to pay attention to.