

## ROUT FOR CHANGE: TRANSFORMING THE BOULEVARD

PennDOT, the City of Philadelphia and SEPTA held a public meeting on December 4<sup>th</sup> at the Mayfair Community Center from 6 to 8 p.m. to introduce information regarding proposed changes to U.S.1-Roosevelt Boulevard. The work will stretch between Broad Street and Neshaminy Mall. Below is a short description of what was presented and a link to the descriptions, maps and storyboards that were presented at the meeting. As always, the Board members of your Rhawnhurst Civic Association will do our best to help you better understand what is being planned. Never hesitate to either contact us or attend a regular monthly meeting.

PennDOT, the City of Philadelphia, and SEPTA are partnering to implement a comprehensive, multi-phase US 1 Improvement Program covering Roosevelt Boulevard from Broad Street (Route 611) to Old Lincoln Highway in Bensalem Bucks County. The efforts include both near and long-term improvements to safety, accessibility, and travel time reliability.

The program consists of five projects:

### 1. Roosevelt Boulevard Crossover Lanes Project

This phase of the project is to construct improvements to five crossovers (roadway connections between the inner and outer lanes) to increase safety along Roosevelt Boulevard between Route 73 (Cottman Avenue) and Red Lion Road. These locations have been identified as a high priority for improvements and include the crossovers near:

- Revere/Faunce Street (Location 1),
- Strahle Street (Location 2),
- Winchester Avenue (Location 3),
- Michener Street (Location 4), and
- Fulmer Street (Location 5).

## 2. Broad Street to Adams Avenue

This phase of the project will include design of Business Access and Transit (BAT) lanes, bicycle and pedestrian safety improvements, corridor access management, intersection and roadway modifications, pavement marking, traffic control and traffic signal modifications along Roosevelt Boulevard.

## 3. Adams Avenue to Old Lincoln Highway

This phase of the project will make significant changes to travel lanes, bus lanes, bike and pedestrian lanes and have a high-speed mass transit component. Further study is required to configure partially capped expressway lanes with a public transit subway.

## 4. Roosevelt Boulevard 2040 Alternatives to Transformation

This phase of the project will identify a long-term vision to transform Roosevelt Boulevard by enhancing safety, accessibility, and reliability along Roosevelt Boulevard, for all users including pedestrians by supporting local and regional travel needs, changing land use patterns, and enhancing connectivity and mobility to local communities, while promoting economic opportunities. Roadway configuration changes and implementation of high-quality transit service (and potential transit station locations) along Roosevelt Boulevard are critical improvement components necessary to directly address the purpose and needs of the long-term project.

## 5. Roosevelt Boulevard Business Access and Transit Lanes

This phase will include design of Business Access and Transit (BAT) lanes, bicycle and pedestrian safety improvements, corridor access management, intersection and roadway modifications, pavement marking, traffic control and traffic signal modifications along Roosevelt Boulevard.

Phase A of the BAT lanes for Roosevelt Boulevard: repurposing the outermost lane in each direction to restrict use of the outermost lane for Transit (Bus) use only, with short segments where right turns are allowed at signalized intersections and other side streets. The purpose of the BAT lanes is to allow buses to travel in a lane separate from the general through traffic lanes, to only encounter vehicles in the lane that want to make right turns at permitted locations. The BAT lanes are a strategy to improve transit reliability and service time, improving travel options on Roosevelt Boulevard. Phase A will install BAT lanes

from Bustleton Avenue to just north of Southampton Road. The BAT lanes are anticipated to incorporate enhanced pavement marking and signing to clearly denote the use of the outside lane as a BAT lane.

The proposed Phase B BAT lanes and crossover modifications between 9th Street and Pratt Street along the southern end of Roosevelt Boulevard will be evaluated with microsimulation to determine feasibility and future design. BAT lanes are not proposed in southbound direction of the S-Curve between Summerdale Avenue and Adams Avenue (west) and in the northbound direction between Langdon Street and Adams Avenue (east).

[Roosevelt Boulevard Improvement Projects \(pa.gov\)](#)