

Roosevelt Boulevard Route for Change

Above: Roosevelt Boulevard and Large Street, 2023

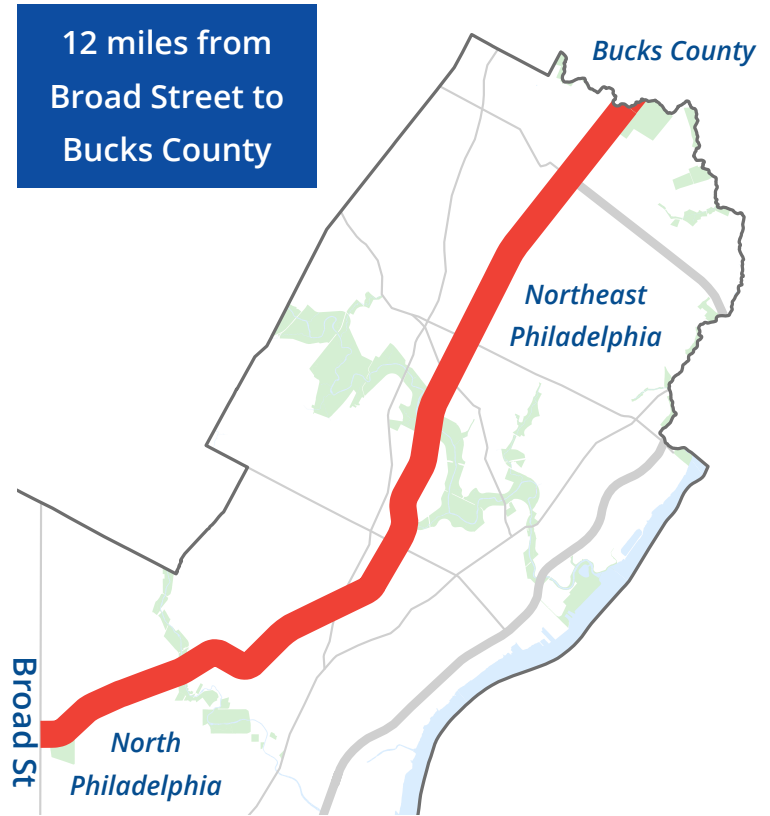
Updated: February 2024

The City of Philadelphia, PennDOT, and SEPTA are making improvements to create a **safe, reliable, and accessible** Roosevelt Boulevard in North and Northeast Philadelphia.

The **Route for Change** report is the blueprint for these improvements. The goals are:

- Reduce speeding, crashes, and deaths
- Improve SEPTA service and ridership
- Improve safety for pedestrians and bicycles
- Plan for major long-term changes to the look and feel of Roosevelt Boulevard

Traffic safety and transit improvements are fully funded over the next 5 years through a mix of federal and state grants.



HOW CAN I STAY INVOLVED?

Public meetings are planned for 2024 and 2025. Scan the QR Code to learn more and stay up to date:



[Bit.ly/RooseveltBoulevard](https://bit.ly/RooseveltBoulevard)

Matt Wysong

Roosevelt Boulevard Program Coordinator | matt.wysong@phila.gov

From 2018 to 2022¹, on the Boulevard:

25
FATAL CRASHES

10%
OF ALL TRAFFIC DEATHS IN THE CITY

1 - July 2018 to June 2022, on and within 100 feet of Roosevelt Boulevard

What's Happening Right Now?

These projects are completed or will be completed by **2026**:



Roosevelt Boulevard and Cottman Avenue

SEPTA DIRECT BUS

The SEPTA Direct Bus service connects Frankford Transportation Center (FTC) to Neshaminy Mall in Bucks County. It has **fewer stops, a faster ride, and high-quality stations**. It will be extended to Wissahickon Transportation Center (WTC) and bus-only lanes will be painted on the Boulevard.

2,075
DAILY RIDERS¹

13
MINUTES FASTER²

1 - Average daily ridership, November 2023

2 - Than local bus service, Frankford TC to Neshaminy Mall

AUTOMATED SPEED CAMERAS

Permanent cameras are in place to enforce speed limits on the Boulevard.

Speed cameras have made the Boulevard safer:

36
LIVES SAVED¹

50%
FEWER CRASHES
INVOLVING
PEDESTRIANS²

1 - Estimated since June 2020 to Feb 2023, Erick Guerra, et. al.

2 - 2018-2022, PennDOT crash data

SUMMERDALE / ADAMS INTERSECTION

This project will **improve safety for people walking and driving** at a dangerous and congestion intersection with:

- New signals, road striping, and traffic patterns
- Shorter pedestrian crossing distances.

CROSSOVER LANES: COTTMAN TO RED LION

Cross over lanes have caused crashes and deaths. This project will **move and extend lanes to make them safer and less congested**. It will also improve pedestrian crossings near the crossovers.





What's Planned for the Next 5 Years?

Major improvements will be completed along the length of the Boulevard by **2029**.

