



Roosevelt Boulevard Route for Change

Above: Roosevelt Boulevard and Large Street, 2023

Updated: October 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:

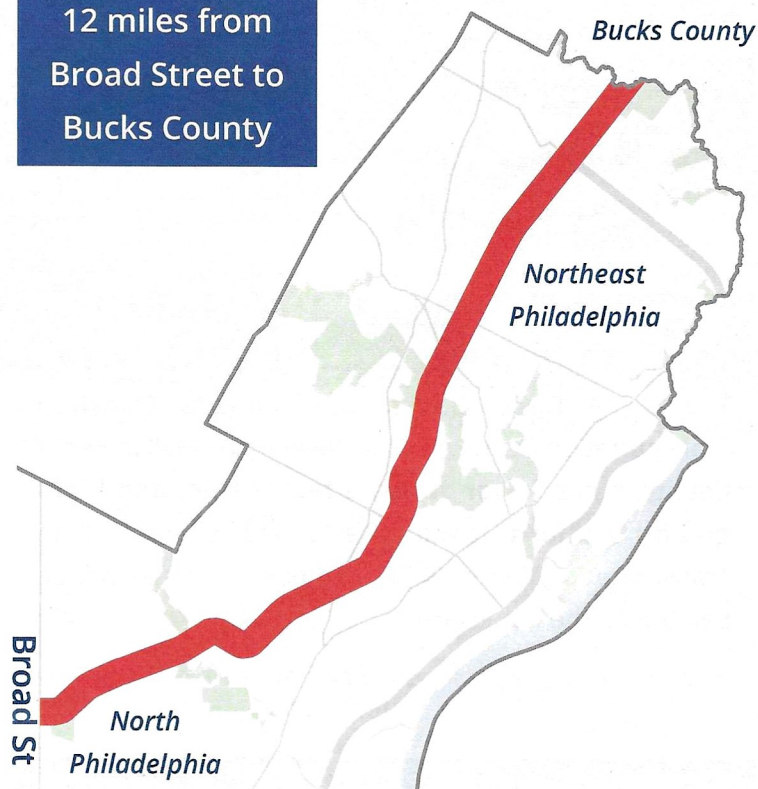


[Bit.ly/RooseveltBoulevard](https://bit.ly/RooseveltBoulevard)

Matt Wysong

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

12 miles from
Broad Street to
Bucks County



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

The Boulevard Today

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.






The Boulevard Tomorrow

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

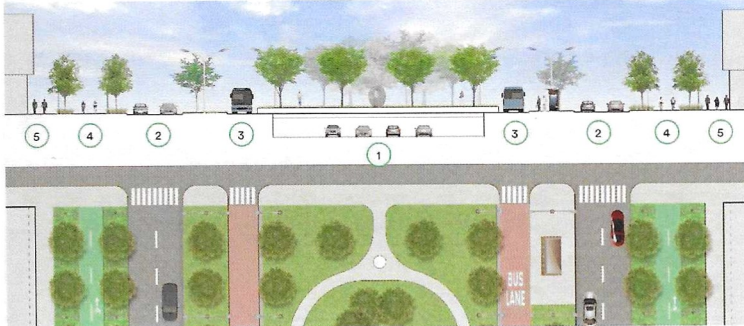
TYPES OF IMPROVEMENTS		DESCRIPTION
 	Pedestrian signals	Reduce pedestrian crossing time to two green light cycles; add signals at new pedestrian crossings
	Pedestrian islands	Slow traffic and increase pedestrian safety and comfort
	Crosswalks	Straighten crosswalk at angled intersections to reduce crossing 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
	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

