

2016 - Route for Change Begins

The federal-funded planning study brought together the City, PennDOT, SEPTA, community partners, and other governmental and community partners.

2021 - Route for Change Complete

The final plan was released after 18 community meetings and many more stakeholder conversations. The final report was split into two sections: a 2025 Improvements and a 2040 Improvements.

TODAY - Moving Forward

Today's open house marks significant forward progress for Route for Change. The 2025 Improvements are fully funded through the US DOT MEGA grant and is progressing. The 2040 Improvements are now advancing towards a preferred alternative with significant work planned for 2024.

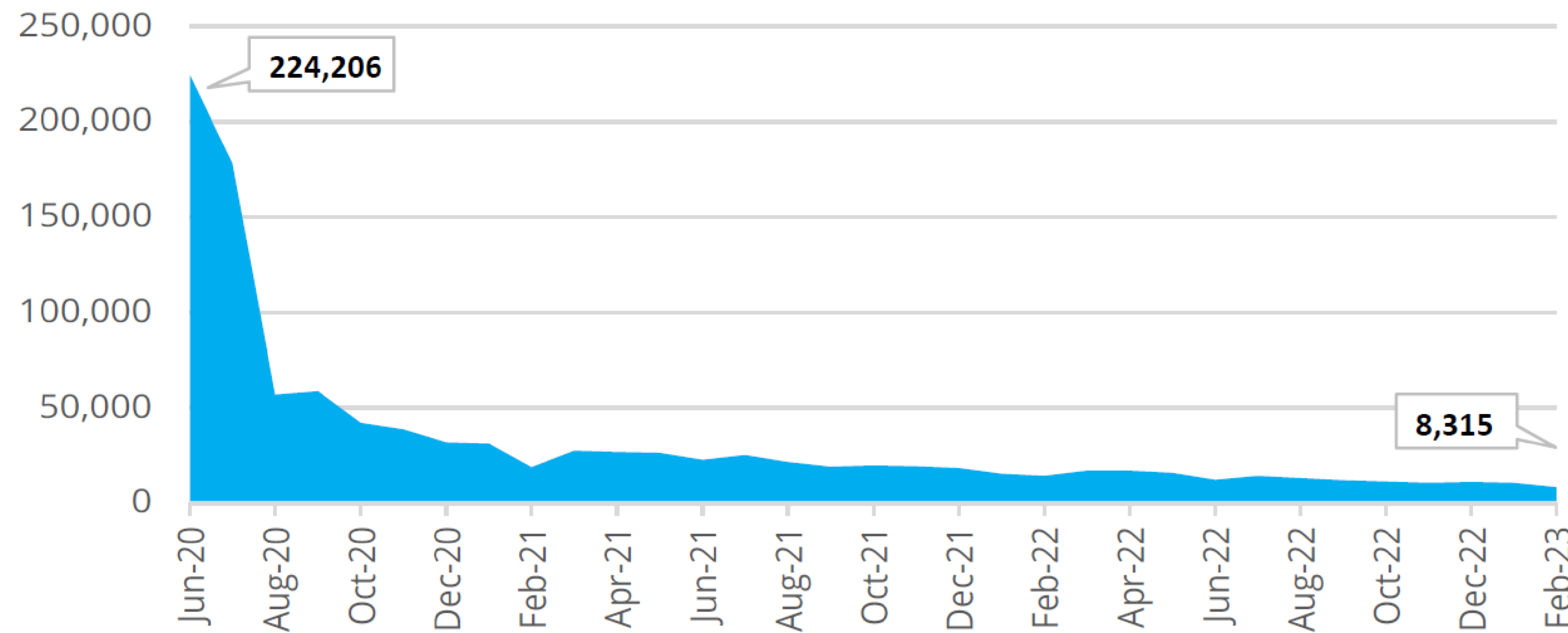
Next Steps

Review the materials presented today, ask lots of questions, and provide your feedback. We'll be back in early 2024 with additional information and questions for you about the future of Roosevelt Boulevard.

The Route for Change Vision:

**A SAFE,
RELIABLE,
ACCESSIBLE
ROOSEVELT BOULEVARD**

95% FEWER SPEEDING VIOLATIONS ON ROOSEVELT BLVD, JUN 2020 - FEB 2023



Data Source: PPA

Speed Cameras Have Saved Lives on Roosevelt Boulevard

36 lives are estimated to have been saved by speed cameras on Roosevelt Boulevard since they were installed in June 2020.

Source: (2023 working paper) Evaluating the Effectiveness of Speed Cameras on Philadelphia's Roosevelt Boulevard by Erick Guerra, et. al.



Next Steps:

The City is working with partners in the State Legislature to pass state legislation to keep speed cameras on Roosevelt Boulevard and expand to other high injury streets.

Automated Speed Enforcement Grant Program

Funds from speed cameras are reinvested into transportation safety projects. Projects funded by this work include:

- 2025 Program (MEGA grant match funds)
- Route for Change 2040 Alternatives Analysis
- Roosevelt Boulevard Local Bus Stops
- Castor Avenue Complete Streets Redesign

Direct Bus Service

The City and SEPTA have partnered to develop a new kind of bus service in Philadelphia - Direct Bus. The service makes fewer stops, offers a faster ride, and is accompanied by upgraded, high-quality stations.

Direct Bus Phase A

The first phase of Direct Bus was completed early on in the Route for Change process. The service cut the end-to-end travel time on the northern section of the Boulevard from **47 to 30 minutes**.

