



Regional Outreach I Quantitative Graphs

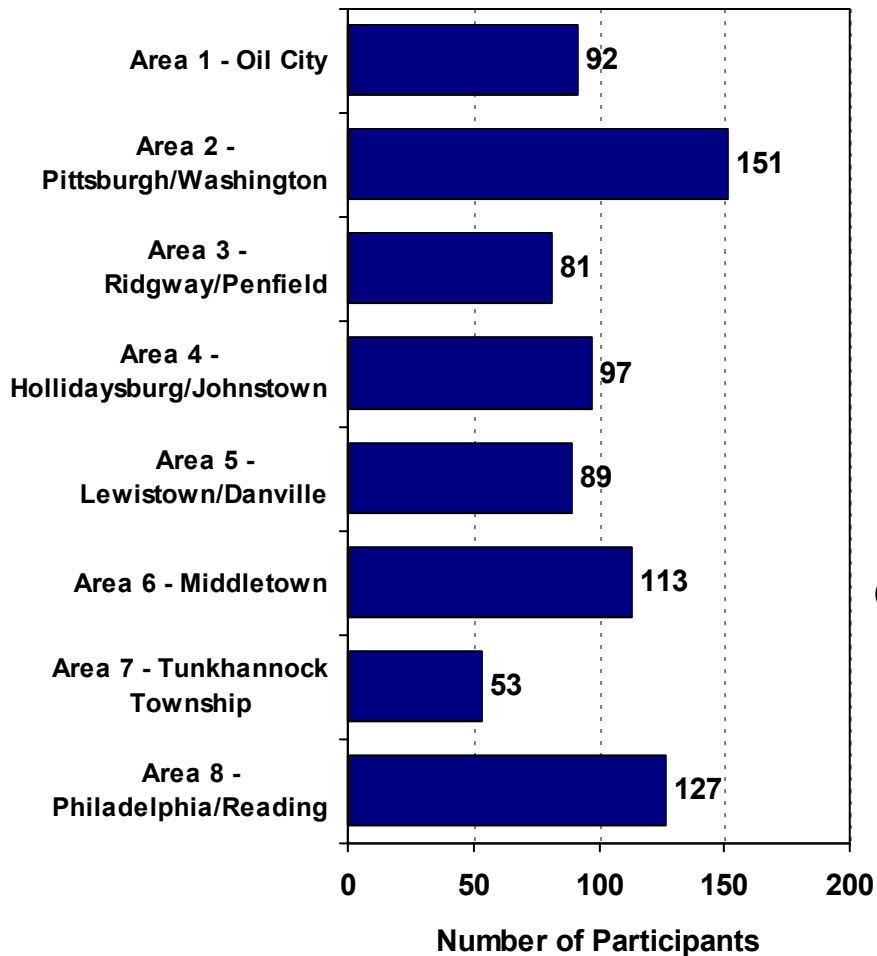
May 3, 2005





Participants in Regional Outreach Meetings

By Region n=803



By Affiliation n=712

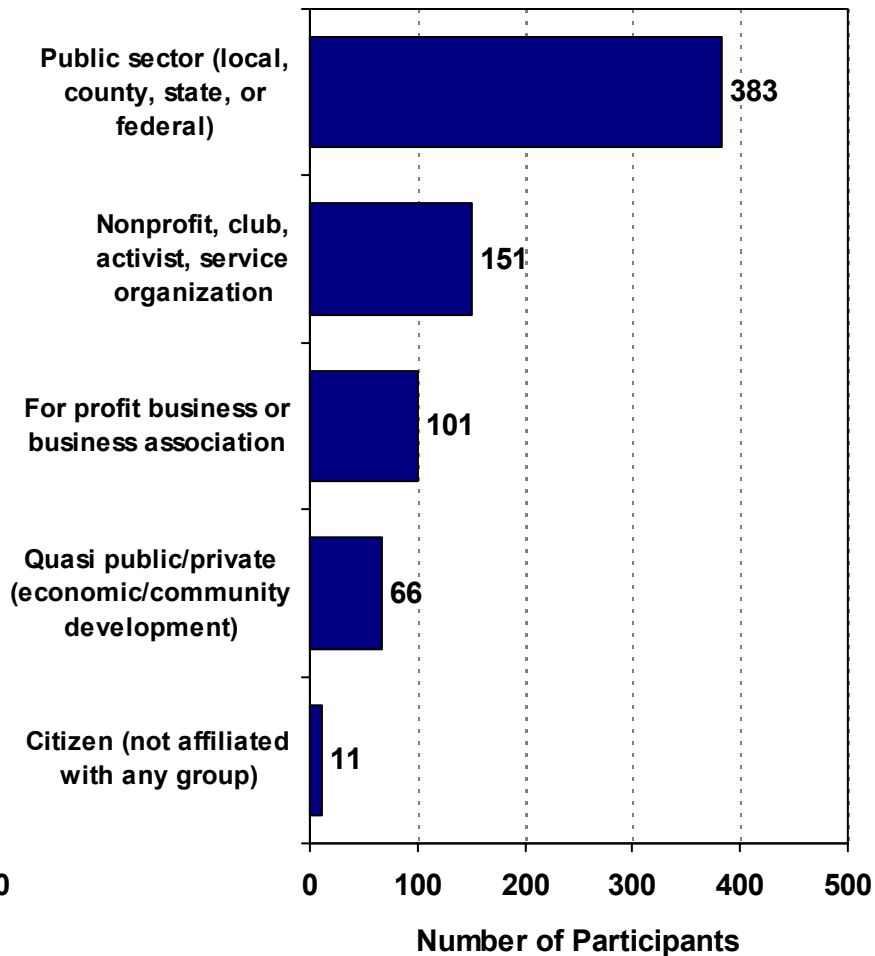


Figure 2

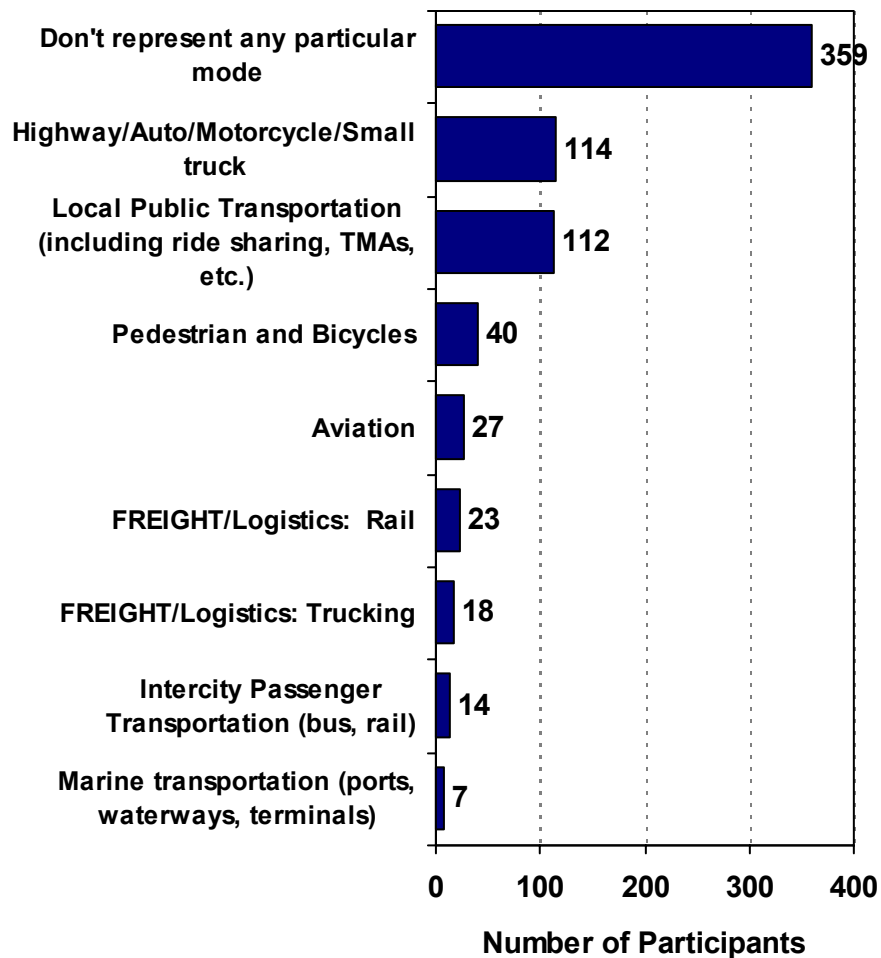
3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Participants in Regional Outreach Meetings

By Mode Representation n=714



By Geographic Environment n=719

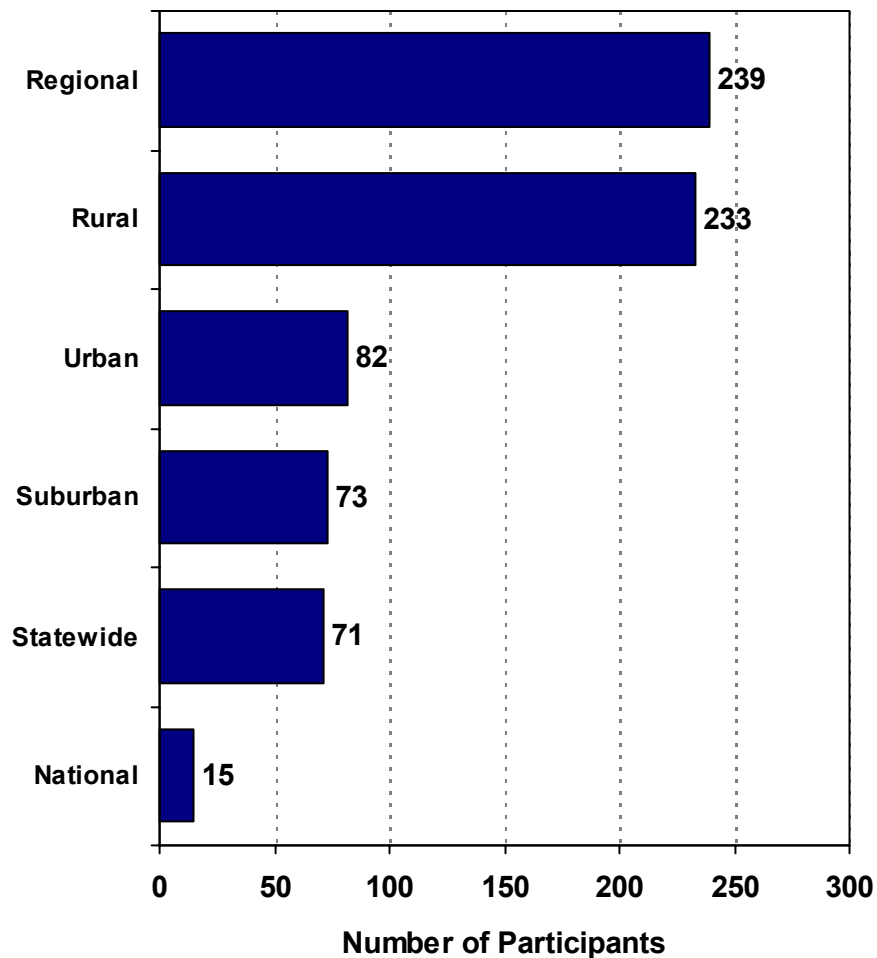


Figure 3

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The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Goals For the Mobility Plan

What is the most important goal? Least Important?

Statewide Results (n=732)

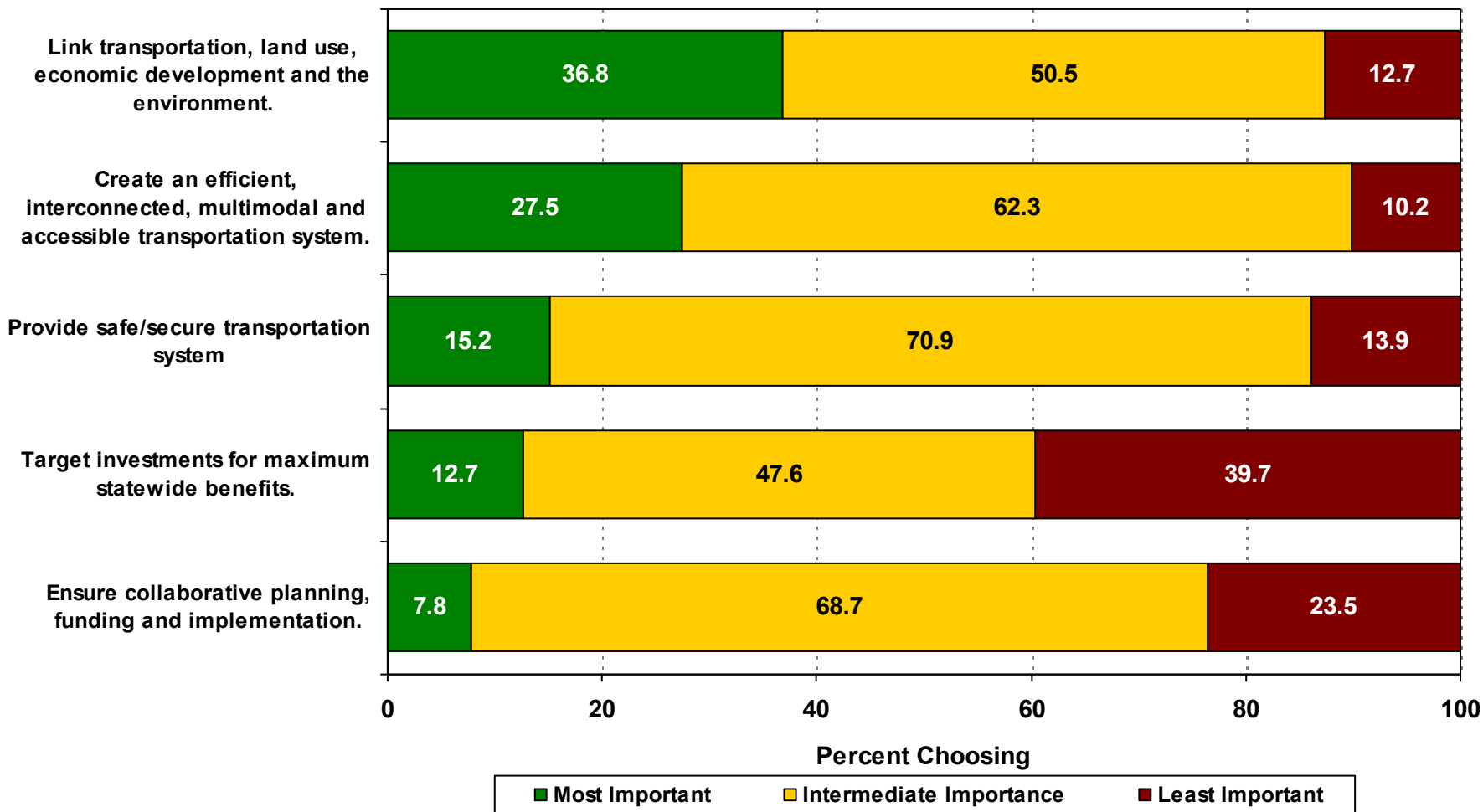


Figure 4

3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Goals For the Mobility Plan by Region

What is the most important goal? Least important?

