



The Boulevard Reimagined

ROOSEVELT BOULEVARD PUBLIC OPEN HOUSE

December 2024 & January 2025



Sign in



View information at Stations 1 - 3
and participate at each station



Complete the survey throughout,
or afterward

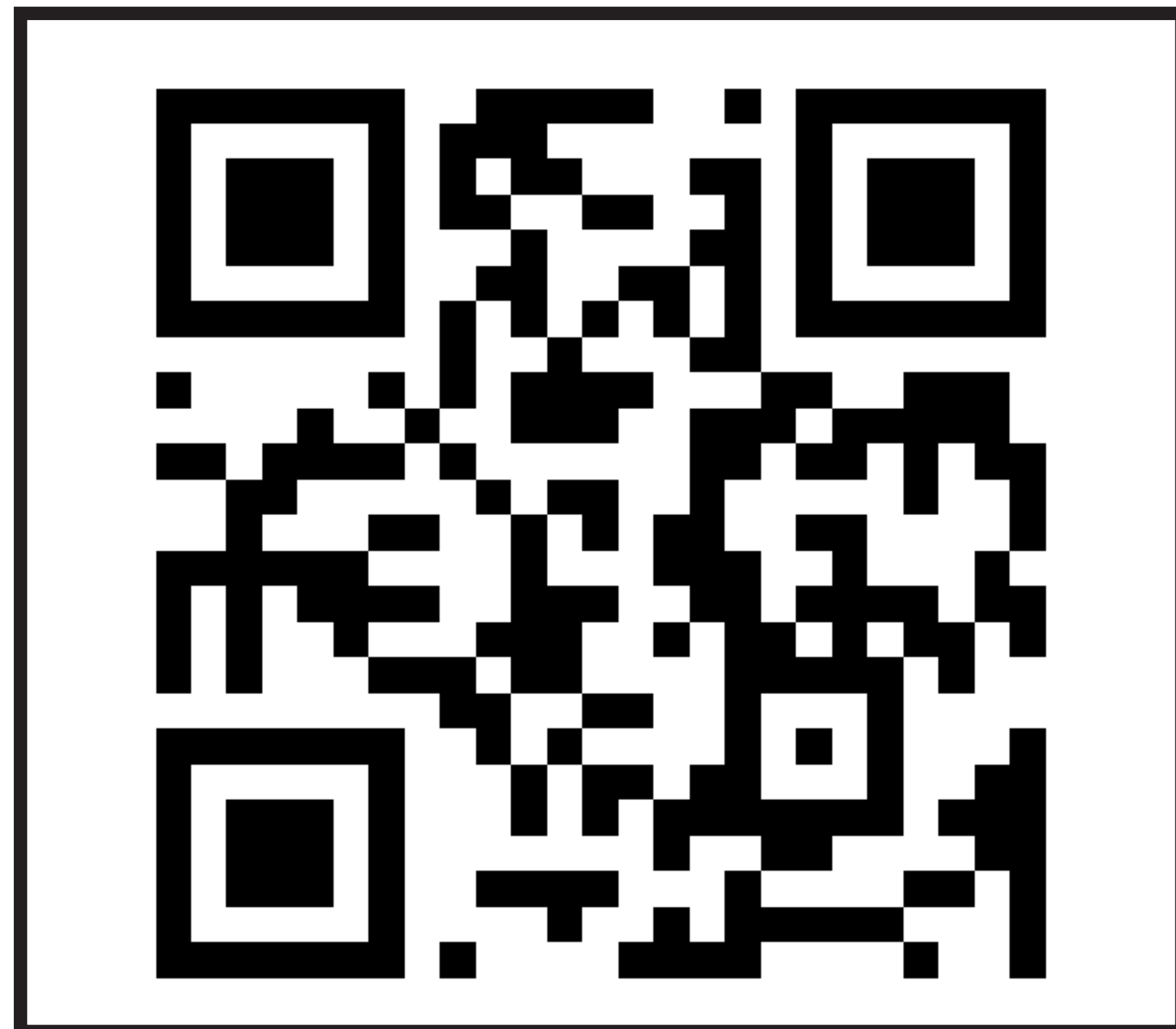
Project Team members are available for discussion and to answer your questions

Sign in Here

We want to hear from you!

Today we are looking for input on your values and priorities on transit, roads, walking, and the look and feel of neighborhoods around Roosevelt Boulevard. There are two ways to give feedback - you only need to pick one (they are the same).

Participate on your phone



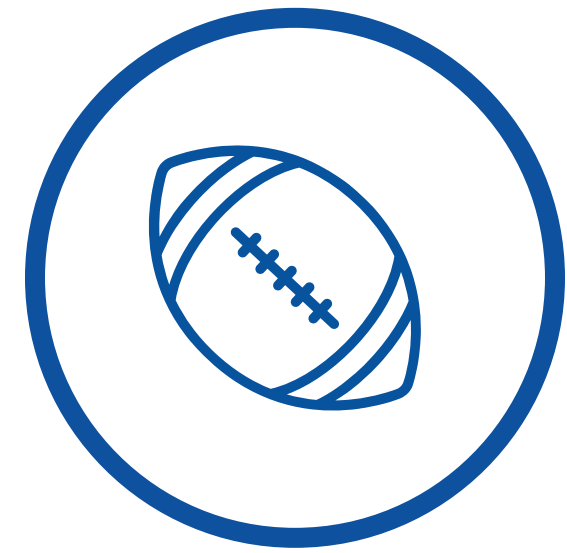
OR

Fill out paper survey

Sign in at the desk and receive a paper survey and a pen



PennDOT, the City of Philadelphia and SEPTA partnered in 2015 to address safety concerns on Roosevelt Boulevard.



Parts of the Boulevard are 400 feet wide, **wider than a football field**



On the Boulevard between 2019 - 2023 there were **52 traffic deaths; 1 person died and 3 were severely injured each month***



Of these traffic deaths, more than **1 in 4 were pedestrians and cyclists**

*Safety analysis is based on 100-foot buffer of Roosevelt Boulevard

In 2021, the Project Team published a report called Route for Change summarizing prior work and directing how to make the Boulevard **safer, more reliable and more accessible for everyone through phased improvements.**

2026

The Boulevard Today

- Speed cameras
- Direct Bus expansion to Manayunk
- Safety improvements to crossover lanes
- Summerdale/Adams & Southampton Road intersection improvements
- Bus-Only lanes

2029

The Boulevard Tomorrow

- Improved pedestrian crossing signals and islands
- Bike network improvements
- Safety improvements to crossover lanes
- Traffic signal upgrades
- Safer traffic patterns
- Bus-Only lanes & bus stop improvements

2040

The Boulevard Reimagined

A complete redesign of Roosevelt Boulevard and the creation of new transit choices. This will significantly change the look and feel of Roosevelt Boulevard.

Our Focus Today

Route for Change was funded with support from a US DOT TIGER planning grant
The Boulevard Today and The Boulevard Tomorrow are fully funded


Between 2016 - 2021, there were

 **5** Rounds of Public Meetings

 **18** Meetings

 **~500** People participated

In December 2023, there were

 **2** Open Houses

 **130** People participated

 **200** Public comments

We want to hear from you!

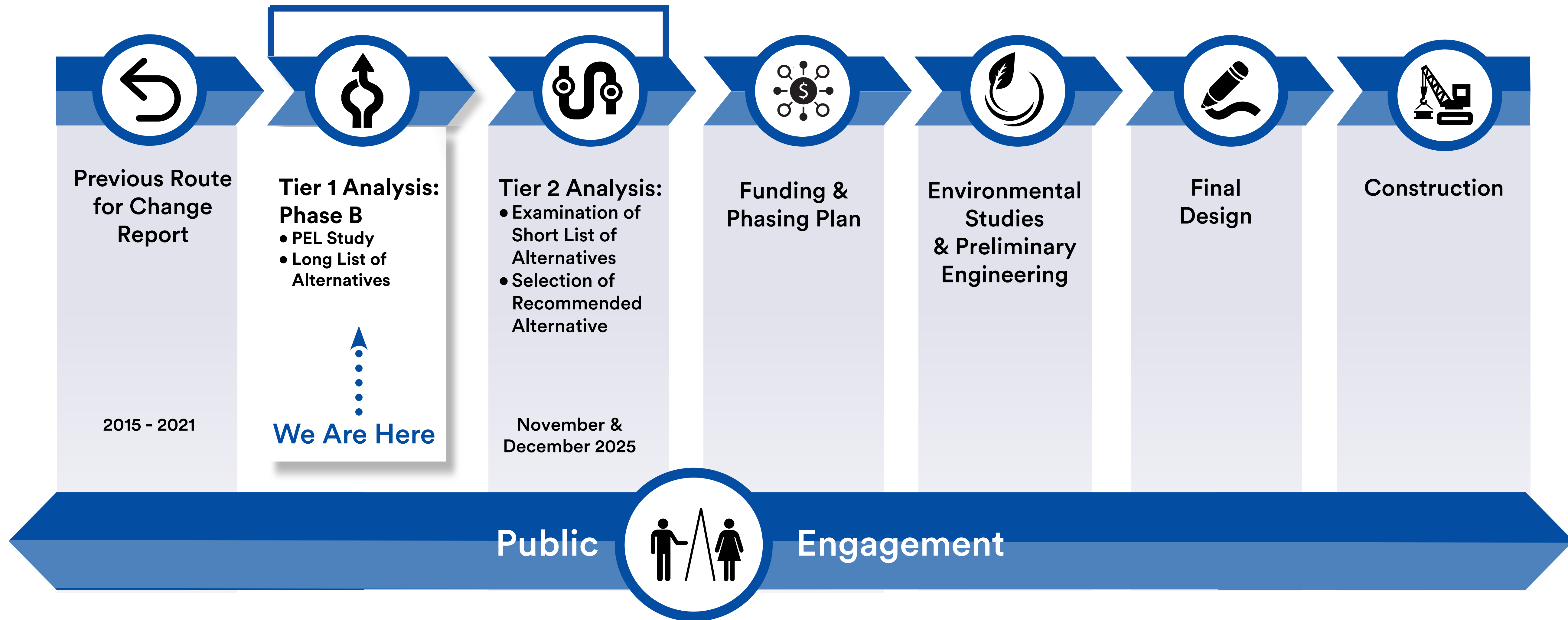
Put a **blue dot** if *you've been involved*.