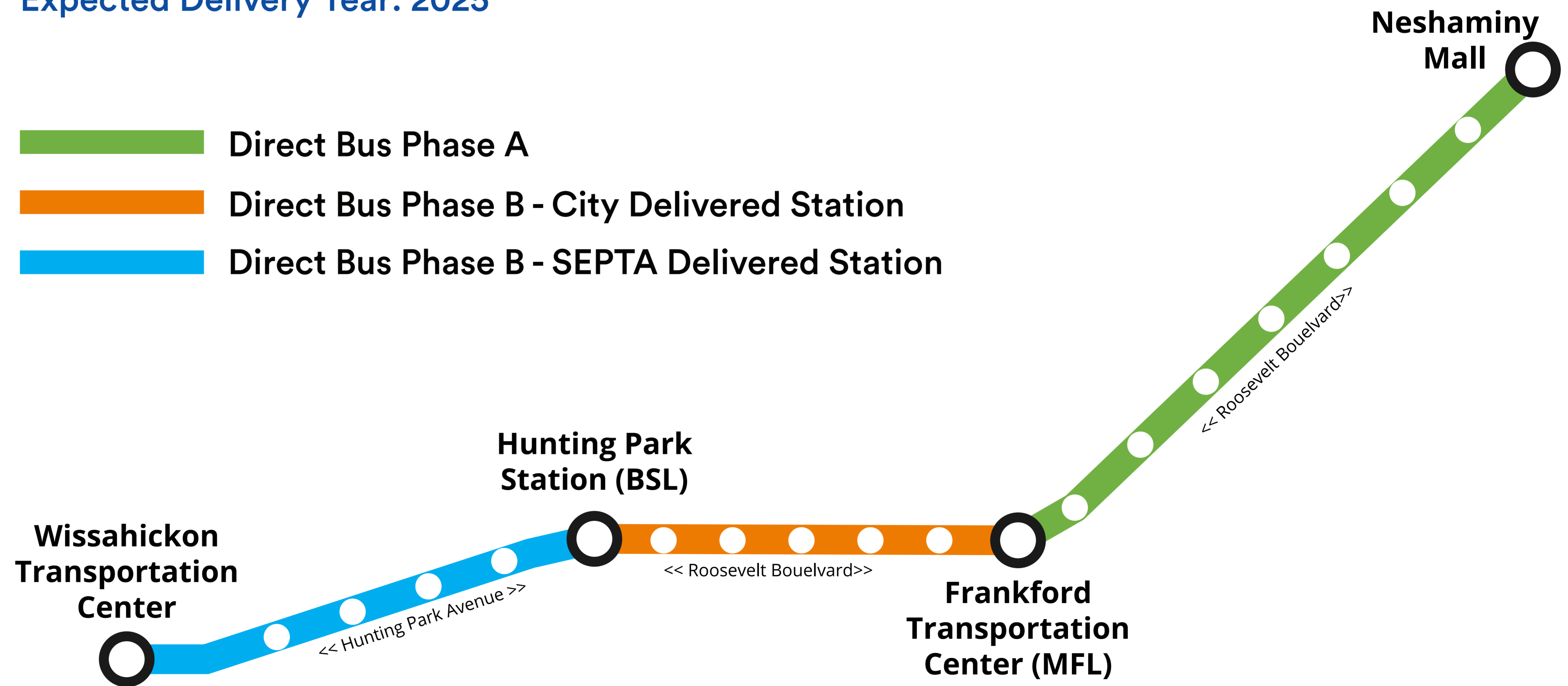
Completed: 2018

Direct Bus Phase B

The second phase of Direct Bus is progressing. The City has designed stations between Broad Street and Frankford Transportation Center. These stations will advance to construction in 2024. SEPTA is currently designing stations on Hunting Park Avenue between Broad Street and Wissahickon Transportation Center. Service is expected to begin after the completion of Wissahickon in 2025.

Expected Delivery Year: 2025

- Direct Bus Phase A
- Direct Bus Phase B - City Delivered Station
- Direct Bus Phase B - SEPTA Delivered Station



Near-Term Projects

This collection of near-term projects for the Boulevard are pieces of the 2025 Program but are funded separately from the MEGA Grant project. These projects are all expected to be completed in the next 2 years.

Summerdale & Adams

The project will improve safety for people walking and driving. Signals will be upgraded, striping improved, and pedestrian crossing distances reduced.

Expected Delivery Year: 2024



Summerdale & Adams Design Concept



Poor Quality Boulevard Bus Stop



Improved Boulevard Bus Stop

Local Bus Stops

This project will improve local bus stops on the Boulevard, ensuring that all transit riders have safe, accessible, and comfortable accommodations. This project will create ADA compliant boarding locations, relocate stops that create safety issues, install additional benches and shelters, and eliminate stops that lack pedestrian crossings or are very close to another bus stop.

Expected Delivery Year: 2025

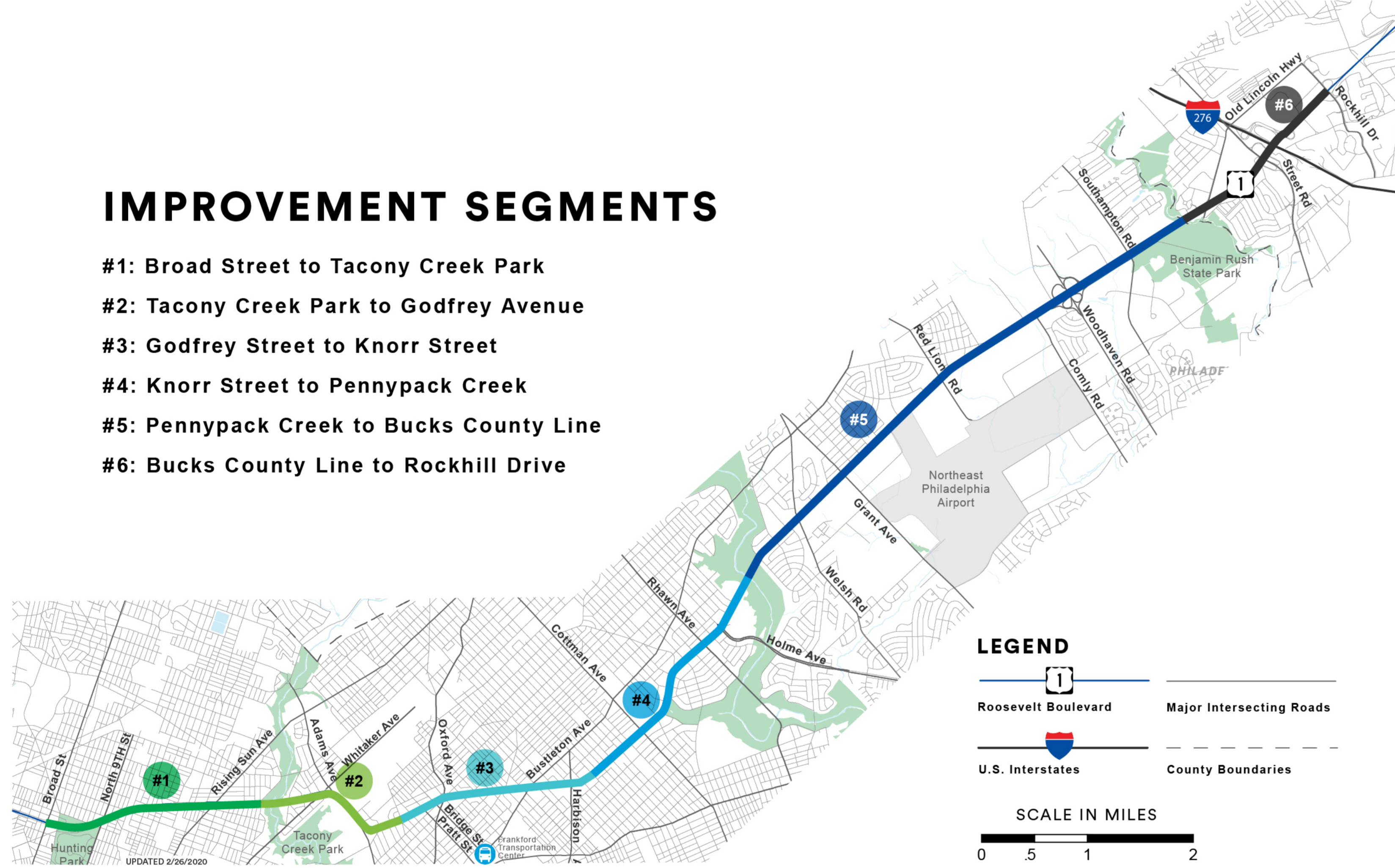
Bus Lanes - Upper Boulevard

Also known as Business Access and Transit (BAT) Lanes, new bus lanes will improve the speed and reliability of local and Direct Bus service on the Boulevard. The first section of bus lanes will run from Bustleton to Southampton and will be installed after the completion of improvements to crossovers.

