

ROOSEVELT BOULEVARD ROUTE FOR CHANGE (RFC) - TOMORROW

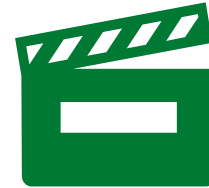
Broad Street to Old Lincoln Highway
Improvements (Sections RB1 & RB2)



OCTOBER 8, 2026



WELCOME



This meeting is being recorded and will be posted on the project website.



Please put questions in the Q&A tool. Questions will be answered in the Q&A tool and at the end of the presentation.

AGENDA

1. Introductions and Background
2. Corridor Wide Improvements
3. Intersection Improvements
 - Broad Street to Pratt Street (Section RB1)
 - Pratt Street to Old Lincoln Highway (Section RB2)
4. Questions



PROJECT STAKEHOLDERS

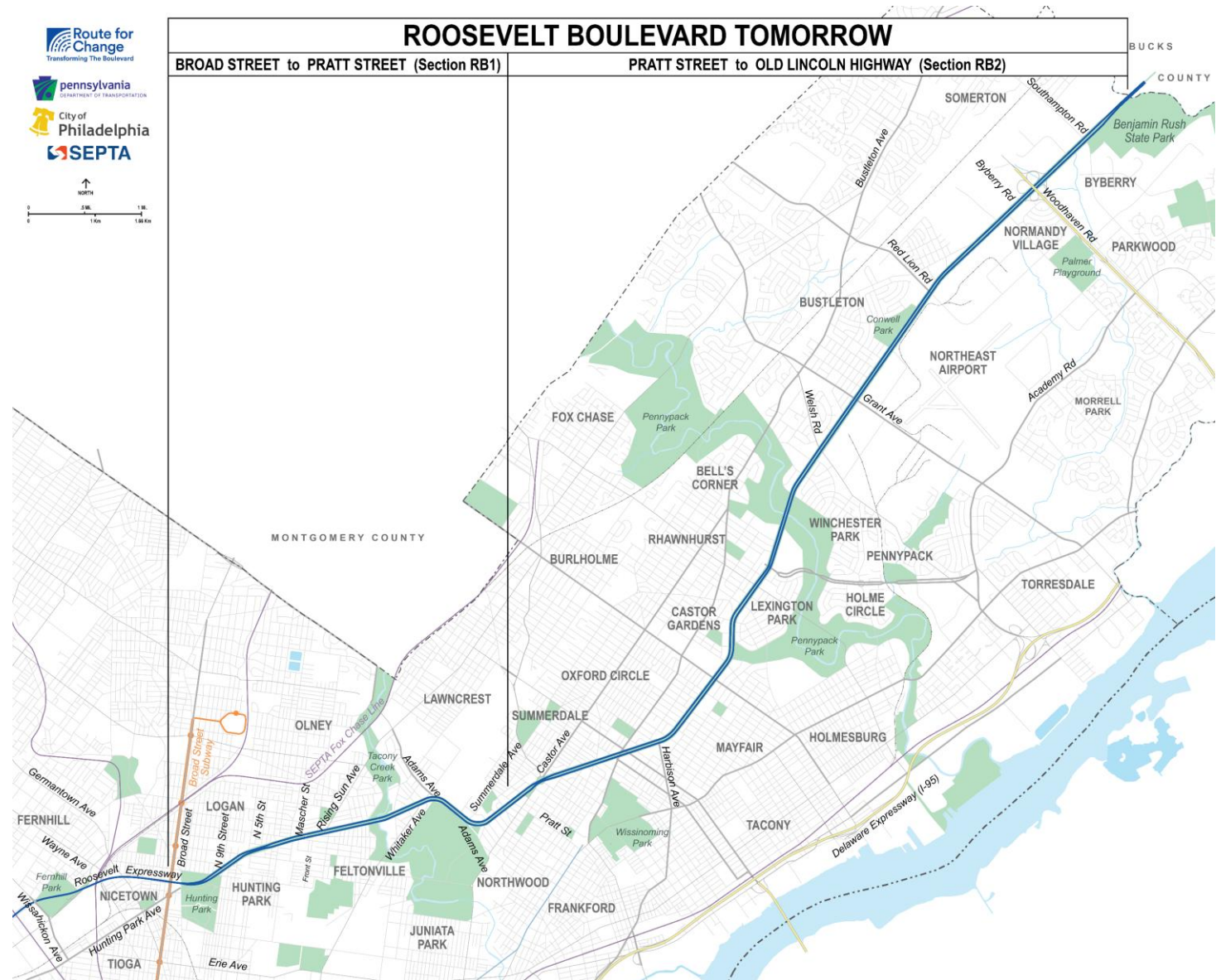


Pennsylvania
Department of Transportation

PROJECT OVERVIEW & BACKGROUND

Broad Street to Old Lincoln Highway

- **Two Sections:**
 - Broad St to Pratt St (Section RB1)
 - Pratt St to Old Lincoln Highway (Section RB2)
- **Project Focus:** Traffic safety and multimodal improvements identified through the Route for Change process



PURPOSE AND NEED

The purpose of the project is to increase **safety, accessibility, and reliability** for everyone who uses Roosevelt Boulevard, including people driving, taking transit, walking, and biking.

- **Safety:** Reduce crashes and improve safety for all travel modes.
- **Accessibility:** Improve access to destinations along and across the boulevard.
- **Reliability:** Provide more predictable travel times.



What We Heard

Public Engagement | 2016–2019



Safety for people walking and biking



Left turns, signal timing, and abrupt crossovers



Transit service and access to destinations



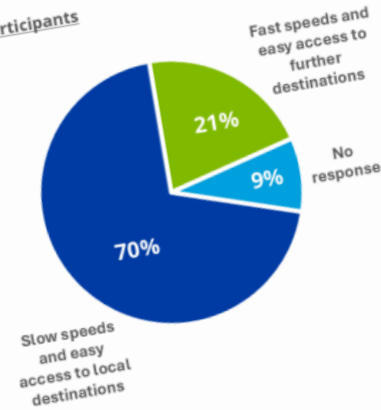
Traffic congestion and unpredictable travel times

How Should the Boulevard Work for You?

