



TESC2023

HNTB Platinum Session:
Transforming Philadelphia Streets



ROOSEVELT BOULEVARD 2040 VISION



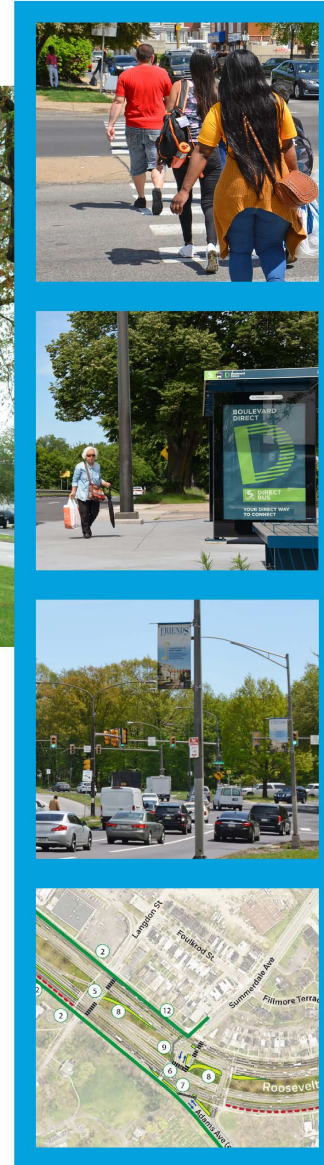


Roosevelt Boulevard

Route for Change Program

Executive Summary

May 2021 | City of Philadelphia

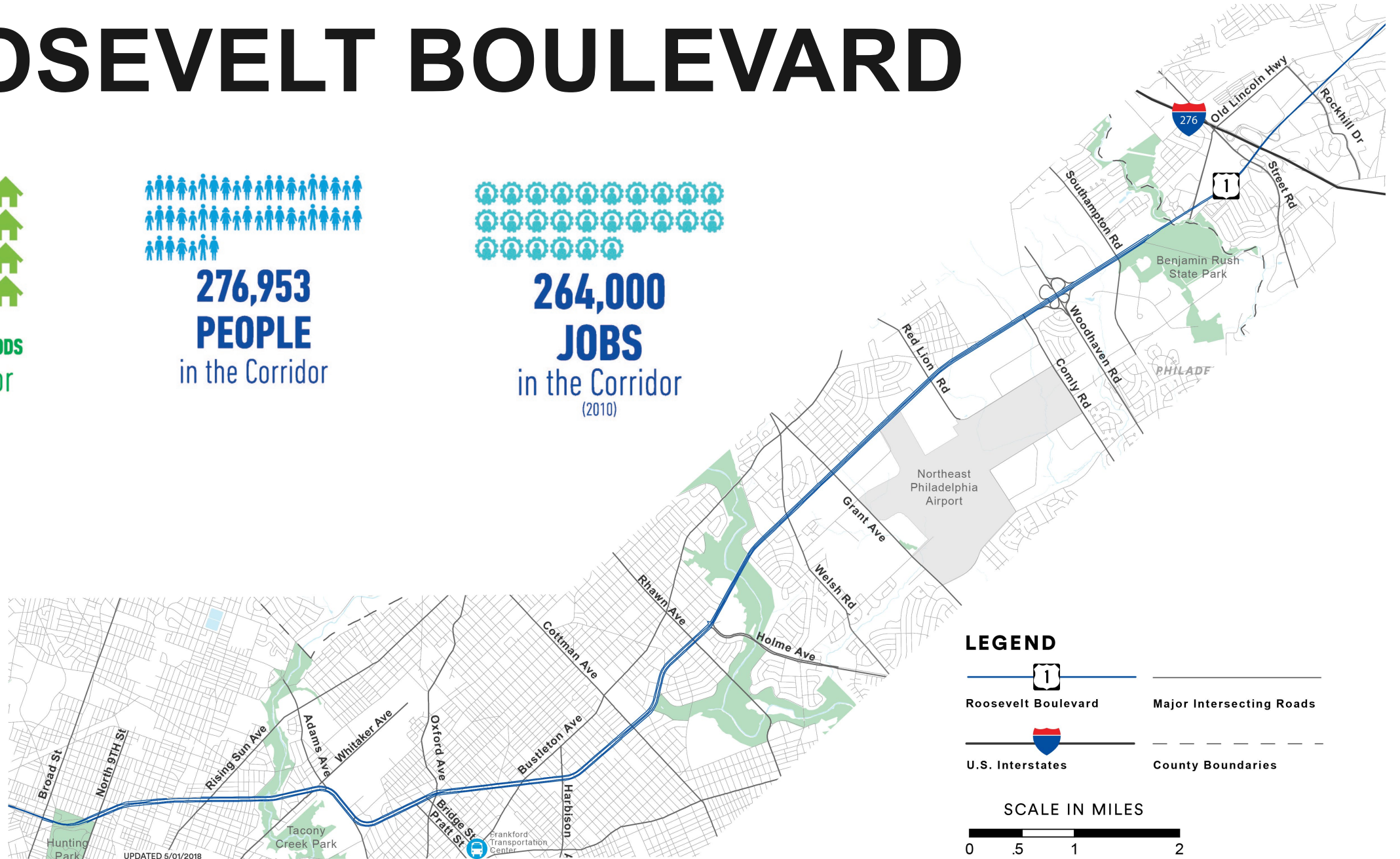


ROOSEVELT BOULEVARD






20 DIFFERENT NEIGHBORHOODS
in the Corridor


276,953
PEOPLE
in the Corridor


264,000
JOBS
in the Corridor
(2010)



LEGEND

-  Roosevelt Boulevard
-  Major Intersecting Roads
-  U.S. Interstates
-  County Boundaries

