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## LOWER SPEED LIMIT ON SR 54 OR USE OTHER METHODS TO SLOW DOWN TRAFFIC

*Studies have shown that posting a lower speed limit has little effect on traveling speed unless continuous enforcement is present. Additional pavement markings will be added to notify drivers of intersections in 2018.*

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## INSTALL TWO SIGNALS AT SR 54 AND SR 642 INTERSECTIONS AS FINAL SOLUTION

*Two signals would not handle the expected traffic volumes in the future. Additionally, the unsafe weaving movements would remain. See graphic for additional information.*

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## INSTALL TEMPORARY SIGNALS AS A SHORT-TERM SOLUTION

*The installation of signals is not considered a short-term solution because they could not be designed and constructed any sooner than the permanent project.*

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## WHY CAN YOU INSTALL A TRAFFIC SIGNAL AT PERKINS INTERSECTION BUT NOT HERE?

*The proposed traffic signal at the Perkins intersection is required as a result of a private development project and not proposed by PennDOT.*

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## NEED MORE LIGHTING (NIGHT VISIBILITY)

*As part of the design process highway lighting will be studied and upgraded as needed.*

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## NEED MORE ENFORCEMENT OF EXISTING SPEED LIMITS

*PennDOT will continue to coordinate enforcement of speed limits with state and local police.*

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## INCREASED TRAFFIC TO MEADOWBROOK AREA NOW AND IN THE FUTURE

*PennDOT has looked into the traffic patterns in this area in order to gauge the impact of this project on those traffic patterns. No major changes to those patterns are anticipated.*

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## COMMUNITY FEELS FORGOTTEN/IGNORED

*In response, PennDOT formed the Community Action Committee which includes representatives from local government, businesses, property owners, and emergency services.*

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## CANNOT WAIT UNTIL 2021 FOR IMPROVEMENTS

*Several short-term improvements along the corridor have been completed in 2018.*

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## CURRENT PLAN WILL INCREASE TRAFFIC TO RESIDENTIAL AREA

*The current alternative no longer places additional traffic along Jerseytown Road.*

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## CONSIDER GEISINGER TRAVEL PATTERNS AND THEIR EFFECT ON THE SIDE STREETS

*PennDOT has conducted additional traffic modeling exercises to include this information. See the Origin and Destination Study at Station 4 for more detailed information.*

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## LIKE/DISLIKE OF THE ROUNDABOUT CONCEPT

*The current alternative does not require a roundabout along Jerseytown Road.*

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## CONSIDER ROUNDABOUT AT SR 54 OR BOTH SR 642 INTERSECTIONS

*This was considered early on as an alternative but they would not function properly in the future due to increase in traffic volumes.*

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## MAKE CONNECTION FROM RAIL TRAIL TO SUNNYBROOK PARK

*Safe pedestrian passage across PA 54 would likely require an overhead structure similar to the one across PA 54 in Danville. Such a structure is beyond the scope of this project. It could be considered as a future project but would need to be added to the SEDA-COG long range plan and be prioritized with all other transportation needs across the 5 county region.*