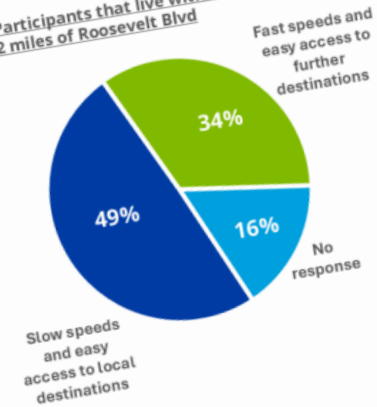
People that attended public meetings or filled out the online survey were asked to tell us how a reimagined Boulevard can best meet their everyday needs:

Roadway Speed and Access

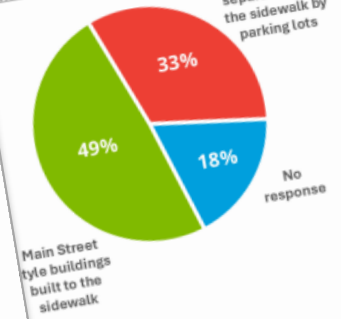
All Participants



Participants that live within 2 miles of Roosevelt Blvd



Participants that live within 2 miles of Roosevelt Blvd



"The Blvd is a very dangerous roadway. Anything high speed would only make it worse. We don't need another [I-95]."
(Far Northeast resident)

"The Boulevard is wide enough and should allow for expressway travel in the middle lanes."
(Lower Bucks County resident)

"...ould feel more like [a] Main Street."
(a resident)

"...levard, so need parking. ...d from store to store."
(resident)

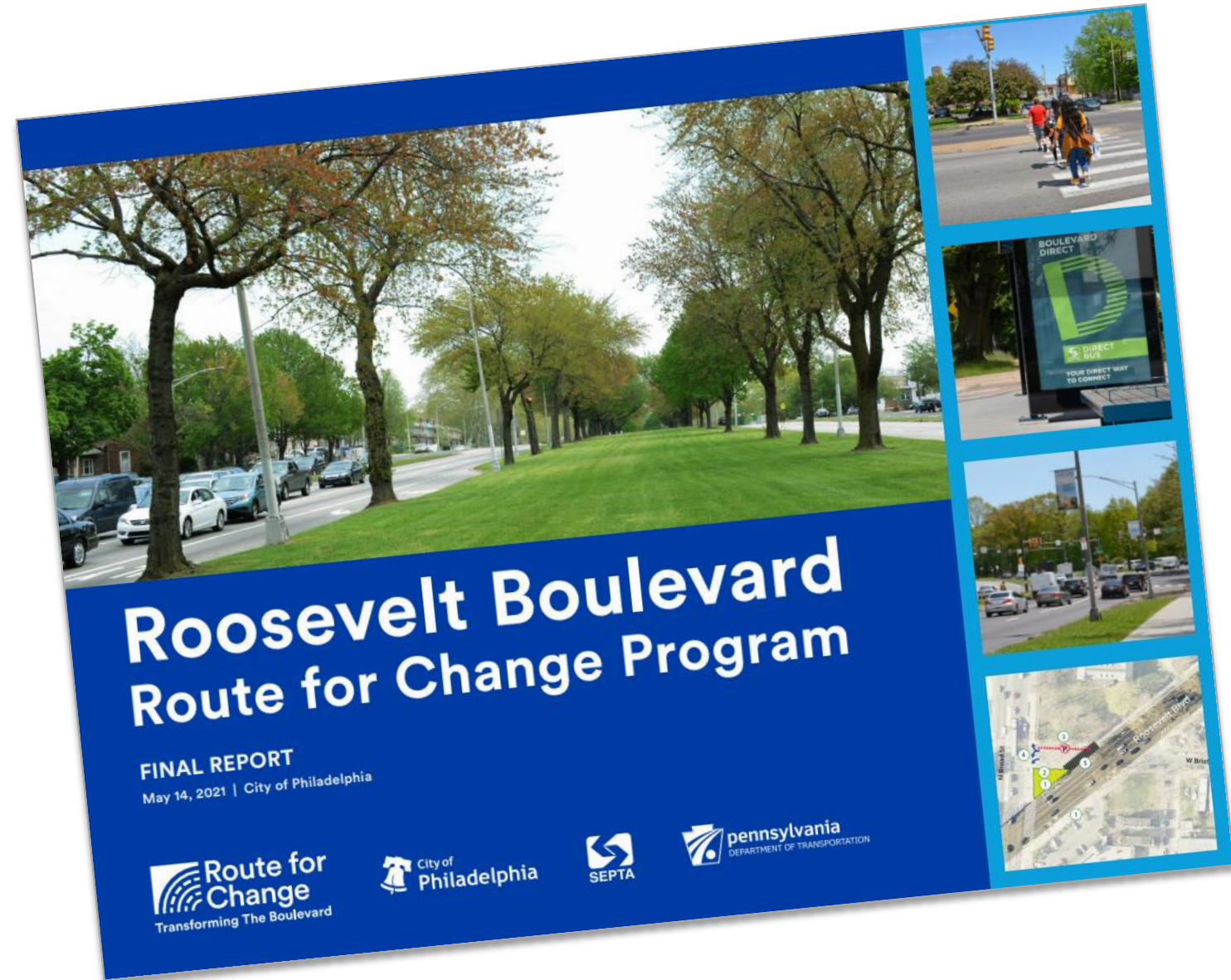
BACKGROUND

Route for Change Report | 2021

Public feedback, technical analysis, and study of existing conditions informed the **Route for Change** report, which:

- ✓ Identified recommendations for **near- and long-term improvements** to Roosevelt Boulevard
- ✓ Established the **framework for the improvements** being presented today

[Access the Route for Change Report](#)



BACKGROUND

1

Route for Change – TODAY

Immediate safety upgrades and transit rider improvements

- Speed cameras, new signals and signage, curb bump outs, island modifications, crossover and intersection improvements, and SEPTA Direct Bus expansion