Put a **red dot** if this is your **first time**. Welcome!

Engagement Rounds

The Project Team is following a federally defined process to get from concept to construction. Right now we are conducting a **Planning and Environmental Linkages Study (PEL)** to decide on one roadway design and one transit alternative.

#1	Present long list of alternatives, cost, and ridership Get input on values and priorities for the long list	Dec. 2024 / Jan. 2025
#2	Present results of Round #1 input and additional long list analysis Get input on draft short list of alternatives	Late Spring 2025
#3	Present results of Round #2 input and additional short list analysis Present final short list and get additional input	Early Fall 2025
#4	Present final preferred alternative	Winter 2025



We want to hear from you!


Place **Green Stickers** in the 3 project goals most important to you

Route for Change's long-term vision for Roosevelt Boulevard is that it will be Safe, Reliable, and Accessible. Are these still the priorities? Are there others more important to you? Understanding your priorities will help select an alternative that best meets these goals.


Goal from Route for Change

New Goal


What other goals do you care about?
Did we miss something?




Safety
Reduce crashes and feel safe walking, biking, driving, and using SEPTA



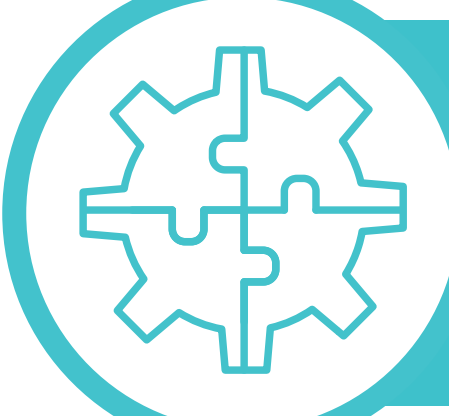
More Travel Choices
More ways of getting around



Reliable Travel
Fast, direct travel with less delay



Clean Air
Transportation choices that are good for the environment and result in cleaner air



Connectivity
Connect communities and services that are divided by the Boulevard



Station Area Character
New stores, housing, and services for your community

Partially Capped Expressway

A Partially Capped Expressway is a below street-level **limited access highway**, with green space on caps and local street crossings at street level.



Vine Street Expressway, Philadelphia, partial highway cap

Image: PennDOT

Neighborhood Boulevard

A Neighborhood Boulevard is a wide, neighborhood-centered **street with green space and lower traffic speeds** for local traffic.



Ben Franklin Parkway, Philadelphia, with inner & outer lanes

Image: City of Philadelphia

Benefits

- **Fewer conflict points** between drivers, pedestrians, and cyclists at capped areas
- Opportunities for **more green space** in capped sections
- **Faster, more direct travel** to further destinations

Challenges

- **On and off ramps** to access trenched expressway will need to be integrated with transit
- **Complex construction phase** compared to Neighborhood Boulevard
- Capped sections will span less than half of the length of Roosevelt Boulevard, leaving sections of **open trenched expressway**, separating communities

- **Less complex and less costly construction** compared to Partially Capped Expressway
- Lower speeds will improve traffic safety and **reduce crash severity**
- **Better connections between communities** to encourage more walking and biking
- New signalized intersections will create **more places to cross safely**
- Provides **more left turns** for drivers
- **Pedestrians must cross more lanes of traffic** compared to Partially Capped Expressway
- **50% more signalized intersections** to accommodate existing streets that do not currently cross Roosevelt Boulevard
- More **potential conflict points** between pedestrians and drivers

Light Rail Transit (LRT)

Light Rail Transit is a rapid-transit train service that can be separated from traffic but at times will share the road with vehicles. The service and vehicles are similar to SEPTA trolleys.



Philadelphia, SEPTA trolley modernization rendering Image: SEPTA

Bus Rapid Transit (BRT)

Bus Rapid Transit is a high-capacity bus transit service that has benefits similar to LRT through dedicated lanes and busways.



San Francisco, Median BRT Image: WHY

Subway

A subway is a high-capacity and faster heavy rail service that travels on dedicated right-of-way and can typically move more people per hour than LRT or BRT.



Philadelphia, Broad Street Line Image: WHY

Benefits

- **Lower construction costs** than subway
- Vehicles typically **carry moderate amount of people**
- Tracks are separated from traffic lanes resulting in **faster transit speeds**

Challenges

- Stops at regular traffic intersections
- **Operates more slowly** in mixed traffic sections
- **Requires integration** with traffic signals
- **Transfer required** to reach Center City

- **Easier and quicker to implement**
- **Lower cost** option than LRT and Subway
- Dedicated lanes enable **more reliable service** than existing bus services
- Stations typically with **more amenities** than normal bus stops like real-time arrival, larger shelters, more benches, and raised platforms

- Stops at regular traffic intersections
- **Operates more slowly** in mixed traffic sections
- Vehicles **carry the least amount of people**
- **Transfer required** to reach Center City

- Separated from roadway traffic, resulting in **faster transit speeds**
- Vehicles **carry the most people**
- **One-seat rides** to Center City & Walnut-Locust (no transfer needed)

- **Higher cost and more complex construction** compared to LRT and BRT

Well Designed Station Areas Can:

- Increase transit ridership
- Make the area feel safe and comfortable for pedestrians
- Provide more stores, housing, and services to a community

Imagine Walking at a Major Intersection

- How can the area be more safe and comfortable for pedestrians?
- How should buildings be arranged?
- What kind of new development is appropriate? And where?