Expected Delivery Year: 2026

IMPROVEMENT SEGMENTS

- #1: Broad Street to Tacony Creek Park
- #2: Tacony Creek Park to Godfrey Avenue
- #3: Godfrey Street to Knorr Street
- #4: Knorr Street to Pennypack Creek
- #5: Pennypack Creek to Bucks County Line
- #6: Bucks County Line to Rockhill Drive



SEGMENT 1A



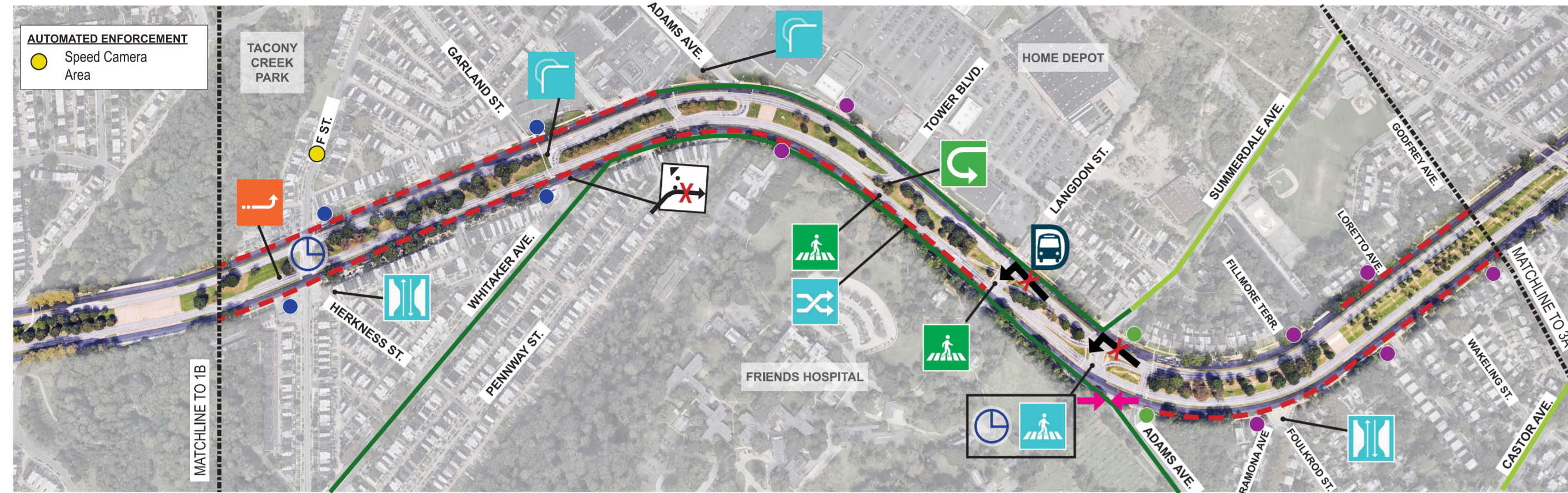
Broad Street to 3rd / 4th Streets

SEGMENT 1B



3rd / 4th Streets to Tacony Creek

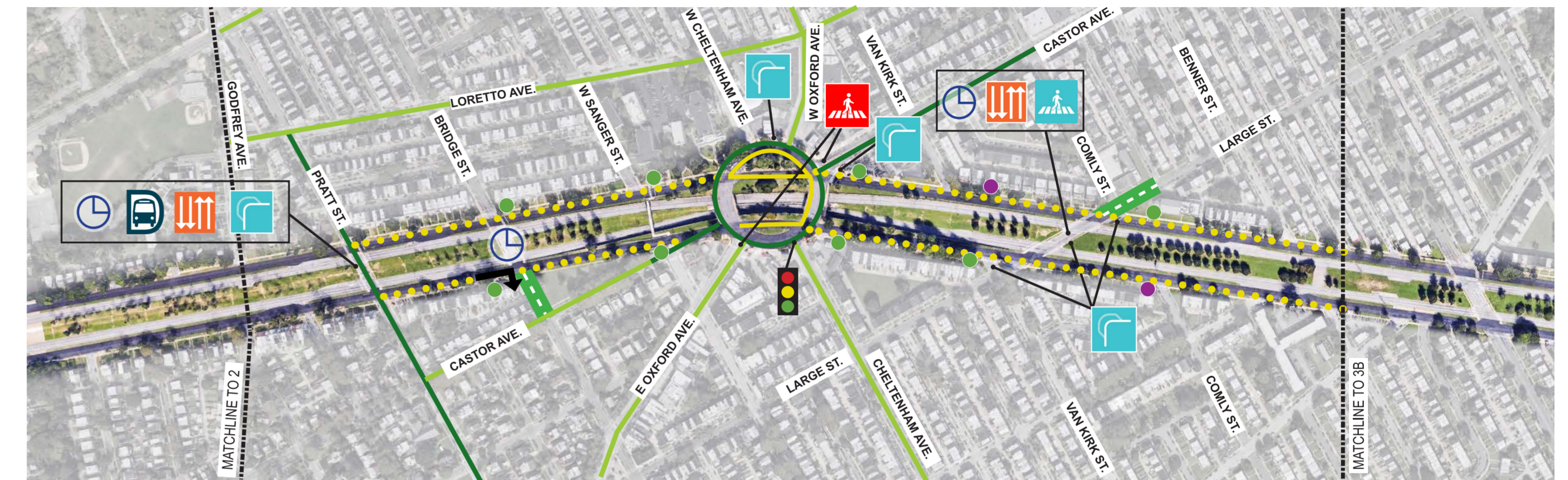
SEGMENT 2



- Automated Enforcement:** Speed Camera Area
- Interim Improvements:** Increase Safety, Reduce Travel Time, Reduce Wait Time, Reduce Confusion, Manage Access
- Boulevard Users:** P - Pedestrians, C - Cyclists, T - Transit Riders, D - Drivers
- Proposed Changes:**
 - Extend Northbound Left Turn Vehicle Storage on Blvd.
 - Signalized Michigan Left Turn
 - New Crosswalk
 - Realign Roadway
 - Direct Bus Station Phase B
 - BAT Lane
 - Realign Crosswalk
 - Add Northbound Right Turn Lane
 - Local Bus Stop: No Change
 - Existing Bike Facility
 - Lane Reduction and Tighten Radius
 - Realign Access
 - Local Bus Stop: Improve
 - New Bike Facility
 - Curb Extension
 - Remove Left Turn
 - Local Bus Stop: Eliminate
 - 120 Second Cycle Length
 - Move Turn Lanes

