

State Transportation Commission

2015 Twelve Year Program Development

Regional results of the survey and public feedback from August thru November 2013

Northeastern Pennsylvania Alliance (NEPA)

Mobility Concerns

Traffic congestion is growing and resources are limited to build additional capacity.

As a result, transportation agencies are exploring ways to manage demand, operate efficiently, and improve capacity.

Using a scale of 1-5, for each mobility concern, please rank how important each mobility concern is to you, with one being 'Not Important' and 5 being 'Very Important'.

Congestion	Relieve traffic congestion by addressing bottlenecks and other traffic relief measures.	
Responded With an Average Rank of		4.29
Signals	Modernization of traffic signals streamlines traffic flow and reduces fuel costs for motorists.	
Responded With an Average Rank of		3.79
Incident	This legislation would allow for the safe, quick clearance of traffic incidents from the roadway.	
Responded With an Average Rank of		3.67
Freight Rail	\$500 billion in goods and services travel through PA each year. That investment would grow with upgrades to accommodate intermodal changes such as emerging needs from the natural gas industry and double-stack train access to our ports.	
Responded With an Average Rank of		3.50
Transit	Implementing new technologies improves service.	
Responded With an Average Rank of		3.42
Passenger Rail	Ridership on the Keystone Corridor has doubled since 2000 making it Amtrak's fourth-busiest route in the nation. Rail infrastructure improvements are critical to timely service.	
Responded With an Average Rank of		3.40
Real Time	This involves the use of dynamic message signs, PennDOT's 511PA.com system and social media.	
Responded With an Average Rank of		3.31
Mobility Suggestion	Suggest another mobility concern:	
Provided Other Options for Mobility Concern		3.00
Airline	Making upgrades to aviation infrastructure and technologies improves on-time performance.	
Responded With an Average Rank of		2.85

Northeastern Pennsylvania Alliance MPO

Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a “basic maintenance first” in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
41	74.55%	of Responders Chose for Top Three With an Average Rank of	1.98
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
35	63.64%	of Responders Chose for Top Three With an Average Rank of	1.94
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.		
34	61.82%	of Responders Chose for Top Three With an Average Rank of	2.03
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.		
19	34.55%	of Responders Chose for Top Three With an Average Rank of	2.11
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
17	30.91%	of Responders Chose for Top Three With an Average Rank of	1.94

Northeastern Pennsylvania Alliance MPO

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
37	67.27%	of Responders Chose for Top Three With an Average Rank of	1.78
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
35	63.64%	of Responders Chose for Top Three With an Average Rank of	1.91
Pedestrian Bicycle	The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.		
23	41.82%	of Responders Chose for Top Three With an Average Rank of	2.26
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
18	32.73%	of Responders Chose for Top Three With an Average Rank of	1.83
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
14	25.45%	of Responders Chose for Top Three With an Average Rank of	2.14
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
14	25.45%	of Responders Chose for Top Three With an Average Rank of	2.07
Safety Other	Suggest another safety option:		
5	9.09%	of Responders Provided Other Options for Top Three grouping	.00

State Transportation Commission

2015 Twelve Year Program Development

**Regional survey and mapped comments from the public feedback August thru
November 2013**

Northeastern Pennsylvania Alliance (NEPA)

Mobility Concerns

Mobility Suggestion	Suggest another mobility concern:
---------------------	-----------------------------------

Increase State Funding for Transportation	
-------------------------------------------	--

Northeastern Pennsylvania Alliance MPO

Preservation and Renewal Strategies

Transportation infrastructure is aging and investment in preservation has fallen short. As a result, transportation infrastructure owners have adopted a “basic maintenance first” in an attempt to keep bridges and roadways open

Please rank the top THREE preservation and renewal strategies that are most important to you, from the most to the least important.