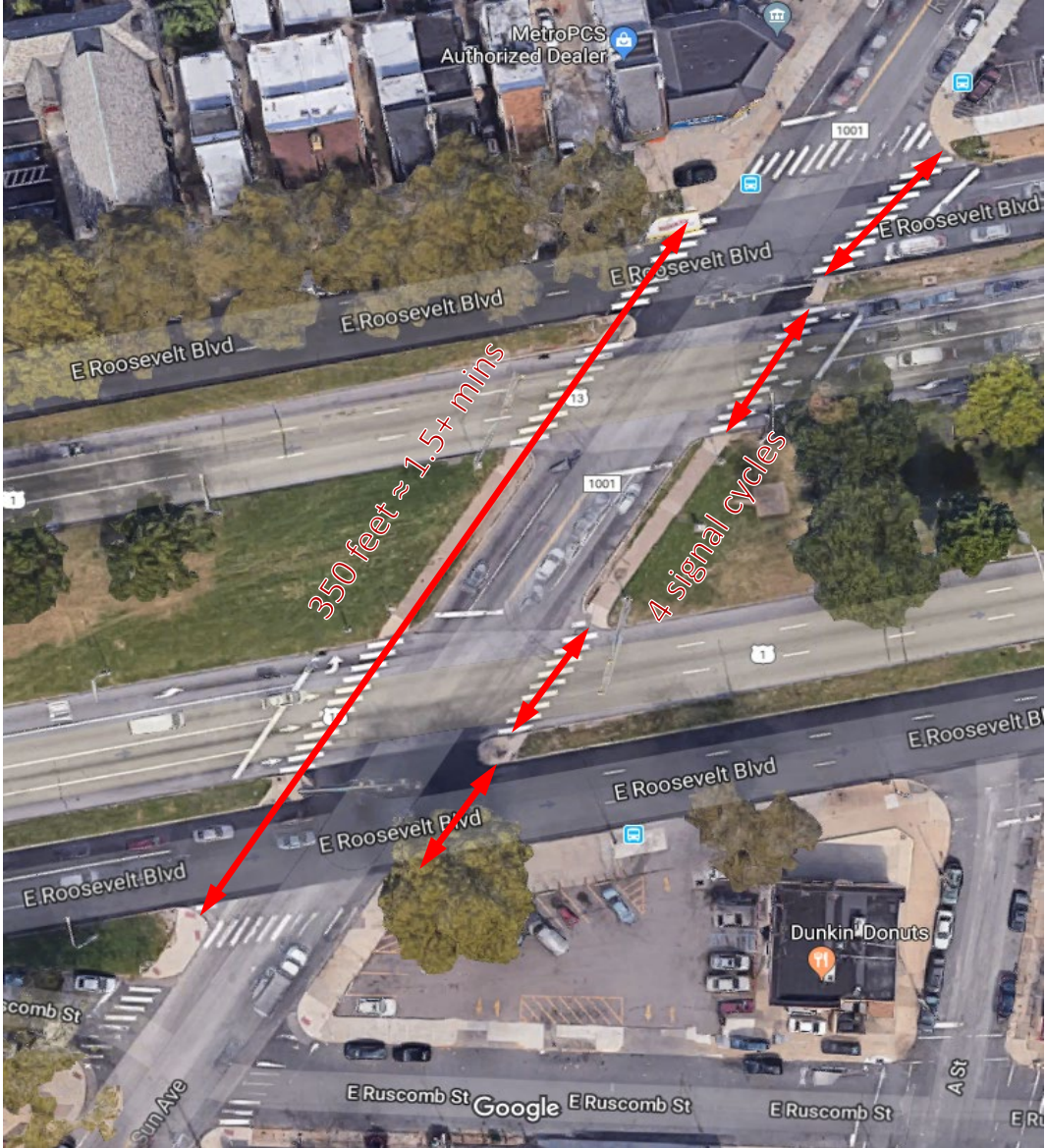
SCALE IN MILES

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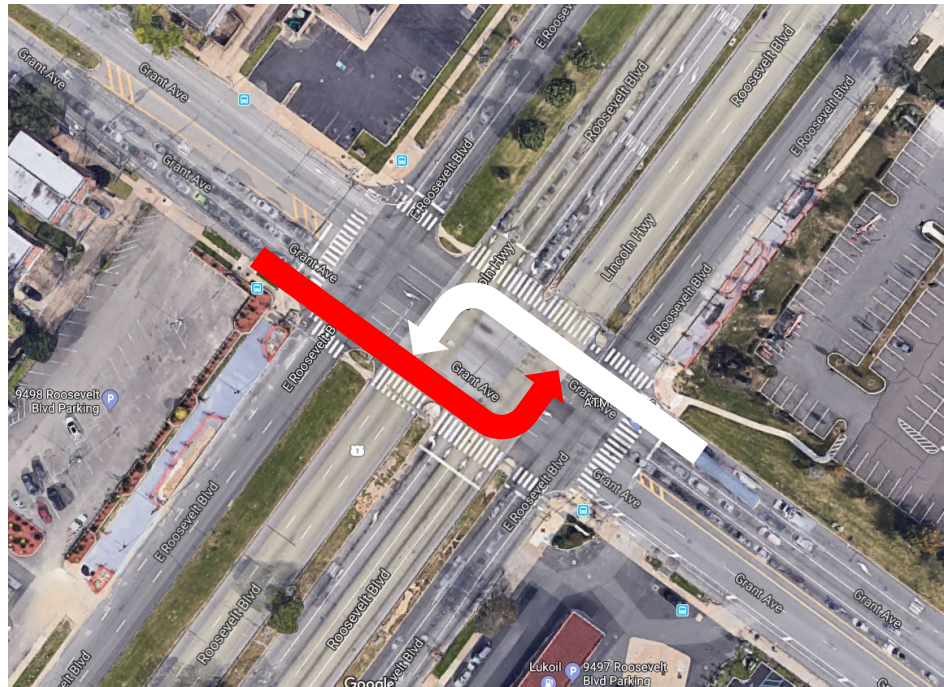
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BREAKING NEWS

DEADLY ROOSEVELT BLVD. CRASH FELTONVILLE

BACKGROUND



CRASH HISTORY

PennDOT (2013-2017)