2

Route for Change – TOMORROW

Major safety and transit improvements along the full Boulevard



3

Route for Change – REIMAGINED

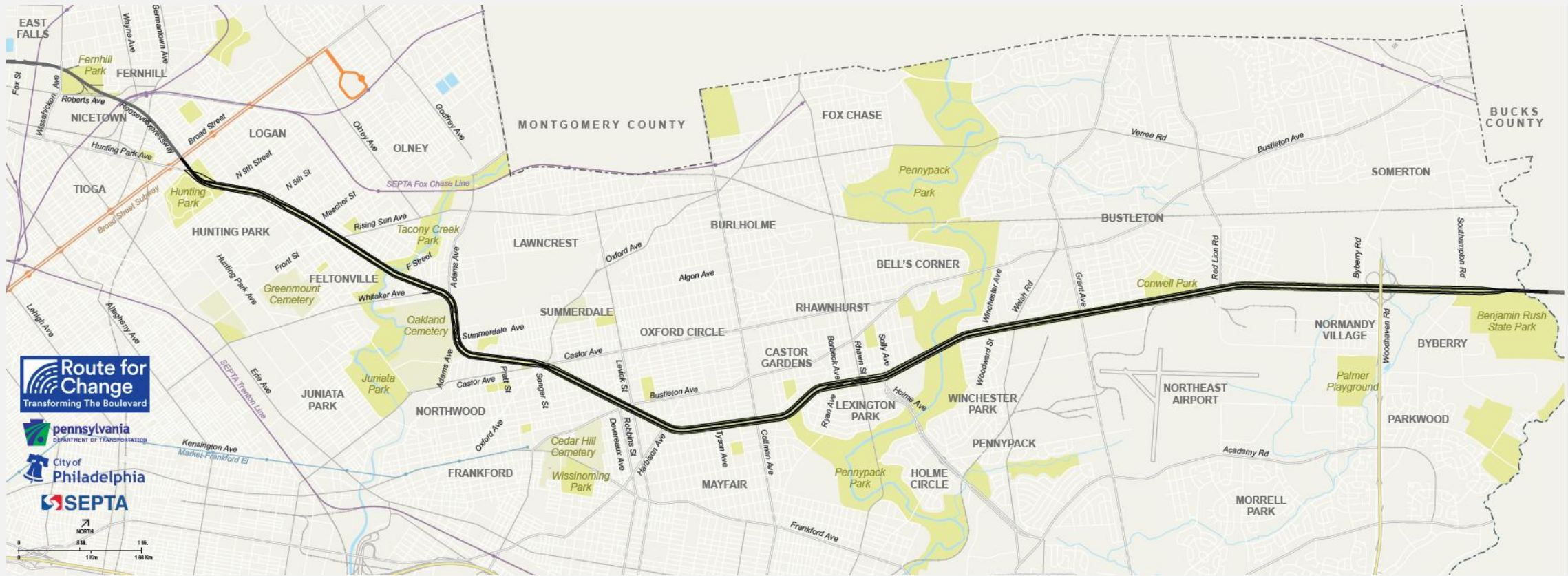
Long-term plans for a new roadway design and new SEPTA service

PROJECT SCHEDULE

Route for Change – TOMORROW



COORDINATION WITH OTHER PROJECTS



- Roosevelt Boulevard Crossover Improvement Project
- Business Access and Transit (BAT) Lane Phase A

- Castor Ave Highway Safety Improvement Program (HSIP)
- Cottman Ave local project

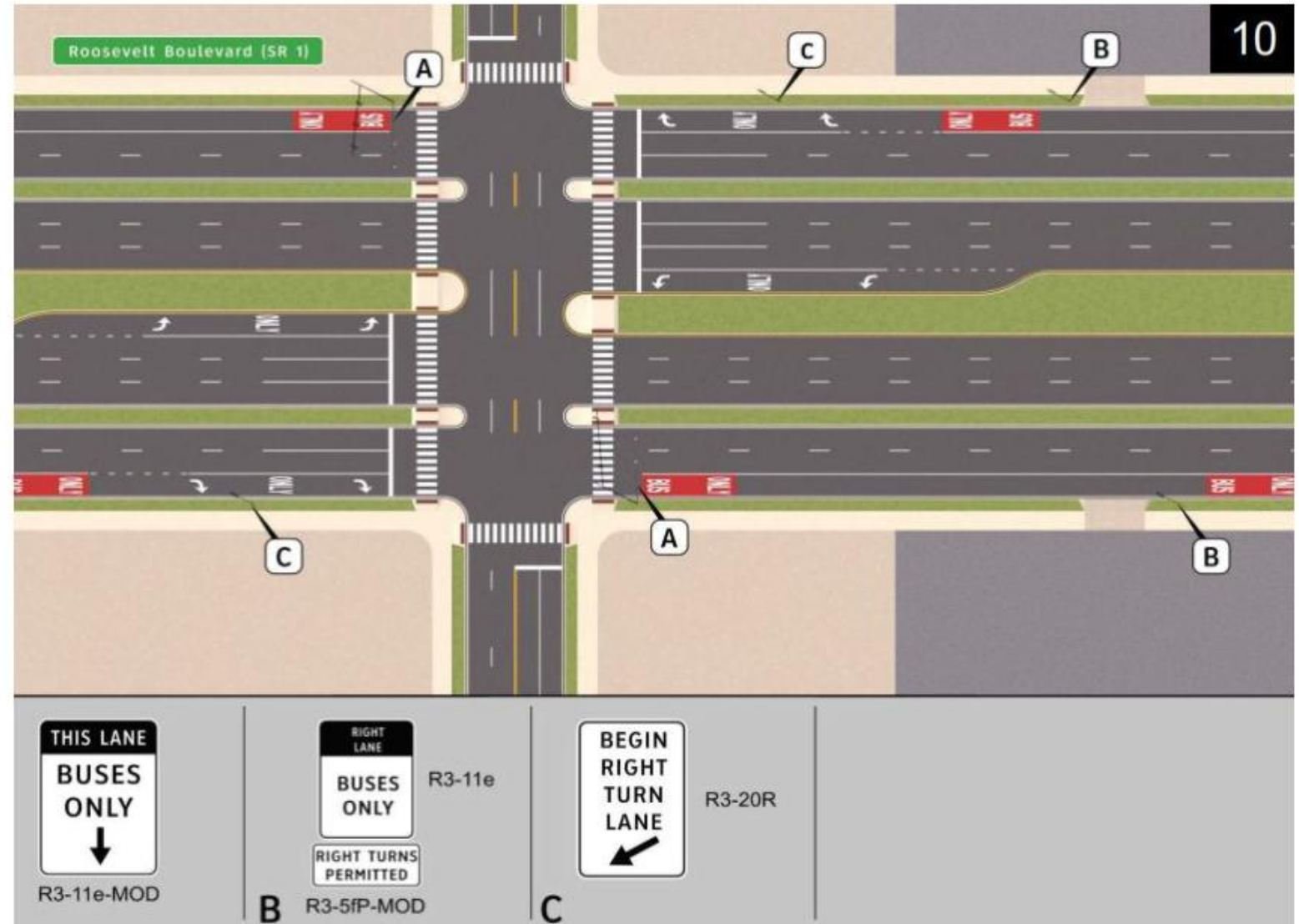
- 5th St Safety & Pedestrian Improvements

Coordination extends to other ongoing and planned projects throughout the corridor

IMPROVEMENTS FOR BUS RIDERS

Adding Business Access and Transit (BAT) Lanes to support bus service while maintaining access to businesses

- From Bustleton Avenue to Southampton Road
- Separate project from Section RB1 and Section RB2
- Construction estimated to begin in late 2027/early 2028, prior to construction of Roosevelt Boulevard – TOMORROW improvements



MAJOR IMPROVEMENTS

Corridor Wide Improvements

- ✓ Milling and Paving Inner and Outer Lanes
- ✓ Signing & Pavement Markings
- ✓ Curb Extensions
- ✓ On-Street Parking Changes
- ✓ Traffic & Pedestrian Signal Improvements
- ✓ Shared Use Paths
- ✓ Crossovers & Truck Turning Improvements
- ✓ Bridge Fill-ins
- ✓ Bridge Repairs & Guide Rail Upgrades
- ✓ Improvements for Bus Riders
- ✓ Landscaping & Median Improvements