The image and menu show what to expect:



Rendering of Possible Intersection Improvements

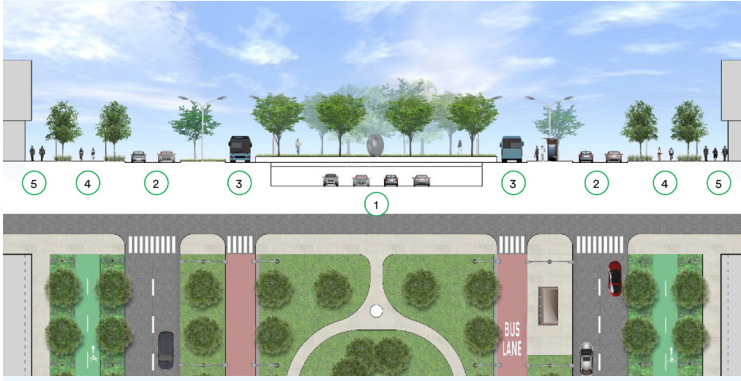
| TYPES OF IMPROVEMENTS | | DESCRIPTION |
|---|---------------------------------|--|
|  | Pedestrian signals | Reduce pedestrian crossing time to two green light cycles; add signals at new pedestrian crossings |
| | Pedestrian islands | Slow traffic and increase pedestrian safety and comfort |
| | Crosswalks | Straighten crosswalk at angled intersections to reduce crossing distance |
| | Curb extensions | Increase safety and comfort by reducing Boulevard pedestrian crossings by at least 24 feet |
| | Sidewalks | Fill sidewalk gaps as needed, particularly north of Welsh Road |
| | Bike Lanes | Build bike lanes on cross streets, especially to connect to Direct Bus stations |
|  | Traffic signals | Give additional time to left turns |
| | Lane changes | Add, remove, restripe or adjust lanes to increase safety and traffic flow; remove dangerous crossovers |
| | Michigan left turn | To turn left from cross streets, drivers must turn right, then make a U-turn at a median crossover. |
|  | Local bus stops | Build new sidewalks, benches, and shelters at local bus stops |
|  | Trees and landscaping | More trees and plants in the medians and along the sidewalks of the outer lanes |
| | Low walls, bollards, public art | Features to make the Boulevard more attractive and iconic; honor local history and culture |

What's the Long-Term Plan?

A new study will choose improvements that will change the look and feel of the Boulevard by **2040**:

LOOKING AT TWO POSSIBLE ROADWAY DESIGNS

Partially-Capped Expressway



- 4 sunken expressway inner lanes (50 mph)
- 4 local outer lanes (25 mph)

Neighborhood Boulevard



- 6 inner lanes (25 mph)
- 4 local outer lanes (25 mph)

LOOKING AT THREE POSSIBLE TRANSIT MODES

Bus Rapid Transit (BRT)



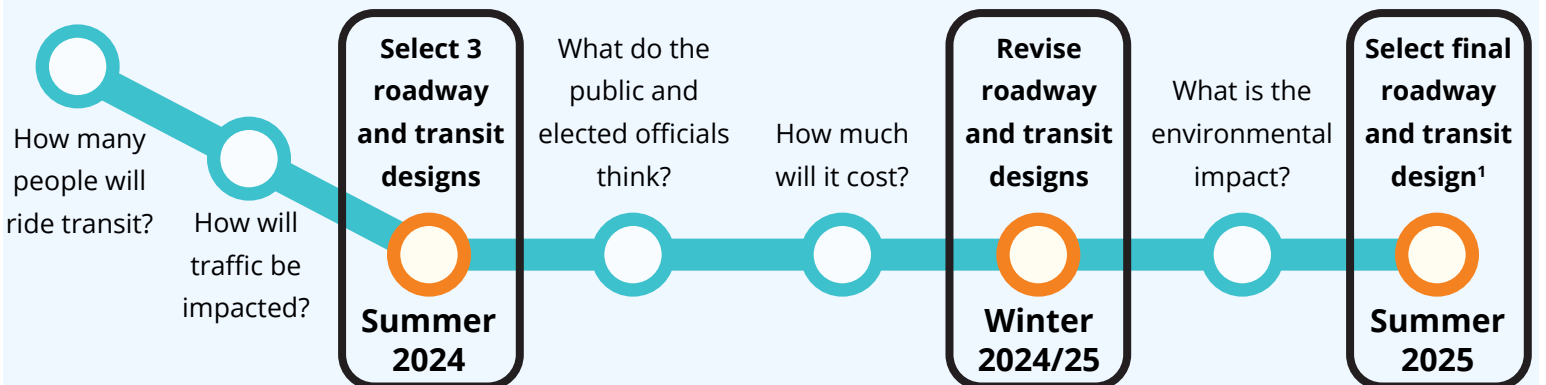
Light Rail Transit (LRT)



Subway



STEPS TO CHOOSING THE FUTURE OF ROOSEVELT BOULEVARD



1- Construction dates and funding to be determined when final design is chosen