

Written Testimony of the Pennsylvania Department of Transportation
Din Abazi, District Executive, PennDOT Engineering District 6

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Public Hearing on Aggressive Driving
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Good morning, Chair Argall and members of the Committee. My name is Din Abazi, and I am the District Executive for PennDOT's Engineering District 6, which includes Philadelphia, Bucks, Chester, Delaware, and Montgomery Counties. I am joined by District 6 Assistant District Executive for Operations Ashwin Patel. Thank you for the opportunity to speak this morning about aggressive driving. Safety is a top priority of the Department. PennDOT works with many partner organizations to develop strategies to minimize crashes on our highways caused by various factors, including aggressive driving. For purposes of this discussion, aggressive driving crashes are defined as a crash involving two or more aggressive driving behaviors. Examples of aggressive driving behaviors include a combination of factors such as speeding, tailgating, running a stop sign, or passing in a "no passing" zone. For perspective, in 2024 there were nearly 6,000 aggressive driving crashes in Pennsylvania, resulting in 106 fatalities and an additional 405 serious injuries.

It is important to recognize that aggressive driving behaviors, particularly speeding, are not fully addressable through engineering measures alone. The most effective and comprehensive approach to reducing aggressive driving involves a combination of engineering, education, enforcement, and emergency response strategies. While we are not an enforcement agency, PennDOT partners with the Pennsylvania State Police and approximately 800 municipal police departments to conduct high-visibility aggressive driving enforcement that targets behaviors such as speeding, distracted driving, and unsafe maneuvers. Supported by approximately \$10 million in federal funding, these data-driven efforts include traffic enforcement zones, saturation patrols, speed enforcement details, work zone enforcement, multi-jurisdictional operations, and school bus stopping enforcement. One other element of enforcement that has proven to be an effective countermeasure to the speeding element of aggressive driving is automated speed enforcement.

PennDOT also supports aggressive driving awareness through public outreach and education initiatives aimed at reducing crashes, fatalities, and serious injuries. The Department administers Behavioral Highway Safety Grants to local governments, state-related and state system universities, and nonprofit organizations to support and advance traffic safety programs. These community outreach efforts in conjunction with those performed by our District Safety Press Officers serve as a primary means of educating the public on the dangers of aggressive driving and play an active role in reducing these types of crashes. These efforts are further complemented by comprehensive behavioral campaigns that raise awareness of speeding and aggressive driving behaviors through press events, press releases, social media, and targeted digital messaging on state highways.

Both enforcement and educational components of PennDOT's efforts serve as proactive measures to combat aggressive driving. Historically, engineering strategies to address aggressive driving have been largely reactive, focusing on locations where crashes have already occurred. More recently, in coordination with our federal partners, we have increasingly emphasized roadway designs that account for potential human error. Engineering countermeasures such as road diets, roundabouts, signal timing strategies, technology-driven solutions, and other traffic calming techniques can be effectively implemented to reduce the frequency and severity of these types of crashes. Thank you, again, for the opportunity to provide testimony. I am happy to answer any questions you may have.