Tacony Creek to Godfrey Avenue

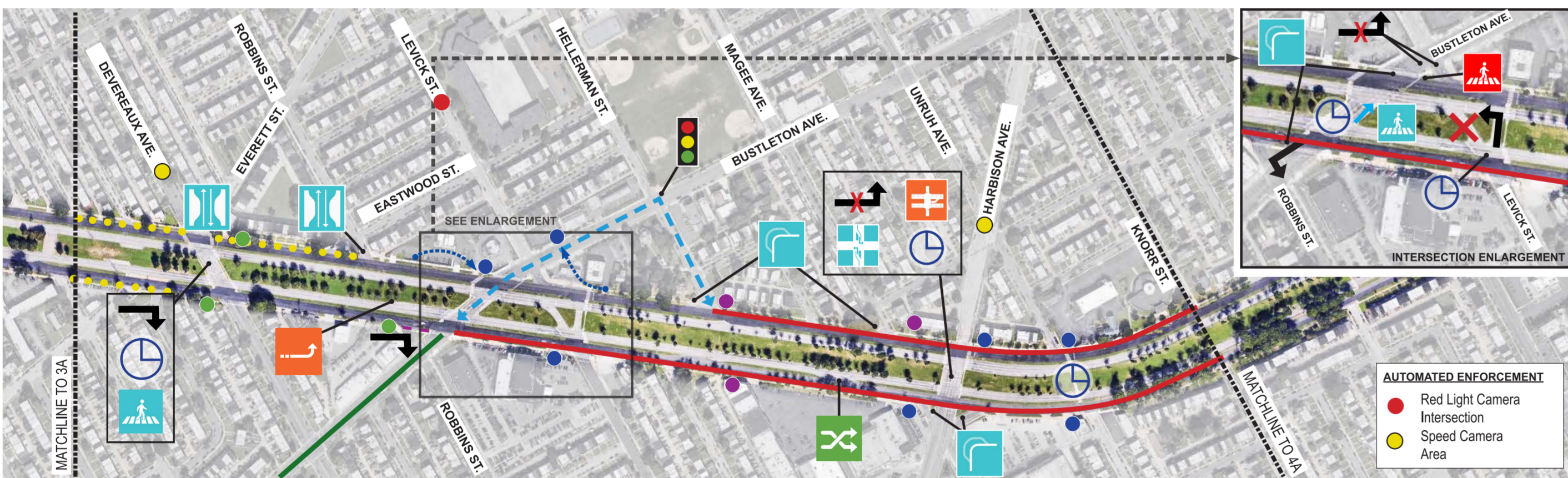
SEGMENT 3A



- Automated Enforcement:** Red Light Camera Intersection
- Interim Improvements:** Increase Safety, Reduce Travel Time, Reduce Wait Time, Reduce Confusion, Manage Access
- Boulevard Users:** P - Pedestrians, C - Cyclists, T - Transit Riders, D - Drivers
- Proposed Changes:**
 - Local Bus Stop: No Change
 - 120 Second Cycle Length
 - Existing Bike Facility
 - Curb Extension with on-street parking
 - Local Bus Stop: Improve
 - Add Second Receiving Lane on Side Street
 - New Bike Facility
 - Curb Extension
 - Local Bus Stop: Eliminate
 - New Traffic Signal
 - Modify Lane Configuration
 - Add Northbound Right Turn Lane onto side street
 - Restripe Center Median
 - Realign Crosswalk
 - Direct Bus Station Phase B
 - Improve Crosswalk & Island

