

Complete Streets Resurfacing Program

FAQ

Frequently Asked Questions

What is the Complete Streets Resurfacing Program?

The Complete Streets Resurfacing Program is an effort to identify roadways for potential complete streets improvements as part of regularly scheduled PennDOT resurfacing projects. It is a collaboration between the Delaware Valley Regional Planning Commission (DVRPC), PennDOT District 6, the four suburban counties in the Philadelphia region (Bucks, Chester, Delaware, and Montgomery), Southeastern Pennsylvania Transportation Authority (SEPTA), the Bicycle Coalition of Greater Philadelphia, and the East Coast Greenway Alliance. **The goal is to identify roadways that are strong candidates for improvements that would enhance safety for all users.**



How are roadways identified for improvements?

Roadways listed in PennDOT District 6's Five-Year Resurfacing Plan are screened using the following process:

- **Public input:** The Bicycle Coalition of Greater Philadelphia and the East Coast Greenway Alliance provide feedback from the public on locations for improvements.
- **Municipal input:** Municipalities can contact county planning or DVRPC staff to discuss potential changes to a road as part of a resurfacing project.
- **County planning review:** County planning staff identify opportunities from local and county roadway, bicycle, and active transportation plans.
- **SEPTA review:** SEPTA evaluates each roadway segment to determine its priority for transit connectivity and whether changes should be coordinated to avoid service disruption.

- **DVRPC analysis:** DVRPC assesses how the roadway connects to the local bicycle network and evaluates the potential benefits of adding bicycle or pedestrian facilities.
- **Feasibility review:** PennDOT and DVRPC assess which opportunities could be implemented within the scope of the resurfacing projects, which is limited to changes that can be made with roadway paint.

What is the municipality's responsibility?

- The region has set aside funding to design these improvements, so the new roadway design will not cost the municipality anything. PennDOT covers the installation of these facilities when the street is resurfaced as part of its maintenance project.
- PennDOT will remove snow from in-street bike lanes and/or shared roadways (unless the municipality enters into a winter maintenance agreement with PennDOT), and perform other routine roadway maintenance such as vegetation trimming, in accordance with normal maintenance operations.
- Once installed, the municipality is responsible for the removal of litter and debris from the roadway and for maintaining any markings and signage installed by PennDOT as part of the improvements.

How much does it cost to maintain bicycle pavement markings?

Maintenance costs depend on a variety of factors, such as the bicycle facility type, its length, spacing between bicycle pavement markings, pavement type, traffic volumes, weather, and the materials used for the bicycle pavement markings. PennDOT uses thermoplastic for



the initial bicycle markings. Waterborne paint markings cost less than thermoplastic, but tend to show wear more easily and require more frequent maintenance. The cost of re-applying a bike symbol is dependent on the material used and the availability of equipment and staff. A single pavement marking ranges between \$250 and \$500.

How do I request the installation of complete streets improvements?

Municipalities must complete the letter template provided by DVRPC and submit it to PennDOT to request bicycle facilities. For additional improvements, such as crosswalks, municipalities should contact DVRPC for further instruction.

What is PennDOT Connects?



PennDOT Connects aims to transform capital and maintenance project development by ensuring that community collaboration happens

early and that each project is considered in a holistic way for opportunities to improve safety, mobility, access, and environmental outcomes for all modes and local contexts. Earlier collaboration helps ensure that projects meet current and projected needs as much as possible, reducing costly changes later in the project development process.

Learn more at www.dvrpc.org/completestreetsresurfacing

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