Main Street-Style Development



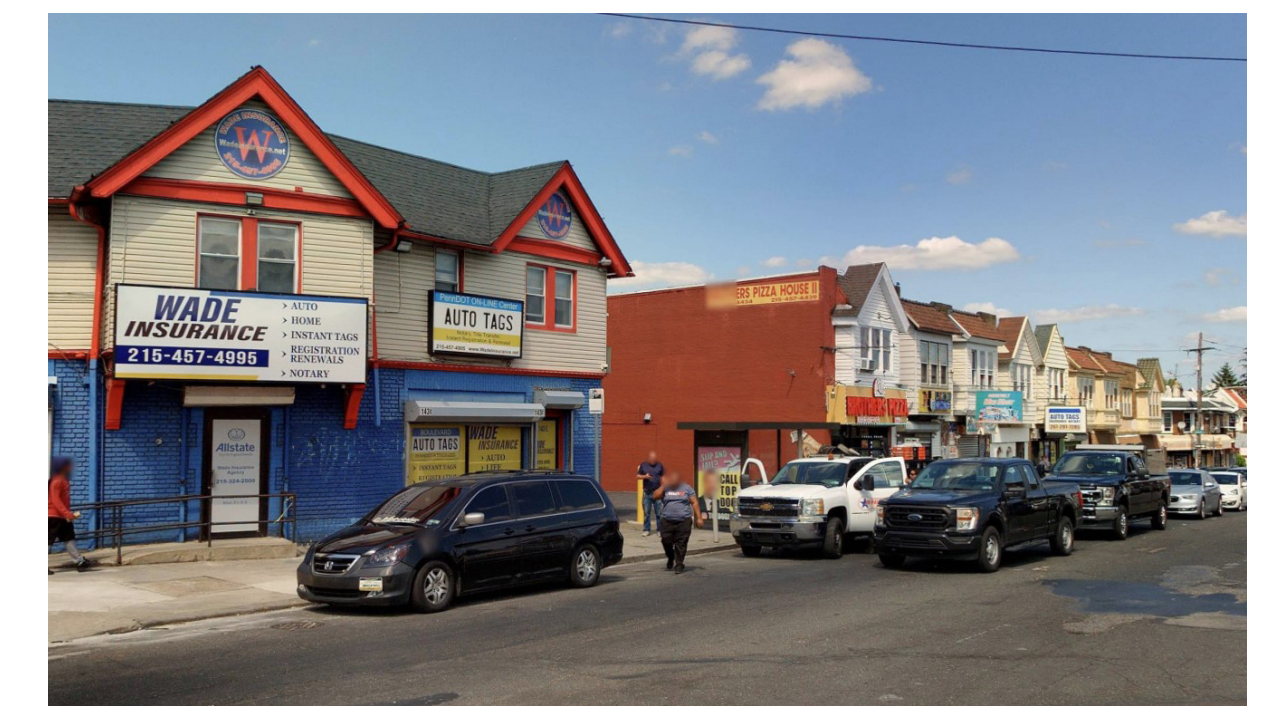
Shopping Center-Style Development



1/4 mile =
5 to 10 minute walk
from intersection

Existing Station Area Character

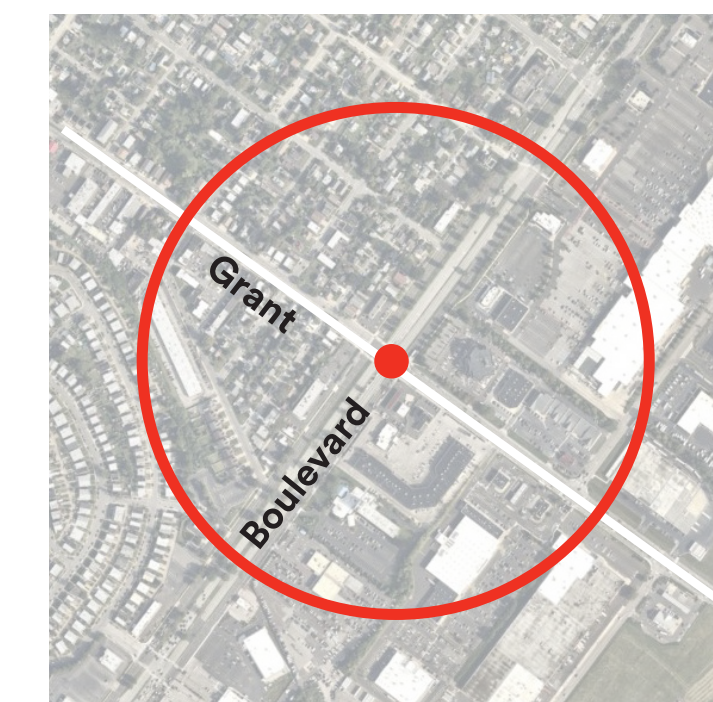
Boulevard & Rising Sun



Boulevard & Cottman

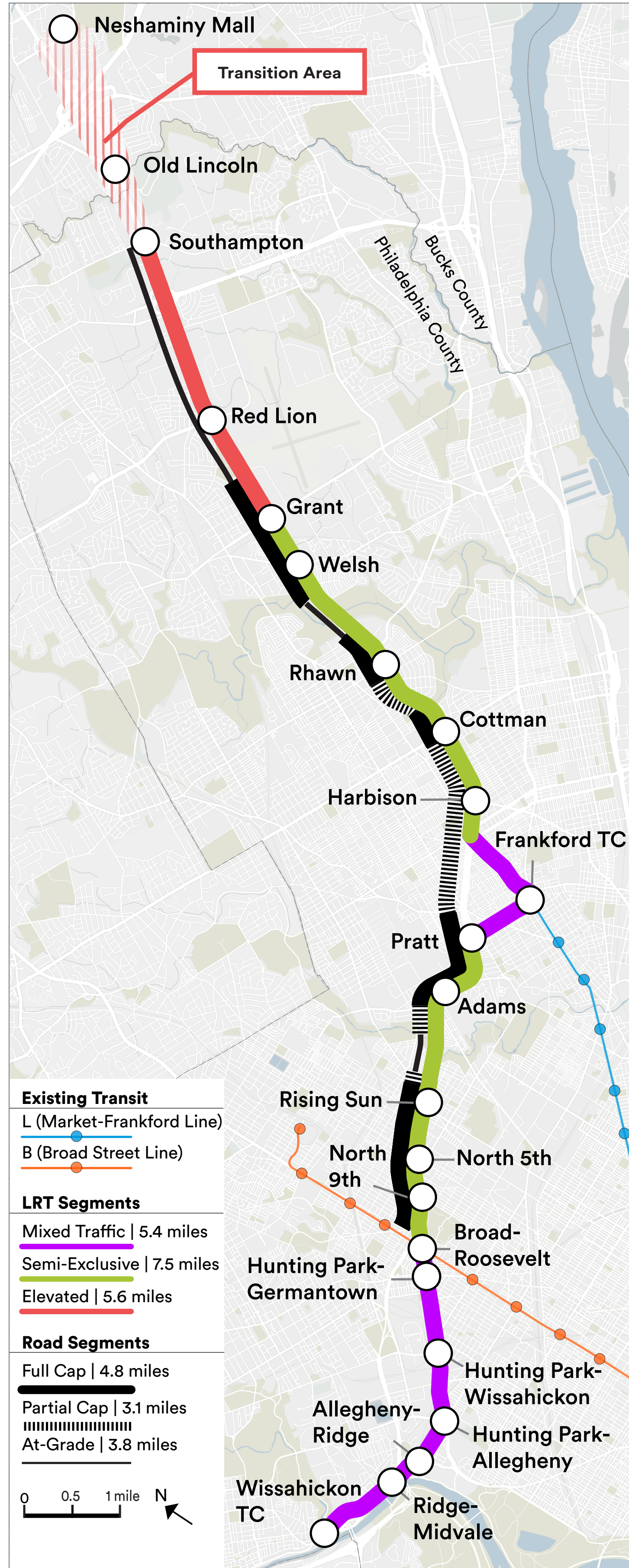


Boulevard & Grant



Neshaminy Mall

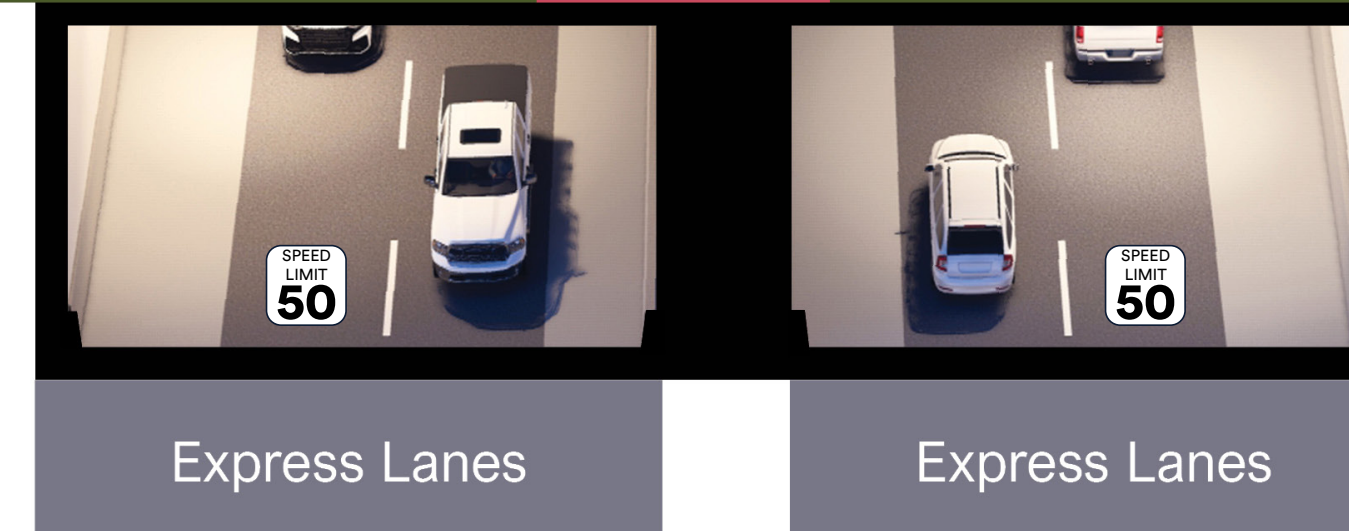
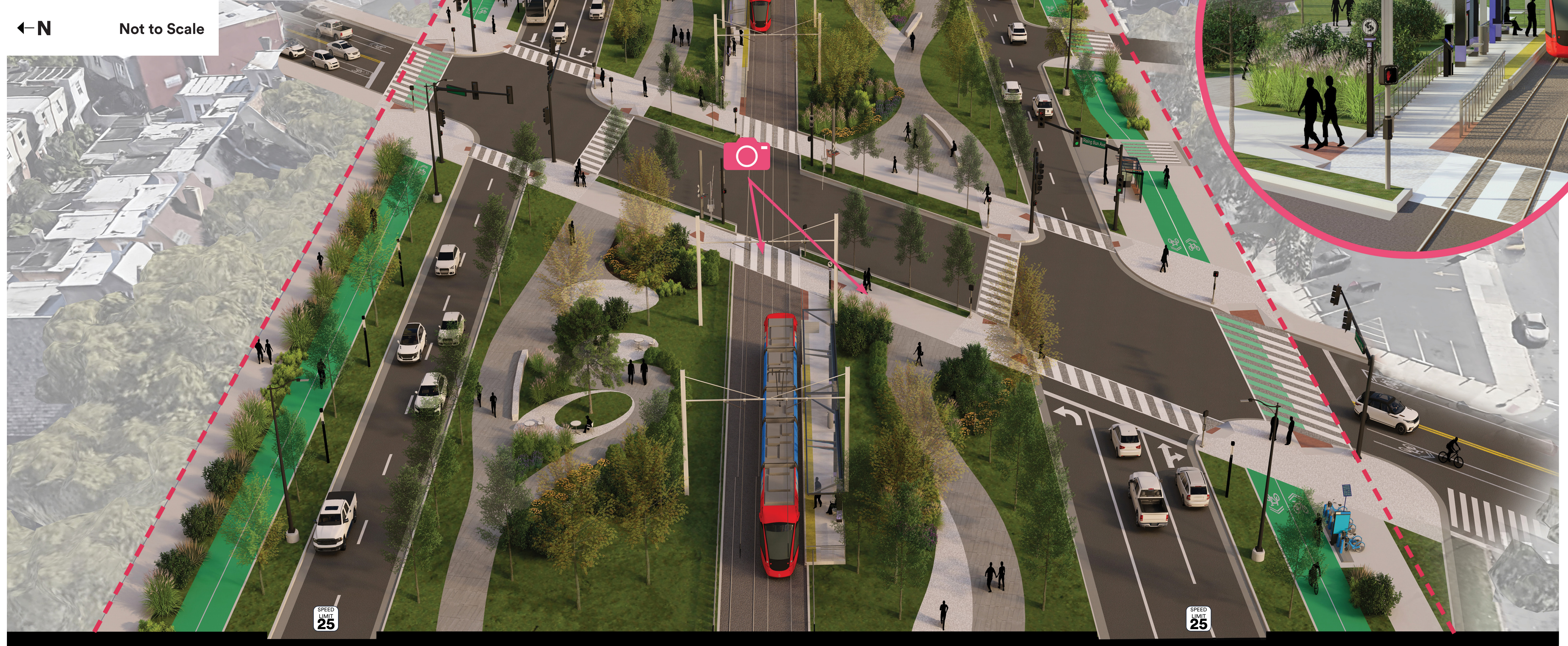