Godfrey Avenue to Devereaux Avenue

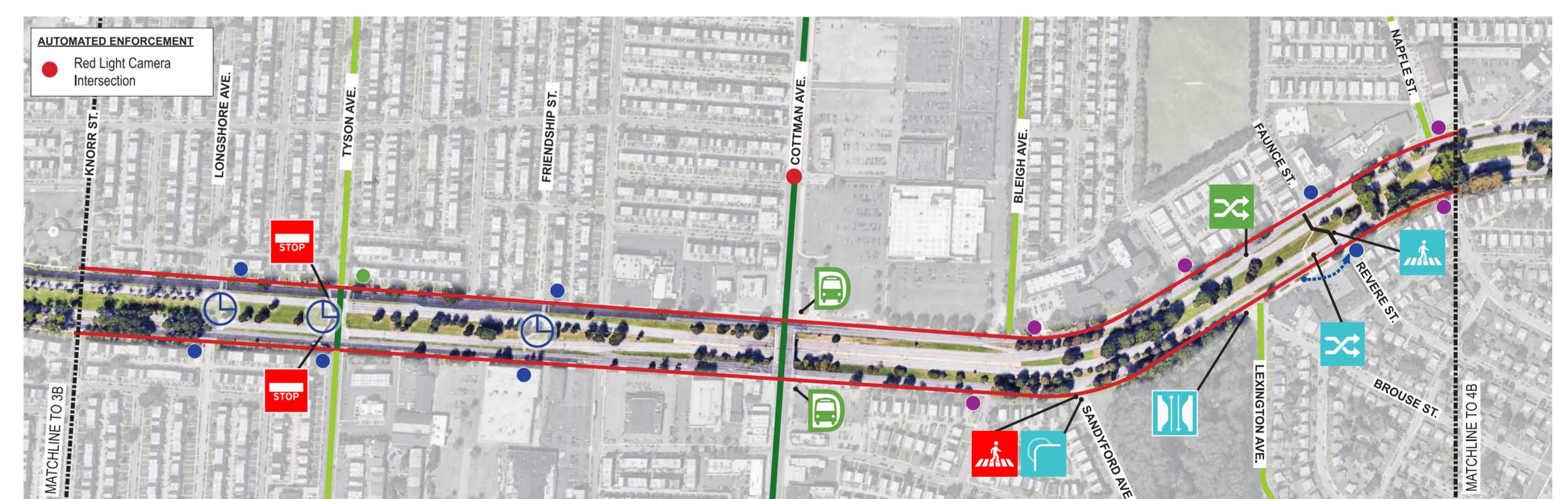
SEGMENT 3B



- Automated Enforcement:** Red Light Camera Intersection, Speed Camera Area
- Interim Improvements:** Increase Safety, Reduce Travel Time, Reduce Wait Time, Reduce Confusion, Manage Access
- Boulevard Users:** P - Pedestrians, C - Cyclists, T - Transit Riders, D - Drivers
- Proposed Changes:**
 - Close Access
 - 120 Second Cycle Length
 - BAT Lane Phase A
 - Remove Left Turn
 - Realign Crosswalk
 - New Traffic Signal
 - Re-route Bus
 - New Bike Facility
 - Add Northbound Right Turn Lane
 - Improve Crosswalk & Island
 - Local Bus Stop: No Change
 - Curb Extension with on-street parking
 - Separated 2 Left Lanes Southbound
 - Realign Turn Lanes
 - Lane Reduction & Tighten Radius
 - Extend Crossover
 - Local Bus Stop: Improve
 - Realign Access
 - Extend Northbound Left Turn Vehicle Storage on Blvd.
 - Realign Turn Lanes
 - Add Eastbound Left Turn Vehicle Storage
 - Side Street Offset Left Turns
 - Local Bus Stop: Eliminate
 - Curb Extension
 - New Stop Bar
 - Add Westbound Lane

Devereaux Avenue to Knorr Street

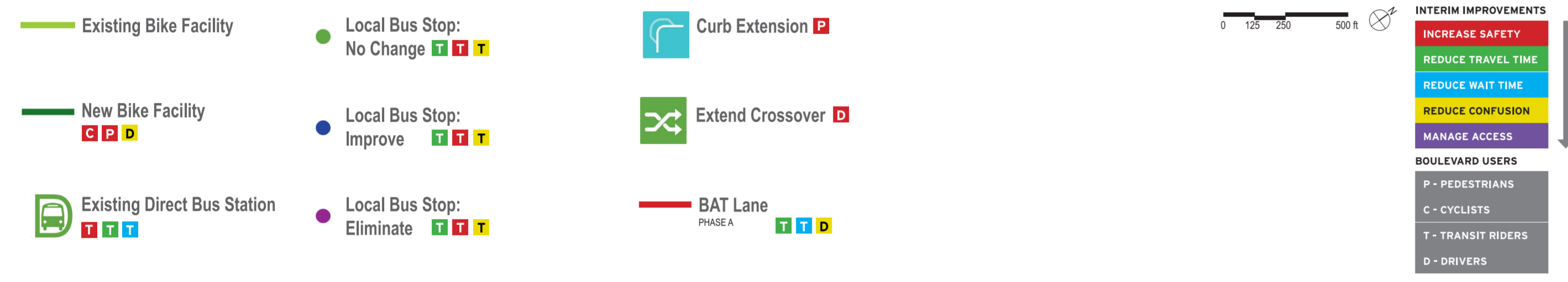
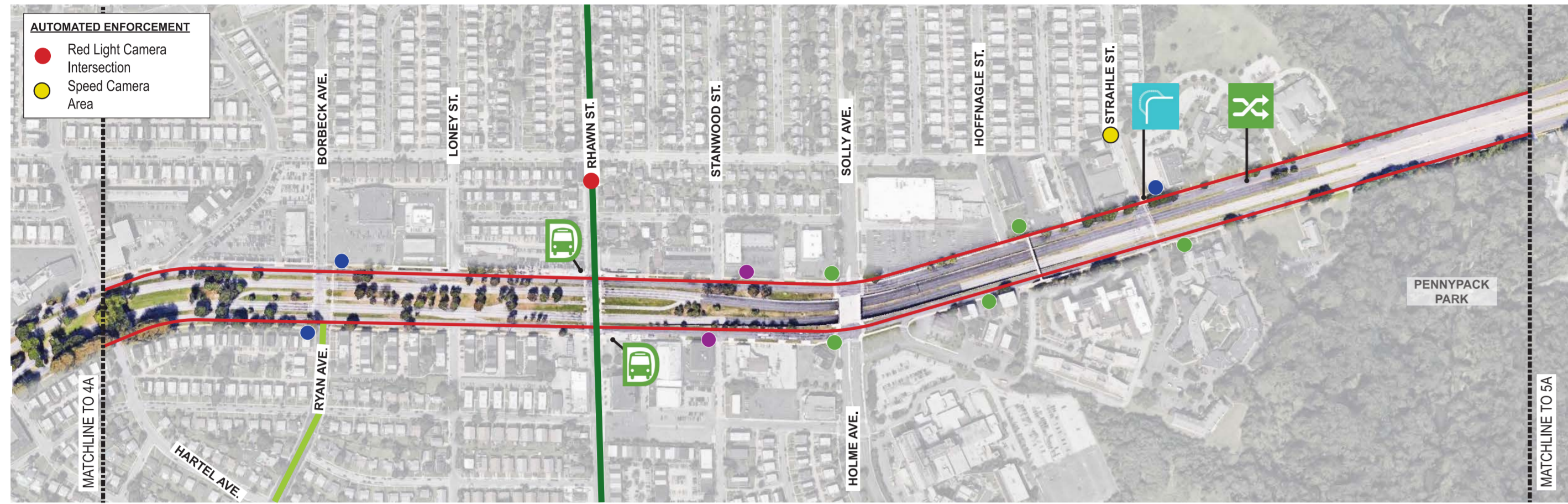
SEGMENT 4A



- Automated Enforcement:** Red Light Camera Intersection
- Interim Improvements:** Increase Safety, Reduce Travel Time, Reduce Wait Time, Reduce Confusion, Manage Access
- Boulevard Users:** P - Pedestrians, C - Cyclists, T - Transit Riders, D - Drivers
- Proposed Changes:**
 - Local Bus Stop: No Change
 - Existing Bike Facility
 - Existing Direct Bus Station
 - New Stop Bar on Center Median Lanes
 - Realign Crosswalk
 - Local Bus Stop: Improve
 - New Bike Facility
 - Improve Crosswalk & Add Island
 - Realign Access
 - Extend Crossover
 - Local Bus Stop: Eliminate
 - Curb Extension
 - BAT Lane Phase A
 - 120 Second Cycle Length
 - Move & Extend Crossover