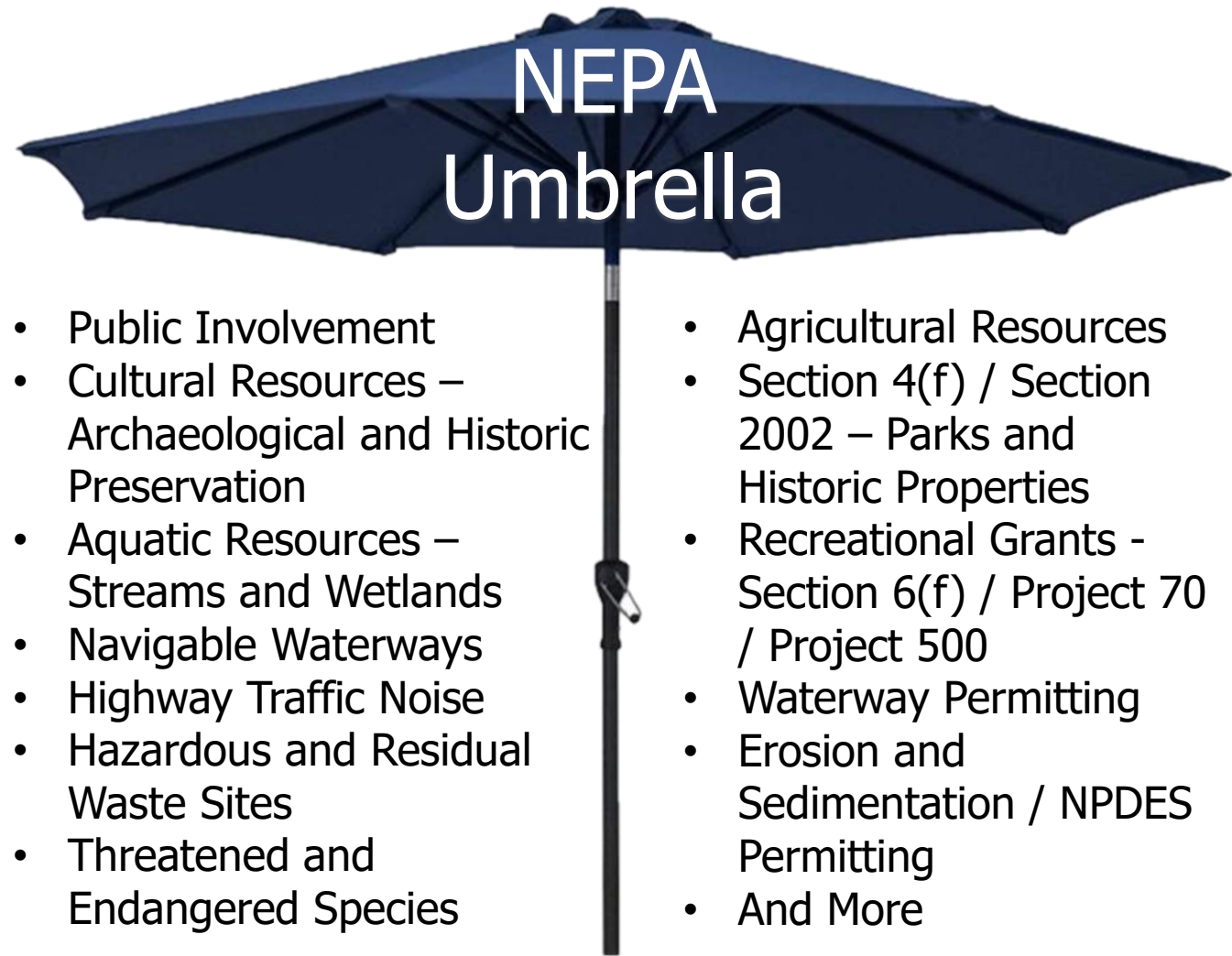
Intersection Improvements

- ✓ 9th Street
- ✓ 5th Street
- ✓ Front Street, Rising Sun Avenue, A Street, and B Street
- ✓ S-Curve South
- ✓ S-Curve North
- ✓ Oxford Circle
- ✓ Bustleton/Robbins/Levick
- ✓ Harbison Avenue
- ✓ Haldeman Ave
- ✓ Welsh Road
- ✓ Red Lion Road
- ✓ Southampton Road
- ✓ Grant Ave

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

Public outreach begins with PennDOT Connects and extends into the **NEPA** (National Environmental Policy Act) process:

- PennDOT Connects is a project planning and development approach that engages local and planning partners by collaborating with stakeholders before project scopes are developed.
- NEPA requires agencies to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions
- NEPA also includes public involvement activities and gathering feedback from the public
- This PowerPoint presentation is part of District 6-0's coordination with the public to obtain feedback on the project and to meet NEPA requirements



NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

Section 4(f) Resources

- Protected under the Department of Transportation Act of 1966
- Protects publicly owned parks, recreation areas and historic properties



Hunting Park



Pennypack Park

CORRIDOR WIDE IMPROVEMENTS



CORRIDOR WIDE IMPROVEMENTS

Milling, Paving, Striping, and Signage

Roosevelt Boulevard (inner and outer lanes) will be milled, paved and re-striped from Broad Street to Old Lincoln Highway.

- **Milling** will remove damaged asphalt
- **Paving** will lay down a layer of new asphalt
- **Striping** will make roadway markings clearer
- **Ground mounted signs** will be replaced



CORRIDOR WIDE IMPROVEMENTS

Curb Extensions

Curb extensions are physical extensions of the sidewalk into the roadway that narrow the street, shorten pedestrian crossing distances, and improve pedestrian visibility at crossings.

- **Curb extensions at bus stops will be longer** to make it easier to get on and off buses with full accessibility

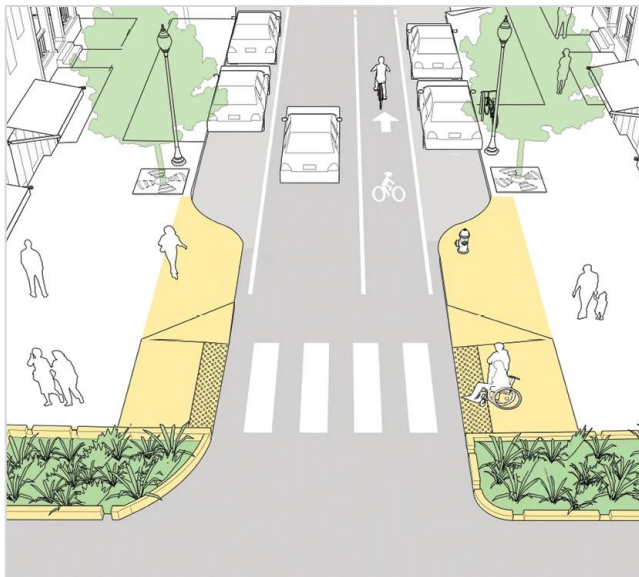


Image source: NACTO, *Urban Street Design Guide: Curb Extensions*.