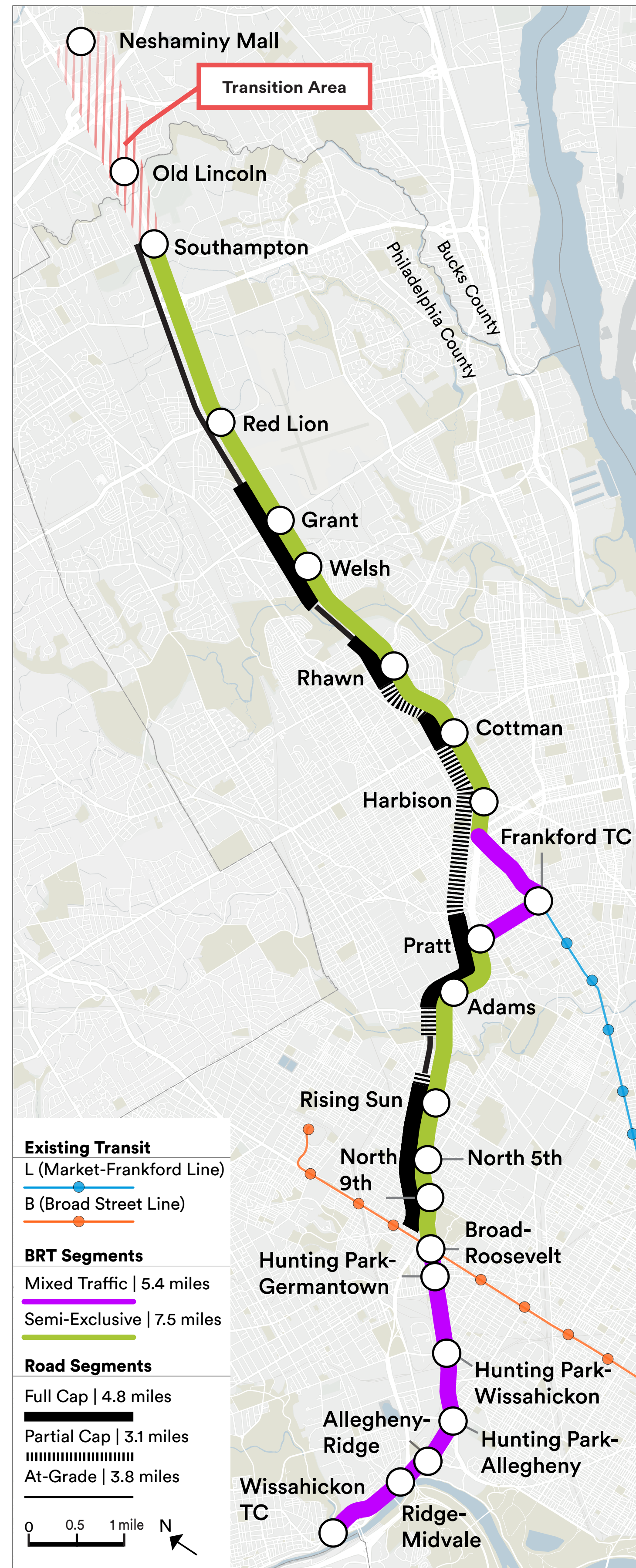
Partial Cap Section



Full Cap Section



Renderings are illustrative for representational purposes only. Preliminary and subject to change.