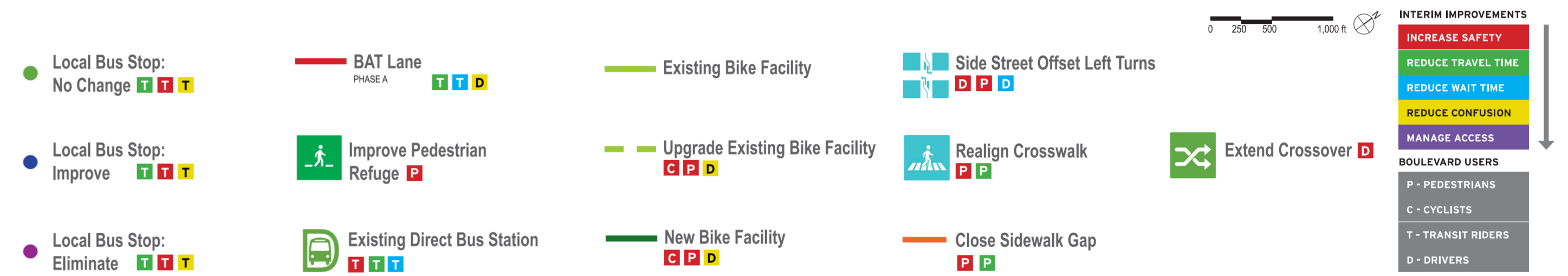
Knorr Street to Napfle Street

SEGMENT 4B



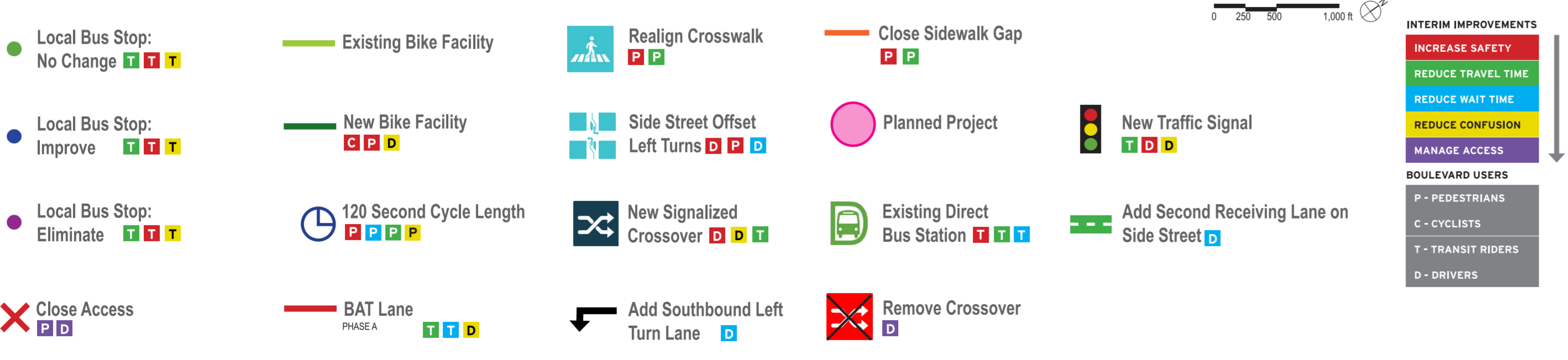
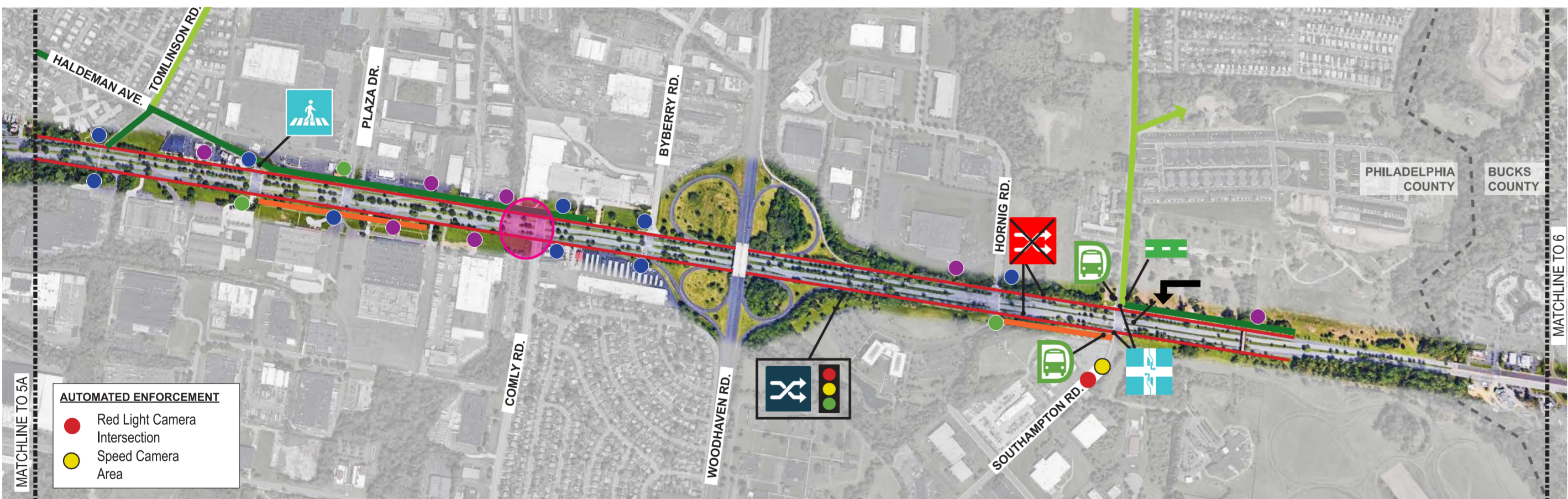
Napfle Street to Pennypack Park