139

PEOPLE

WERE KILLED OR SERIOUSLY INJURED ON ROOSEVELT BOULEVARD, BETWEEN 2013 AND 2017

2,695

CRASHES

WERE REPORTED ON ROOSEVELT BOULEVARD BETWEEN 2013 AND 2017

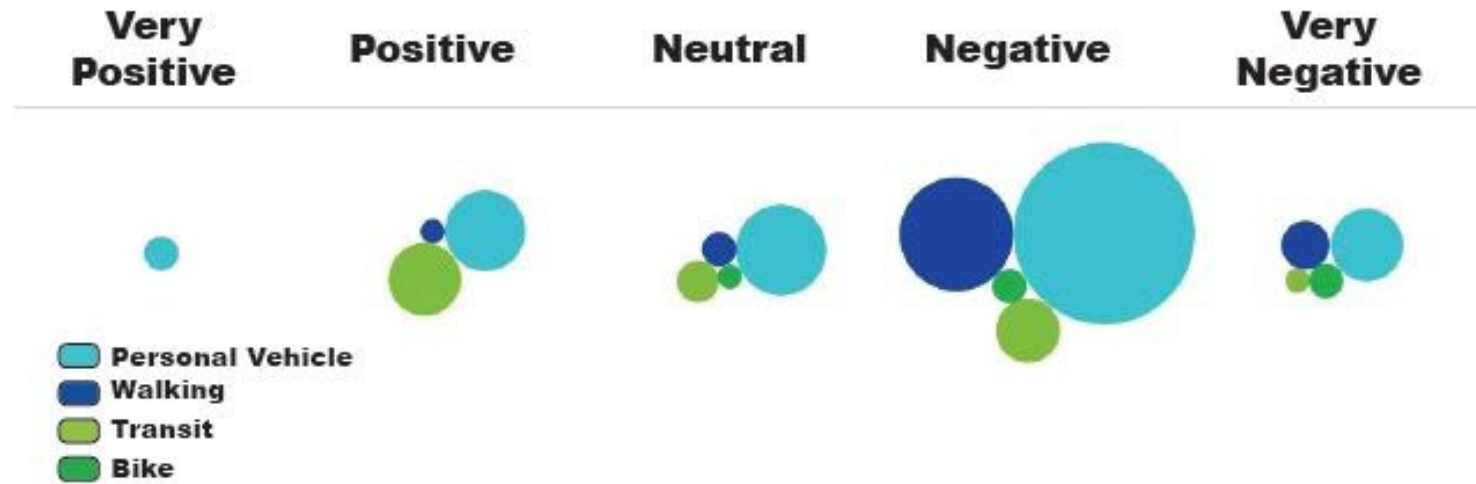


83% of all crashes on Roosevelt Boulevard were driver-to-driver crashes.

Pedestrian deaths and serious injuries make up **30%** of all severe crashes along Roosevelt Boulevard.

25% of all traffic crashes on Roosevelt Boulevard leading to death or serious injuries resulted from vehicle hitting a fixed object.

TRAVELING ON THE BOULEVARD



70% of all respondents felt *negative* or *very negative* about traveling on the Boulevard.

- **Pedestrians and cyclists** have the ***most negative experiences*** among Boulevard users: 75% of pedestrians and cyclists reported feeling stressed or very stressed.
- **Transit riders** reported the most positive interactions. However, given that transit users begin and end their trips as pedestrians, there is a significant room to improve this experience.
- While overall, **motorists** reported to be the most comfortable, many still reported ***negative*** experiences.



VISION



VISION FOR ROOSEVELT BOULEVARD



Roosevelt Boulevard is safe, accessible and reliable for all users. It is an attractive and vibrant corridor that unites adjacent communities and offers a diverse and connected network of transportation choices.

Route for Change

Transforming The Boulevard

Developing a series of transformative improvements to create a more inviting corridor that is safe, accessible, and reliable for residents, visitors, employees, and commuters, including those who walk, wheel, transit, bicycle, and drive.

PROJECT PARTNERS



SAFE / Behavior, the interaction of modes, and unusual design characteristics of the Boulevard combine to put the traveling public at greater risk of harm.

ACCESSIBLE / The Boulevard separates local communities because it is difficult for every type of user to cross 12 lanes of traffic to access services, schools, employment, and attractions.

RELIABLE / People who walk, wheel, transit, bicycle, and drive experience unexpected delays, aging sidewalks, narrow medians, and limited bicycle facilities, making travel along the Boulevard unpredictable and frustrating.

TRANSFORMATIVE / As the defining piece of transportation infrastructure in NE Philadelphia, the Boulevard is not comfortable for every type of user and falls short of its potential to bolster the social and economic vibrancy of neighboring communities.

2040 GUIDING PRINCIPLES

Overall Principles

- Prioritize ideas that support the goal of zero traffic fatalities (Vision Zero interventions)
- Connect neighborhoods that are separated by the Boulevard
- Build upon the 2025 improvements
- Provide a series of consistent treatments to provide more predictability for travel
- Maintain physical separation between inner (express) and outer (local) lanes

Principles to support people walking

- Increase the width of side medians to provide more space for people waiting for the next signal cycle to finish walking across the Boulevard
- Reduce the distance for people walking across the Boulevard
- Add more locations for people to walk across the Boulevard

Principles to support people riding a bike

- Build a two-way cycle track on both sides of the Boulevard that is separated from moving traffic, adjacent to the northbound and southbound outer (local) lanes of the Boulevard
- Close remaining gaps in the adjacent bicycle network