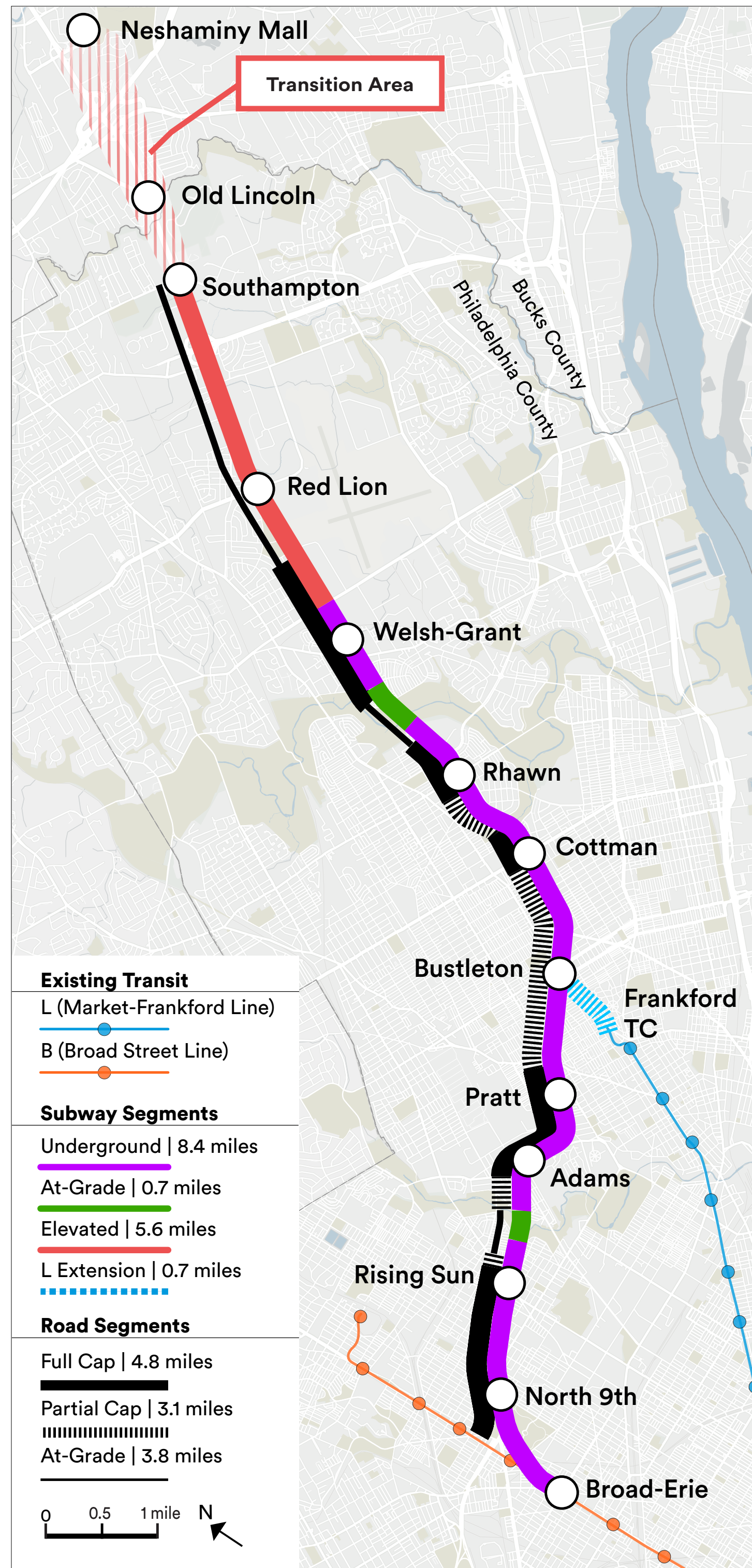
Partial Cap Section



Full Cap Section



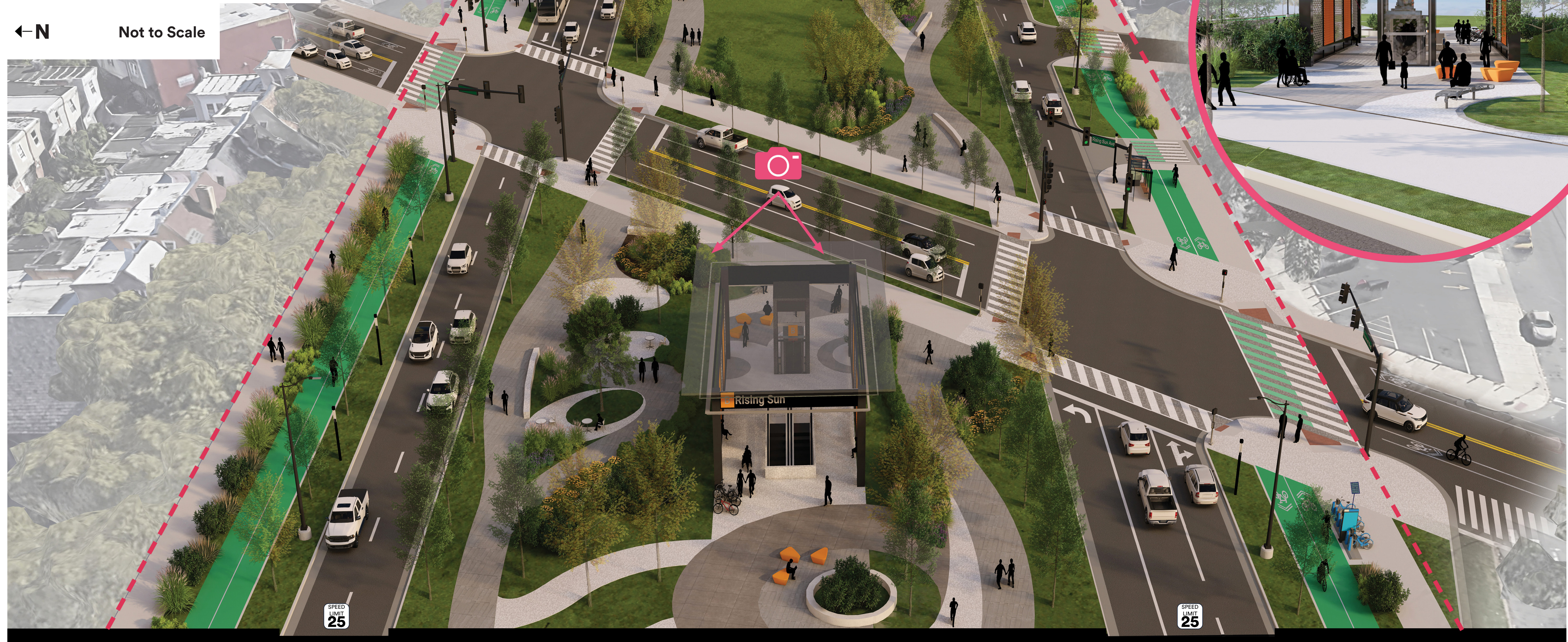
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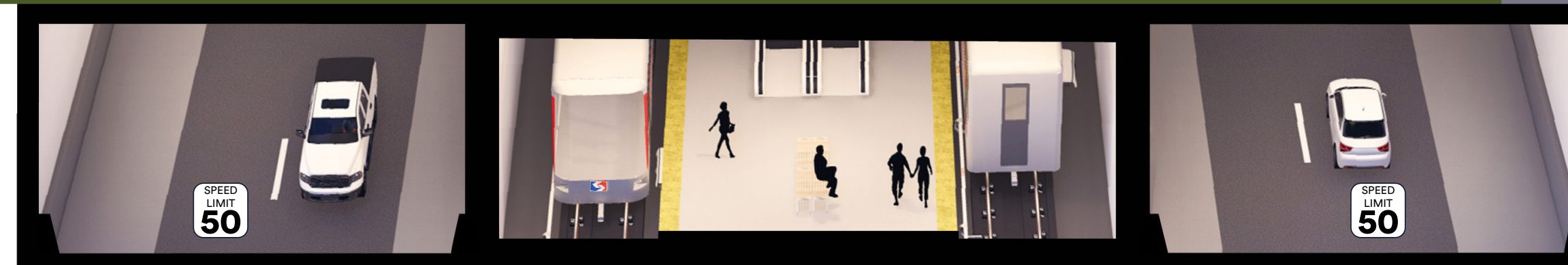
Partial Cap Section



Full Cap Section

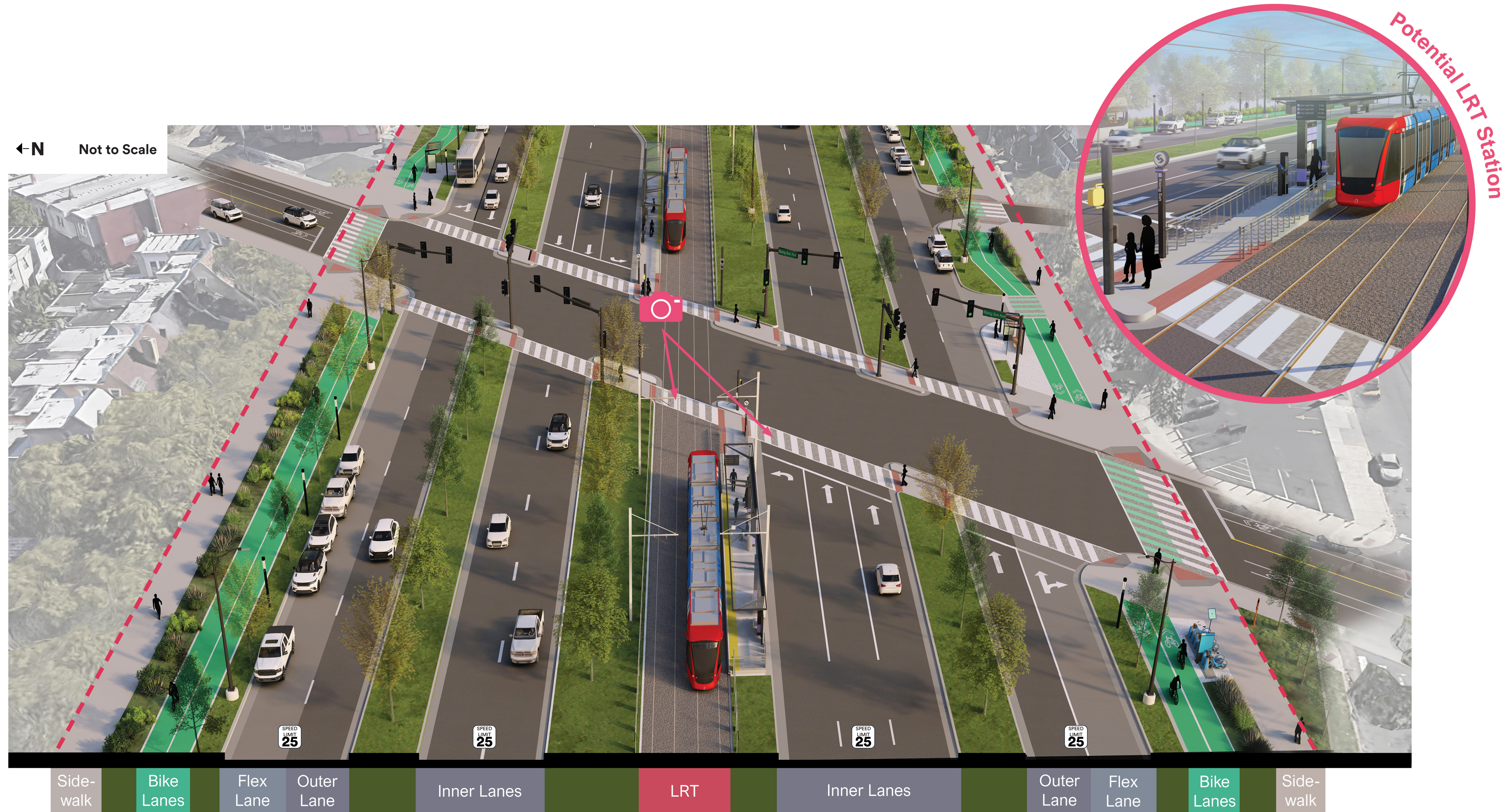
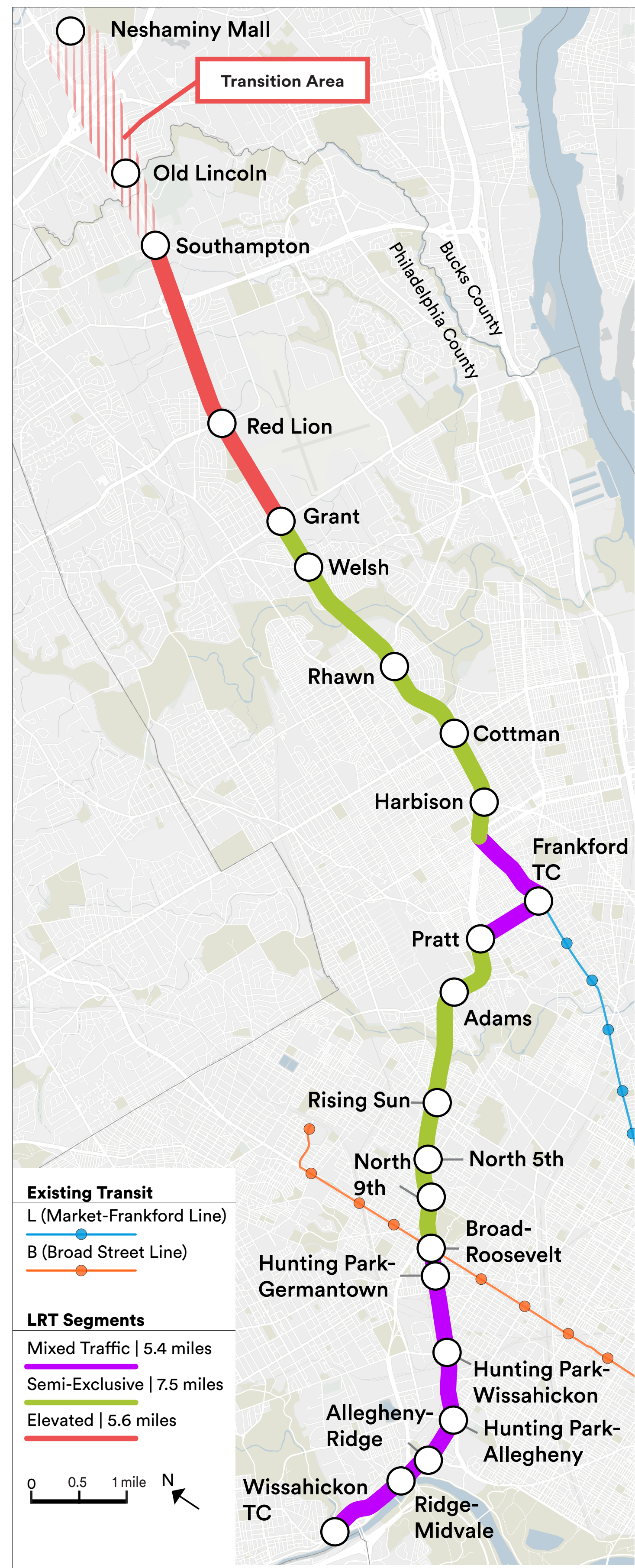


