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:


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**:

**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 RIDERS**
- **13 MINUTES FASTER**

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 SAVED**
- **50% FEWER CRASHES INVOLVING PEDESTRIANS**

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:

<table>
<thead>
<tr>
<th>TYPES OF IMPROVEMENTS</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian signals</td>
<td>Reduce pedestrian crossing time to two green light cycles; add signals at new pedestrian crossings</td>
</tr>
<tr>
<td>Pedestrian islands</td>
<td>Slow traffic and increase pedestrian safety and comfort</td>
</tr>
<tr>
<td>Crosswalks</td>
<td>Straighten crosswalk at angled intersections to reduce crossing distance</td>
</tr>
<tr>
<td>Curb extensions</td>
<td>Increase safety and comfort by reducing Boulevard pedestrian crossings by at least 24 feet</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>Fill sidewalk gaps as needed, particularly north of Welsh Road</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>Build bike lanes on cross streets, especially to connect to Direct Bus stations</td>
</tr>
<tr>
<td>Traffic signals</td>
<td>Give additional time to left turns</td>
</tr>
<tr>
<td>Lane changes</td>
<td>Add, remove, restripe or adjust lanes to increase safety and traffic flow; remove dangerous crossovers</td>
</tr>
<tr>
<td>Michigan left turn</td>
<td>To turn left from cross streets, drivers must turn right, then make a U-turn at a median crossover.</td>
</tr>
<tr>
<td>Local bus stops</td>
<td>Build new sidewalks, benches, and shelters at local bus stops</td>
</tr>
<tr>
<td>Trees and landscaping</td>
<td>More trees and plants in the medians and along the sidewalks of the outer lanes</td>
</tr>
<tr>
<td>Low walls, bollards, public art</td>
<td>Features to make the Boulevard more attractive and iconic; honor local history and culture</td>
</tr>
</tbody>
</table>
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. **Select 3 roadway and transit designs**
   - Summer 2024

2. **What do the public and elected officials think?**
   - How much will it cost?

3. **Revise roadway and transit designs**
   - Winter 2024/25

4. **What is the environmental impact?**
   - Summer 2025

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