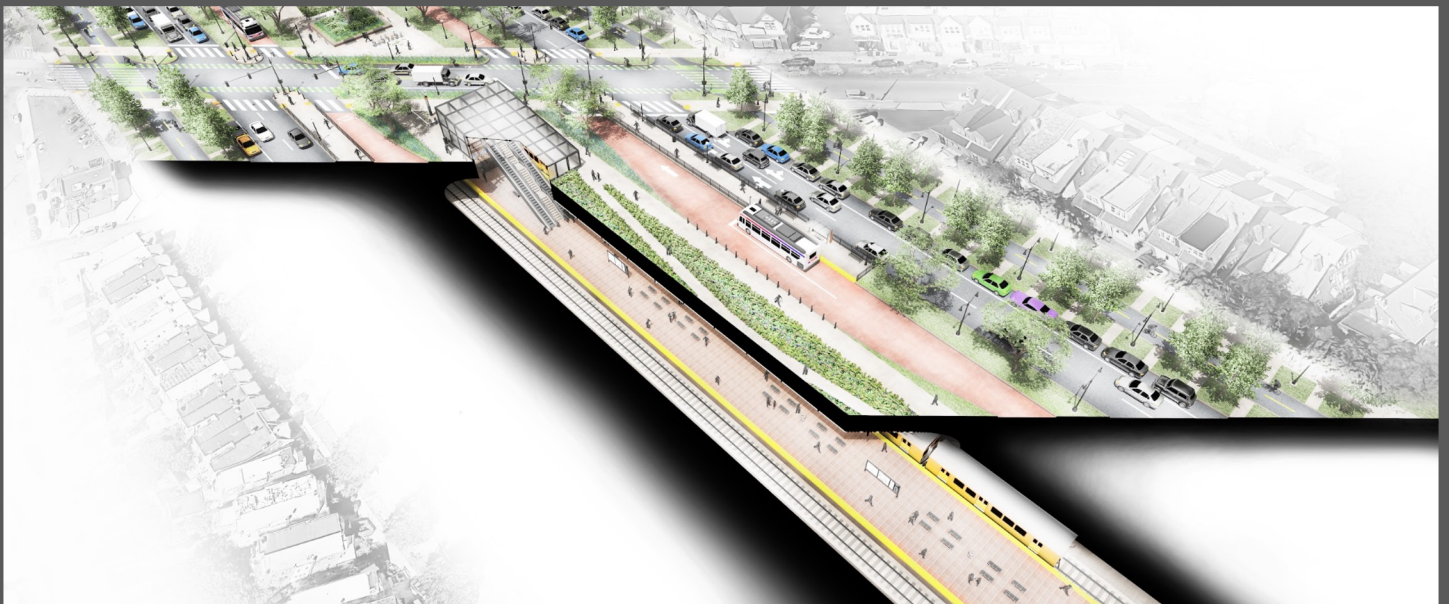




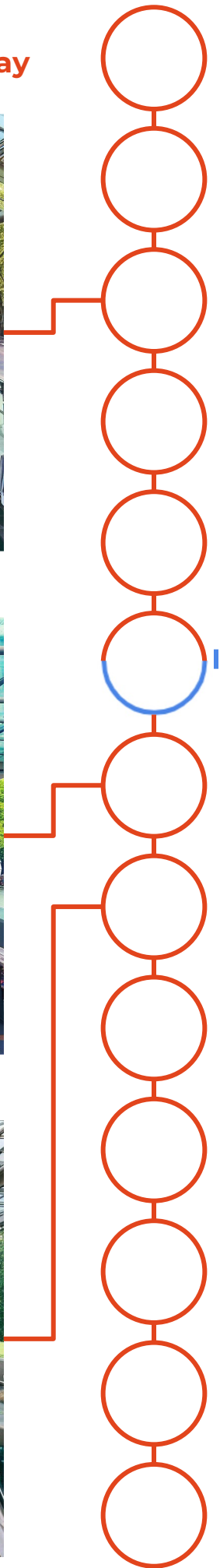
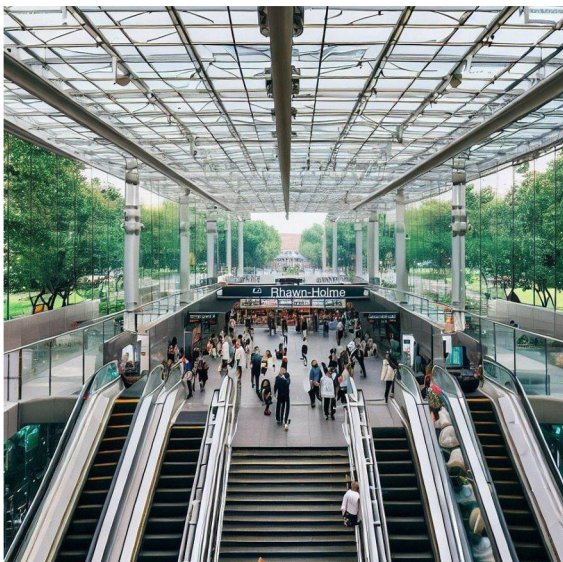
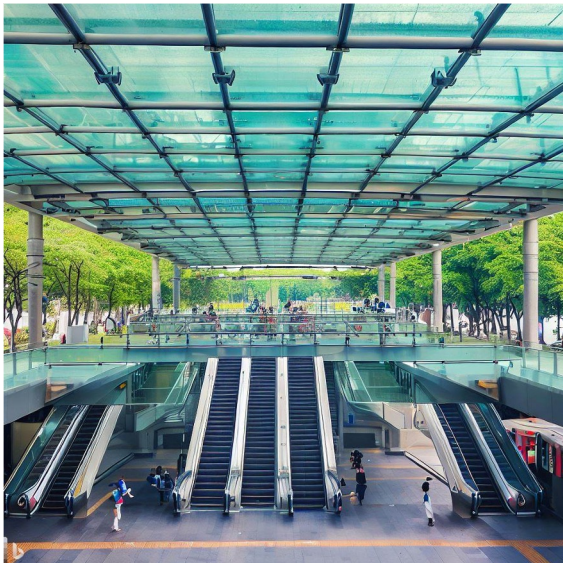
Roosevelt Boulevard Subway Brief



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The Roosevelt Boulevard Subway