State Bridge Upgrades	More bridges are expected to be posted with weight restrictions or closed as resources for repairs grow thin.		
41	74.55%	of Responders Chose for Top Three With an Average Rank of	1.98
Local Bridge	Deficiencies on locally-owned bridges have continued to rise in recent years, as resources are limited.		
35	63.64%	of Responders Chose for Top Three With an Average Rank of	1.94
Reconstruct Pavement	Our pavement condition has worsened over time. Fifty percent of Interstate highways have exceeded their design life. However, less than one-tenth of the needed roadway reconstruction is being completed each year due to limited funding.		
34	61.82%	of Responders Chose for Top Three With an Average Rank of	2.03
NO new construction until we repair what we already have. In particular, repair ALL of our deficient and dangerous bridges. Weight restrictions as a solution just put off a major disaster that is waiting to happen.			
Why are we making, lighting and paving parking lots at interstate intersections ie: Hazleton and our roads, and bridges going unattended and being derated for weight?			
so often I see roads repaved and then less than a year later , torn up again for some reason-lack of planning?inferior materials? Ex.Rt 33 Wind Gap to Rt80. Also these projects appear to take way to long to complete- looks like contractors are just dragging them out to make more \$. Rt 380 appears to be doing something right- even when there is construction it is done well- from lane closures to length of time to final result.			
Rail Infrastructure	For example, the Marcellus Shale industry brings rail revenue but also more rail infrastructure needs. The more materials shipped by rail, the less wear and tear by heavy trucks on our roadways.		
19	34.55%	of Responders Chose for Top Three With an Average Rank of	2.11
Public Transit	Passengers will experience delays and system reliability will decrease without addressing deteriorating vehicles, equipment and infrastructure.		
17	30.91%	of Responders Chose for Top Three With an Average Rank of	1.94

Safety Strategies

Highway fatalities have been declining. PennDOT has set an aggressive goal of reducing fatalities and injuries by half over the next two years.

Please rank the top THREE highway safety strategies you believe are most important to improve safety, from the most to the least important.

Distracted/Aggressive Driving	Strategies include education, enforcement, roadway strategies like rumblestrips, etc.		
37	67.27%	of Responders Chose for Top Three With an Average Rank of	1.78
Would really like to see more uniform roadway signage ie: Bigger signs for lane ending, merging, etc			
Safety Improvements	Safety projects include improving sight distance, clear zone, rumble strips and safety edge upgrades.		
35	63.64%	of Responders Chose for Top Three With an Average Rank of	1.91
Would like to see a better job at bridge on/off and storm sewer manholes. Why can no one pave a road the same height as the above? Does any one inspect the job after it is completed? Do any of you ride a motorcycle? And why are not all the center pavement overlaps sealed across the state			
Pedestrian Bicycle	The majority of crashes occur in crosswalks in urban settings, but the majority of pedestrian fatalities occur in rural areas. Projects include upgrading crosswalks or improving signs and pavement markings.		
23	41.82%	of Responders Chose for Top Three With an Average Rank of	2.26
No new road construction until we repair and upkeep what we have in particular, fix our deficient bridges			
Impaired Driving	Alcohol-related crashes account for one-third of total traffic deaths. Priorities include programs on education, enforcement, ignition interlock systems, etc.		
18	32.73%	of Responders Chose for Top Three With an Average Rank of	1.83
fix the rural state roads and improve snow removal			
Vehicle Safety Performance	Partnerships to improve vehicle design, new technologies (i.e. connective and autonomous vehicle technologies), etc.		
14	25.45%	of Responders Chose for Top Three With an Average Rank of	2.14
enforcement of impaired driving laws must be immediate and more severe, to discourage drivers from even thinking about driving drunk. My family vehicle was hit by a drunk driver who's license had already been suspended for 10 years - did not stop her from driving. A neighbor was stopped for driving w/o a license after spending jail time for drunk driving- local law enforcement allowed him to continue to his destination and back home with just a verbal warning.			
Work Zone Safety	The installation of cameras designed to improve work zone safety and reduce speed, crashes and fatalities.		
14	25.45%	of Responders Chose for Top Three With an Average Rank of	2.07
Safety Other	Suggest another safety option:		
5	9.09%	of Responders Provided Other Options for Top Three grouping	.00

Preservation and improvement of the State's rail passenger services.

People hanging in the left lane for miles at a time.

Fix the rural state roads and improve snow removal

Bridges in a good state of repair

Road surface quality

Road sign reduction (distraction)

Appropriate speed limits (set at the 80th percentile)

Properly maintained roads

State Transportation Commission

2015 Twelve Year Program Development

Regional mapped comments from the public feedback August thru November 2013

Northeastern Pennsylvania Alliance (NEPA)

There are no comments posted in the survey map.