Goals

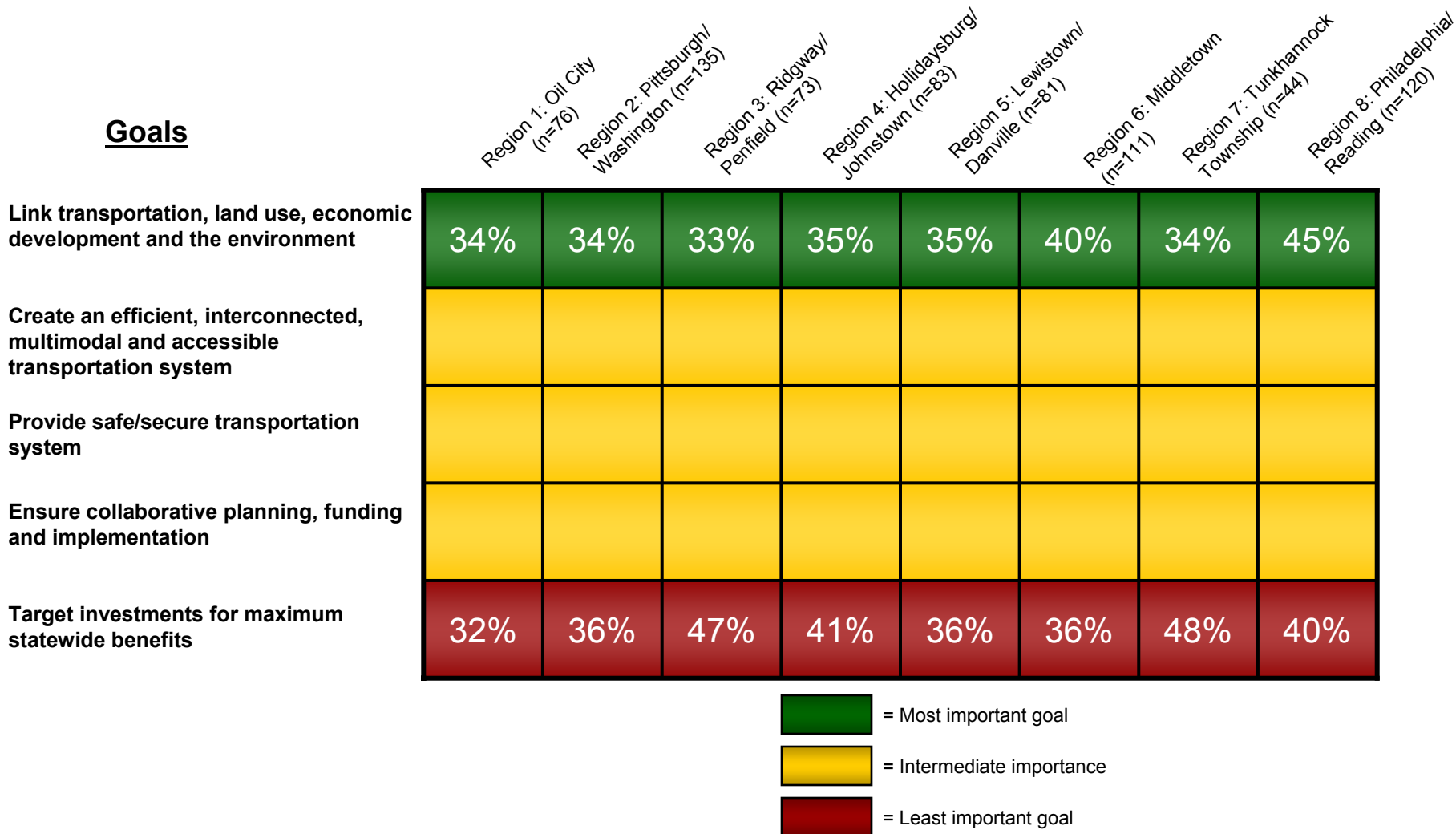


Figure 5

3-May-05

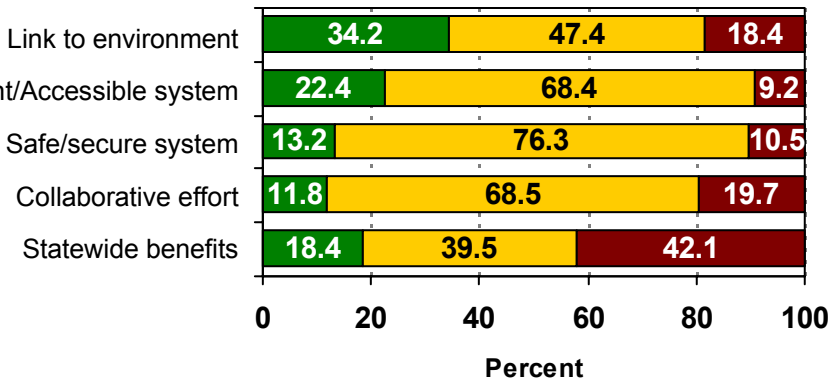
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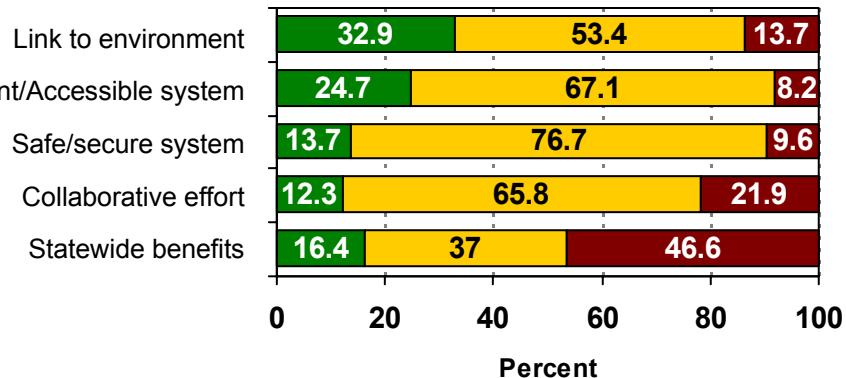
Goals For the Mobility Plan by Region

What is the most important goal? Least important?

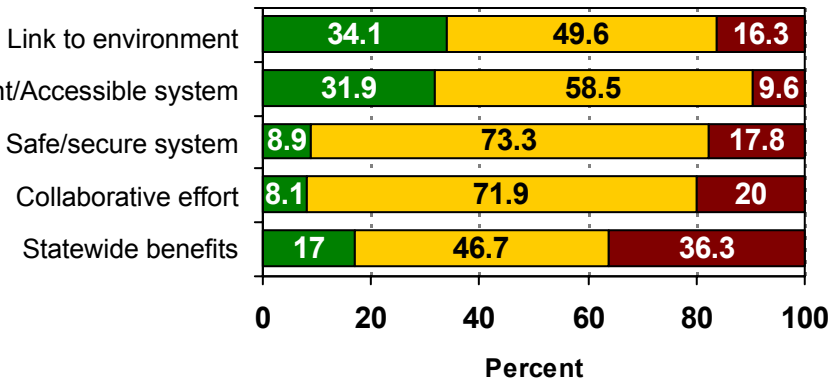
Oil City (n=76)



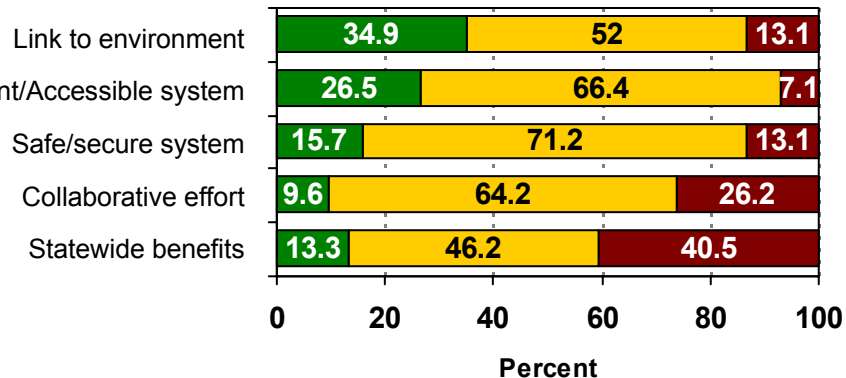
Ridgway/Penfield (n=73)



Pittsburgh/Washington (n=135)



Hollidaysburg/Johnstown (n=83)



■ Most important ■ Intermediate importance ■ Least important

Figure 6

3-May-05

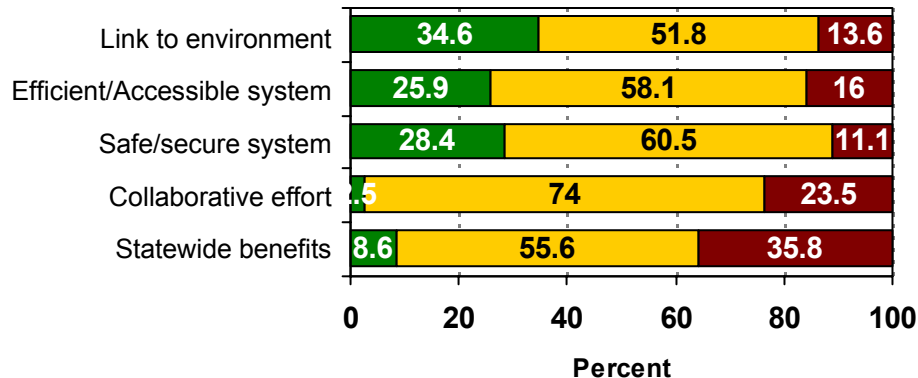
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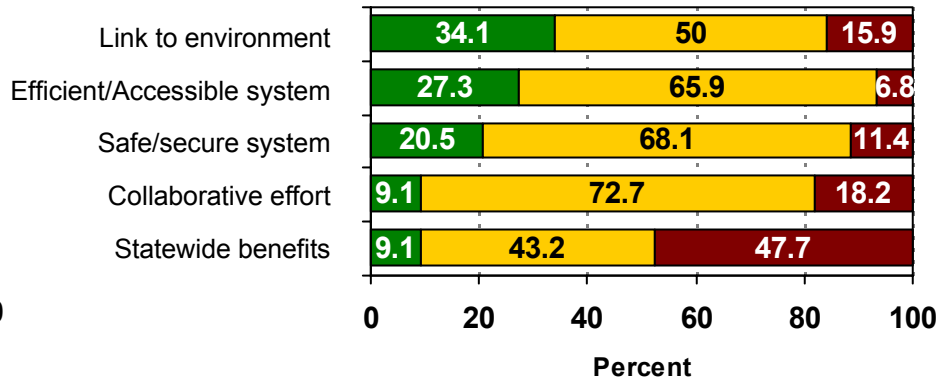
Goals For the Mobility Plan by Region

What is the most important goal? Least Important?

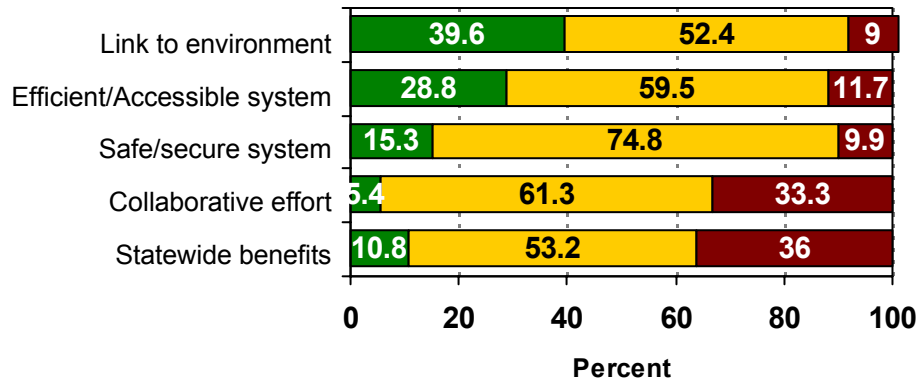
Lewistown/Danville (n=81)



Tunkhannock Township (n=44)



Middletown (n=111)



Philadelphia/Reading (n=120)

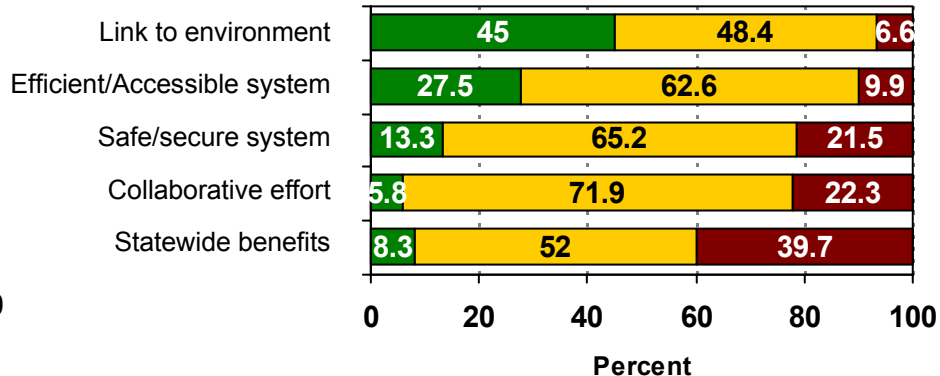


Figure 7

3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Goals For the Mobility Plan by Organization

What is the most important goal? Least important?

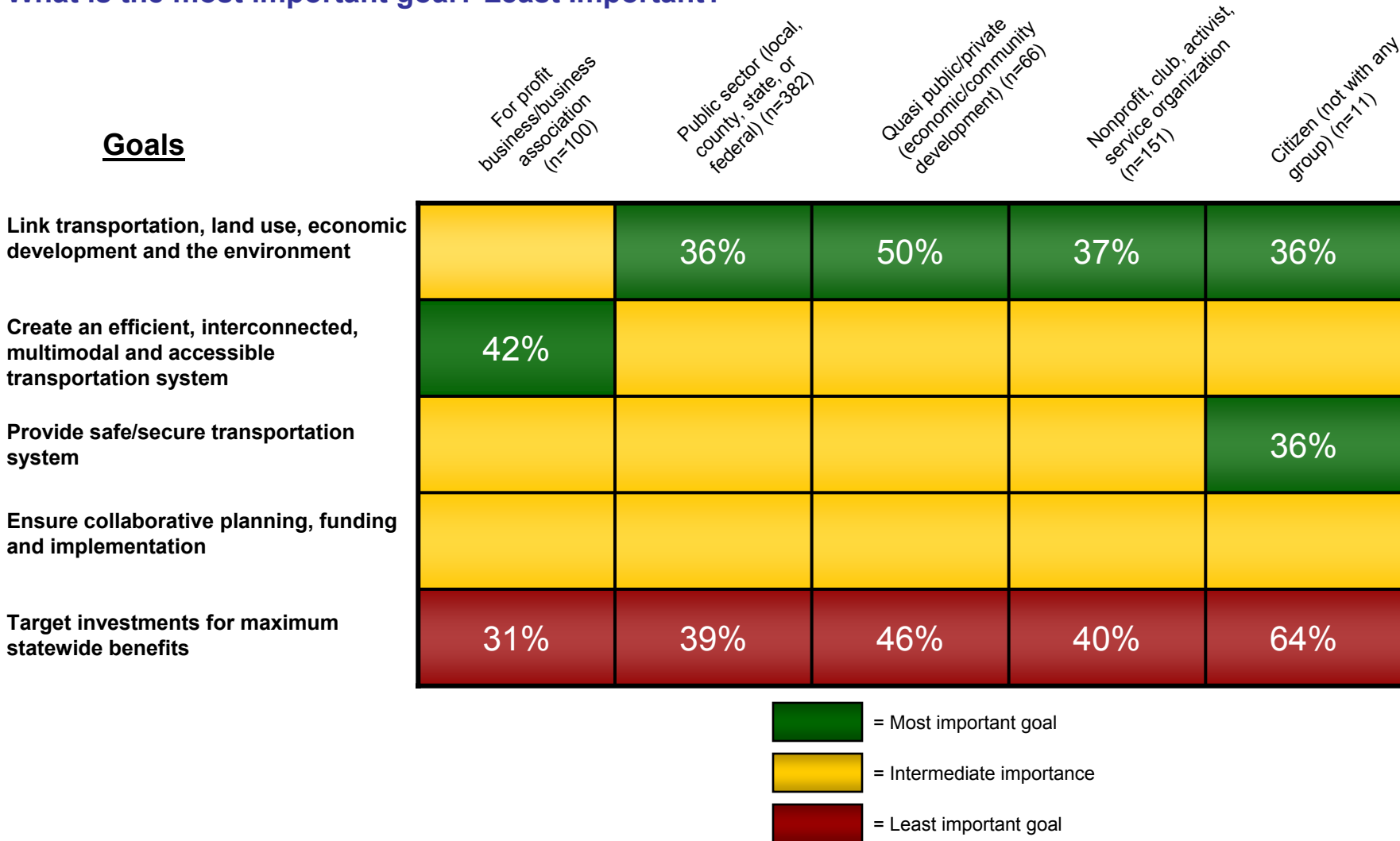


Figure 8

3-May-05

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Goals For the Mobility Plan by Mode

What is the most important goal? Least Important?

Goals

No particular mode (n=357) Highway/Auto/Motorcycle/Small truck (n=113) Freight: Trucking (n=18) Freight: Rail (n=23) Marine (n=6) Aviation (n=27) Local Public Transportation (n=111) Intercity Passenger (n=14) Bicycle/Pedestrian (n=40)

Link transportation, land use, economic development and the environment	42%	30%	33%		33%				68%
Create an efficient, interconnected, multimodal and accessible transportation system				48%		44%	41%	64%	
Provide safe/secure transportation system									
Ensure collaborative planning, funding and implementation				44%					
Target investments for maximum statewide benefits	39%	39%	44%		50%	33%	42%	57%	33%

 = Most important goal
 = Intermediate importance
 = Least important goal

Figure 9

3-May-05

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Goals For the Mobility Plan by Geography

What is the most important goal? Least Important?