Erie

Wyoming-5th

Rising Sun

Adams

Oxford Circle

Bustleton

Cottman

Rhawn-Holme

Welsh-Grant

Red Lion

Woodhaven

Old Lincoln

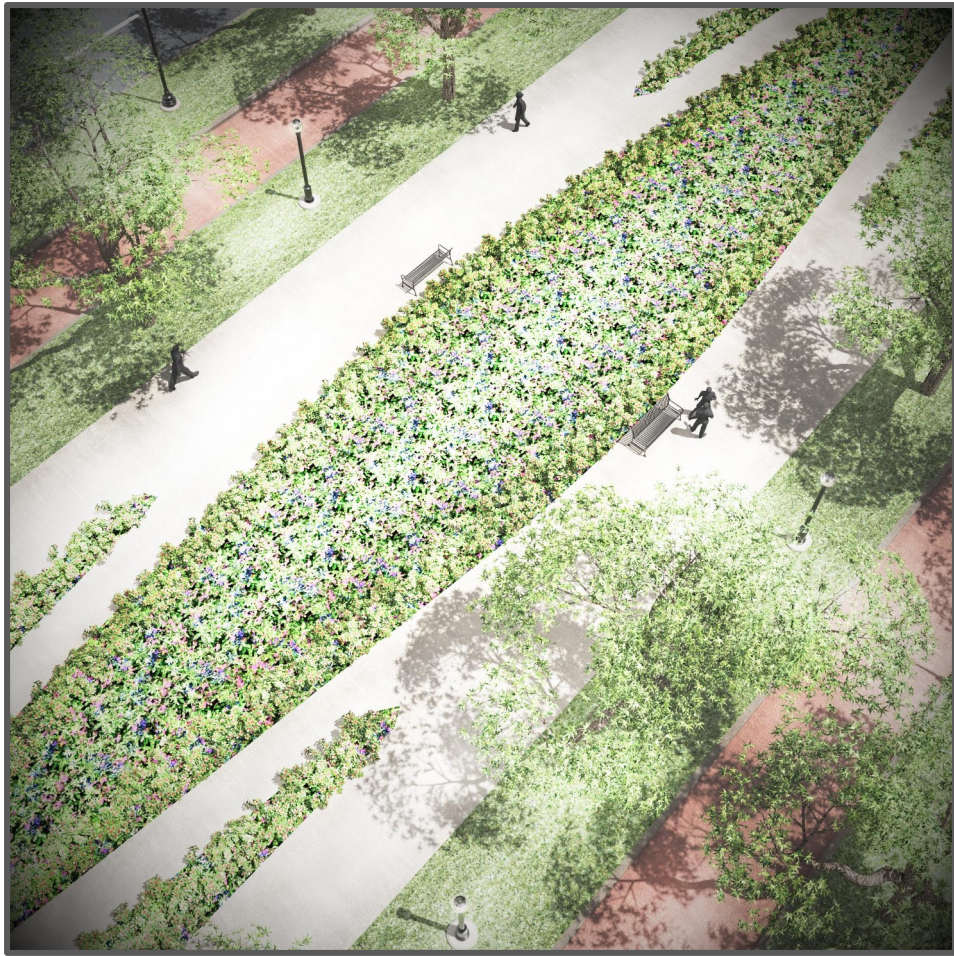
Neshaminy

Current Conditions

It's been over a century since Philadelphia first proposed the Roosevelt Boulevard Subway. Northeast Philly has since exploded in population, exceeding 400,000 residents and growing larger than Pittsburgh, Atlanta, or Minneapolis. One out of three people in Philadelphia live within one mile of the Boulevard.

This area is home to our city's most diverse neighborhoods and census tracts with the highest poverty rates. 18 percent of the corridor's residents are born outside the United States, and almost one-third speak a language other than English. Thousands who travel daily by car and bus in Northeast Philly are mired with traffic congestion and delays. Bus riders in particular are forced to sit in mixed car traffic onboard crowded buses lurching to and from stops along Roosevelt Boulevard.

The Boulevard has also earned the nickname "the corridor of death" due to the exorbitant rate of pedestrian and motorist fatalities. Pedestrians, especially seniors, children, and those with disabilities, are forced to cross longer than a football field of moving cars. Black and brown communities and low-income communities are often the most impacted by high-fatality roads such



Impacts of Building the Roosevelt Boulevard Subway

JOBS By providing a fast and reliable mode of transportation, the subway line can improve access to job opportunities for city residents. This can help to reduce unemployment and increase economic growth. Additionally, the construction will create thousands of direct and support many more local businesses along the line.

PROPERTY VALUES Areas around subway stations often experience increased property values due to their proximity to transportation infrastructure. This can lead to increased investment in the area and new business development, which can create new jobs and boost economic activity.

EQUITY In addition, subway extensions would provide access to areas of the city that are currently underserved by public transportation. This would help promote economic development and job growth in these areas and improve access to healthcare, education, and other essential services.