Side-walk | Bike Lanes | Outer Lanes | Subway Entrance and Green Space | Outer Lanes | Bike Lanes | Side-walk

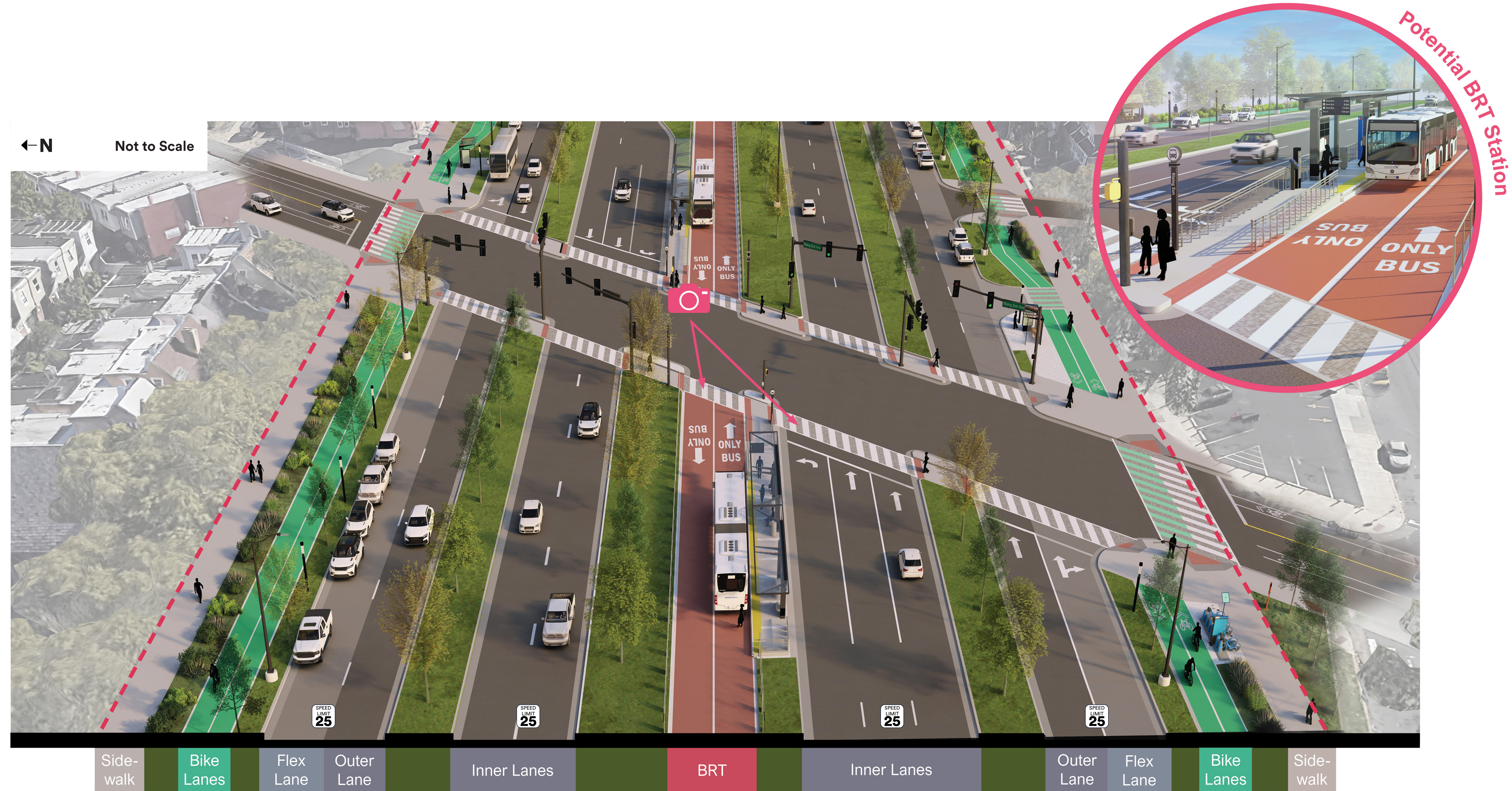
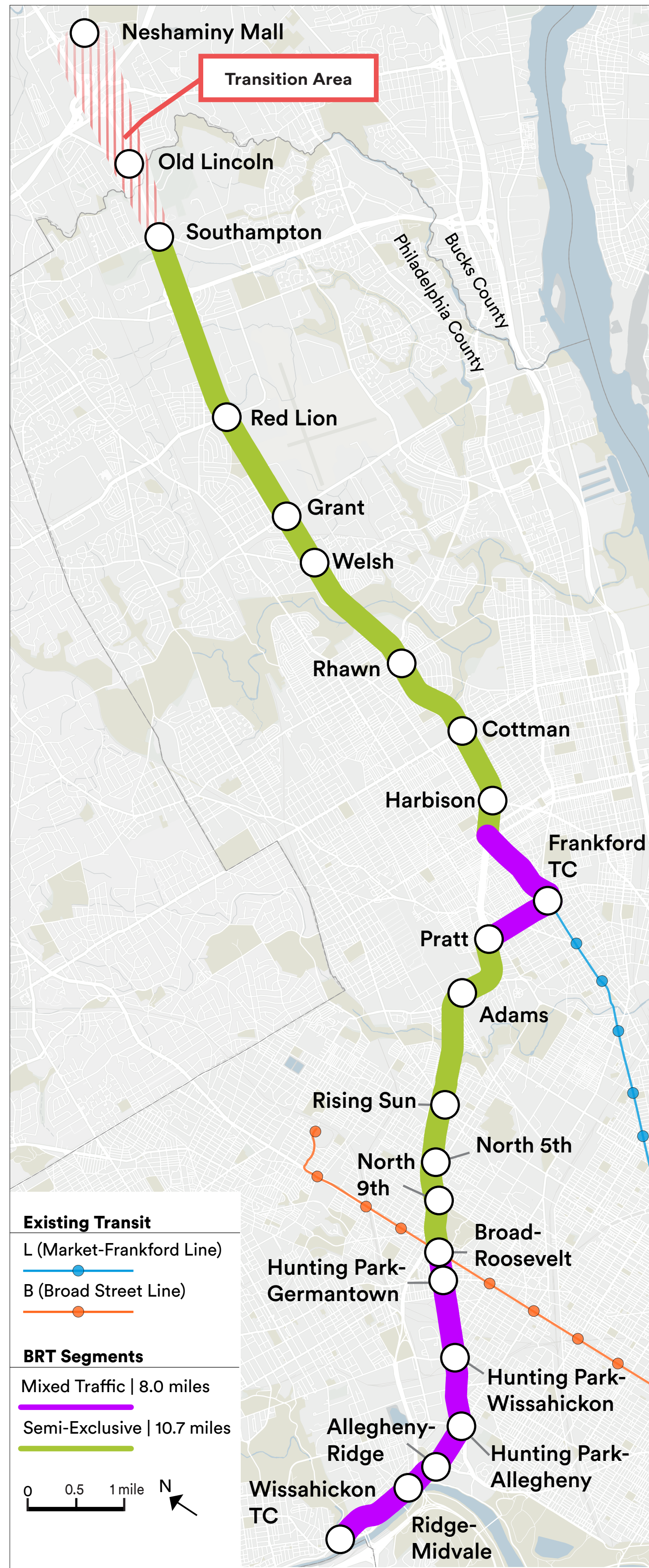