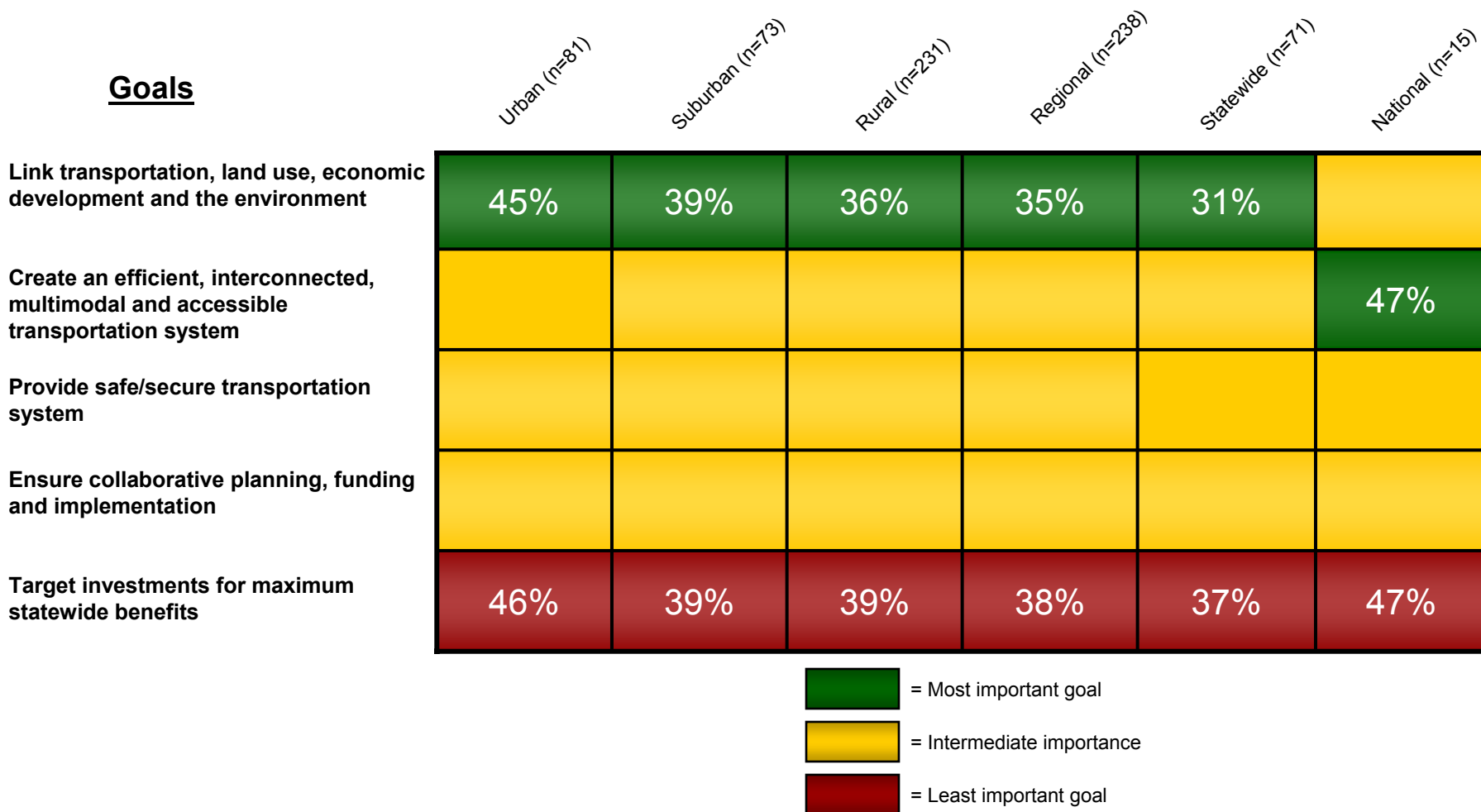


Figure 10 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Trade-off Results For Transportation Services

To what PennDOT transportation services would you allocate more resources? Less? (n=554)

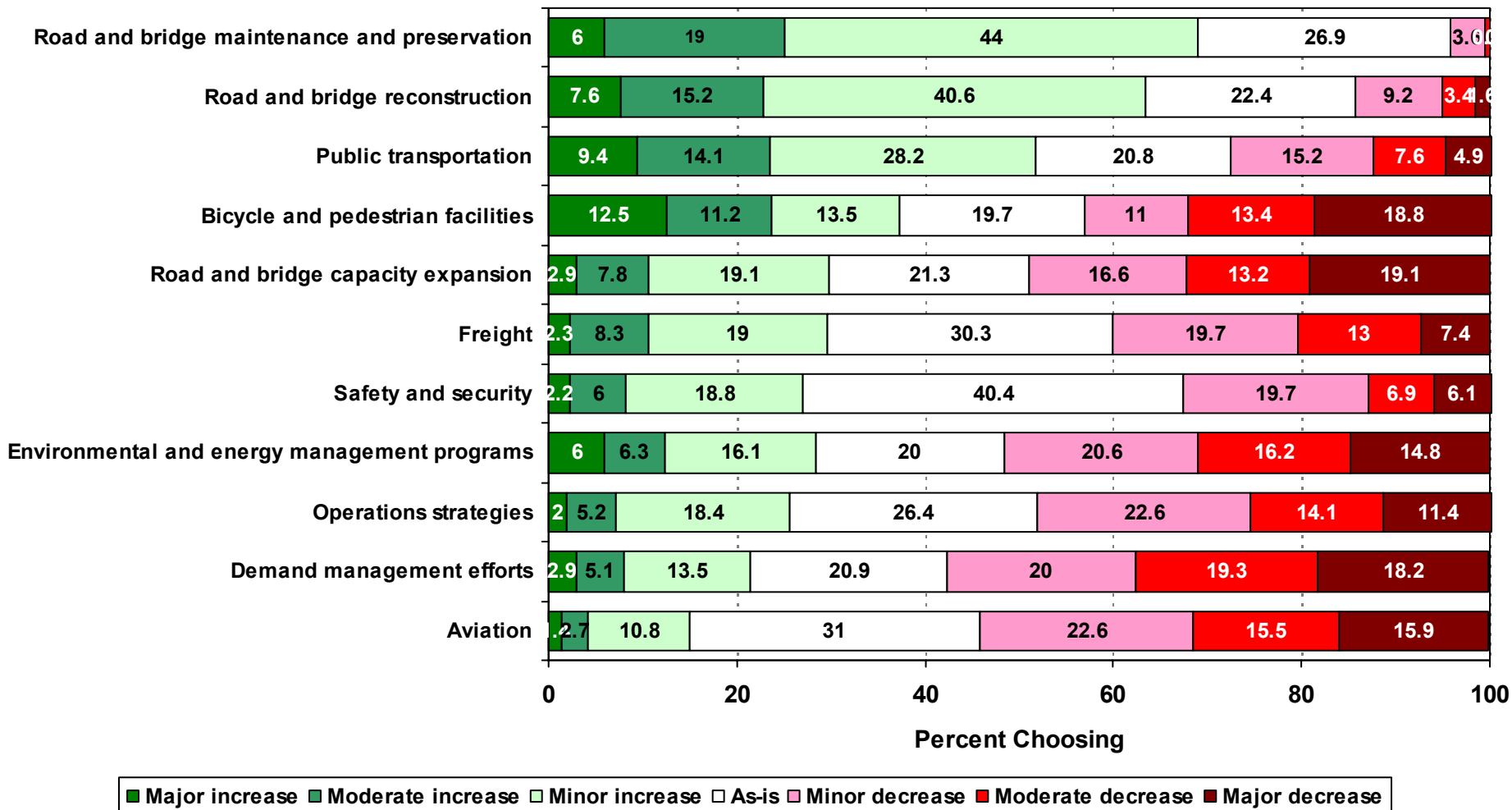


Figure 11 3-May-05

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Trade-off Results For Transportation Services

To what PennDOT transportation services would you allocate more resources? Less? (n=554)

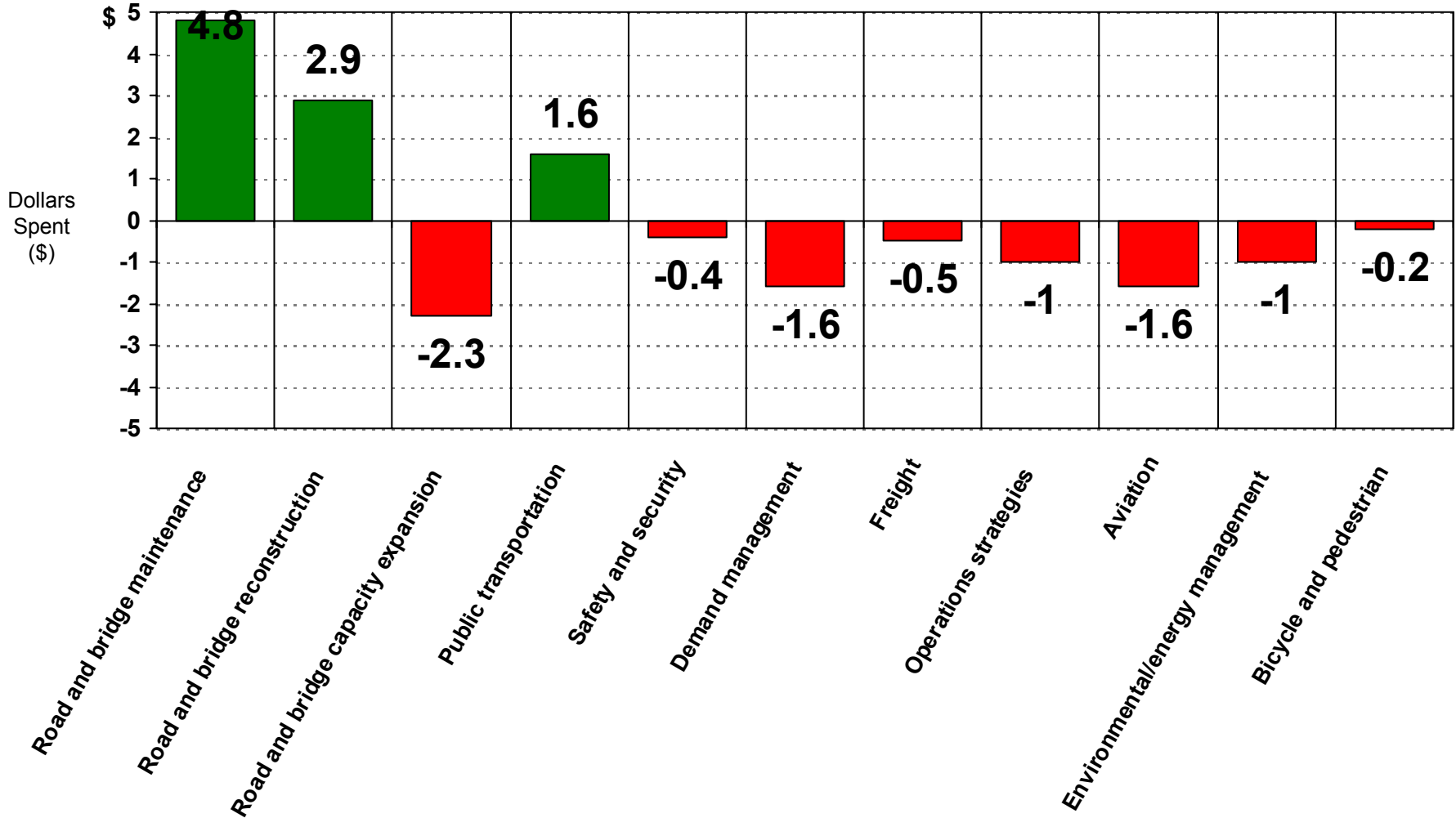


Figure 12

3-May-05

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Trade-off Results For Transportation Services

To what PennDOT transportation services would you allocate more resources? Less? (n=554)

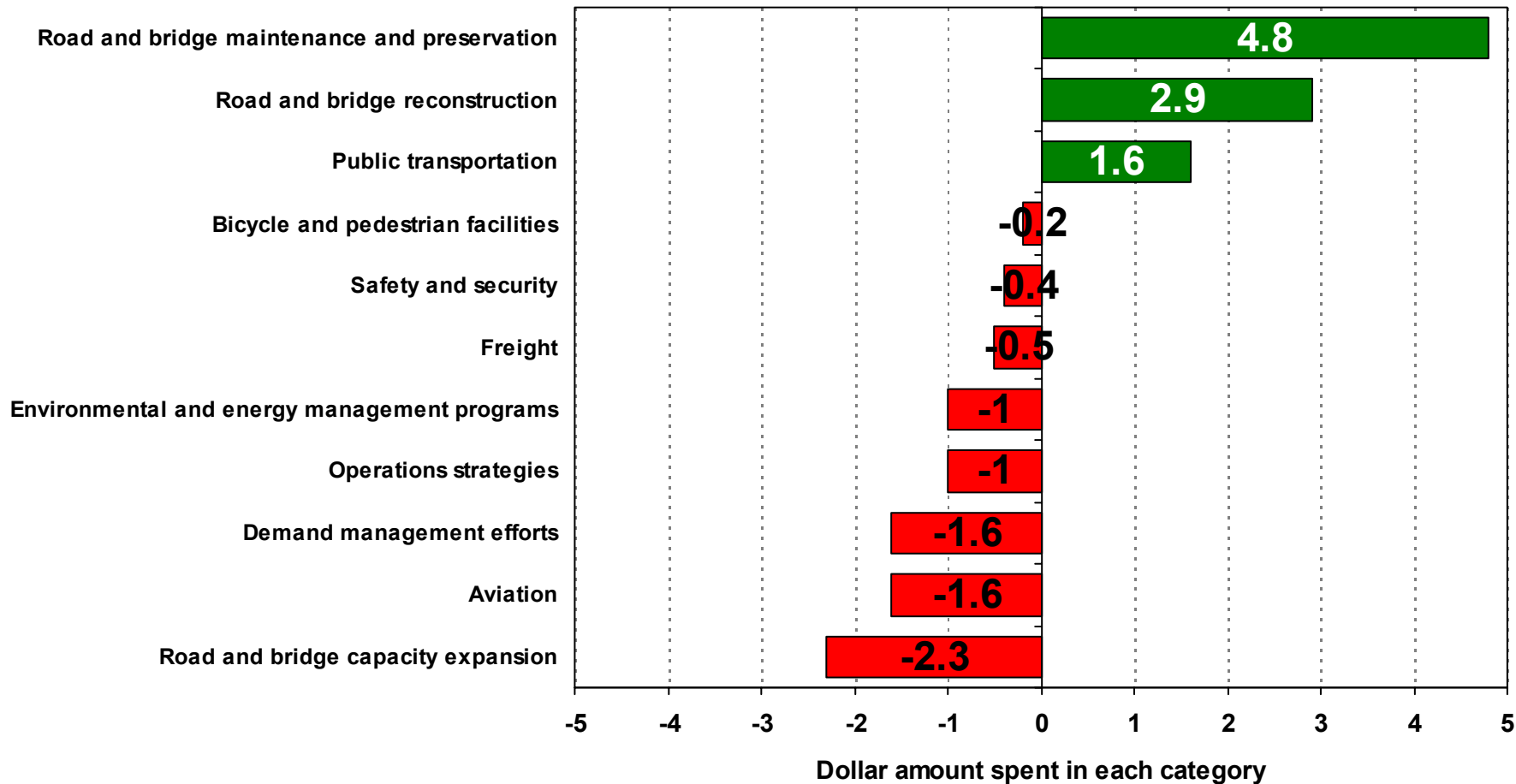


Figure 13 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.

Trade-Off vs. New Money Spending

To what PennDOT transportation services would you allocate more or less resources? How would you spend new money? (n=554)

Reallocating Existing Dollars

Allocating \$10 New Dollars

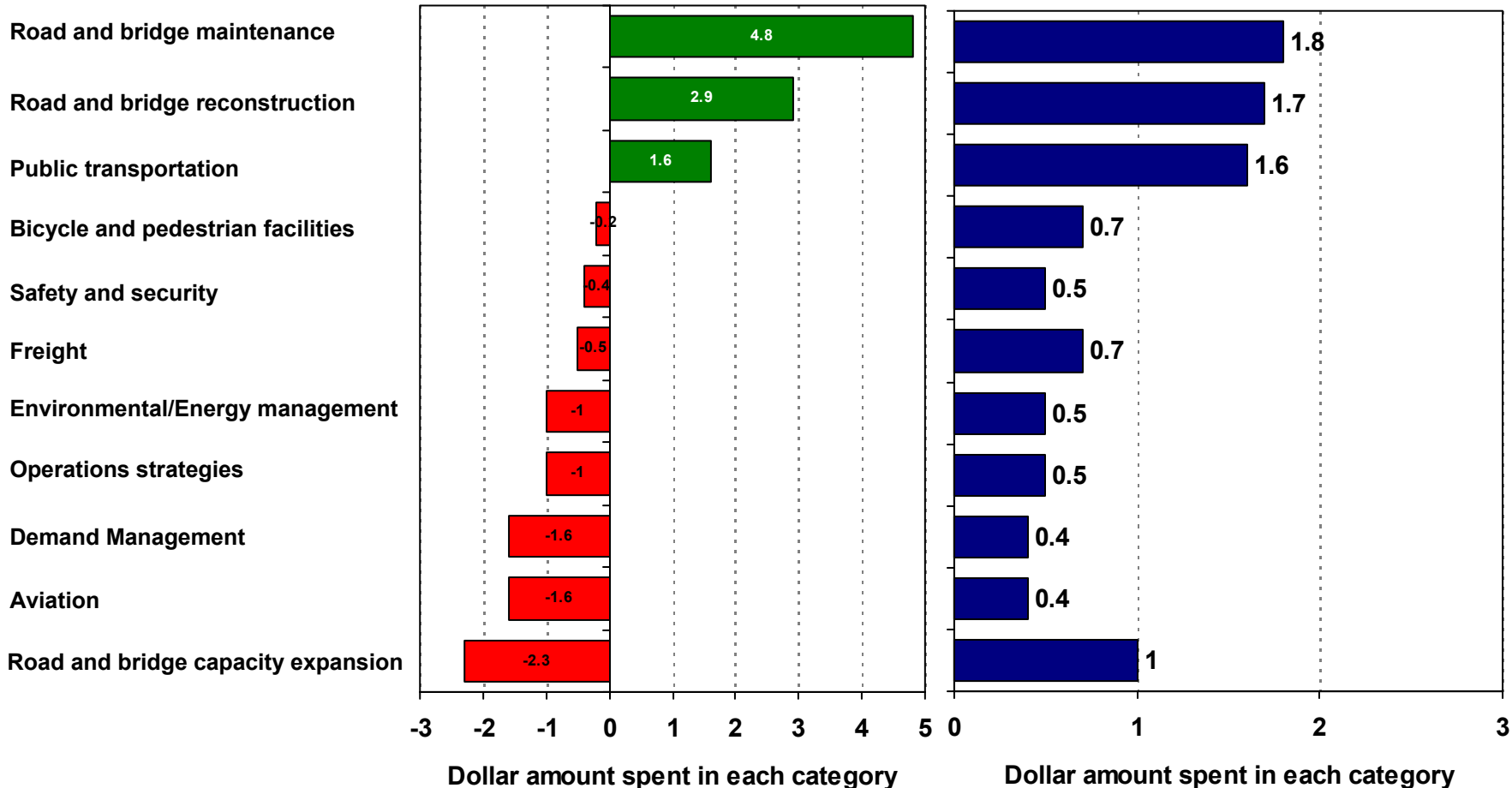


Figure 14 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions Summary Table

