

The Boulevard Reimagined: Summary of Round 1 Public Engagement

The Results are in!

The Boulevard Reimagined is a study led by the City of Philadelphia, PennDOT, and SEPTA to rebuild Roosevelt Blvd by the Year 2040. This study evaluates 6 possible alternatives based on a combination of 2 roadway types and 3 transit types.

Between December 2024 and February 2025, the project team hosted four (4) in-person open houses, an online survey, and two (2) virtual town halls. The project team shared information about the project. They also asked the public for their opinion on project goals and how a new roadway design and transit service can meet their everyday needs. Each of the 6 alternatives supports different project goals and everyday needs. People's responses will help us score and rank each alternative. 235 people attended the open house/town hall meetings and were part of 626 total people that responded to the online survey.

In the summary below, we break down the responses by **all participants** (626 people) and **participants that live within 2 miles of Roosevelt Blvd** (239 people).

Project Goals

People that attended public meetings or filled out the online survey were asked to choose 3 of the following project goals that are most important to them:

- Safety – Reduce crashes and feel safe walking, biking, driving, and using SEPTA
- Reliable Travel – Fast, direct travel with less delay
- More Travel Choices – More ways of getting around
- Connectivity – Connect communities and services that are divided by the Boulevard
- Clean Air – Transportation choices that are good for the environment and result in cleaner air
- Station Area Character – New stores, housing, and services for your community

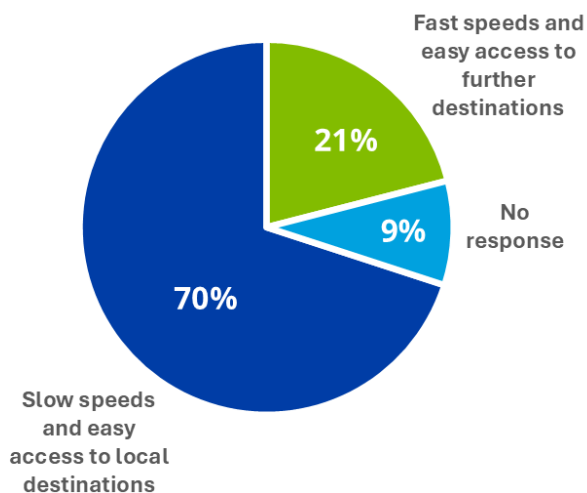
Safety and Reliable Travel were chosen as the most important project goals.

How Should the Boulevard Work for You?

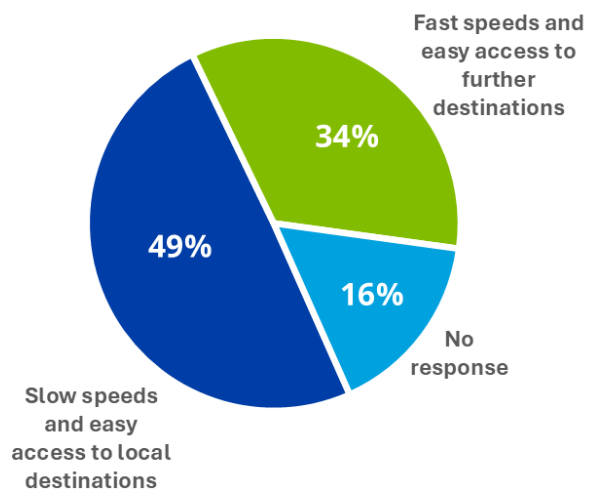
People that attended public meetings or filled out the online survey were asked to tell us how a reimagined Boulevard can best meet their everyday needs:

Roadway Speed and Access

All Participants



Participants that live within 2 miles of Roosevelt Blvd

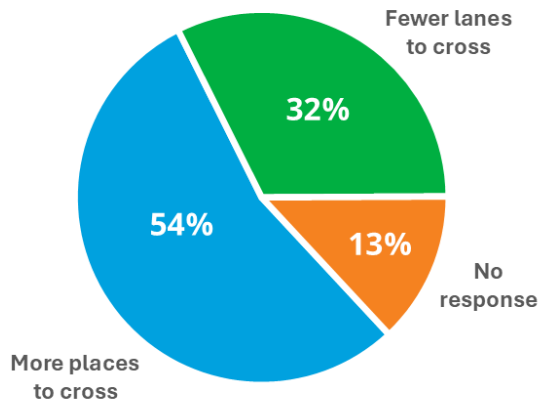


***“The Blvd is a very dangerous roadway.
Anything high speed would only make it worse.
We don’t need another [I-95].”***
(Far Northeast resident)