Intersection of Aberdeen Street & Market Street, Harrisburg, PA

Curb Extensions

- [illegible]



Corridor Wide Improvements

On-Street Parking Changes

Some on street parking and driveway access will be modified in areas where safety improvements are being added.

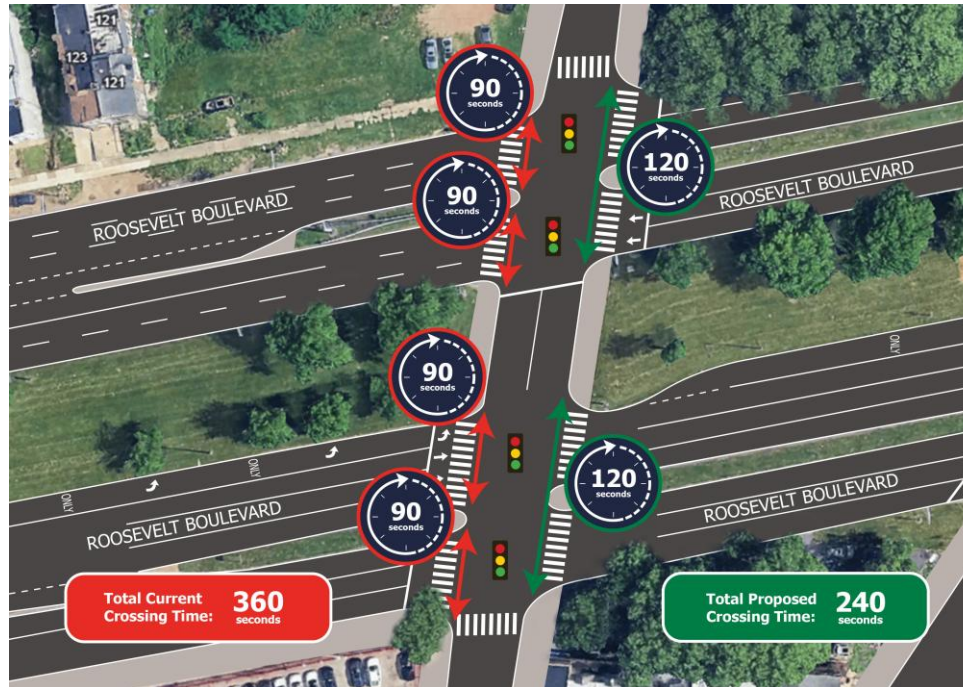
- Parking changes, **including added parking**, are proposed **primarily between 9th Street and Devereaux Avenue**
- Parking may be **reduced or reconfigured in areas where curb extensions are being added**



CORRIDOR WIDE IMPROVEMENTS

Traffic and Pedestrian Signal Improvements

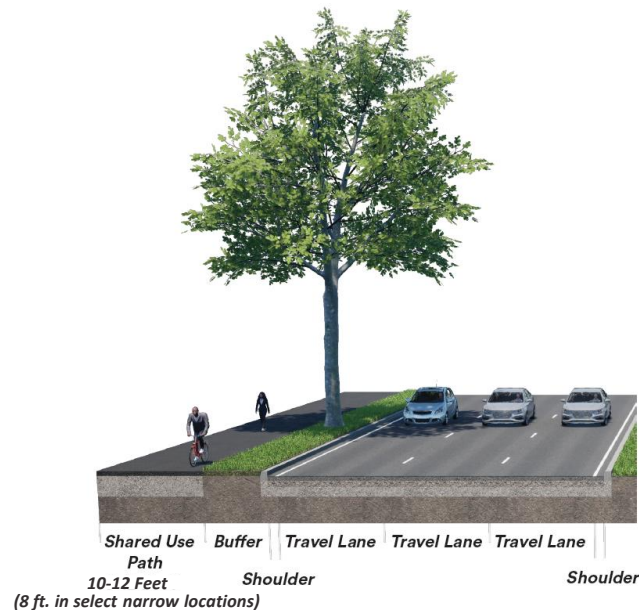
- **Upgrade 55 traffic signals and pedestrian crossings** with new signal equipment, accessible pedestrian push buttons, and emergency vehicle preemption
- **Upgrade crosswalks throughout the corridor** to meet current ADA standards
- **Improve pedestrian crossings** so people can cross the Boulevard in two signal stages
- **Construct/re-construct 900+ curb ramps**



CORRIDOR WIDE IMPROVEMENTS

Shared Use Paths (SUP)

- **Shared-use paths** provide dedicated space for people walking, biking, and using other non-motorized modes
- **New and improved shared-use paths** will help create safer, more comfortable connections along the corridor