Which priority (of the following) is most important regarding:

Service	N	Most Important (%)	Intermediate Importance (%)	Least Important (%)
Road and bridge maintenance	729	Extend life of road (71%)	Improve safety of road (21%)	Smoother ride quality (9%)
Road and bridge reconstruction	730	Improve access (38%)	Improve mobility (38%)	Fix roads in worst condition (24%)
Public transportation	727	Improve quality (39%)	Tie in with land use issues (36%)	Build new lines (25%)
Bicycle and pedestrian facilities	729	Improve facilities (49%)	Develop recreational facilities (30%)	Improve safety education and enforcement (21%)
Road and bridge capacity expansion	731	Improve community and economic devel. (46%)	Reduce congestion (39%)	Improve safety (15%)
Freight	731	Better link freight modes (36%)	Increase freight services (36%)	Address freight safety (28%)
Safety and security	734	Improve enforcement and education (48%)	Improve design (42%)	Better protect from threats (9%)
Environmental/Energy management	730	Promote cleaner vehicles (50%)	Mitigate impacts of trans. infrastructure (27%)	Reduce driving (VMT) (23%)
Operations strategies	731	Improve signal systems (64%)	Provide real-time information and route guidance (29%)	Speedier removal of disabled vehicles (7%)
Demand Management	733	Promote better land use practices (57%)	Improve/expand services and facilities (26%)	Better price transportation (17%)
Aviation	731	Improve/expand landside infrastructure (47%)	Expand number and variety of air service connections (32%)	Improve/expand airside infrastructure (22%)

Figure 15 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions

Which priority (of the following) is most important regarding:
ROAD AND BRIDGE MAINTENANCE AND PRESERVATION? (n=729)

Statewide Results

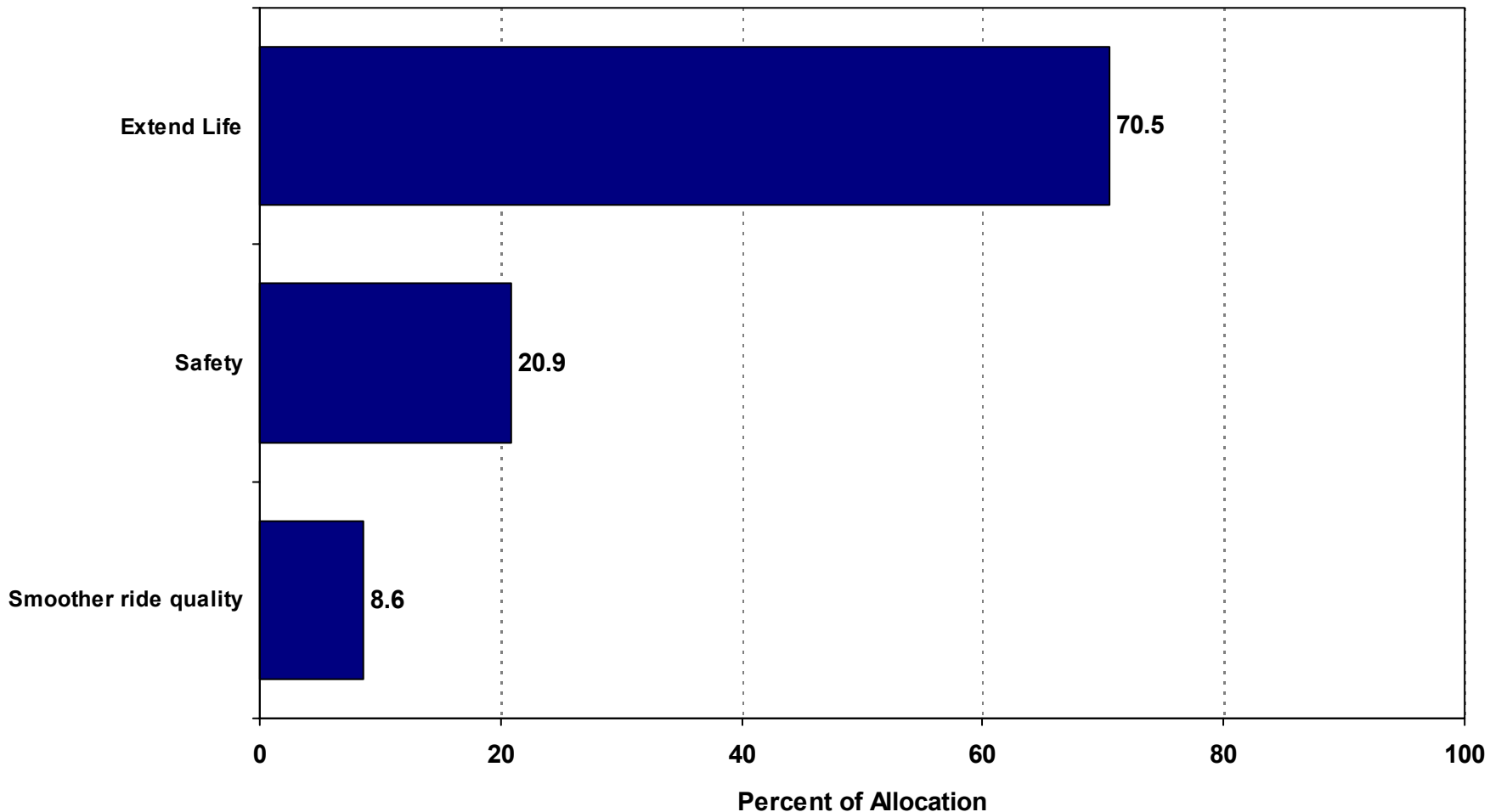


Figure 16 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions

Which priority (of the following) is most important regarding:
ROAD AND BRIDGE RECONSTRUCTION? (n=730)

Statewide Results

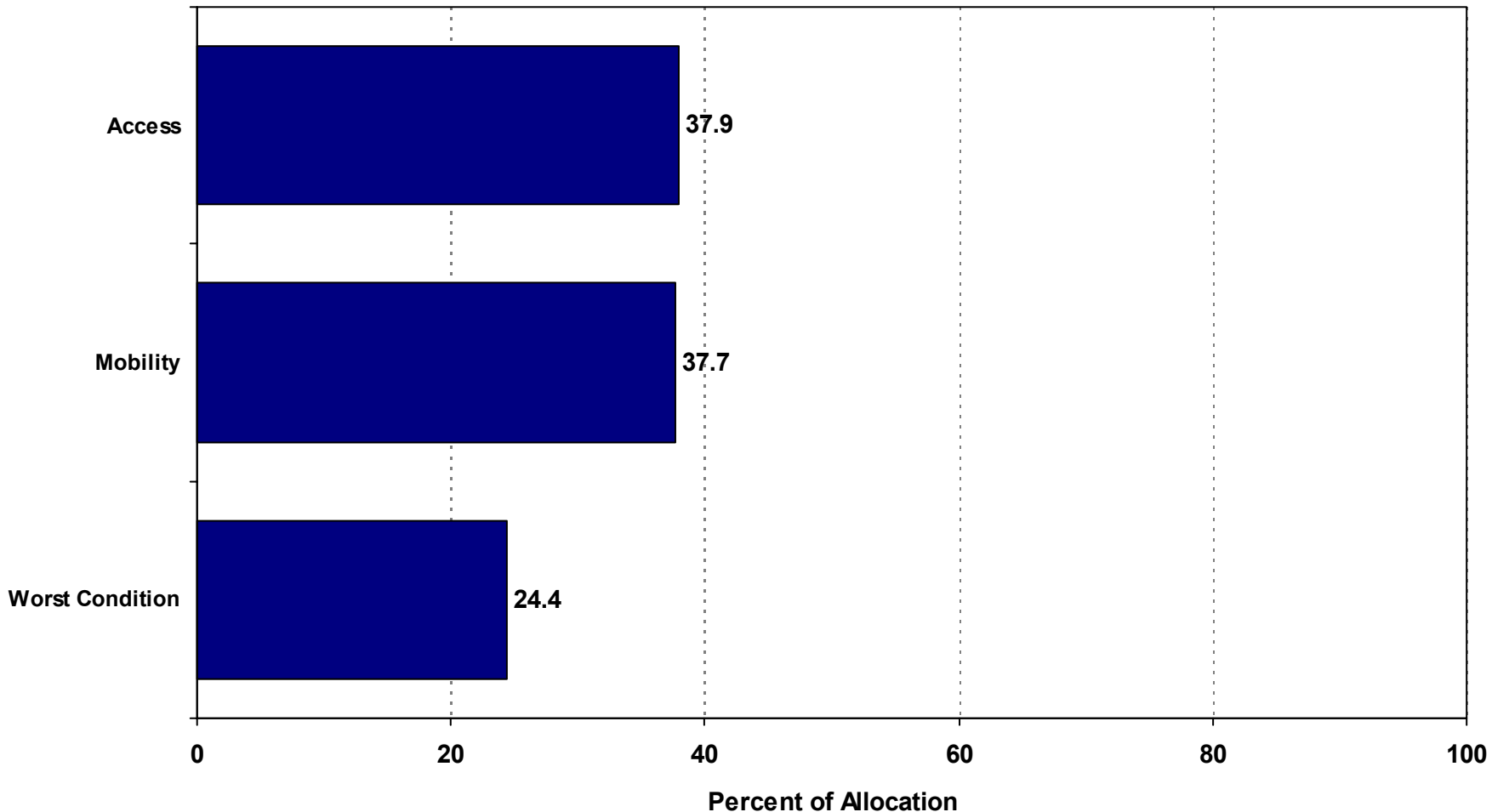


Figure 17 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions

Which priority (of the following) is most important regarding:
ROAD AND BRIDGE CAPACITY EXPANSION? (n=731)

Statewide Results

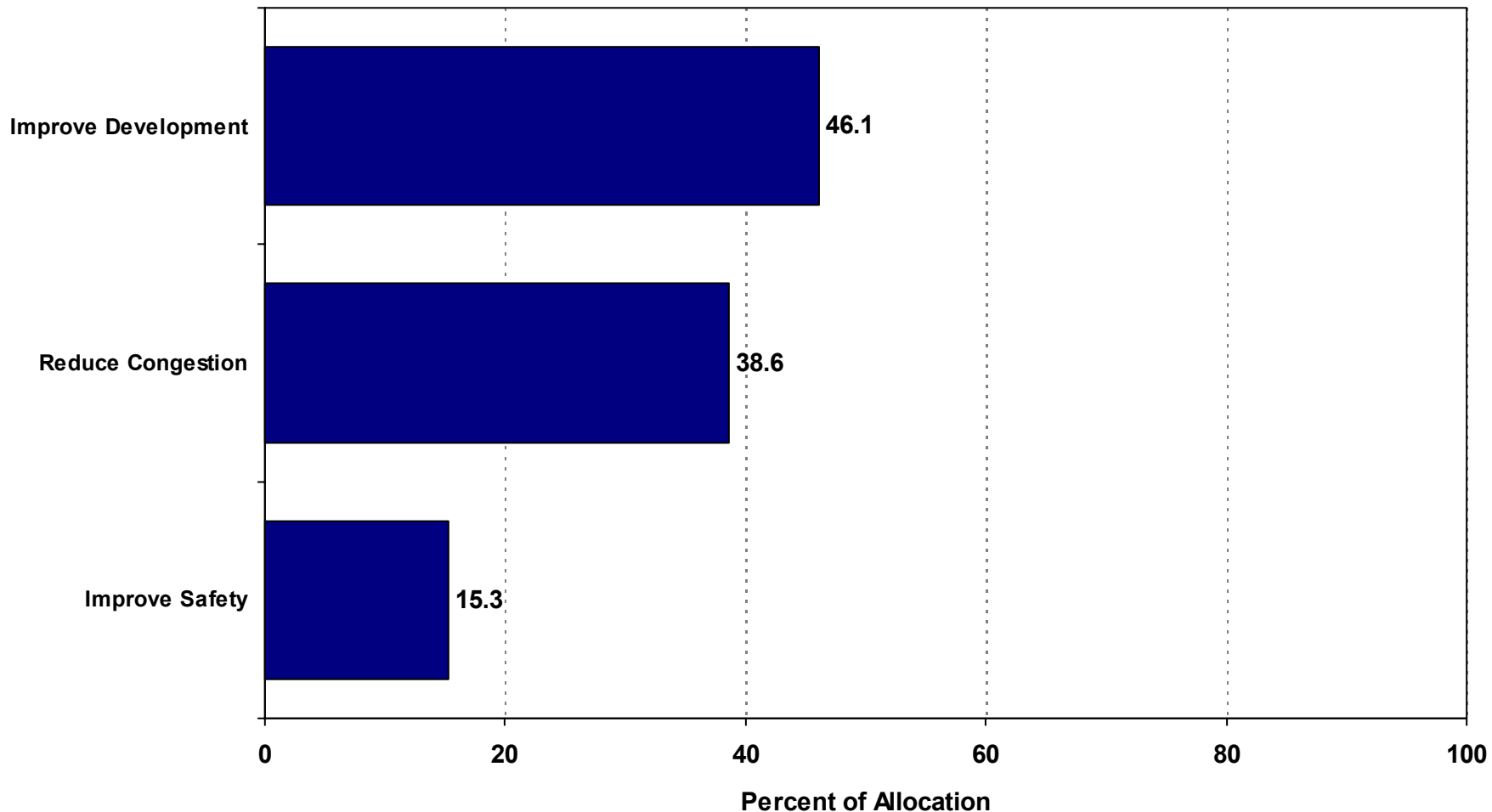


Figure 18 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions

Which priority (of the following) is most important regarding:
PUBLIC TRANSPORTATION? (n=727)

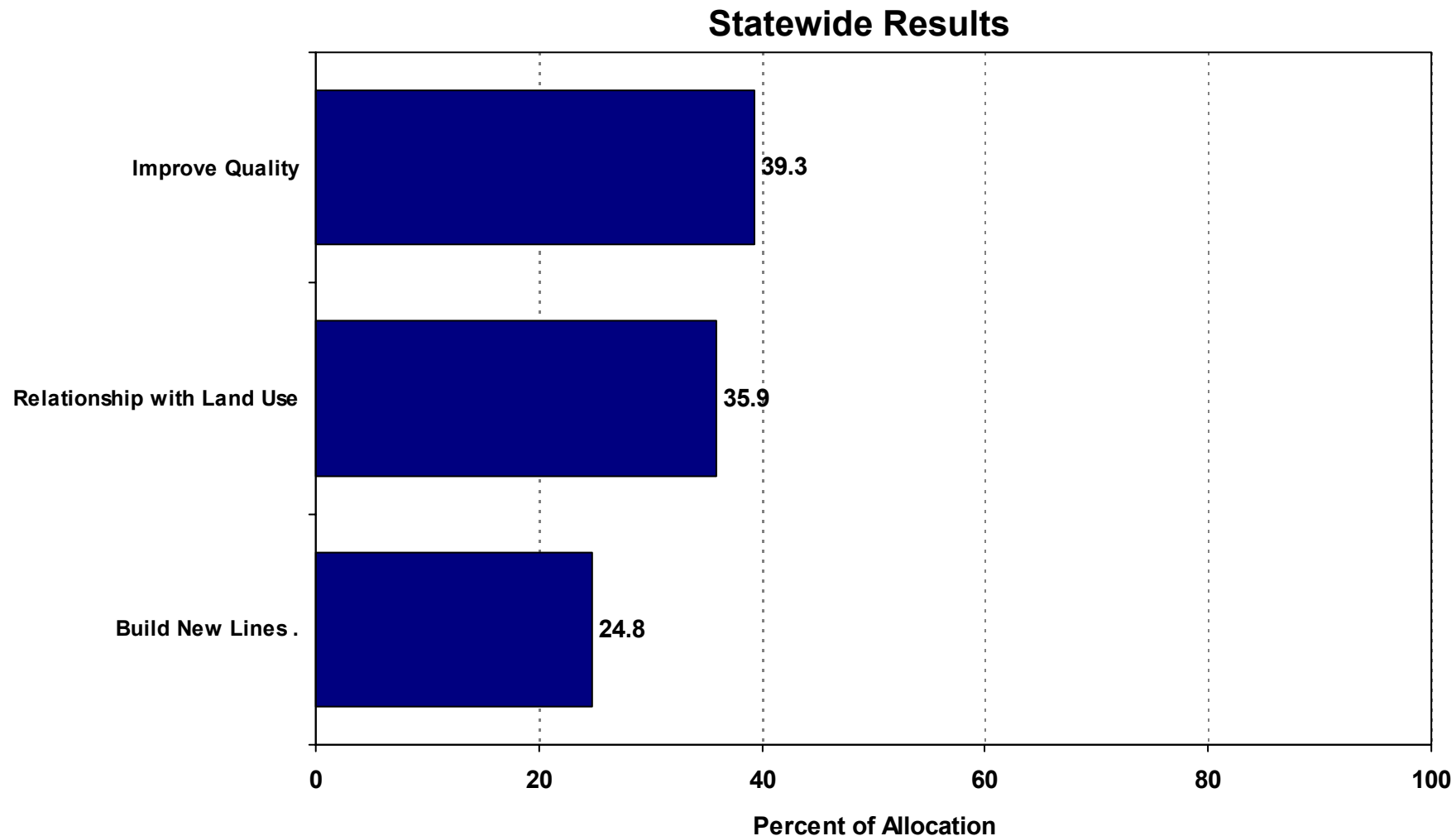


Figure 19 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.