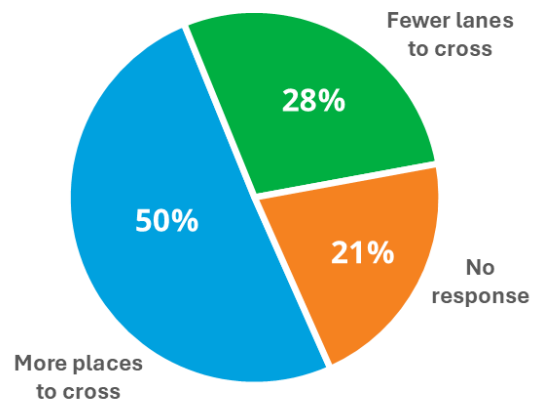
***“The Boulevard is wide enough and should allow for
expressway travel in the middle lanes.”***
(Lower Bucks County resident)

Crossing the Boulevard on Foot

All Participants



Participants that live within 2 miles of Roosevelt Blvd

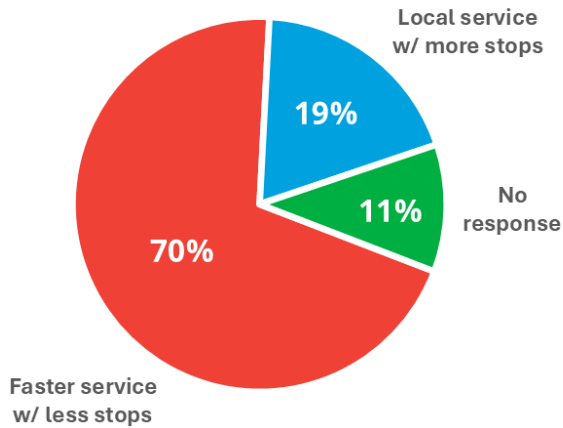


***"It's difficult to cross 12 lanes of traffic when one is a slower walker.
I'd prefer to walk a little farther and be (almost) guaranteed to cross in one light."***
(Far Northeast resident)

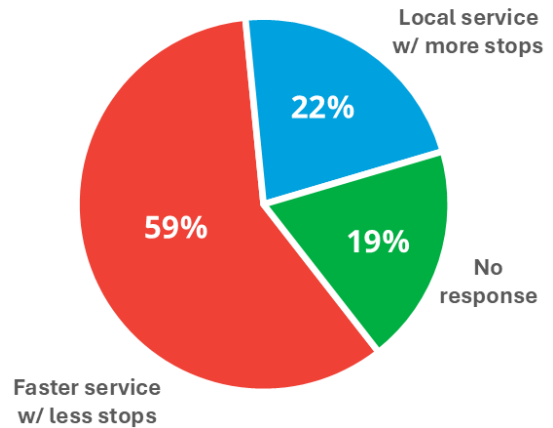
***"I am disabled so walking quickly or a long distance [is] difficult
but crossing many lanes of traffic feels unsafe,
especially when crossing time can be short
and not everyone follows traffic laws."***
(Unknown location)

SEPTA Transit Service

All Participants



Participants that live within 2 miles of Roosevelt Blvd



"I am looking for jobs in other parts of Philadelphia and it would be cool to be able to get there faster."

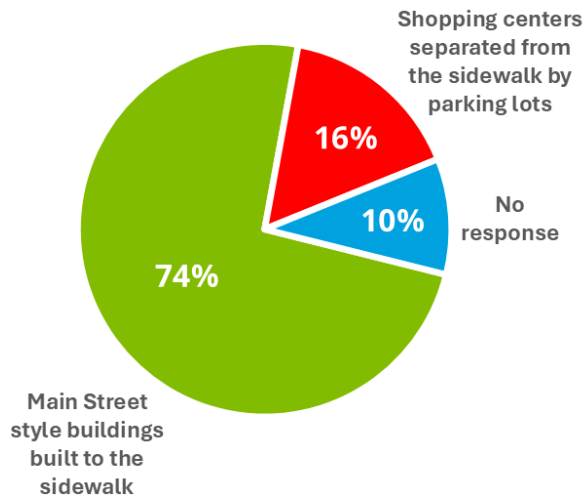
(Lower Northeast resident)

"Most people in this area drive and do not use public transportation."