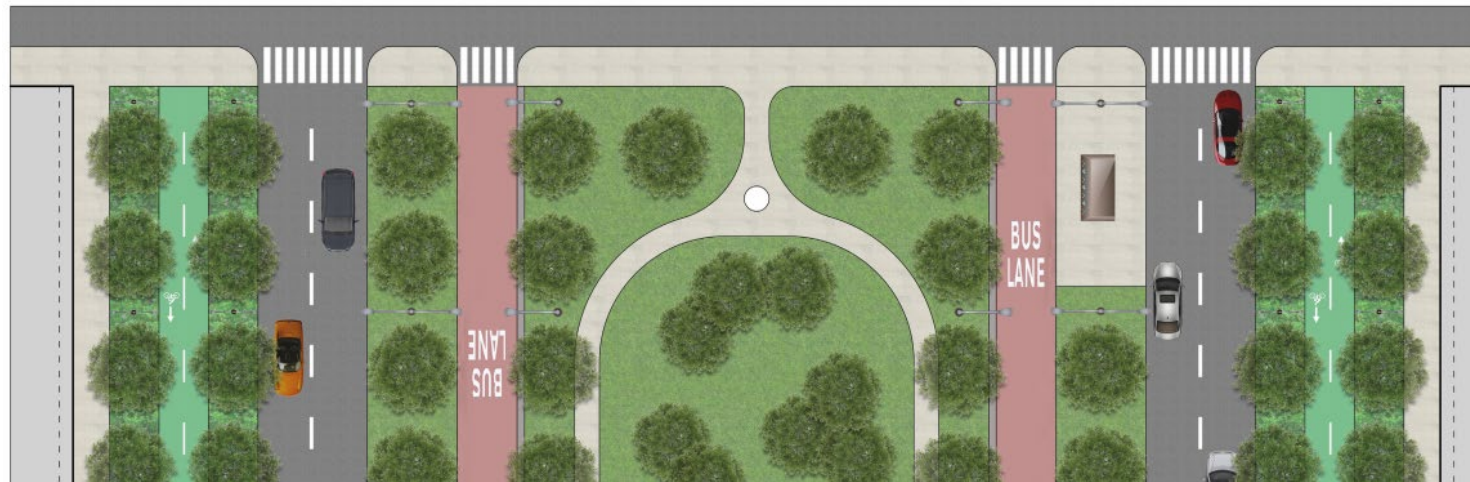
2040 GUIDING PRINCIPLES

Principles to support people riding transit

- Provide dedicated transit lanes in the right-of-way
- Maintain the current location of Frankford Transportation Center (FTC)
- Place transit stops and stations at-grade to activate intersections
- Move transit through first before allowing drivers to turn left off the Boulevard.

Principles to support people driving











- Reduce posted speed limits for people driving
- Maintain one-way outer (local) lanes
- Move crossovers to intersections to allow drivers to change between inner and outer lanes during a dedicated traffic signal phase

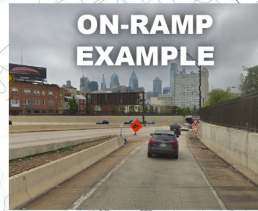


- 4 Northbound Vehicular Lanes
 - 2 at grade outer lanes, at reduced speed
 - 2 depressed express lanes
- 4 Southbound Vehicular Lanes
 - 2 at grade outer lanes, at reduced speed
 - 2 depressed express lanes
- 2 Protected Bike Lanes (2-way each side)
- 2 BRT / Light Rail Lanes at grade
- Access onto and off Express Lanes via ramps at key locations

PARTIALLY CAPPED EXPRESSWAY

LEGEND

-  Roosevelt Boulevard
-  Major Intersecting Roads
-  U.S. Interstates
-  County Boundaries
-  Depressed Lanes w/ Full Cap
-  Depressed Lanes w/ Partial Cap
-  Proposed Station Stop
-  At Grade
-  Walkable Station Areas
-  Expressway Ramps (both directions, typical spacing 2 miles)