Drill Down Questions

Which priority (of the following) is most important regarding:
SAFETY AND SECURITY? (n=734)

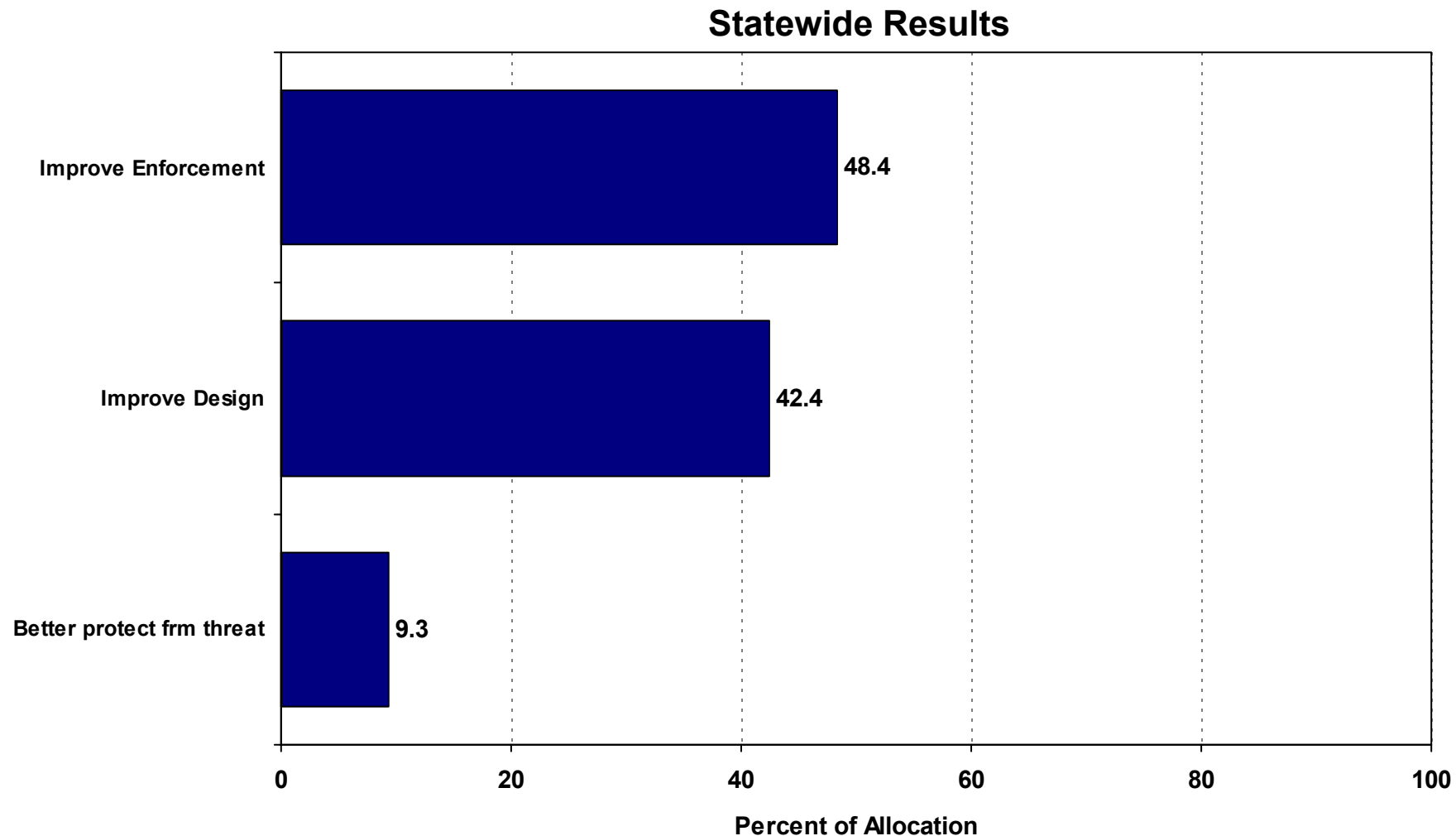


Figure 20 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions

Which priority (of the following) is most important regarding:
DEMAND MANAGEMENT EFFORTS? (n=733)

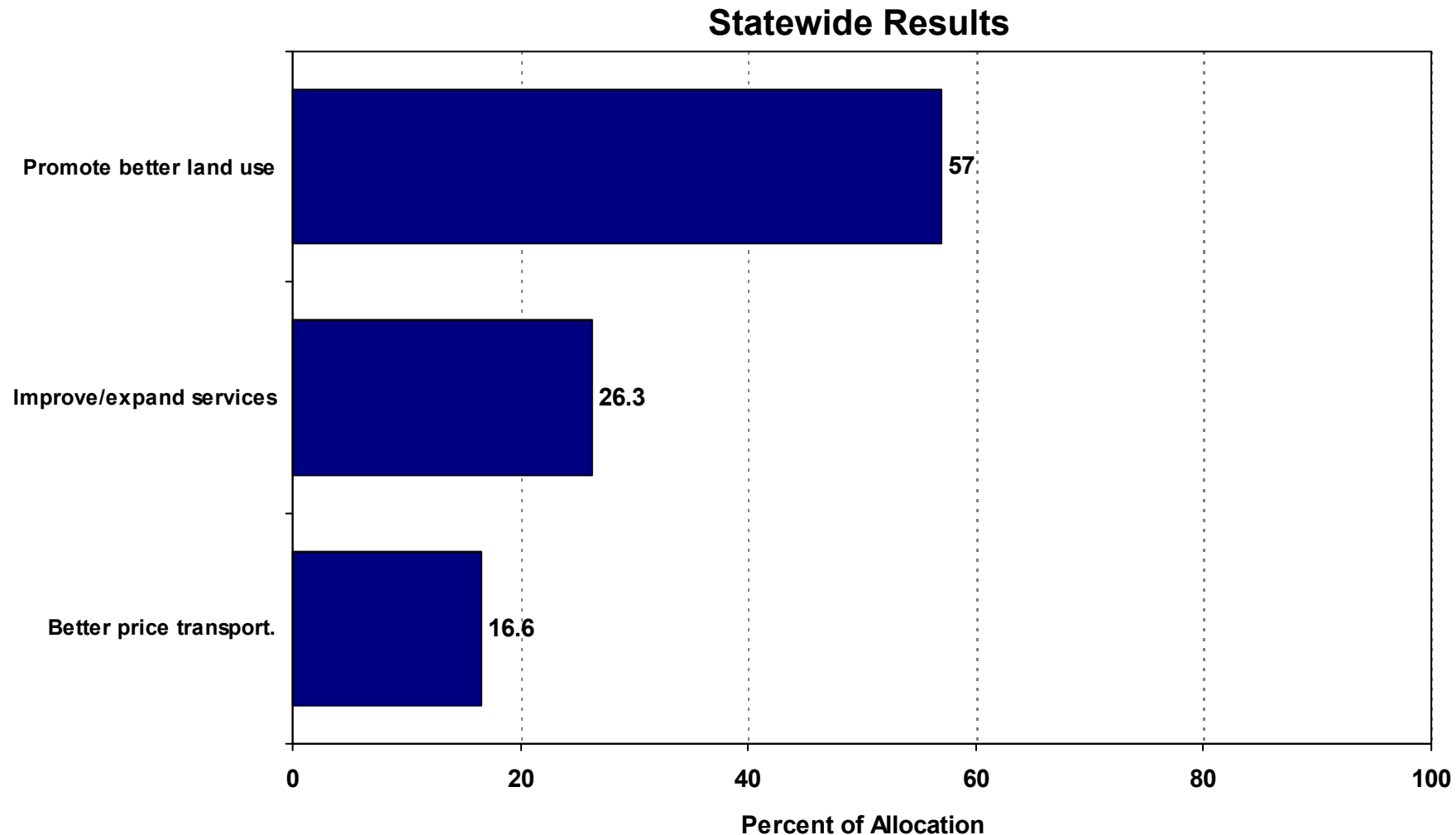


Figure 21 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions

Which priority (of the following) is most important regarding:
FREIGHT SERVICES? (n=731)

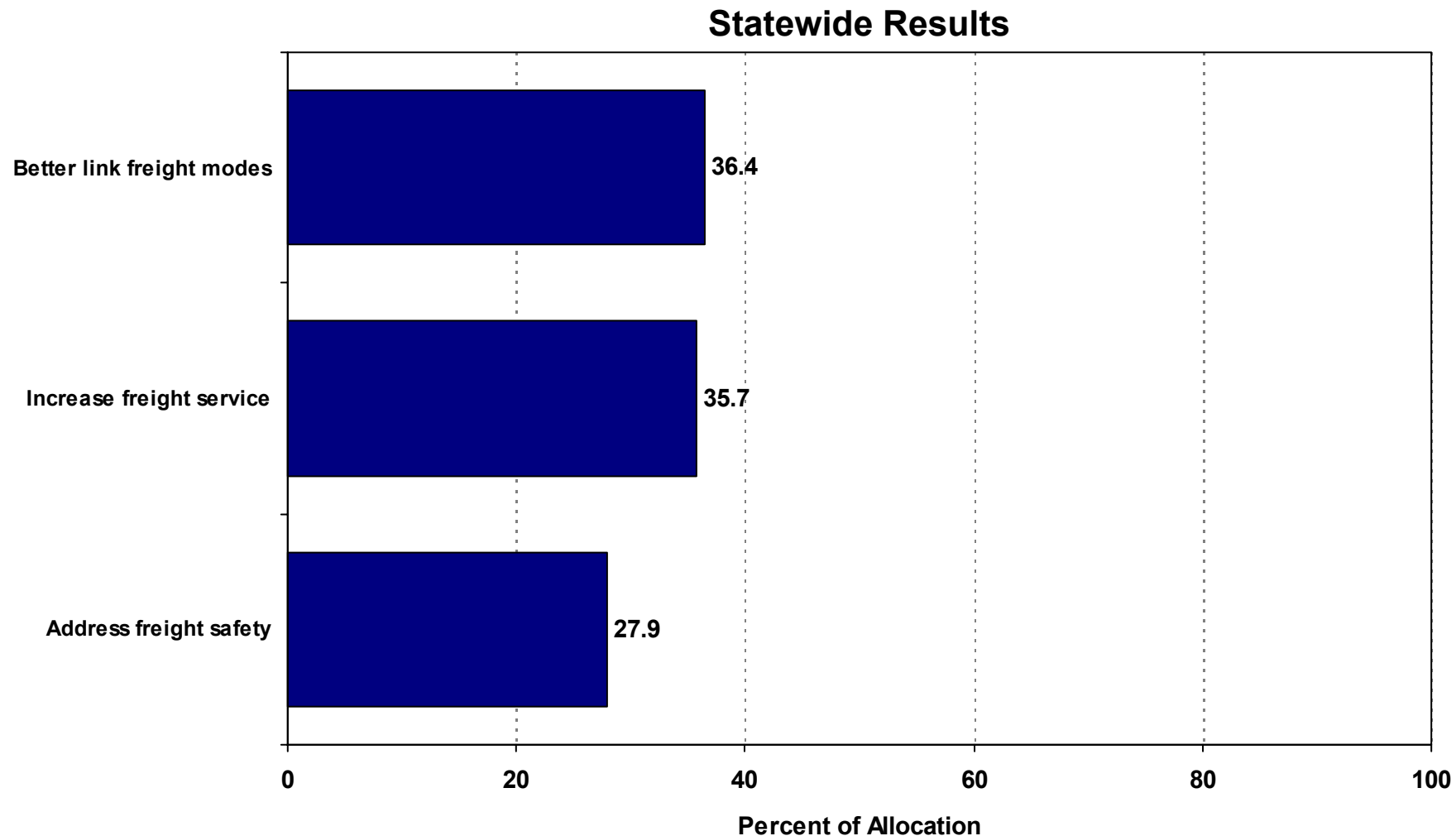


Figure 22 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions

Which priority (of the following) is most important regarding:
OPERATIONS STRATEGIES? (n=731)

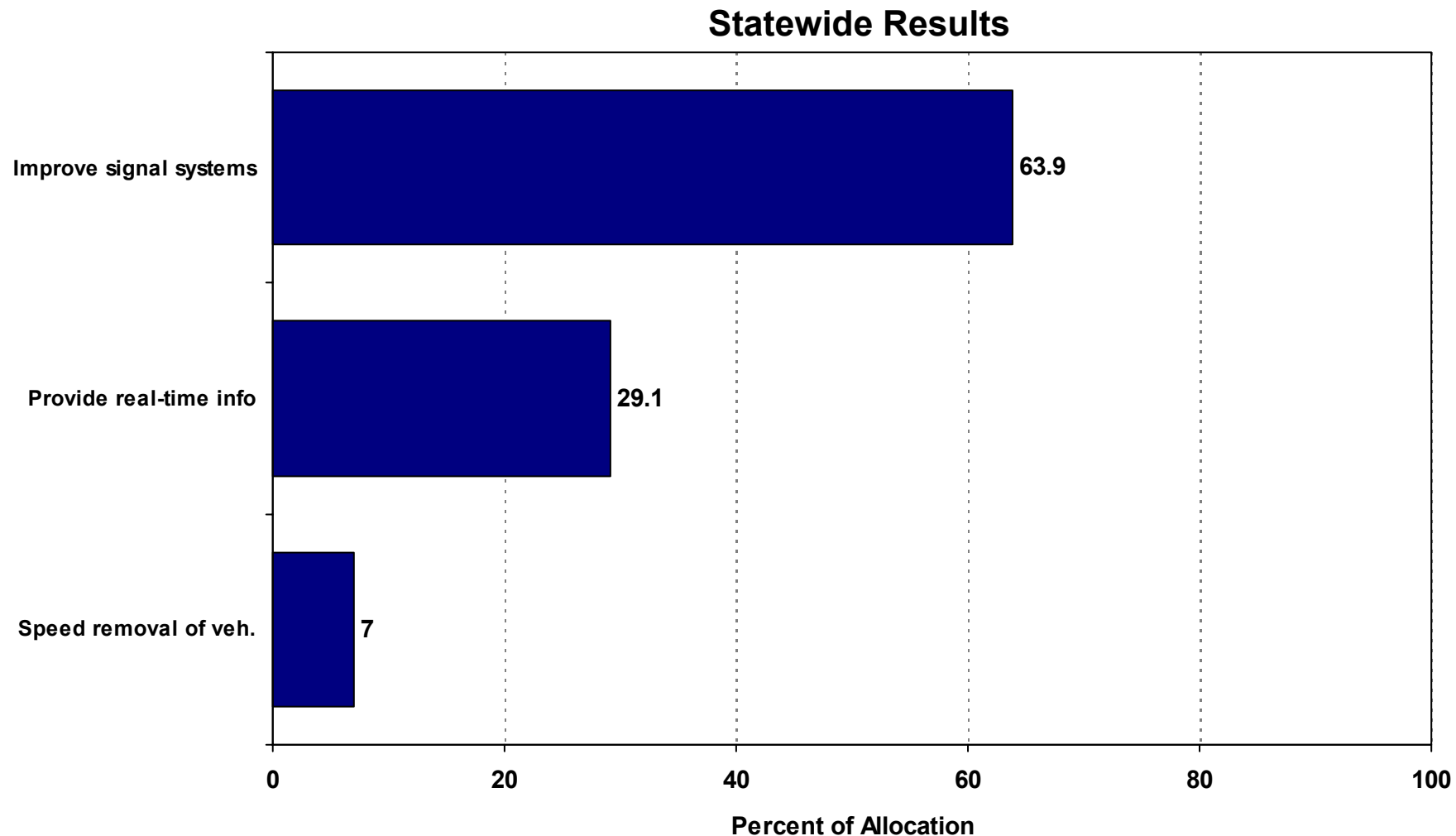


Figure 23 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions

Which priority (of the following) is most important regarding:
AVIATION SERVICES? (n=731)