SEGMENT 5A



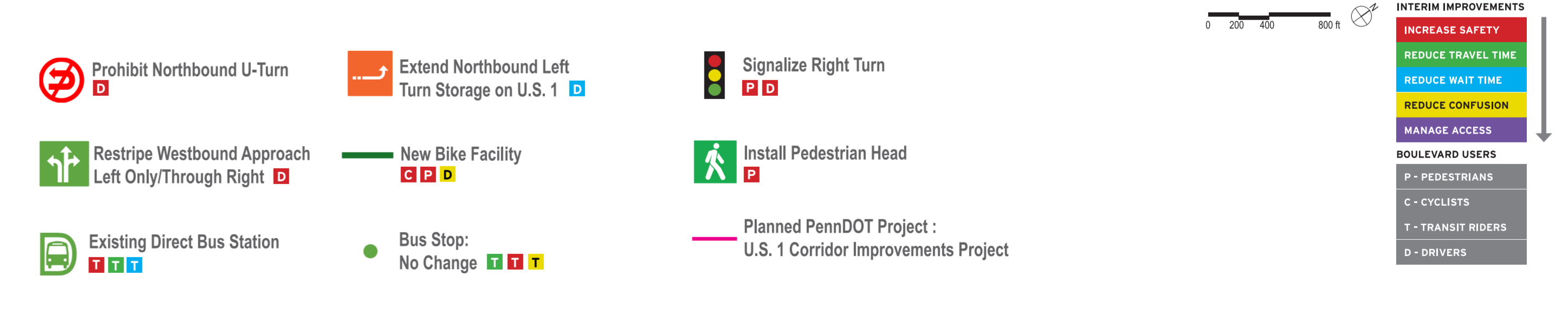
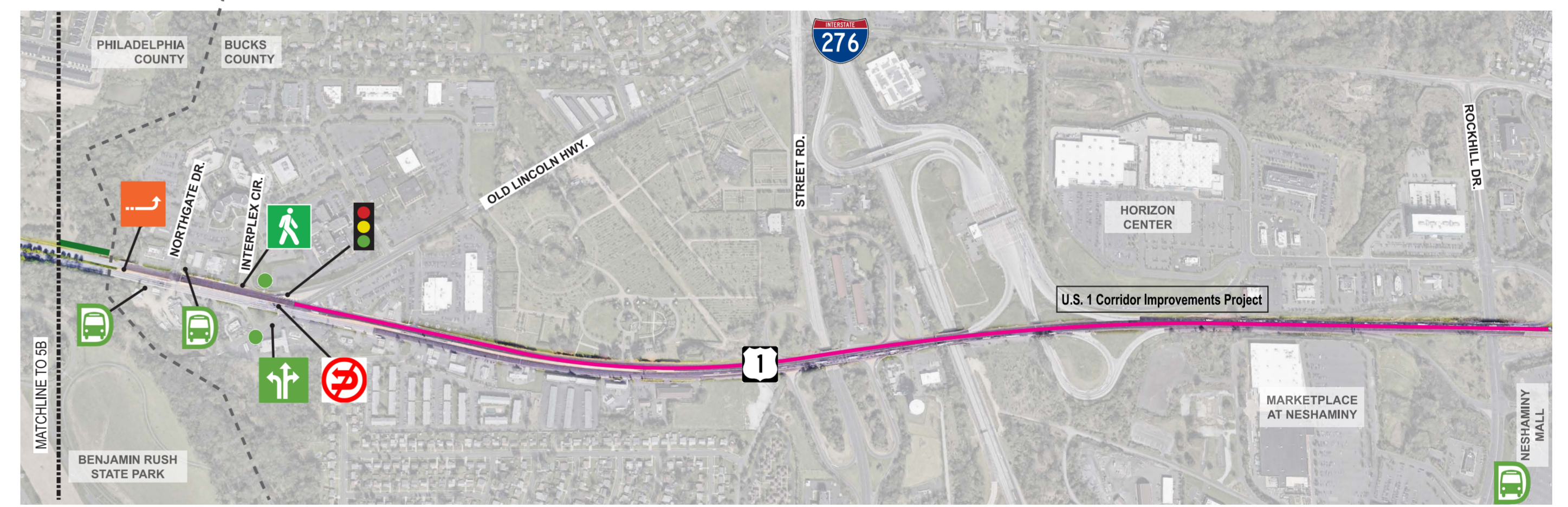
Pennypack Park to Red Lion Road

SEGMENT 5B



Red Lion Road to Philadelphia / Bucks County Line




SEGMENT 6






Philadelphia / Bucks County Line to Rockhill Drive

Six Alternatives are under consideration which combine three transit modes with Alternative 1: Partially Capped Expressway and Alternative 2: Neighborhood Boulevard.

Partially Capped Expressway

-  Alternative 1a
Light Rail Transit (LRT)
-  Alternative 1b
Bus Rapid Transit (BRT)
-  Alternative 3
Subway

Neighborhood Boulevard

-  Alternative 2a
Light Rail Transit (LRT)
-  Alternative 2b
Bus Rapid Transit (BRT)
-  Alternative 4
Subway