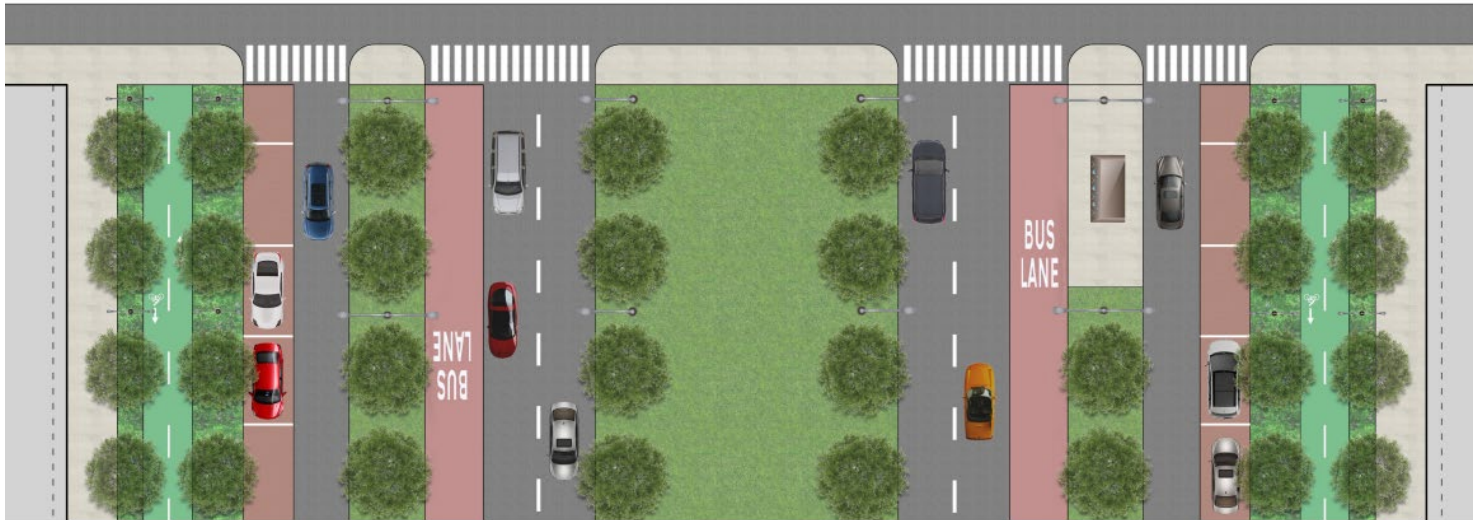


To
Wissahickon
Transportation
Center

UPDATED 2/21/2020

Frankford Transportation
Center














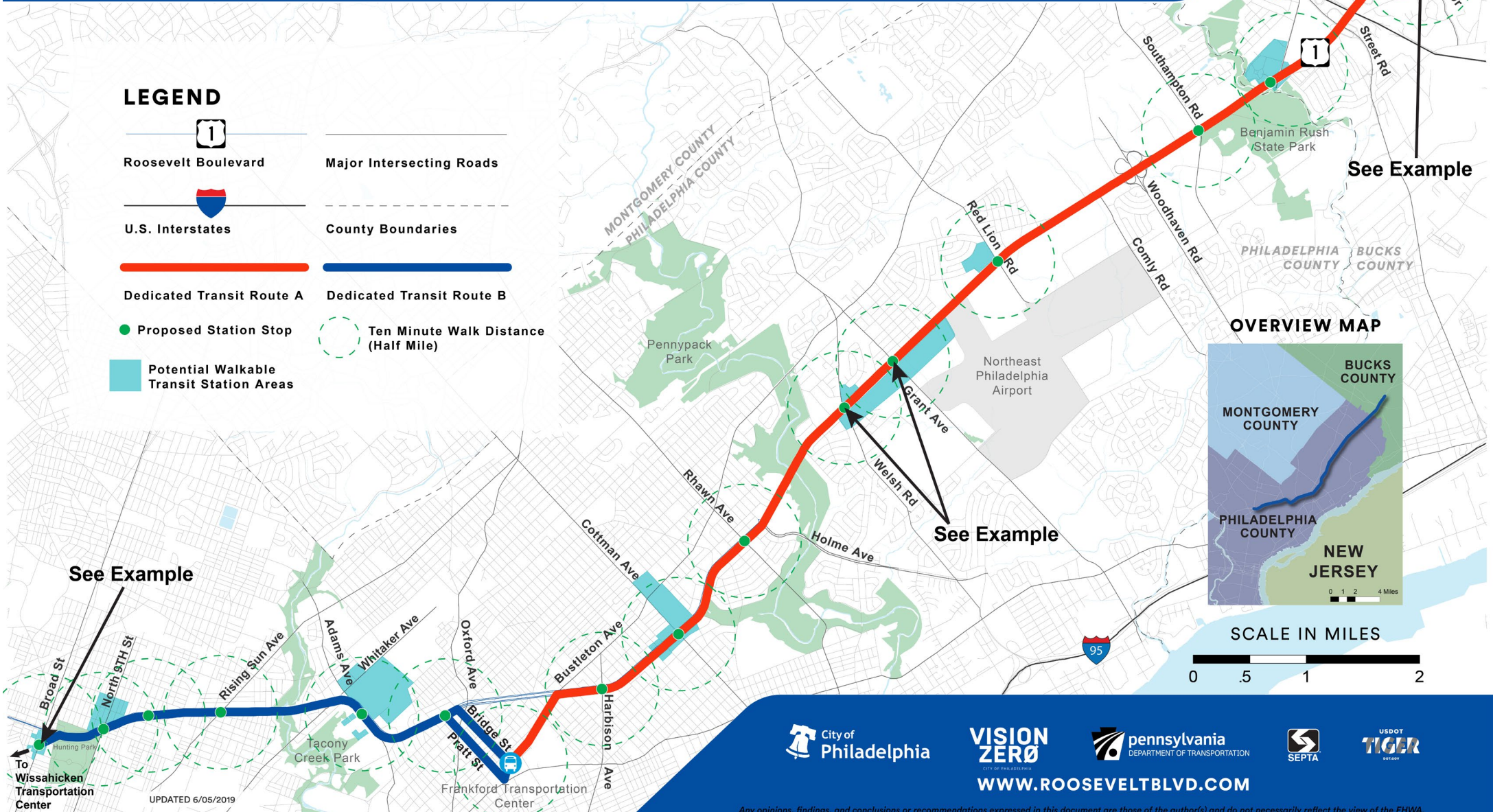
NEIGHBORHOOD BOULEVARD

- 3 Northbound Vehicular Lanes at grade
- 3 Southbound Vehicular Lanes at grade
- 2 Protected Bike Lanes (2-way each side)
- 2 Side Median BRT/ Light Rail lanes
- 2 Parking/Delivery Lanes
 - Convert to Local Bus/Right Turn ONLY Lanes in peak
- 30-35 Additional Signalized Intersections
- Reduced Speed Limit for all lanes
- Aggressive Travel Demand Management

Dedicated Transit & Walkable Transit Station Areas

LEGEND

-  Roosevelt Boulevard
-  Major Intersecting Roads
-  U.S. Interstates
-  County Boundaries
-  Dedicated Transit Route A
-  Dedicated Transit Route B
-  Proposed Station Stop
-  Ten Minute Walk Distance (Half Mile)
-  Potential Walkable Transit Station Areas