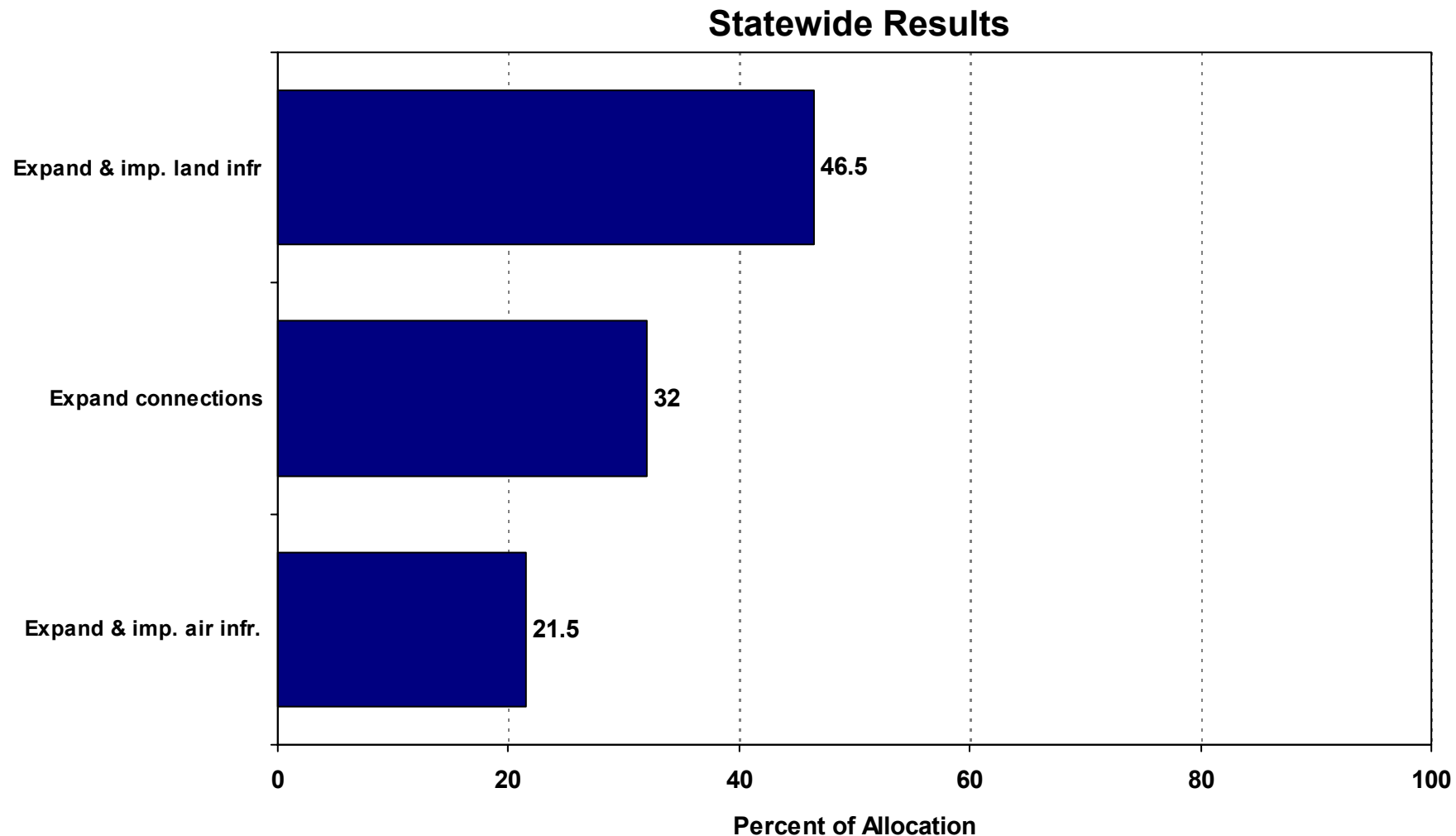


Figure 24 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.

Drill Down Questions

Which priority (of the following) is most important regarding:
ENVIRONMENTAL AND ENERGY MANAGEMENT PROGRAMS? (n=730)

Statewide Results

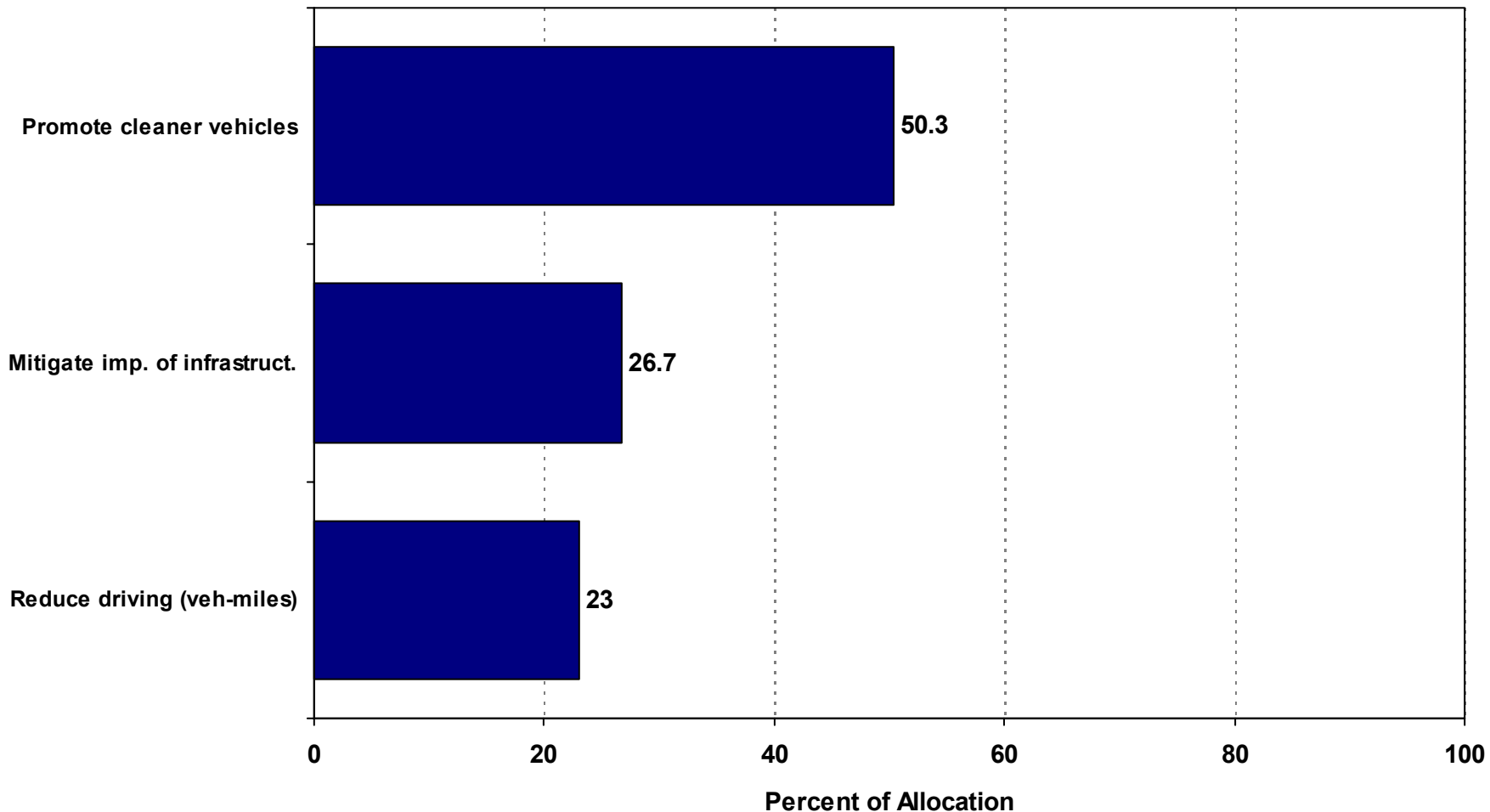


Figure 25

3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Drill Down Questions

Which priority (of the following) is most important regarding:
BICYCLE AND PEDESTRIAN FACILITIES? (n=729)

Statewide Results

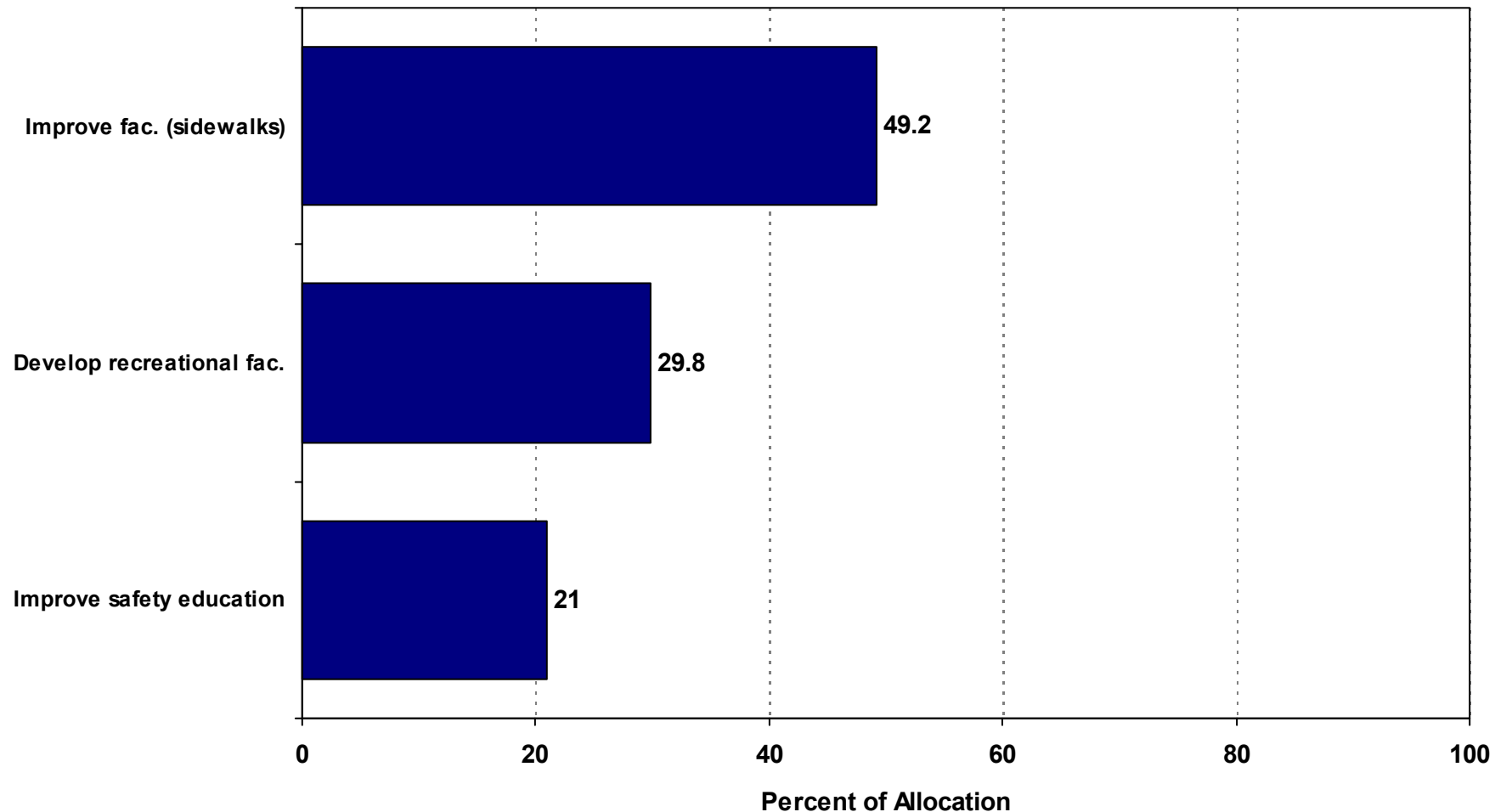


Figure 26

3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.

Illustrative Scenario Descriptions

• **Scenario 1 – The PennPlan (Baseline) Scenario**

- Future funding in line with present distribution of funds
- Continues with improvement projects listed with current long range plans

• **Scenario 2 – The Capacity Expansion Scenario**

- Expanding the current system to add capacity across all modes
- Targets investments to support strategic economic growth

• **Scenario 3 – The System Preservation and Enhanced Operations Scenario**

- Improving system operations and improving condition of existing infrastructure
- Limits investment in building new capacity-adding projects in any mode

• **Scenario 4 – The Intermodal Scenario**

- Investing to improve overall connectivity and performance of a multimodal transportation network
- Improved information technology and intelligent transportation systems (ITS) to enhance modal connectivity



Mobility Plan Scenarios

Which is your favorite scenario? Least favorite? (n=714)

Statewide Results

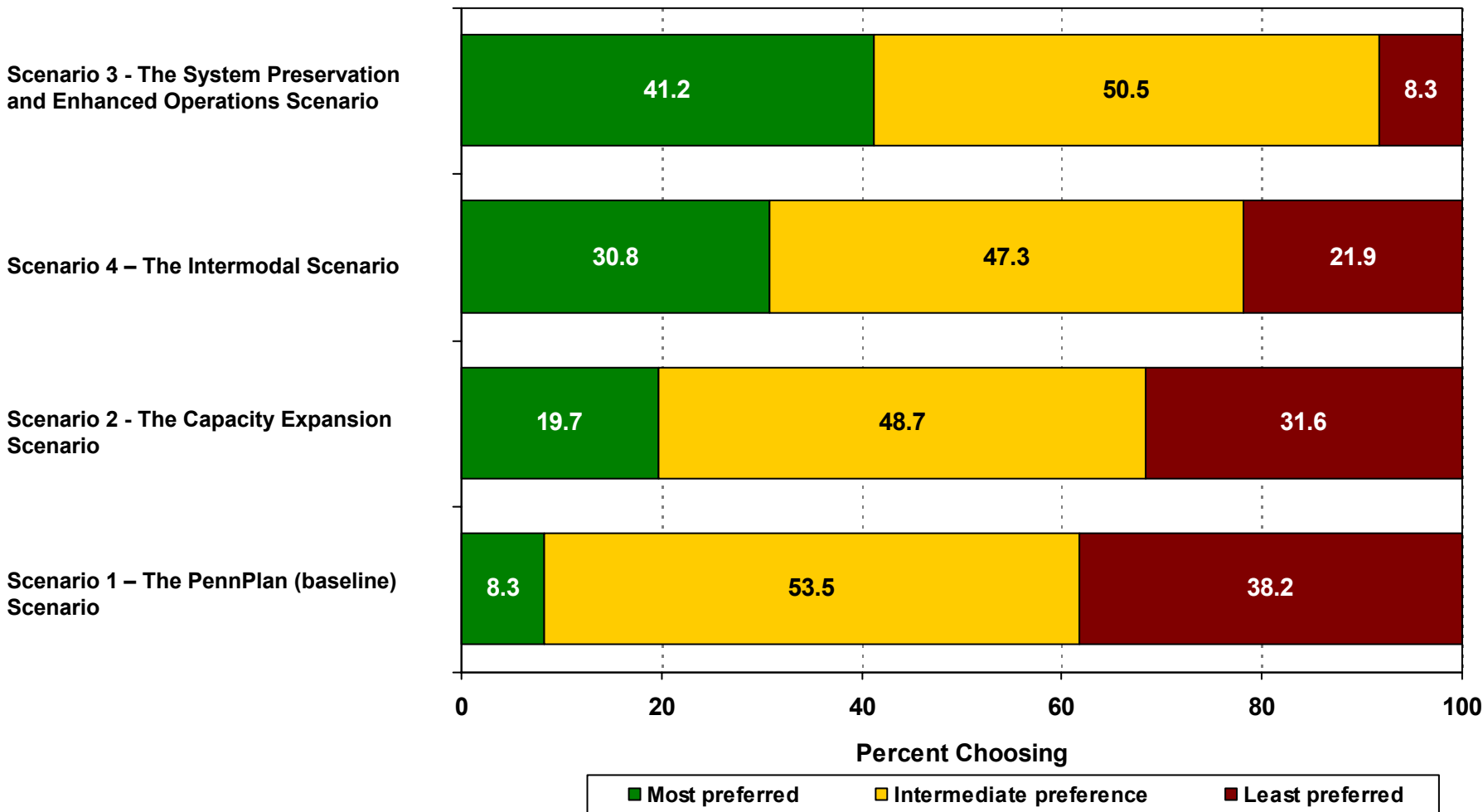


Figure 28

3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Scenarios For the Mobility Plan by Region

Which is your favorite scenario? Least favorite?

Scenarios

Scenarios	Region 1: Oil City (n=77)	Region 2: Pittsburgh/Washington (n=129)	Region 3: Ridgway/Penfield (n=70)	Region 4: Hollidaysburg/Johnstown (n=77)	Region 5: Lewistown/Danville (n=81)	Region 6: Middletown (n=107)	Region 7: Tunkhannock Township (n=47)	Region 8: Philadelphia/Reading (n=113)
Scenario 3 - The System Preservation and Enhanced Operations Scenario	43%	41%	41%	38%	41%	38%	62%	38%
Scenario 4 - The Intermodal Scenario								
Scenario 2 - The Capacity Expansion Scenario							49%	40%
Scenario 1 - The PennPlan (baseline) Scenario	42%	41%	41%	37%	35%	50%		




 = Most preferred scenario
 = Intermediate preference
 = Least preferred scenario

Figure 29 3-May-05

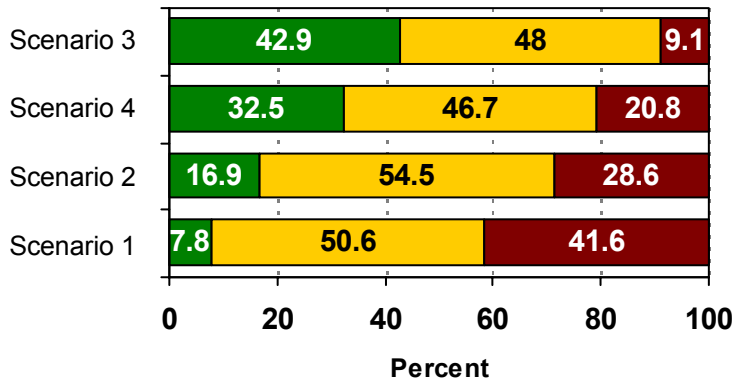
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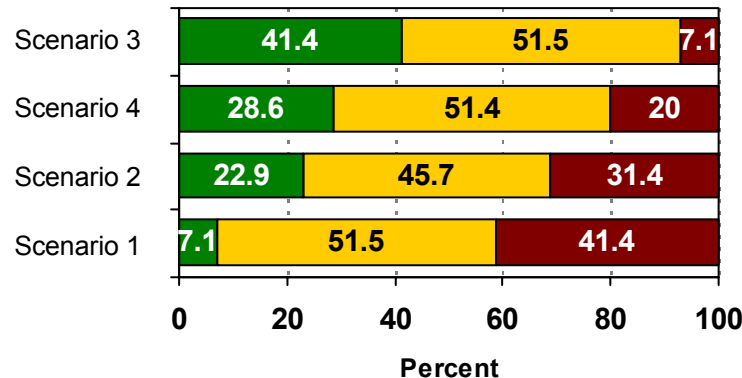
Potential Mobility Plan Scenarios by Region

Which is your favorite scenario? Least favorite?