IMPROVED BUSINESS ACTIVITY The subway line can make it easier for businesses to transport goods and services, reducing transportation costs and improving the supply chain efficiency. This can make it easier for businesses to operate in the city, contributing to economic growth.

SAFETY The Roosevelt Boulevard is one of the busiest thoroughfares in Philadelphia, with an estimated 140,000 vehicles traveling daily. Between 2012 and 2021 there were 119 fatalities including 49 pedestrians. A subway line running along the boulevard would provide an alternative mode of transportation, reducing road congestion and improving overall safety and traffic flow.

GREEN SPACE Many of the residents of Greater Northeast Philadelphia lack easy access to quality green spaces that are crucial to strong communities. The large, underutilized median along the Roosevelt Boulevard provides immense potential to provide usable and safe green space to hundreds of thousands within some of the cities most diverse neighborhoods.

SUSTAINABILITY Another benefit of subway extensions is that they would be more environmentally friendly than cars or buses. By providing a more efficient and convenient way to travel, the subway extension would encourage more people to use public transportation, reducing carbon emissions and improving air quality in the city.

TOURISM Improved transportation infrastructure can make the city more attractive to tourists. The subway line can make it easier for visitors to explore the city and access its various attractions, leading to increased tourism revenue and job opportunities in the hospitality industry.





Rising Sun Station Concept

The Roosevelt Boulevard Subway

The rapid transit connection Philadelphia has been waiting 110 years for. Learn more at twitter.com/blvdsubway.

Express service to Center City



1 Section Through Headhouse
A simple glass-and-steel space frame would enclose a vestibule with faregates and ticket vending machines. Beyond the vestibule, an elevator, escalator, and stairway would direct riders down to the platform.

2 Headhouse Plazas
Each plaza would contain a bike-share dock, scooter corral, entrance pylon, and bike racks.

3 Transfer Bus Shops
Bus stops would fit both 40-foot and 60-foot buses.

4 Median Plants
While the median center couldn't contain trees due to the shallow subway tunnel, it would still be lined by up to eight rows of trees, which is more than the current line cover.

5 Street Eats
Depending on local context, platforms could contain headhouses on both ends to suit to multiple intersecting streets.