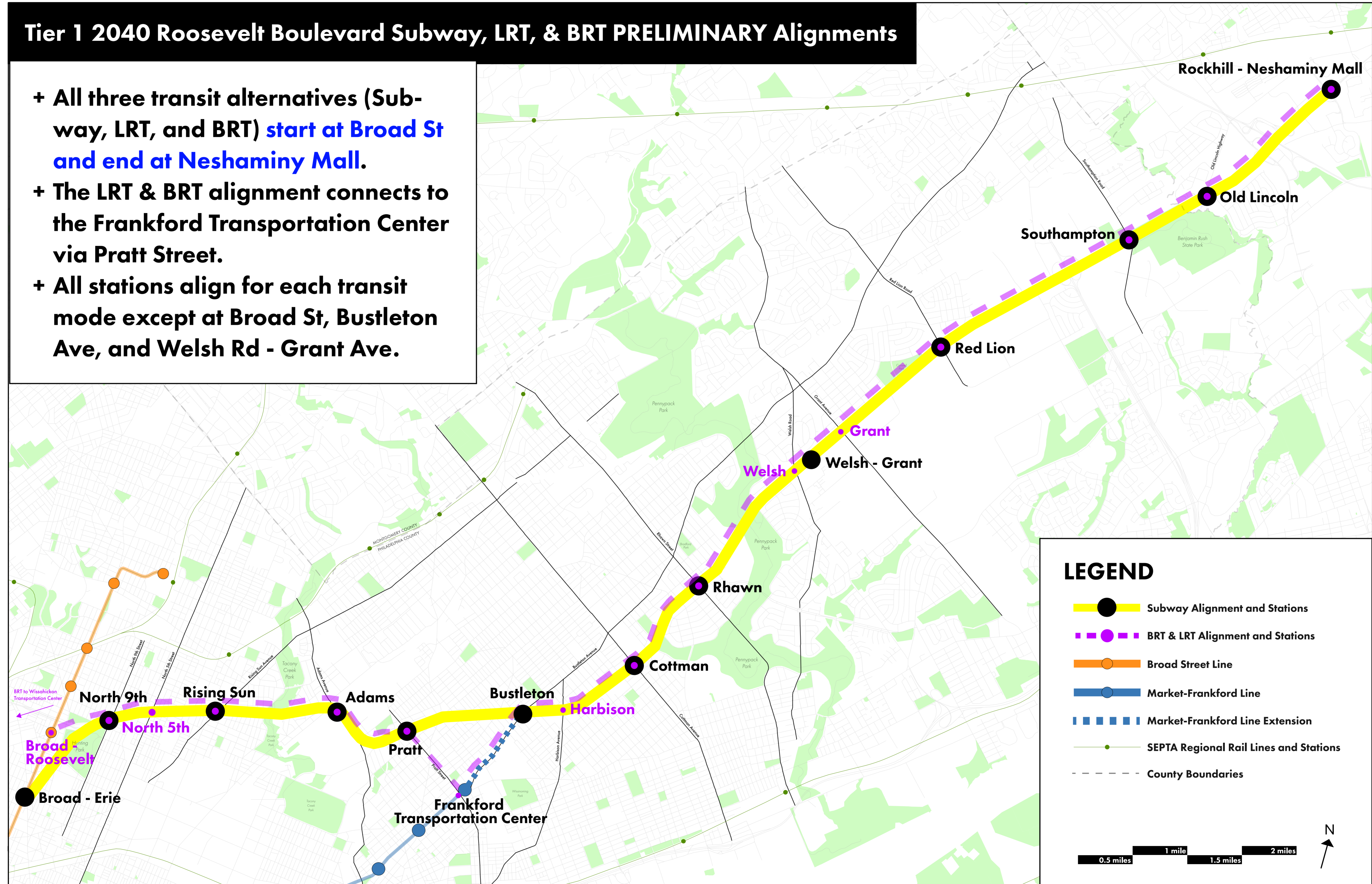
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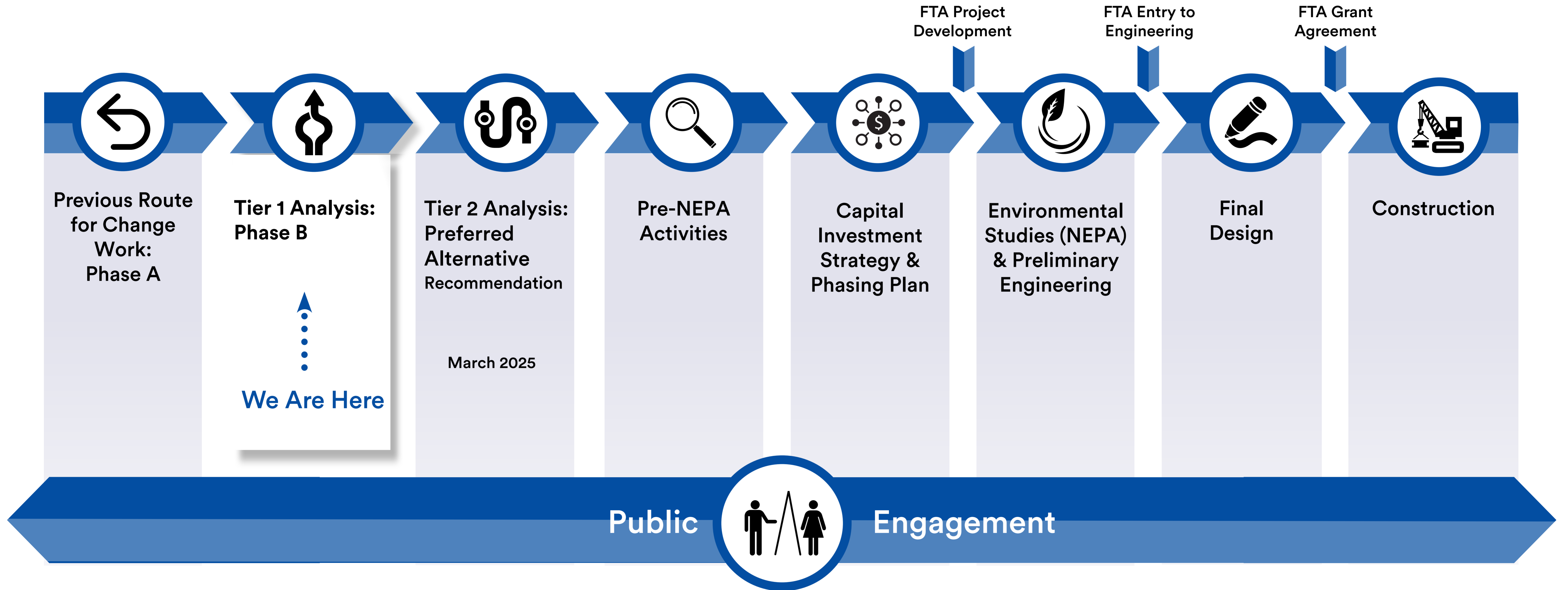
Additionally, a blended configuration of a partially capped expressway with a neighborhood boulevard will be studied for all three transit modes (Alternatives 5a, 5b, and 6).



Tier 1 2040 Roosevelt Boulevard Subway, LRT, & BRT PRELIMINARY Alignments

- + All three transit alternatives (Subway, LRT, and BRT) start at Broad St and end at Neshaminy Mall.
- + The LRT & BRT alignment connects to the Frankford Transportation Center via Pratt Street.
- + All stations align for each transit mode except at Broad St, Bustleton Ave, and Welsh Rd - Grant Ave.





Route for Change (2021) Phase A studied two roadway alternatives: (Alternative 1) the capped expressway and (Alternative 2) the neighborhood boulevard, both with a BRT transit alignment.

Phase A developed a series of Measures of Effectiveness (MOEs) to better examine the benefits and impacts of each alternative against the 2040 No-Build Scenario, shown below.

MEASURES OF EFFECTIVENESS: COMPARISON TO 2040 NO-BUILD	ALTERNATIVE 1: PARTIALLY CAPPED EXPRESSWAY	ALTERNATIVE 2: NEIGHBORHOOD BOULEVARD
Traffic Volume on the Boulevard	Worsens	Significantly Improves
Traffic Volume on the Adjoining Road Network	No Change	Worsens
Vehicle Miles Traveled on the Boulevard	Worsens	Significantly Improves
Vehicle Miles Traveled on the Adjoining Road Network	No Change	Worsens
Congested Miles on the Boulevard	Worsens	Significantly Improves
Congested Miles on the Adjoining Road Network	No Change	Worsens
Transit Ridership on the Boulevard	Significantly Improves	Significantly Improves
Access to Jobs by Driving	No Change	Worsens
Access to Jobs by Riding Transit	Improves	Improves
Access to Jobs by Riding a Bike	Significantly Improves	Significantly Improves
Access to Jobs by Walking	No Change	Improves

T1 Tier 1 Analysis

- Tier 1 analysis is screening all six alternatives to identify three alternatives for the Tier 2 Analysis.
- The project team is using the Federal Transit Administration's (FTA) Simplified Trips on Projects Software (STOPS) model to screen three transit modes in three different roadway configurations.
- The STOPS model will forecast ridership and reduction in vehicle miles traveled for each alternative.
- Completion of the Tier 1 Analysis is expected in Spring 2024, and will be followed by a public meeting when three selected alternatives will be presented.

T2 Tier 2 Analysis

- Tier 2 Analysis will further evaluate the three selected alternatives and build on the STOPS ridership forecast, capital cost estimates, including operations and maintenance, the Phase A MOEs, and safety analysis to identify a Preferred Alternative.
- Environmental screening and studies will begin, including the development of a Purpose and Need Statement.
- Preferred Alternative recommendation anticipated by March 2025.