Express Lanes | Subway Station | Express Lanes

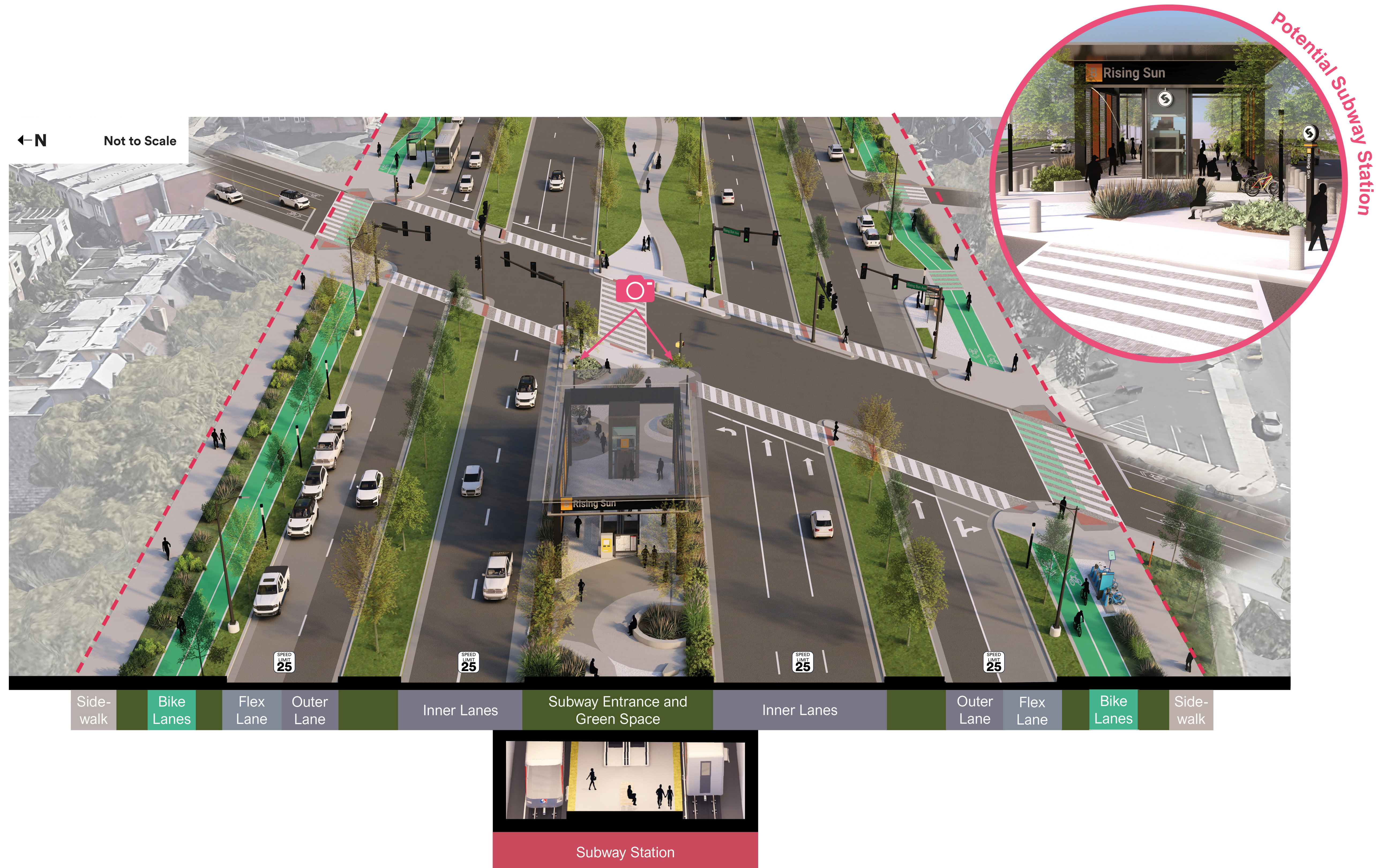
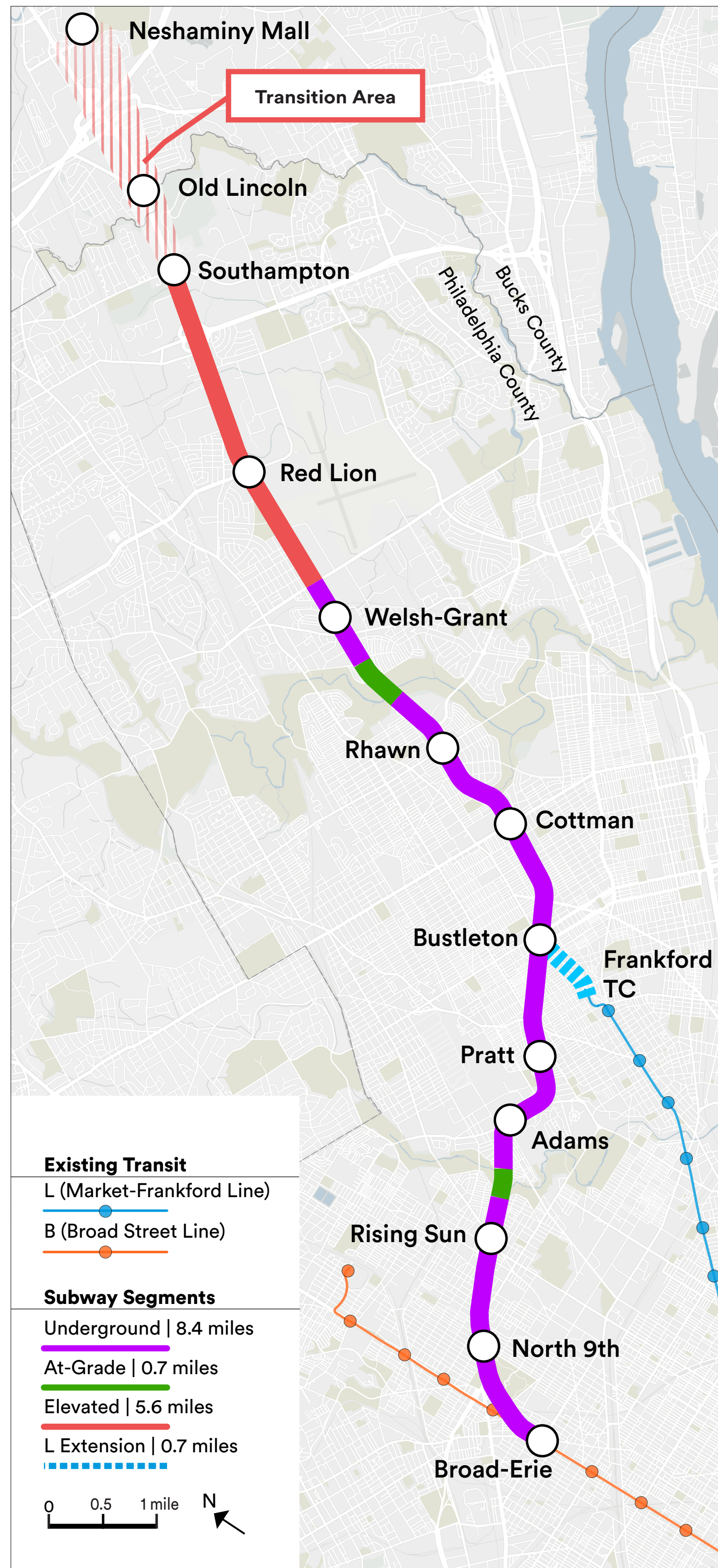
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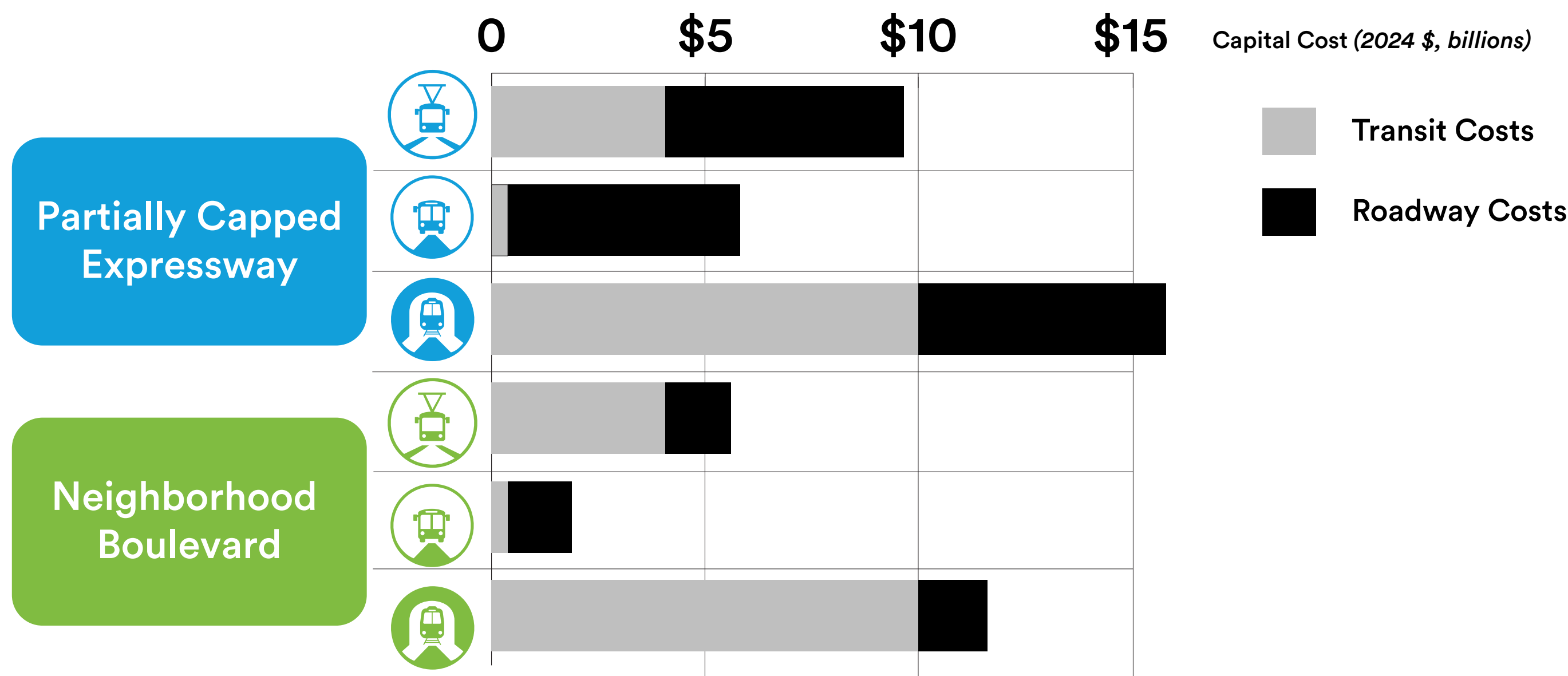
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What does the cost mean?

Estimated capital costs include constructing both transit and roadway elements over 14 miles.