See Example

See Example

See Example

OVERVIEW MAP



SCALE IN MILES



UPDATED 6/05/2019

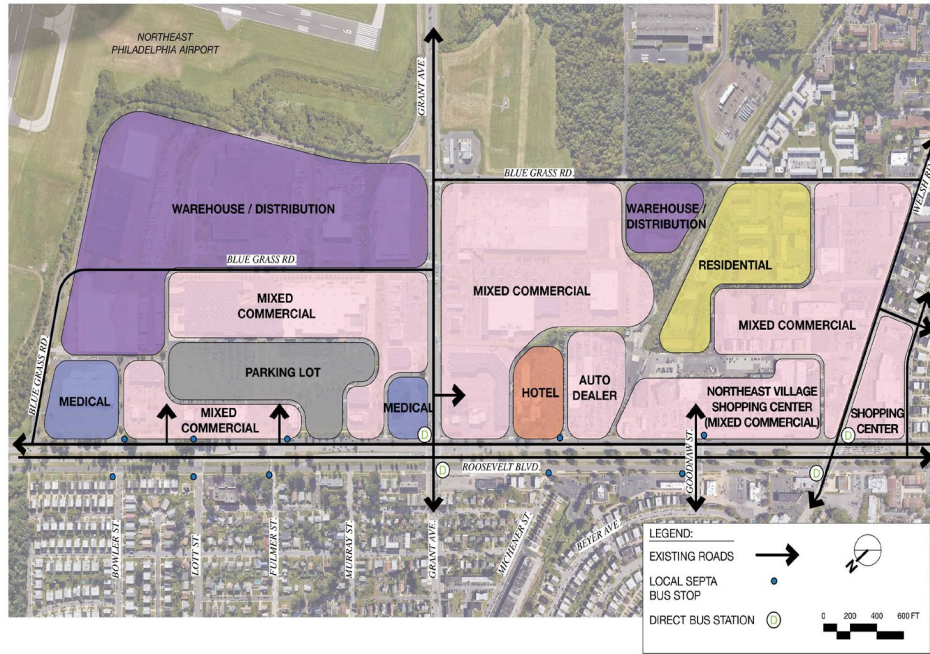


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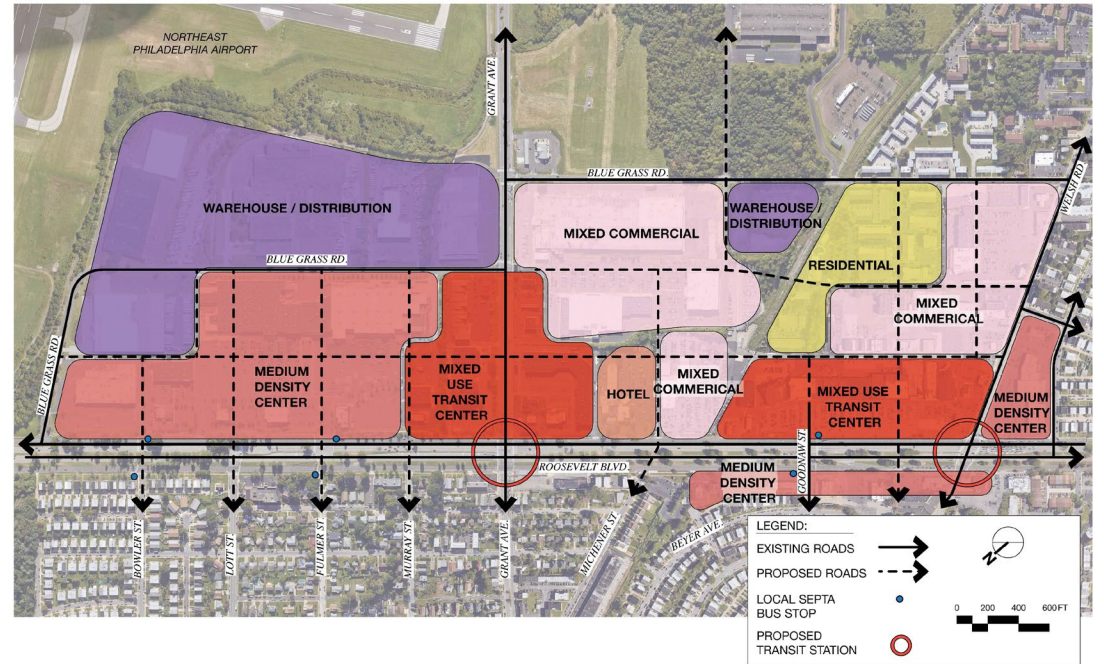
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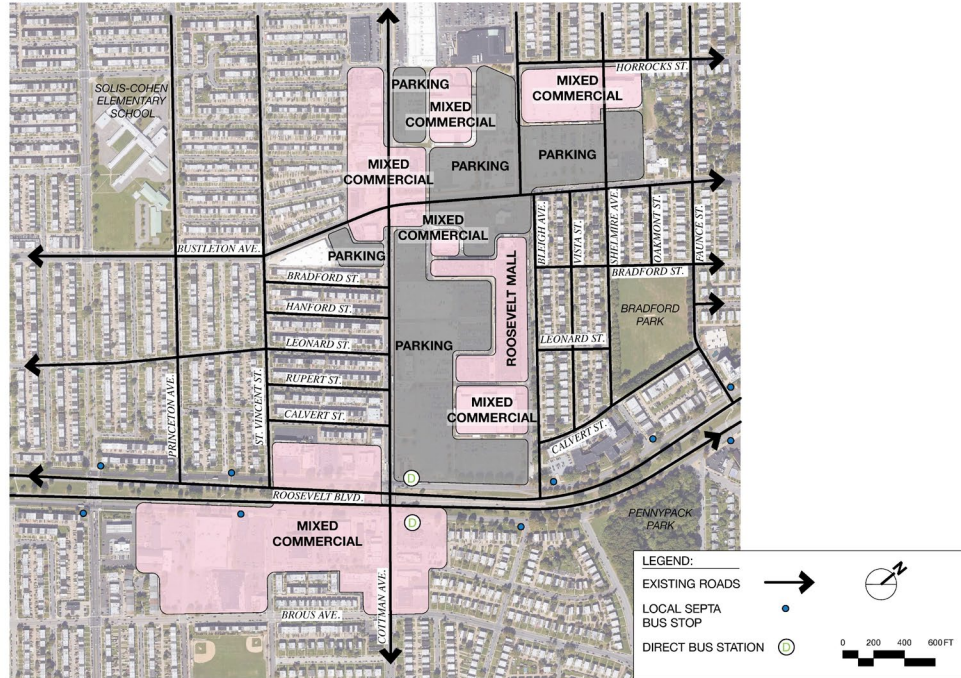
GRANT AVENUE / WELSH ROAD
EXISTING LAND USES AND ROAD NETWORK



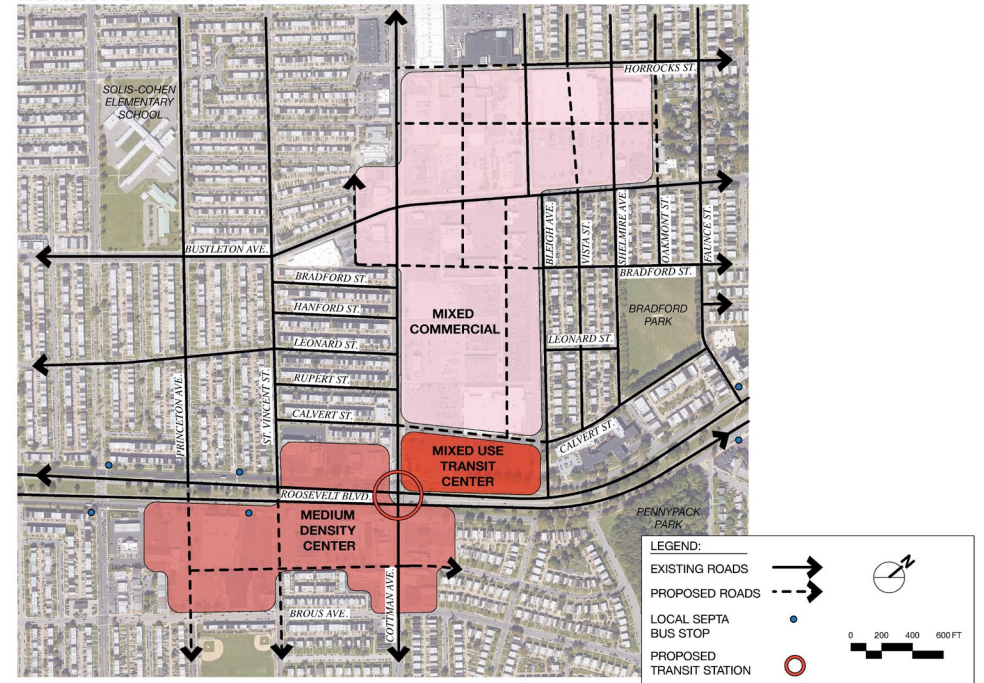
GRANT AVENUE / WELSH ROAD
WALKABLE STATION AREA TYPOLOGIES AND PROPOSED ROAD NETWORK