6 Roadway
A reconfigured roadway would contain two travel lanes, a parking lane, a bus lane, a protected, and a sidewalk in each direction, dramatically reducing the pedestrian crossing distance.

7 Headhouse Atrium
Headhouses could contain wraparound murals or mosaics.

8 Island Platforms
Stations would contain island platforms with map displays, real-time train displays, and SEPTA Metro wayfinding. Prefabricated oval tunnel sections would allow for column-free platforms for maximum visibility.

Other callouts: 1. New north light with transit signal priority; 2. New south light with transit signal priority; 3. Pedestrians would be safe and dry; 4. Northbound roadway configuration; 5. Southbound roadway configuration.



Past Attempts to Build the Subway

Attempt I: 1913

One hundred years ago, the first proposals for rapid transit to the NE were proposed. WWI and the Great Depression ended this effort.

Attempt II: Post WWII Support

Several plans, spurred by new development in the NE, were produced, but no construction came of them.

Attempt III: 1960's & 1970's

Proposals for a \$94 million 9 mile extension in the median of the expressway were proposed. A station was constructed, but a lack of state funding killed the project.

Attempt IV: 2003

The Roosevelt Boulevard Study proposed an elevated subway to connect to the BSL express tracks to Center City. It was estimated to cost between \$2.5 and \$3.4 billion (2000 USD). It predicted daily ridership at 124,500, would have taken 83,300 cars off the BLVD and save drivers 12,929 hours in travel time.

Currently, the City and Commonwealth poses record surpluses. Additionally, once-in-a-generation federal funding has been made available through the BIL, IRA, and other new programs.

Currently, community outreach is being conducted. Elected officials have hosted several highly productive and well attended town halls in the NE. Further town halls will be hosted across the region to ensure the community is heard.



Picture: Community members and Volunteers at Town Hall (04/29/2023) with State Representative Jared Solomon

Currently, PennDOT is conducting a feasibility study. Additionally, the City is equipped to plan a project of this scale between OTIS and SEPTA technical staff.

Past Challenges

Funding

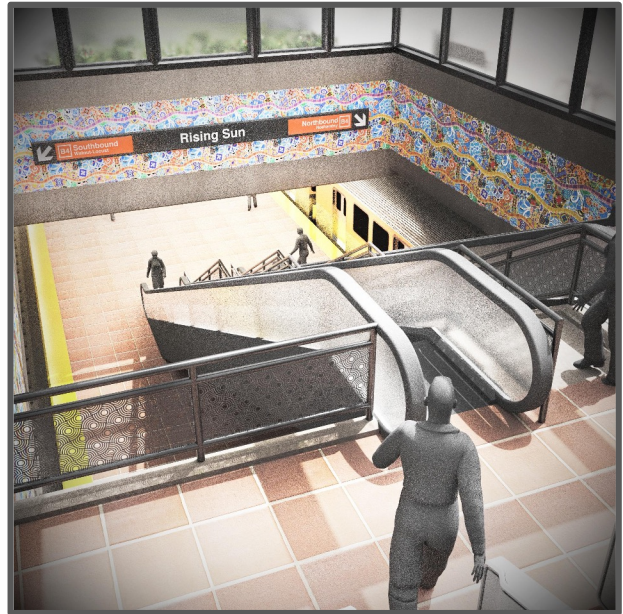


Community Opposition



Technical Difficulties





Extend the Broad Street Subway up Roosevelt Boulevard?

72% support

16% unsure 12% oppose

May 7-9 (2023) Emerson College poll of 600 primary voters



Looking Forward

If policymakers decide to move forward with building the Roosevelt Boulevard subway, the project would likely take several years to complete.

The project would involve significant construction and engineering work, including tunneling, station construction, and track laying. However, with the right planning and resources, the project could be successfully completed.

By the early 2030s, the Bi-Partisan Infrastructure Law will have spent nearly 90% of its allocated funding. This funding urgency creates opportunity, we need to move quickly to obtain these funds before they run out. If we do not apply for this funding, we could risk our region getting left behind.

If our region moves to increase localized funding for SEPTA, we can afford our local match for federal funding, which is currently set at 50%.

If all conditions are met and we get federal approval, we could break ground at a significant time for the United States of America, our great nation's 250th birthday. We will also be hosting World Cup games in 2026

New York, the Bay Area, Baltimore and Miami are pursuing Heavy Rail projects that will need federal funding. All of these corridors minus the Second Ave Subway in New York City would have less ridership than the proposed Roosevelt Boulevard Subway.