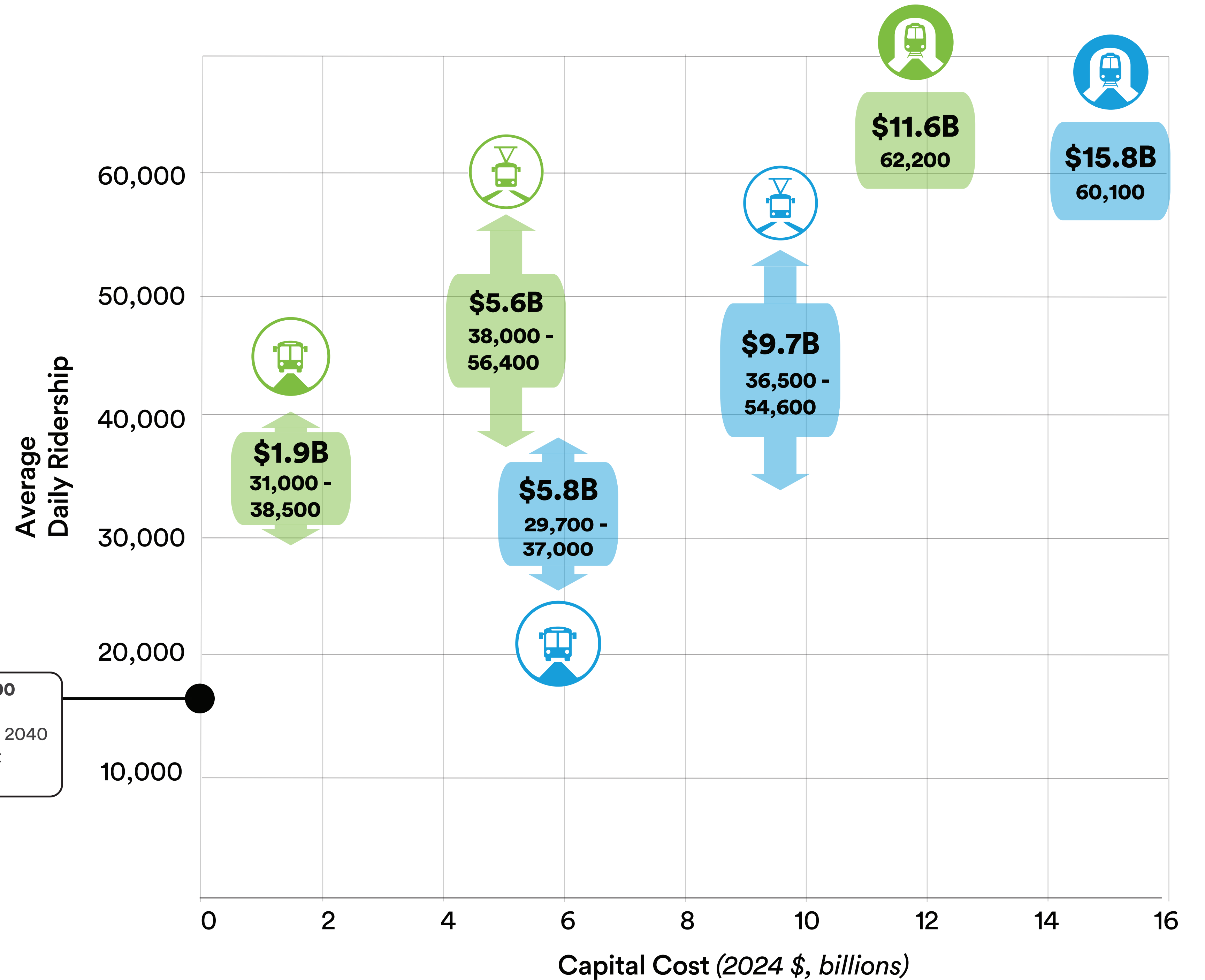


Legend

	Partially Capped Expressway	Neighborhood Boulevard
LRT		
BRT		
Subway		

No-Build Estimated Ridership: 17,700
Ridership for No-Build represents a 2040 scenario with no roadway or transit improvements.

Cost and Ridership



Cost Estimates and Ridership projections are subject to change as updated data become available. Ridership estimates for each of the six alternatives represent the ridership for ONLY the transit alternative and do not include ridership estimates for other SEPTA modes on the Boulevard in 2040, like local bus service.

L Extension

An extension of the L (Market-Frankford Line) to connect to the Roosevelt Boulevard Subway is under consideration. The extension would follow Bustleton Avenue from Frankford Transportation Center to Roosevelt Boulevard.

There are several key challenges and opportunities under consideration:

BENEFITS

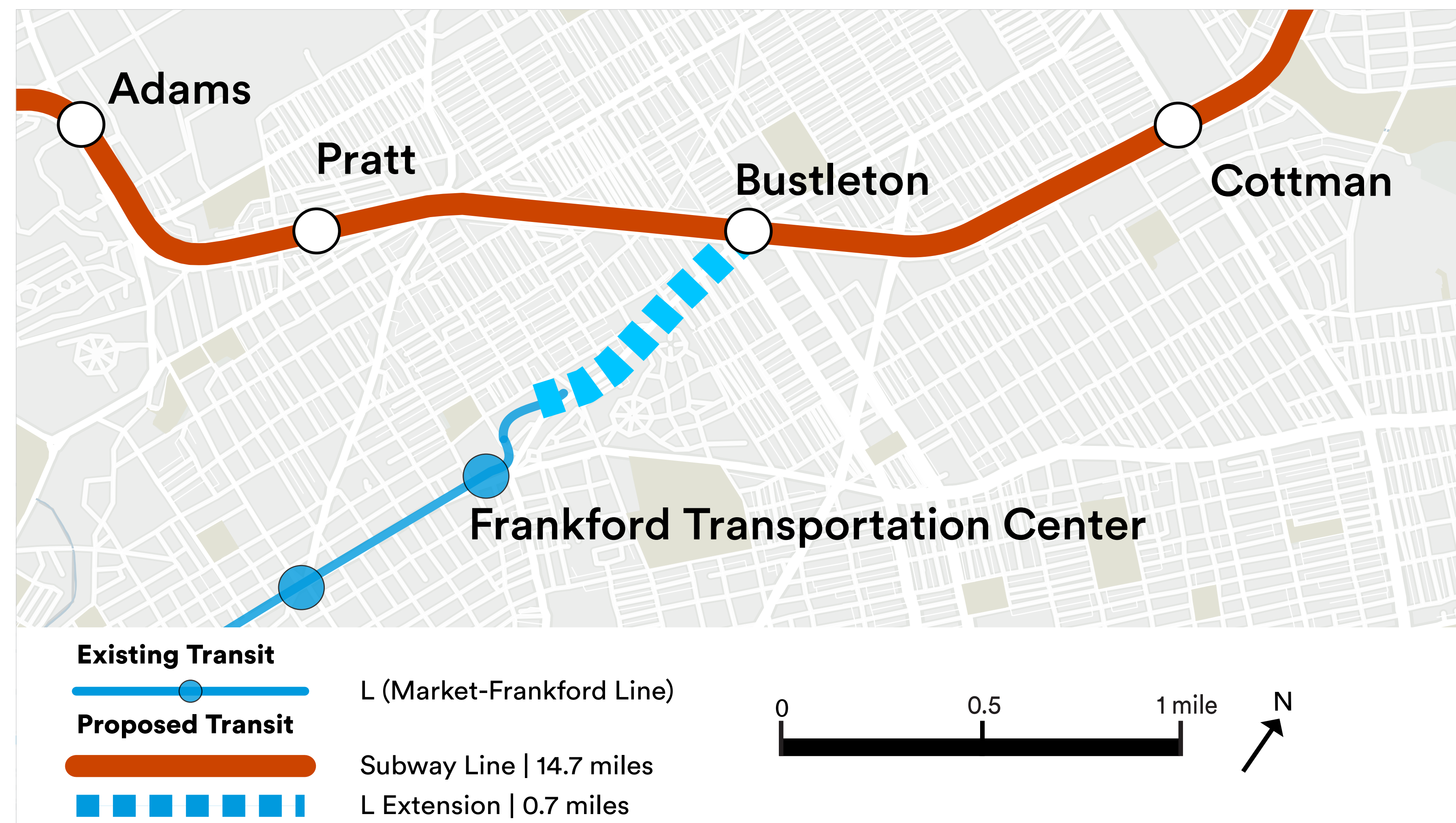
- Direct transit connections to more neighborhoods

CHALLENGES

- High cost per mile
- Major renovation of Frankford Transportation Center

Costs & Ridership

	Neighborhood Boulevard			Partially Capped Expressway		
	No Extension	Elevated Extension	Underground Extension	No Extension	Elevated Extension	Underground Extension
Average daily total projected trips (2040)	62,200	+1,600	+1,600	60,100	+1,500	+1,500
Capital costs (2024 \$)	\$11.6 billion	+\$393 million	+\$527 million	\$15.8 billion	+\$393 million	+\$527 million



About the Transition Area

In the northern section of the Project Area, Roosevelt Boulevard transitions to six lanes just north of Southampton Road. In this transition area, the three transit concepts will require further analysis and community feedback. All three transit concepts will require the following considerations in the Tier 2 analysis of the Project:

- Path of elevated LRT or Subway section and terminus location
- Terminus point of BRT
- Maintenance facility
- Right-of-way acquisition possibility
- Location of stations

Transition Area



Philadelphia, elevated subway



Seattle, light rail

We want to hear from you!

Put a **sticker** in each of the four tradeoff boxes below, if you could only pick one priority each.

Each alternative will come with tradeoffs. When considering the alternatives, what is **most** important to you?

1

ROAD DESIGN



Speed



Safety

2

NEIGHBORHOOD



Walkable Main Street



Driveable Shopping Center

3

CROSSING THE STREET



More Places to Cross



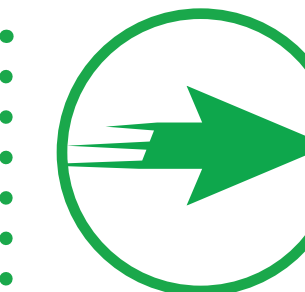
Fewer Lanes to Cross

4

TRANSIT SERVICE



Local Service:
More Stops,
Lower Speed



Express Service:
Fewer Stops, Higher
Speed