COTTMAN AVE
EXISTING LAND USES AND ROAD NETWORK



COTTMAN AVE
WALKABLE STATION AREA TYPOLOGIES AND PROPOSED ROAD NETWORK

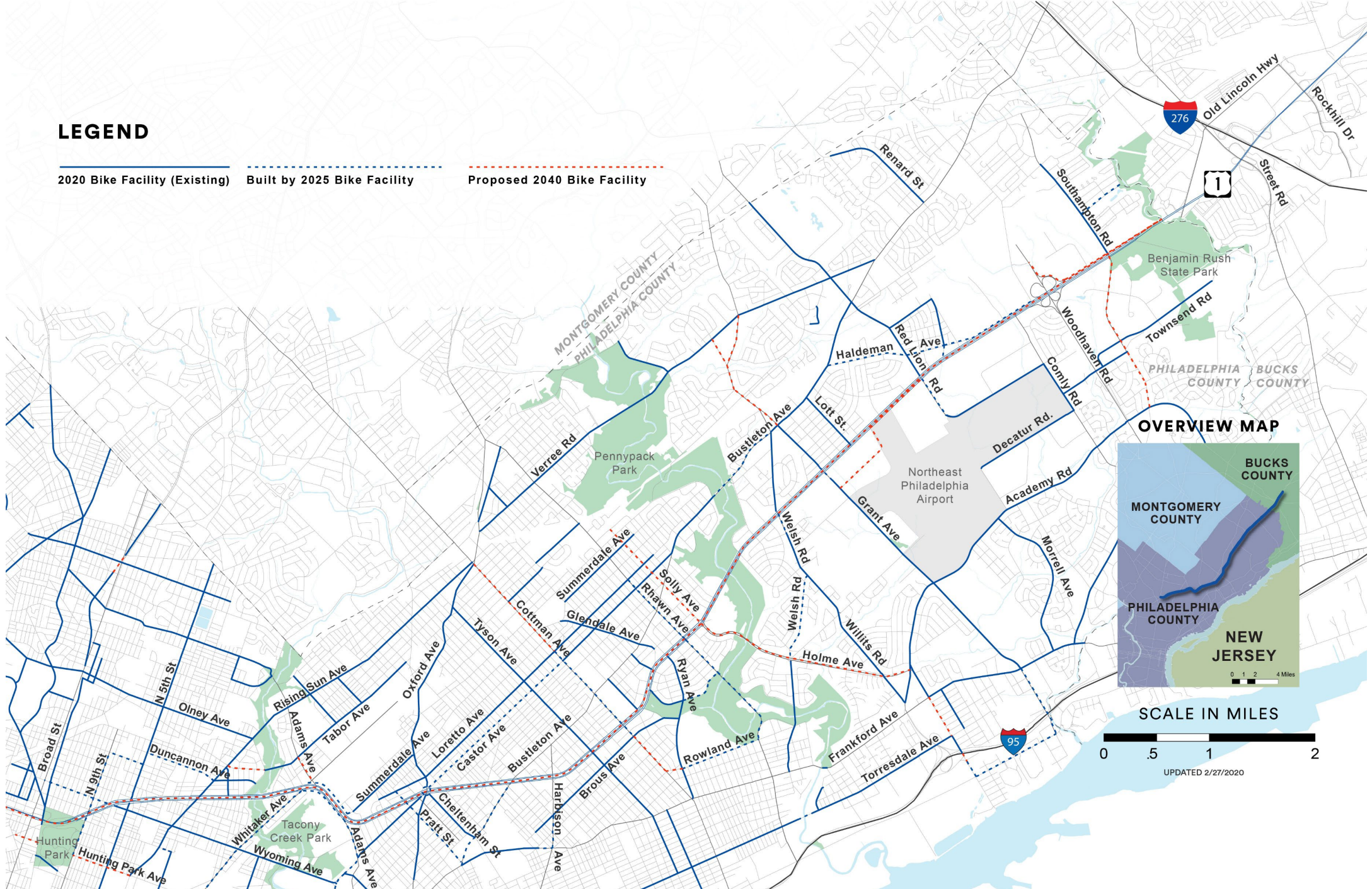


LEGEND

2020 Bike Facility (Existing)

Built by 2025 Bike Facility

Proposed 2040 Bike Facility



OVERVIEW MAP



SCALE IN MILES



UPDATED 2/27/2020

- 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



MOVING FORWARD



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