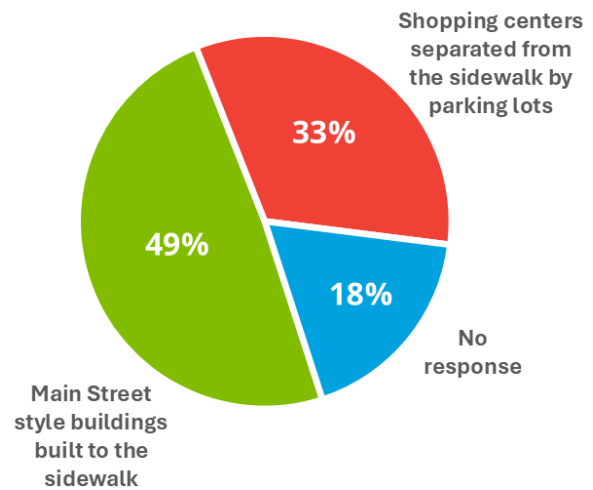
(Far Northeast resident)

Development at Major Intersections

All Participants



Participants that live within 2 miles of Roosevelt Blvd



“Logan, Mayfair and Rhawnhurst sections should feel more like [a] Main Street.”

(North Philadelphia resident)

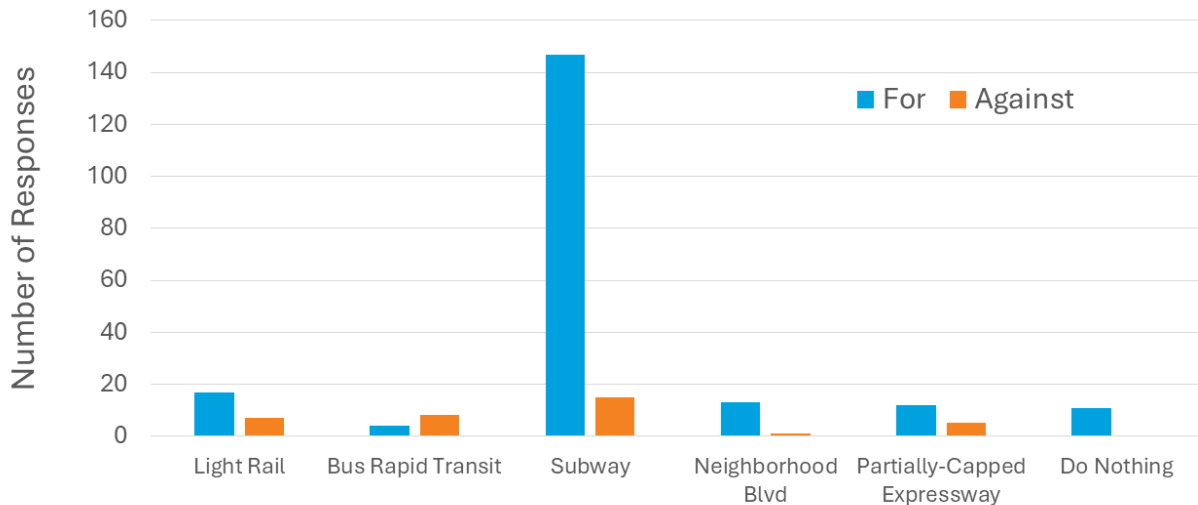
“I need the car to reach the Boulevard, so need parking.

Cannot carry purchases by hand from store to store.”

(Far Northeast resident)

Other Takeaways

Many people provided specific written comments that they were “for” or “against” certain roadway design and transit services. Here is a summary of those comments and some additional quotes:



“I prefer improvement on what exists, but hopefully nothing new.”

(Lower Northeast resident)

“What is your safety/security management plan?

How will you support existing businesses during construction?”

(Far Northeast resident)

What's Next

Right now, the project team is scoring each alternative based on 22 technical factors related to the project goals listed above (safety, reliable travel, more travel choice, air quality, connectivity), along with project cost. This is called the “Tier 1 Analysis.” “Weights” are being added to the scores based on public feedback from the in-person meetings and online survey. This will give us a “short list” of alternatives that is based on a balance of technical analysis and public opinion.

Over the summer, the project team will look at minor design changes to the short list of alternatives. These changes will be based on the project team’s technical expertise and public opinion. For example, this might include small changes to the design for the Neighborhood Boulevard roadway type or providing a mix of transit services.

Once these design changes are complete, the short list will be run through a “Tier 2 Analysis” that will give us a more detailed evaluation on things such as traffic flow, congestion, environmental impacts, demand for new development, updated costs, and transit ridership.

You can learn all about this at our next round of public engagement in September 2025.

The full engagement summary report can be found on [PennDOT’s project page](#).

Sign up for email updates [here](#).