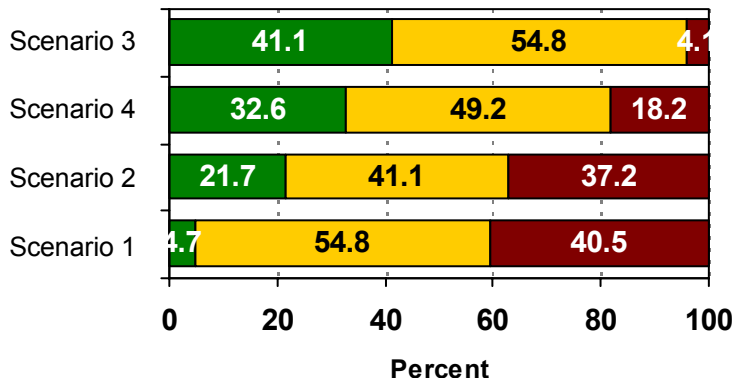
Oil City (n=77)



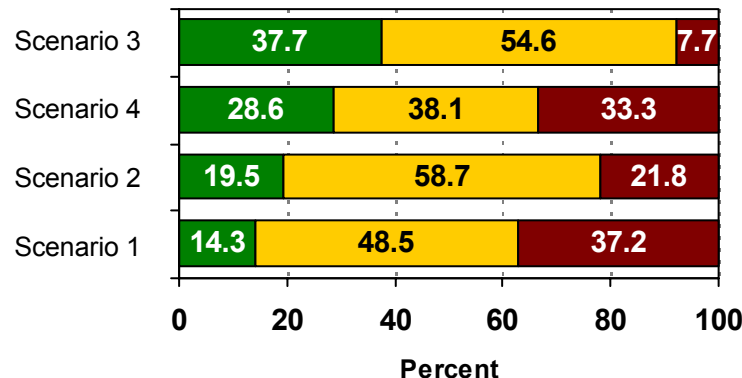
Ridgway/Penfield (n=70)



Pittsburgh/Washington (n=129)



Hollidaysburg/Johnstown (n=77)



■ Most preferred ■ Intermediate preference ■ Least preferred

Figure 30

3-May-05

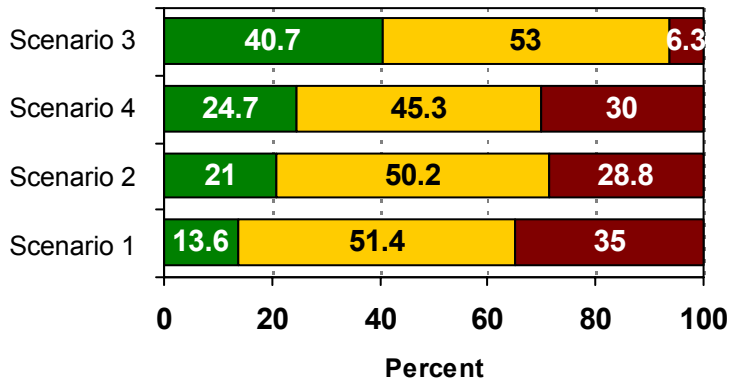
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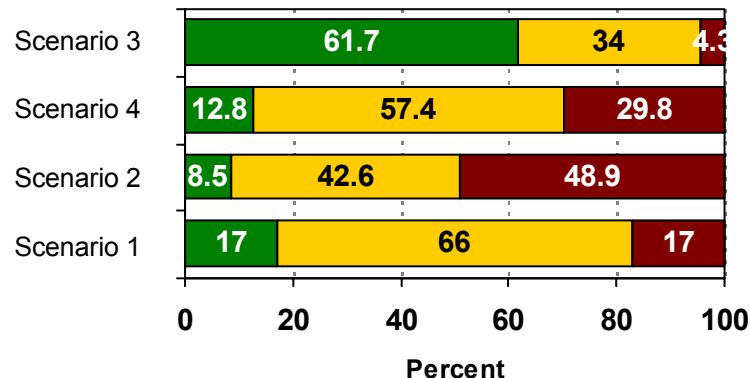
Potential Mobility Plan Scenarios by Region

Which is your favorite scenario? Least favorite?

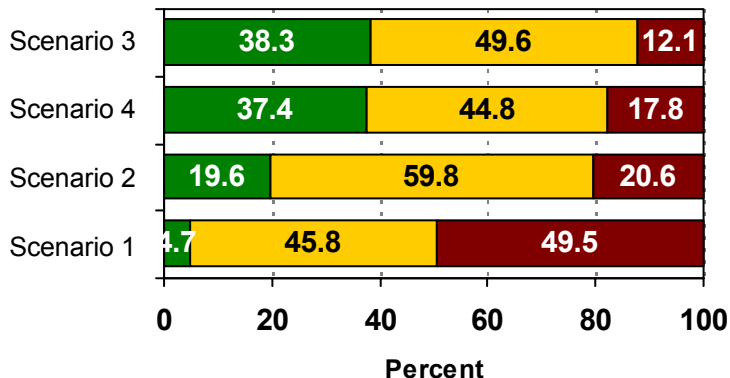
Lewistown/Danville (n=81)



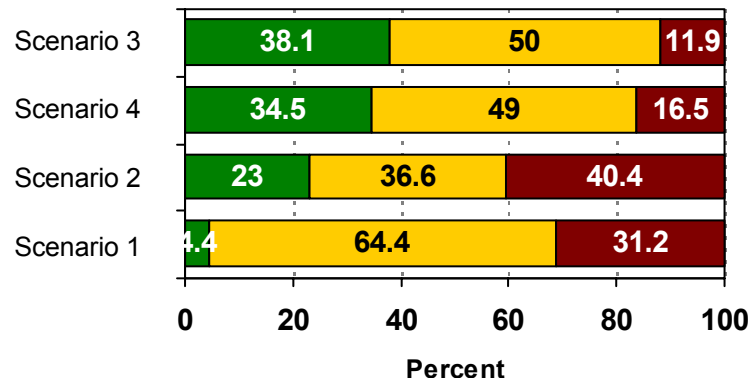
Tunkhannock Township (n=47)



Middletown (n=107)



Philadelphia/Reading (n=113)



■ Most preferred
 ■ Intermediate preference
 ■ Least preferred

Figure 31

3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Scenarios For the Mobility Plan by Organization

Which is your favorite scenario? Least favorite?

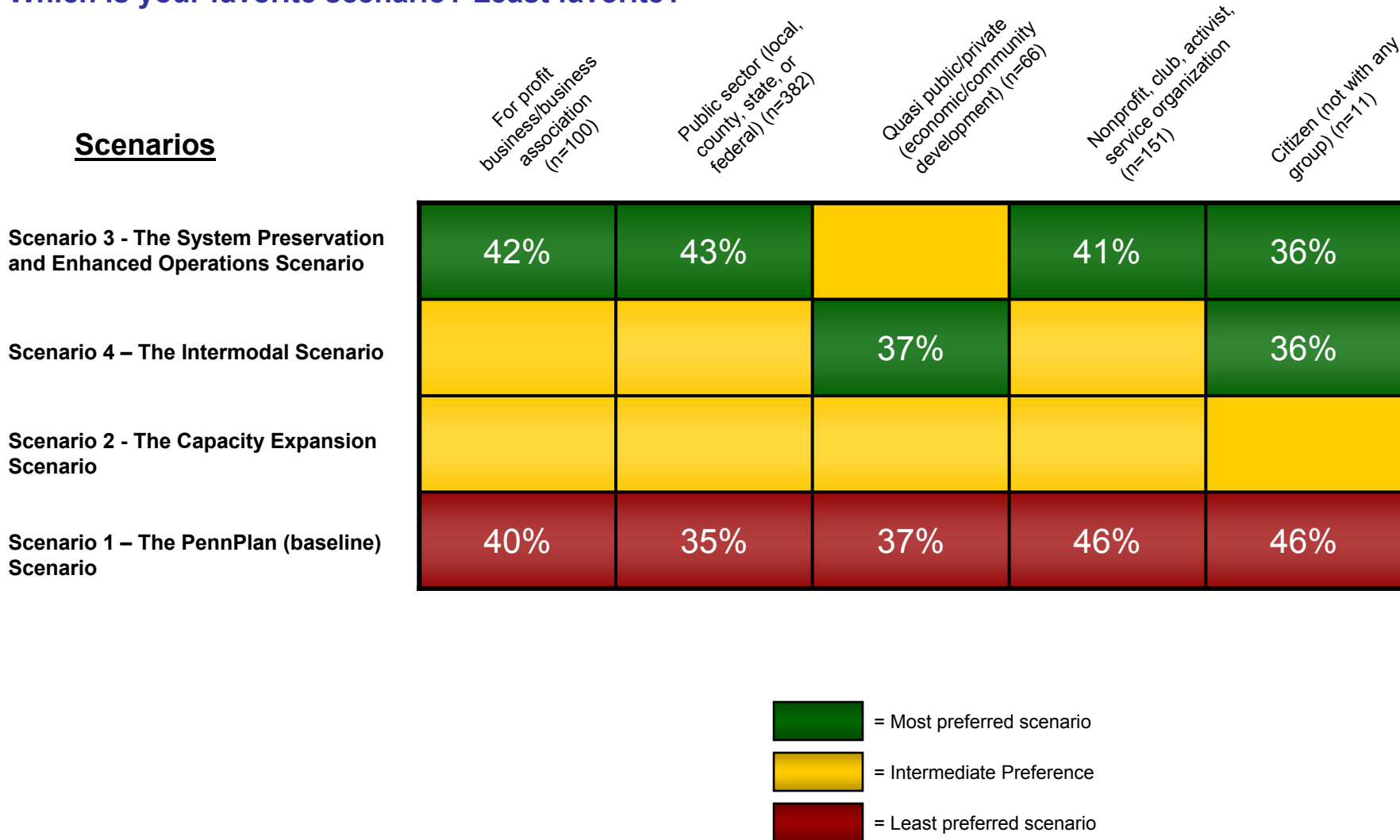


Figure 32 3-May-05

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Scenarios For the Mobility Plan by Mode

Which is your favorite scenario? Least favorite?

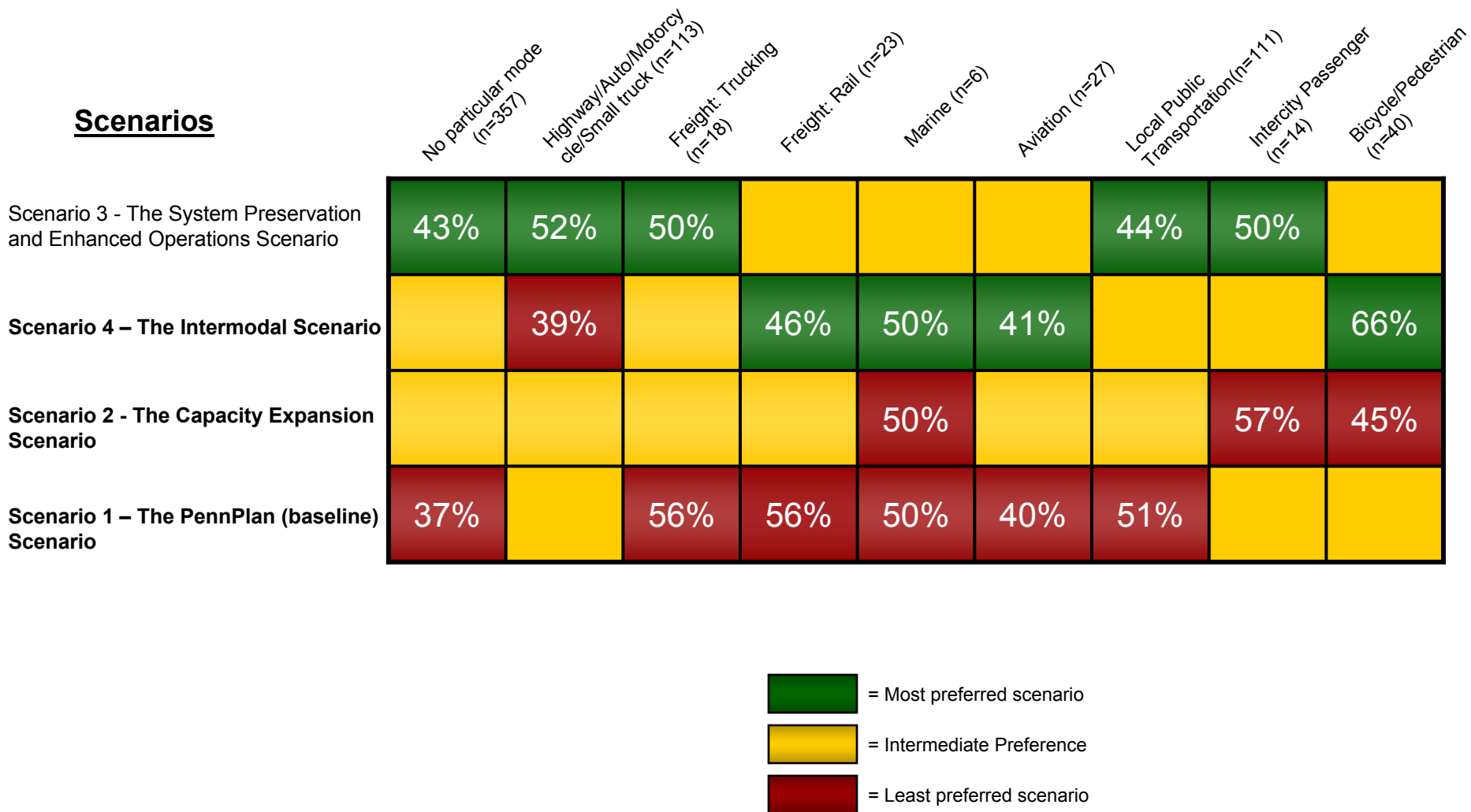


Figure 33

3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Scenarios For the Mobility Plan by Geography

Which is your favorite scenario? Least favorite?

<u>Scenarios</u>	Urban (n=81)	Suburban (n=73)	Rural (n=231)	Regional (n=238)	Statewide (n=71)	National (n=15)
Scenario 3 - The System Preservation and Enhanced Operations Scenario	43%	48%	42%	38%	46%	
Scenario 4 - The Intermodal Scenario	43%					
Scenario 2 - The Capacity Expansion Scenario						36%
Scenario 1 - The PennPlan (baseline) Scenario	45%	35%	37%	34%	42%	79%




-  = Most preferred scenario
-  = Intermediate Preference
-  = Least preferred scenario

Figure 34 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Preservation, Operations, and Capacity

How much should be spent on three basic functions based on the current spending level? (n = 625)

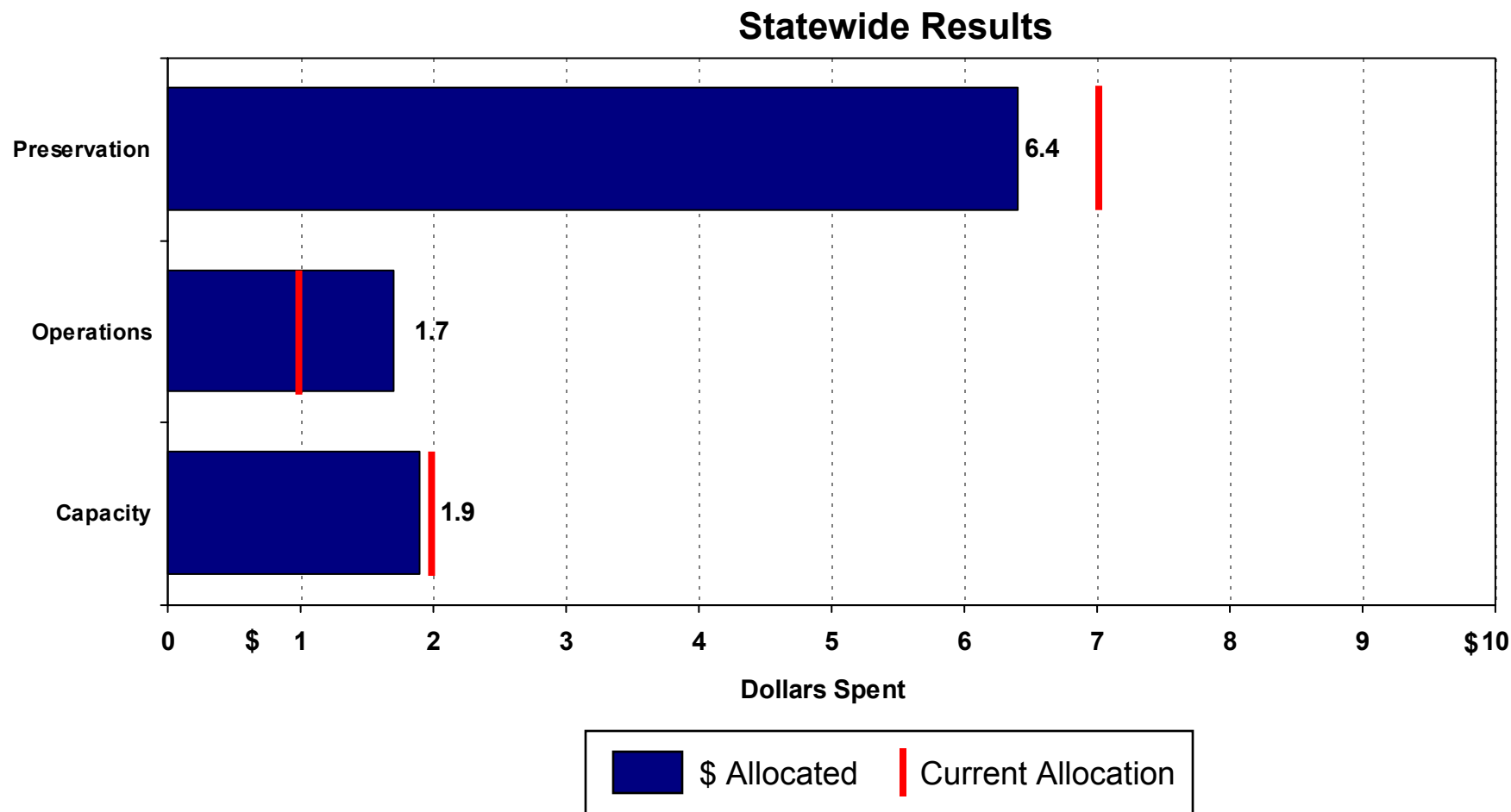


Figure 35 3-May-05

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Preservation, Operations, Capacity: Regions