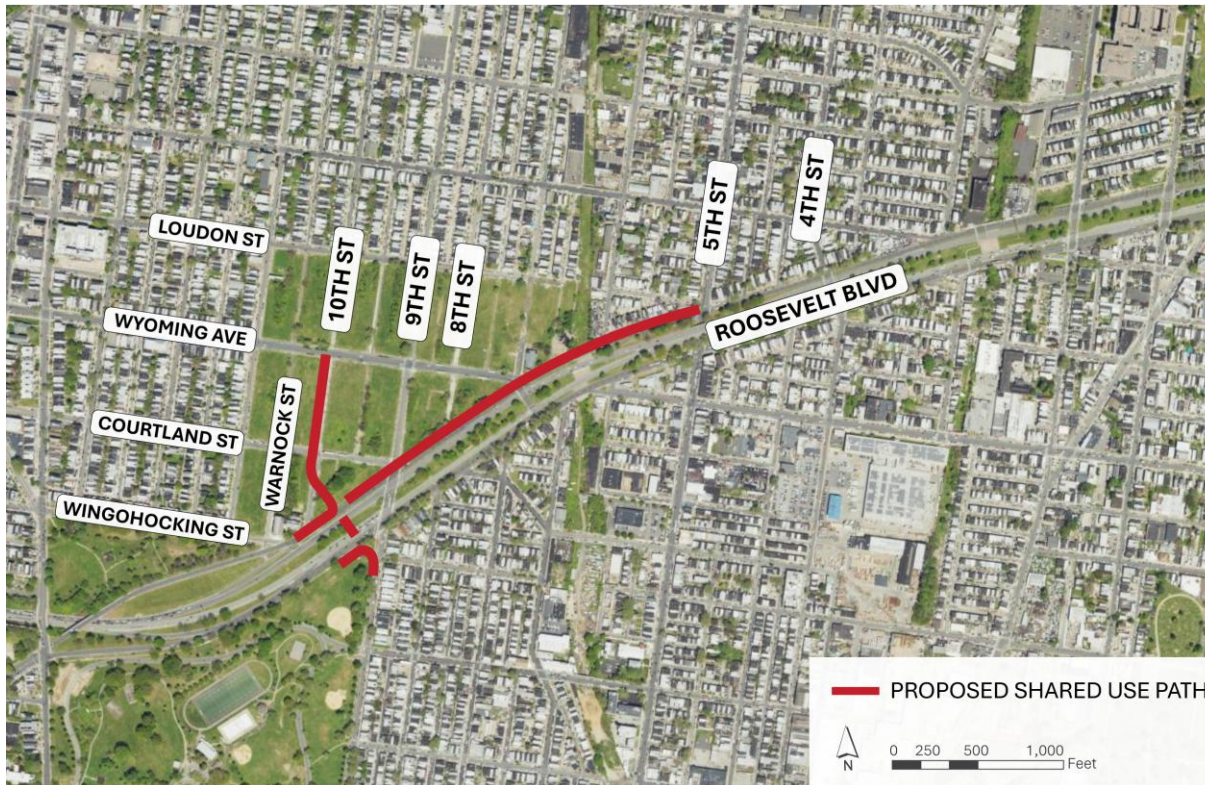


CORRIDOR WIDE IMPROVEMENTS

Shared Use Paths (SUP)

Along Roosevelt Boulevard

Shared use paths are proposed at several locations along the corridor:



SUP Location – 9th Street to 5th Street



Similar SUP: K&T Trail (Google Street View)



Similar SUP: Cobbs Creek Trail (Google Street View)

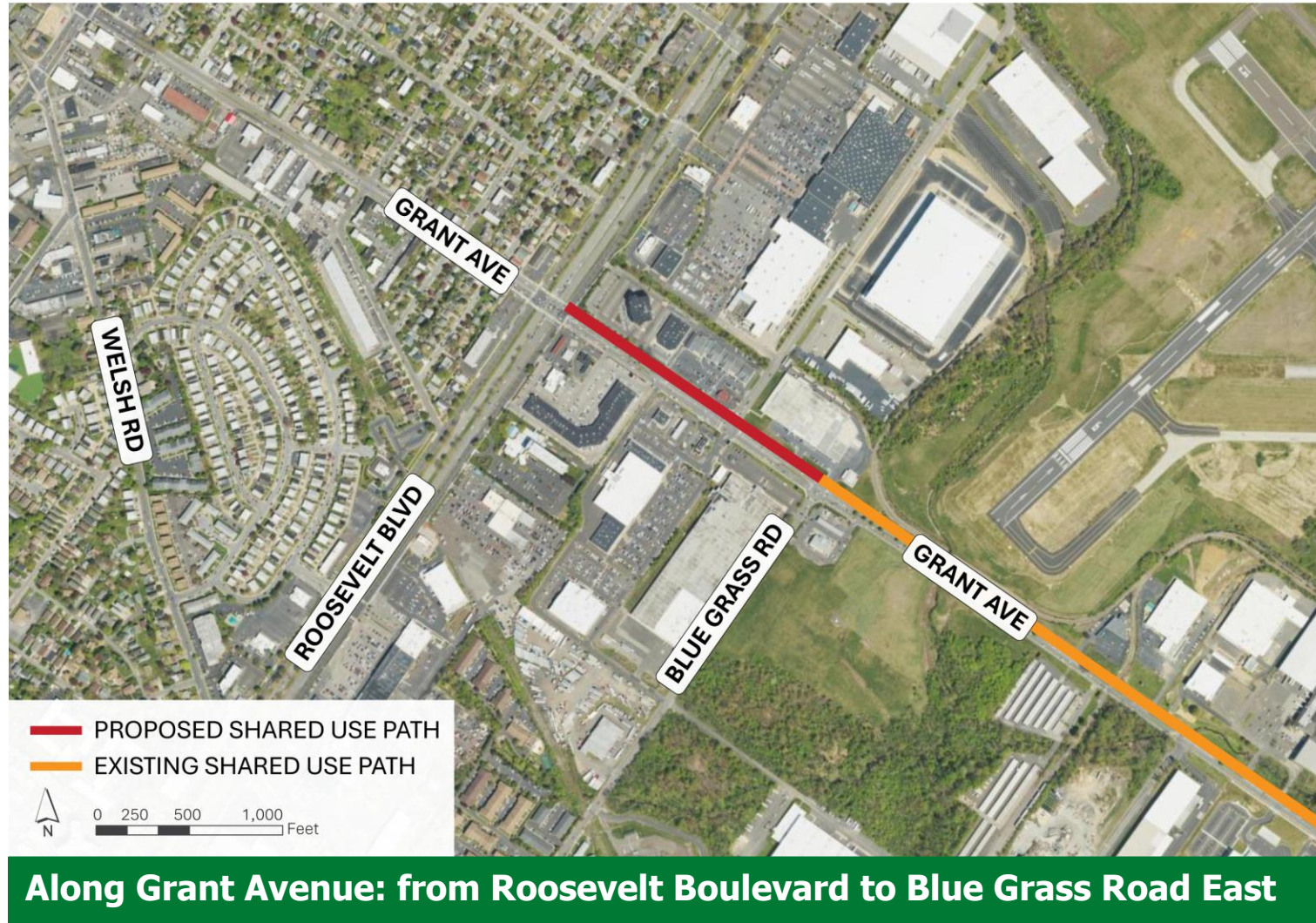
CORRIDOR WIDE IMPROVEMENTS

Shared Use Paths (SUP)



CORRIDOR WIDE IMPROVEMENTS

Shared Use Paths (SUP)



CORRIDOR WIDE IMPROVEMENTS

Crossover & Truck Turning Improvements

- **Improve signs and pavement markings** at crossovers for greater consistency and clarity
- **Coordinate with other Roosevelt Boulevard projects** that are improving crossover locations and turn-lane capacity
- **Provide adequate space for large trucks** to safely navigate turns and intersections



