



Roosevelt Boulevard Route for Change

Above: Roosevelt Boulevard and Large Street, 2025

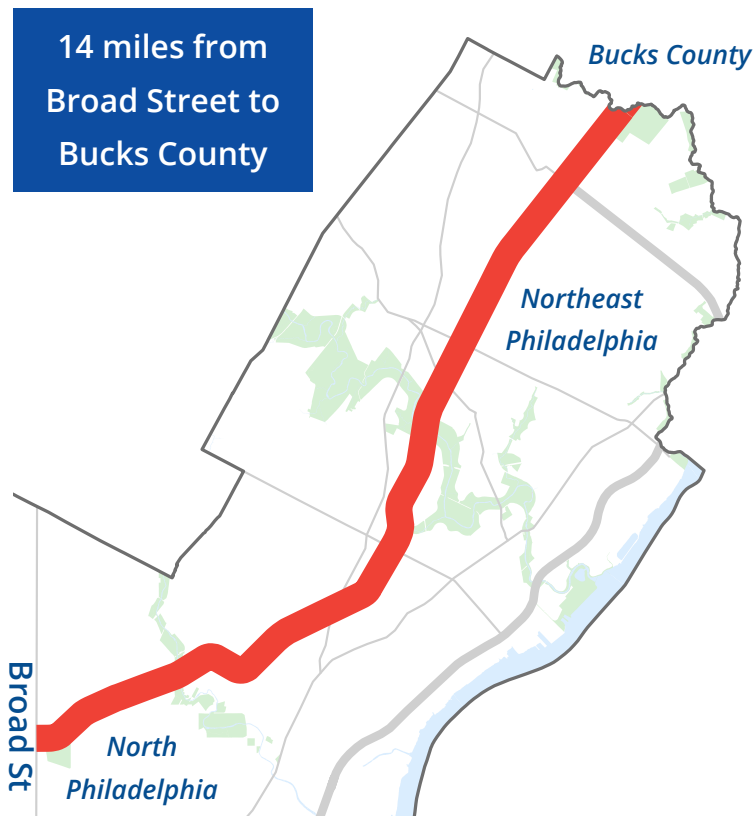
Updated: May 2025

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 2025 and 2026. Scan the QR Code to learn more and stay up to date:



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

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From 2019 to 2023¹, on the Boulevard:

45
FATAL CRASHES

8%
OF ALL TRAFFIC
DEATHS IN THE CITY

1 - July 2019 to June 2023, on and within 100 feet of Roosevelt Boulevard

The Boulevard Today

These projects are completed or will be completed by **2027**:



Roosevelt Boulevard and Cottman Avenue

FASTER AND MORE RELIABLE SEPTA BUS SERVICE

Four primary bus routes run on the Boulevard. The SEPTA Boulevard Direct service began in 2017 and connects Frankford Transportation Center (FTC) to Neshaminy Mall in Bucks County. It has **fewer stops, a faster ride, and high-quality stations**. SEPTA plans to extend it to Wissahickon Transportation Center (WTC). New bus stations are under construction and bus-only lanes will be painted on the Boulevard.

A BUS EVERY

14,745

DAILY RIDERS¹

2

MINUTES²

1 - Average daily ridership in 2024 across the 4 core bus routes (Routes 1, 14, 82 and Boulevard Direct)

2 - During the AM rush hour at Roosevelt Blvd and Cottman Ave

AUTOMATED SPEED CAMERAS

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

Speed cameras have made the Boulevard safer:

1

LIFE SAVED
PER MONTH¹

50%

FEWER CRASHES
INVOLVING
PEDESTRIANS²

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

2 - 2019-2023, PennDOT crash data

CROSSOVER LANE IMPROVEMENTS

Crossovers allow movement between the inner and outer lanes of the Boulevard – but have led to confusion, crashes, and deaths. This project between Bustleton Ave and Southampton Rd will **move and extend lanes to make them safer and less congested**. It will also improve pedestrian crossings near the crossovers.



Roosevelt Boulevard and Fulmer St

The Boulevard Tomorrow

Major improvements will be completed along the length of the Boulevard by **2030**.

The image and menu show what to expect:



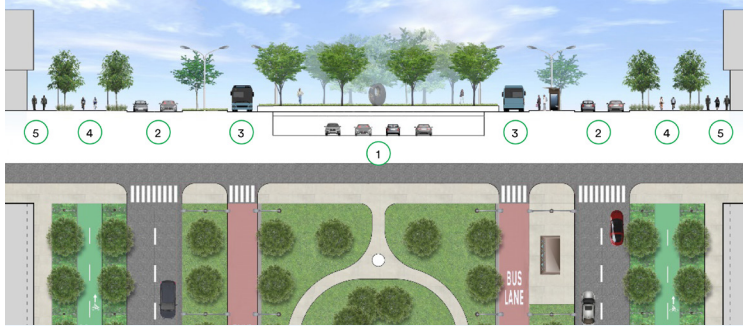
TYPES OF IMPROVEMENTS		DESCRIPTION
	Pedestrian signals	Reduce pedestrian crossing time to two green light cycles; add new audible pedestrian signals
	Pedestrian islands	Slow traffic and increase pedestrian safety and comfort
	Crosswalks	Straighten crosswalk at angled intersections to reduce crossing distance
	Curb extensions	Increase safety and comfort by moving curbs to reduce crossing distance
	Sidewalks	Fill sidewalk gaps as needed, particularly north of Welsh Road
	Bike Lanes	Build bike lanes on cross streets and protect bikes crossing Roosevelt Blvd
	Traffic signals	New traffic signals along the whole corridor
	Lane changes	Add, remove, restripe or adjust lanes to increase safety and traffic flow; remove dangerous crossovers
	Left turns	Give additional time at left turns; improve left turns from cross streets such as Grant Ave.
	Local bus stops	Build new sidewalks, benches, and shelters at local bus stops
	Bus-only "BAT" lanes	"Business access and transit" (BAT) lanes provide space for buses to travel separately from other traffic
	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

The Boulevard Reimagined

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

Neighborhood Boulevard



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

...COMBINED WITH THREE POSSIBLE TRANSIT MODES

Bus Rapid Transit (BRT)



Light Rail Transit (LRT)



Subway



STEPS TO CHOOSING A ROADWAY AND TRANSIT DESIGN