How much should be spent on three basic functions based on the current spending level? (n = 625)

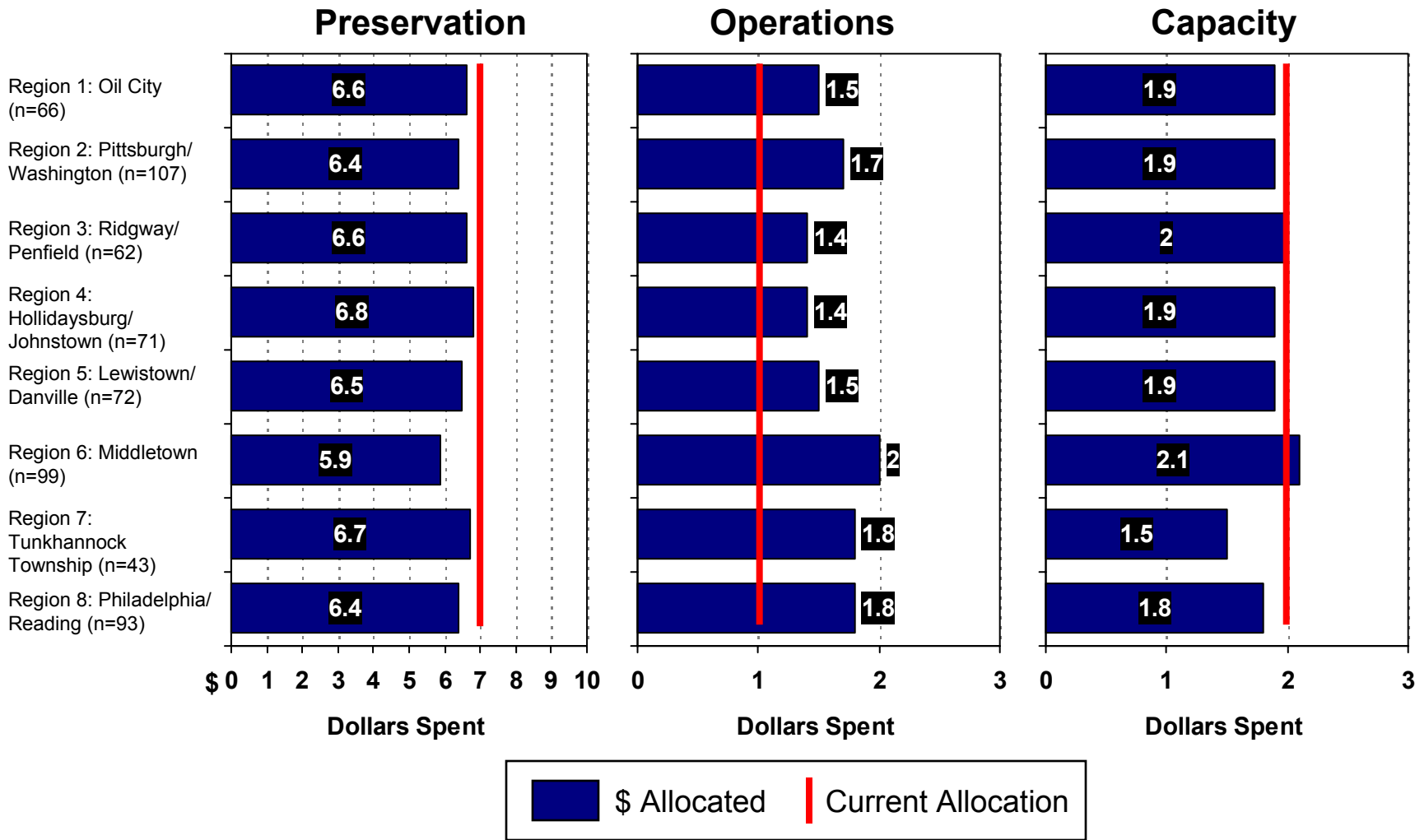


Figure 36

3-May-05

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Preservation, Operations, Capacity: Organiz's

How much should be spent on three basic functions based on the current spending level? (n = 625)

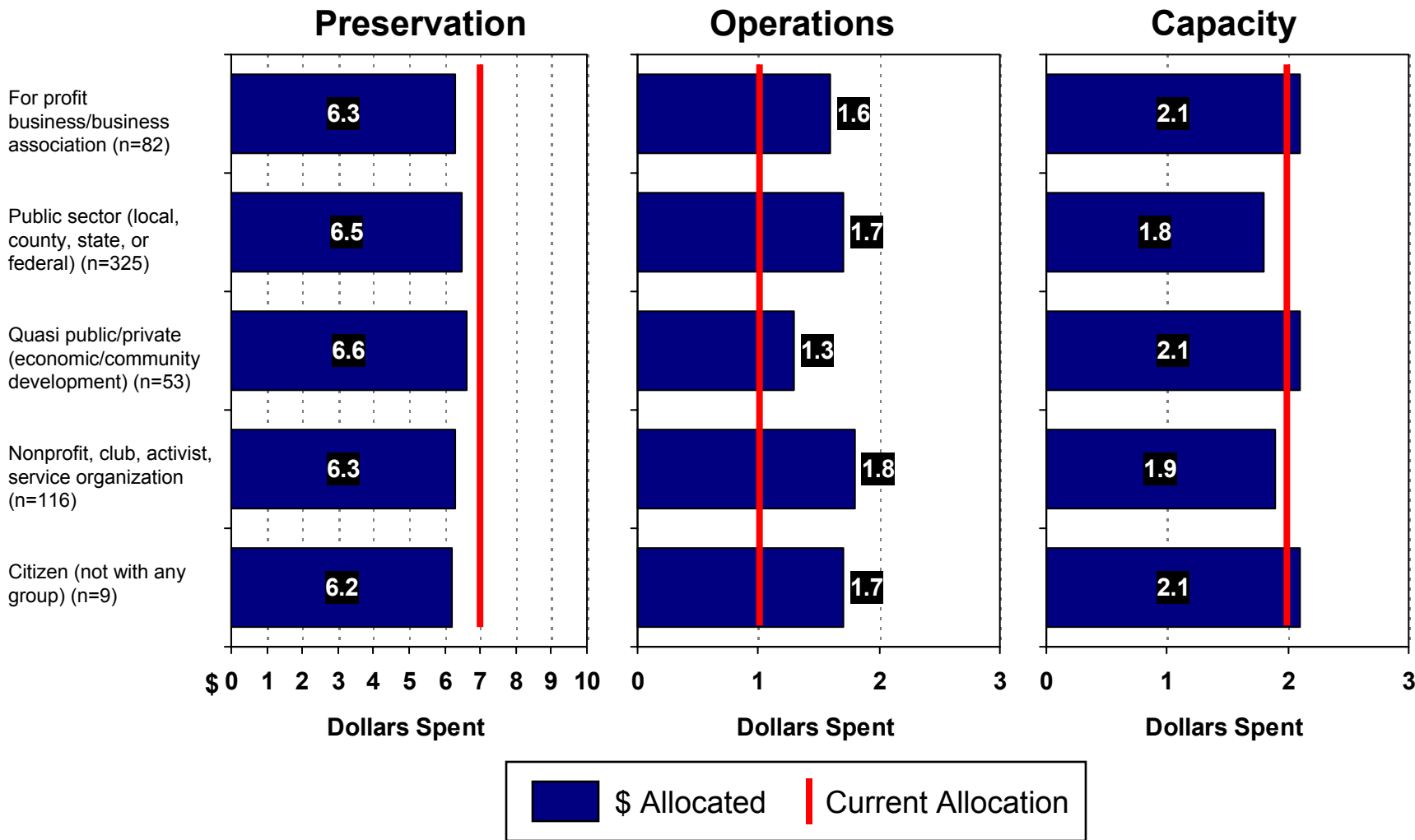


Figure 37

3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Preservation, Operations, Capacity: Modes

How much should be spent on three basic functions based on the current spending level? (n = 625)

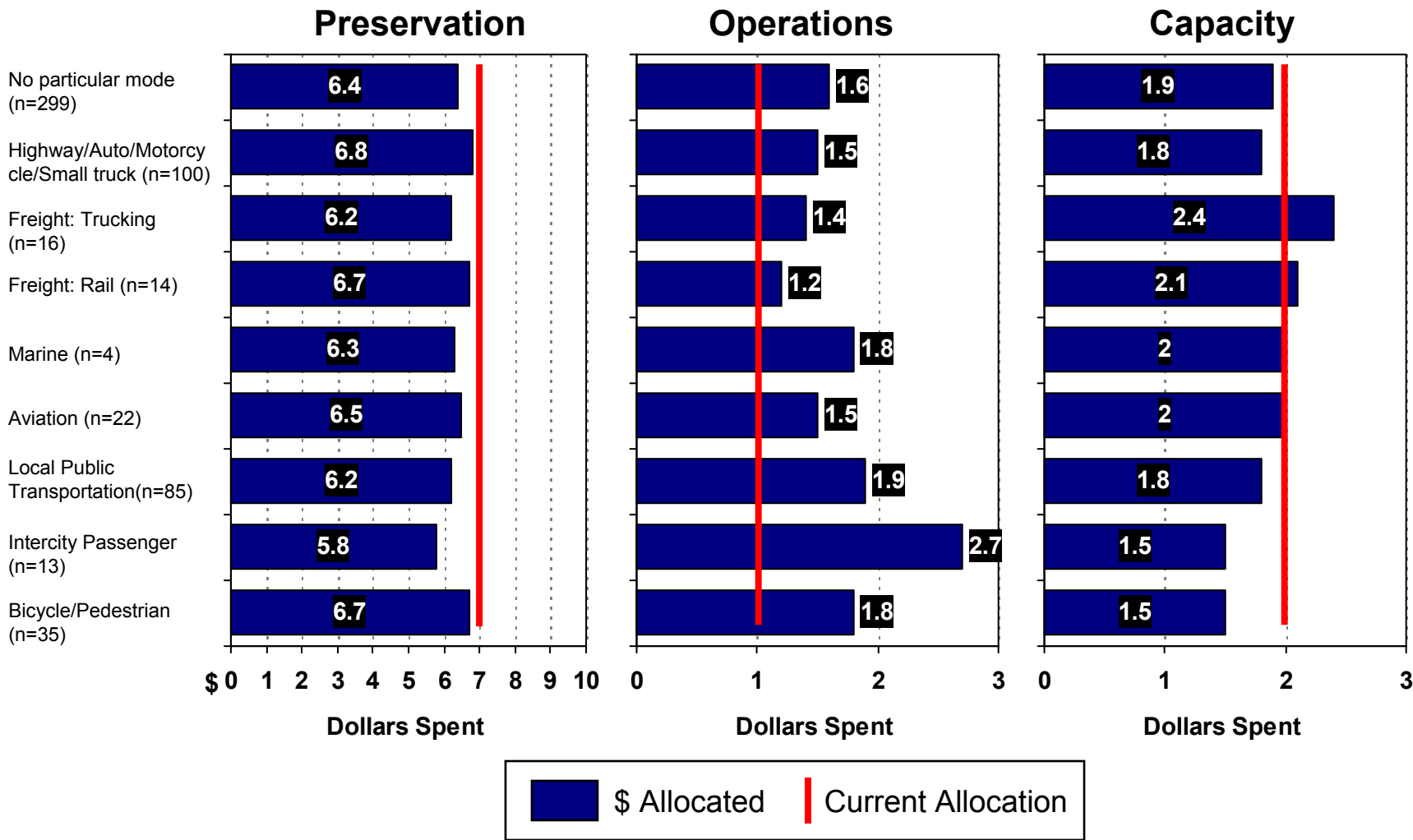


Figure 38

3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.



Preservation, Operations, Capacity: Geography

How much should be spent on three basic functions based on the current spending level? (n = 625)

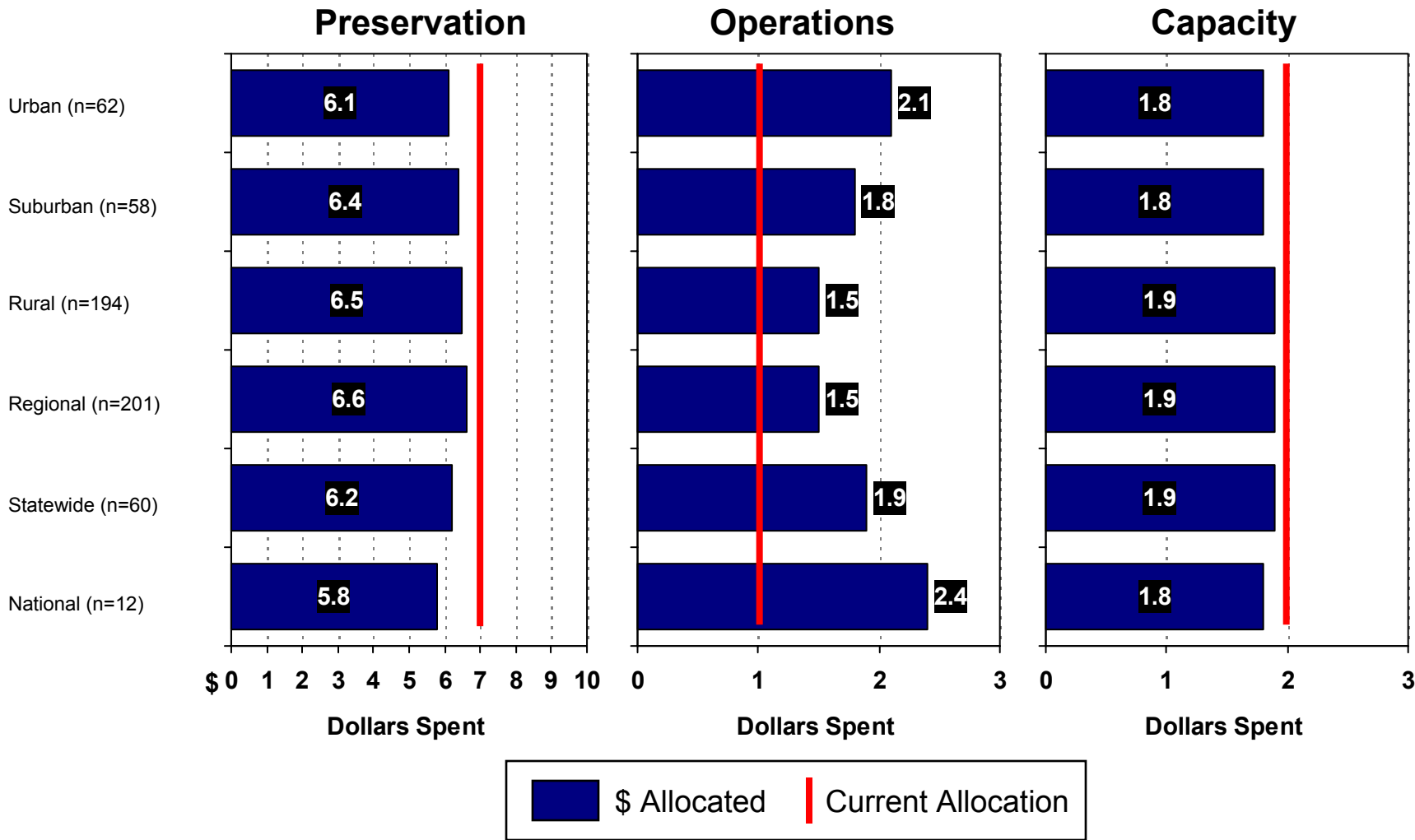


Figure 39 3-May-05

The above is a presentation of raw data from Regional Outreach I, and does not necessarily reflect the views of PennDOT or the direction of the Mobility Plan.