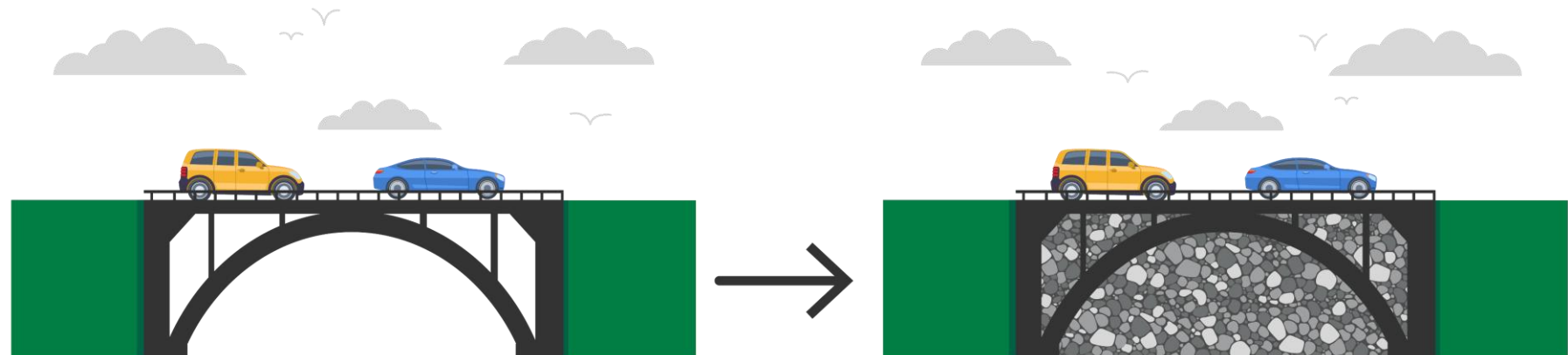
CORRIDOR WIDE IMPROVEMENTS

Bridge Fill-ins

Several older bridge openings between Broad Street and Godfrey Avenue are no longer needed for their original uses. These openings will be filled in and closed to reduce ongoing inspection and maintenance needs.

These fill-ins are located at:

- South of 5th Street
- Palethorp Street area
- Whitaker Avenue area
- Fillmore Street area



CORRIDOR WIDE IMPROVEMENTS

Bridge Repairs & Guiderail Upgrades

Bridge Repairs:

Repairs are planned for existing bridges and structures at:

- 5th Street
- Tacony Creek
- Oxford Circle
- Cottman Avenue
- Pennypack Creek
- Woodhaven Road
- Byberry Creek
- Poquessing Creek

Guide Rail:

- Existing guide rail will be upgraded to meet current safety standards
- New guide rail will be placed to protect new structures and slopes



CORRIDOR WIDE IMPROVEMENTS

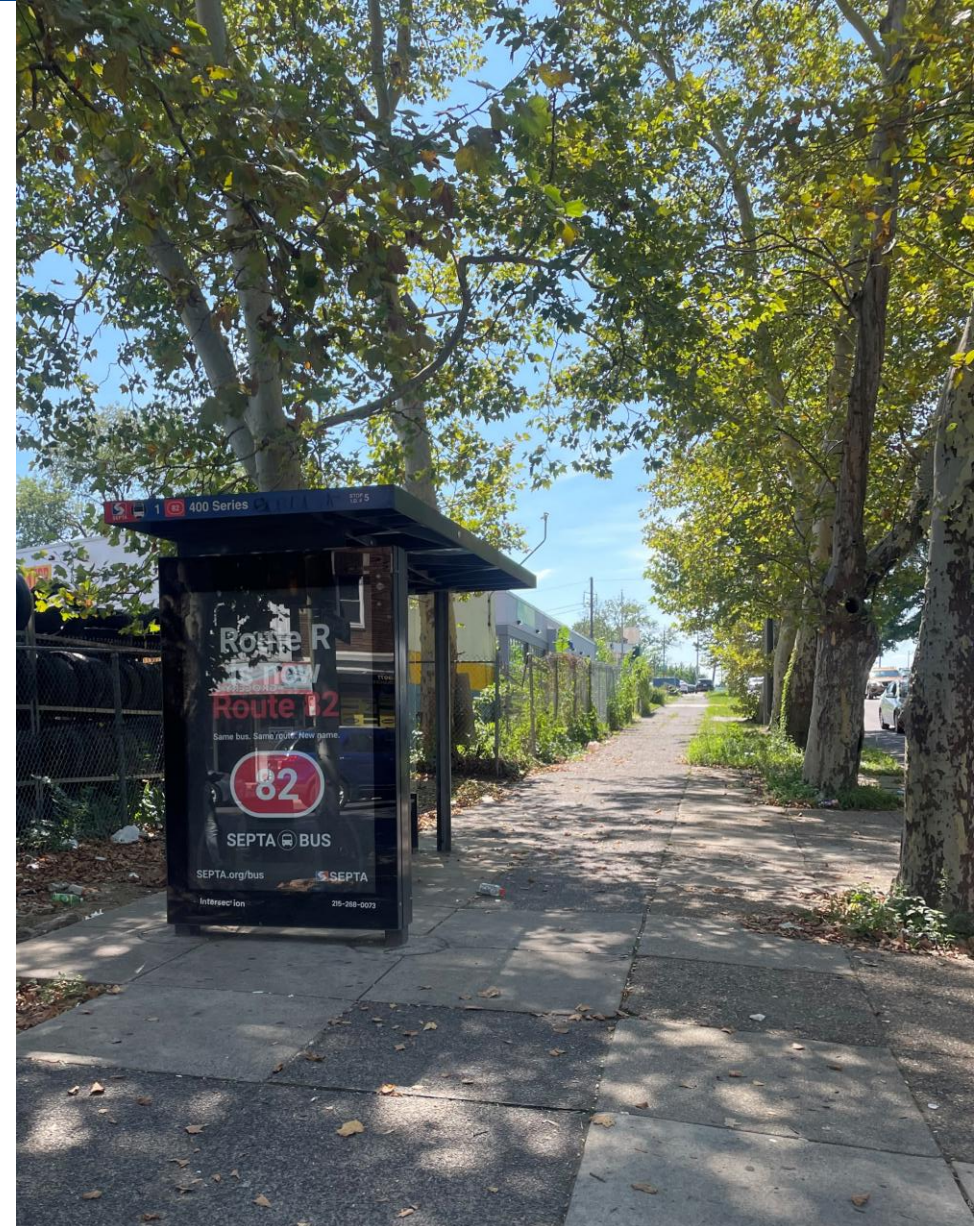
Improvements for Bus Riders

Improvements include:

- **New stop locations, shelters, and benches** to improve the transit rider experience
- **Curb extensions at bus stops** to enhance safety and ensure accessibility
- **New concrete sidewalks and ADA-accessible ramps** at many bus stop locations
- **Maintenance of trackless trolley routes** along 5th Street, Wyoming Avenue, and Oxford Circle

The project team coordinated with SEPTA to limit permanent impacts to trackless trolleys.

Designs are in development and subject to change.