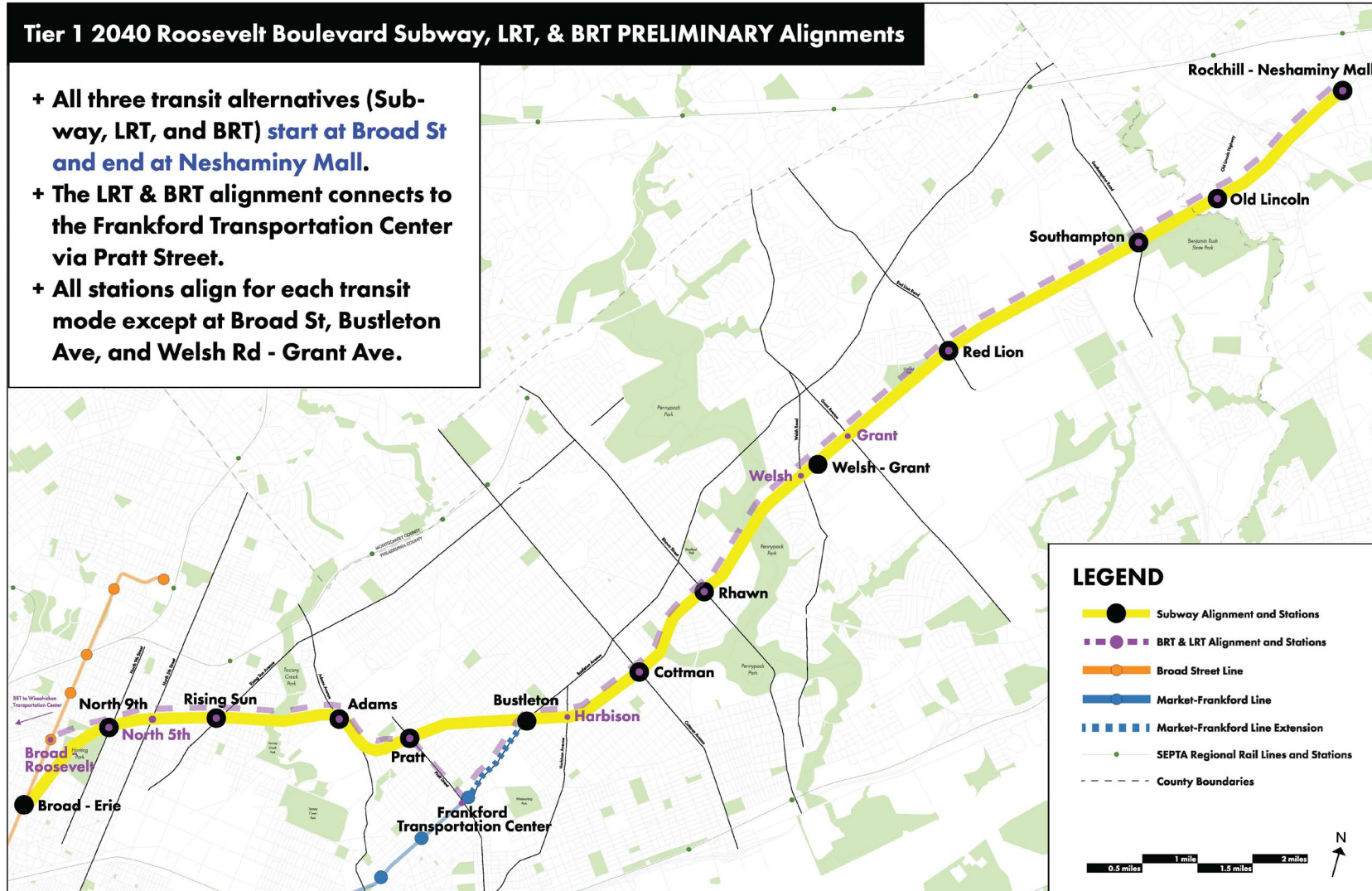
-  **Alternative 2a**
Light Rail Transit (LRT)
-  **Alternative 2b**
Bus Rapid Transit (BRT)
-  **Alternative 4**
Subway

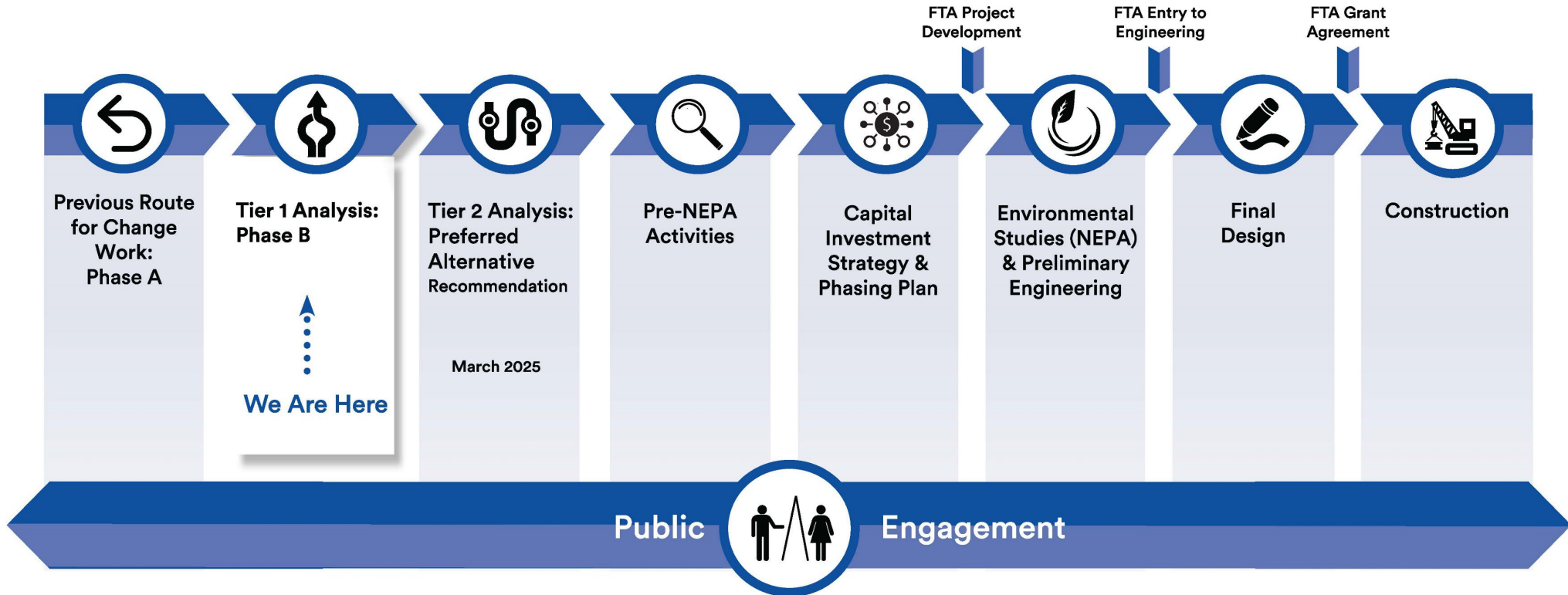
NOTE
Additionally, a blended configuration of a partially capped expressway with a neighborhood boulevard will be studied for all three transit modes (Alternatives 5a, 5b, and 6).



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.







THANK YOU