CORRIDOR WIDE IMPROVEMENTS

Landscaping & Median Improvements

- **Enhance trees and landscaping** along the Boulevard
- **Incorporate green infrastructure features** where appropriate
- **Explore median treatments to discourage unsafe mid-block crossings**



BROAD STREET TO PRATT STREET (SECTION RB₁)



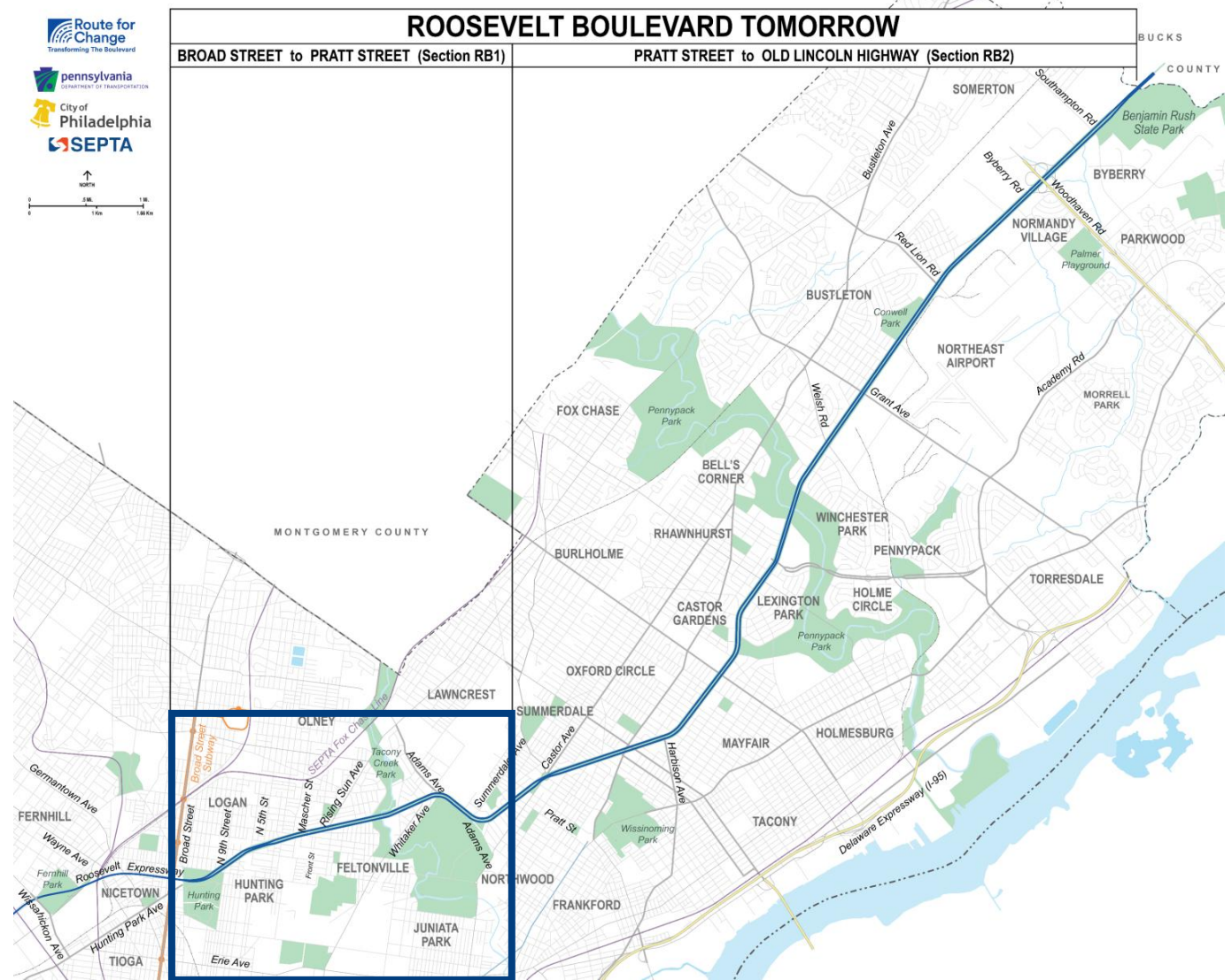
INTERSECTION IMPROVEMENTS

Broad Street to Pratt Street (Section RB1)

3.5 miles

Highlighting Intersection Improvements at:

- 9th Street
- 5th Street
- Front Street / Rising Sun Avenue / A Street / B Street
- S-Curve South
- S-Curve North



INTERSECTION IMPROVEMENTS

9th Street Intersection

Realign 9th Street to intersect at a right angle with Roosevelt Boulevard.

- The current intersection can be **confusing for drivers** and **challenging for pedestrians to cross**



Current 9th Street intersection

INTERSECTION IMPROVEMENTS

9th Street/10th Street Intersection

Realign 9th Street to intersect at a right angle with Roosevelt Boulevard.

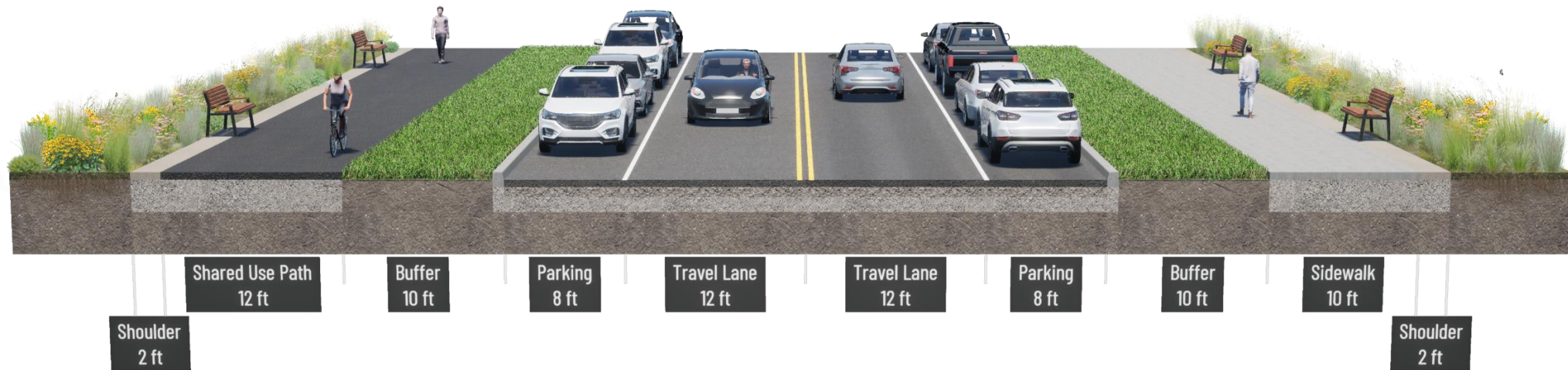
- **Shorten pedestrian** crossings by approximately 150 feet, with ADA and safety upgrades
- **Provide more time for pedestrians to cross** with updated traffic signal timing
- **Improve street lighting** for better nighttime visibility
- **Improve multimodal access** with curb extensions, bus boarding platforms, new sidewalks, curb ramps and shared use paths
- **Improve sight lines for vehicles** crossing the boulevard



INTERSECTION IMPROVEMENTS

9th Street Intersection

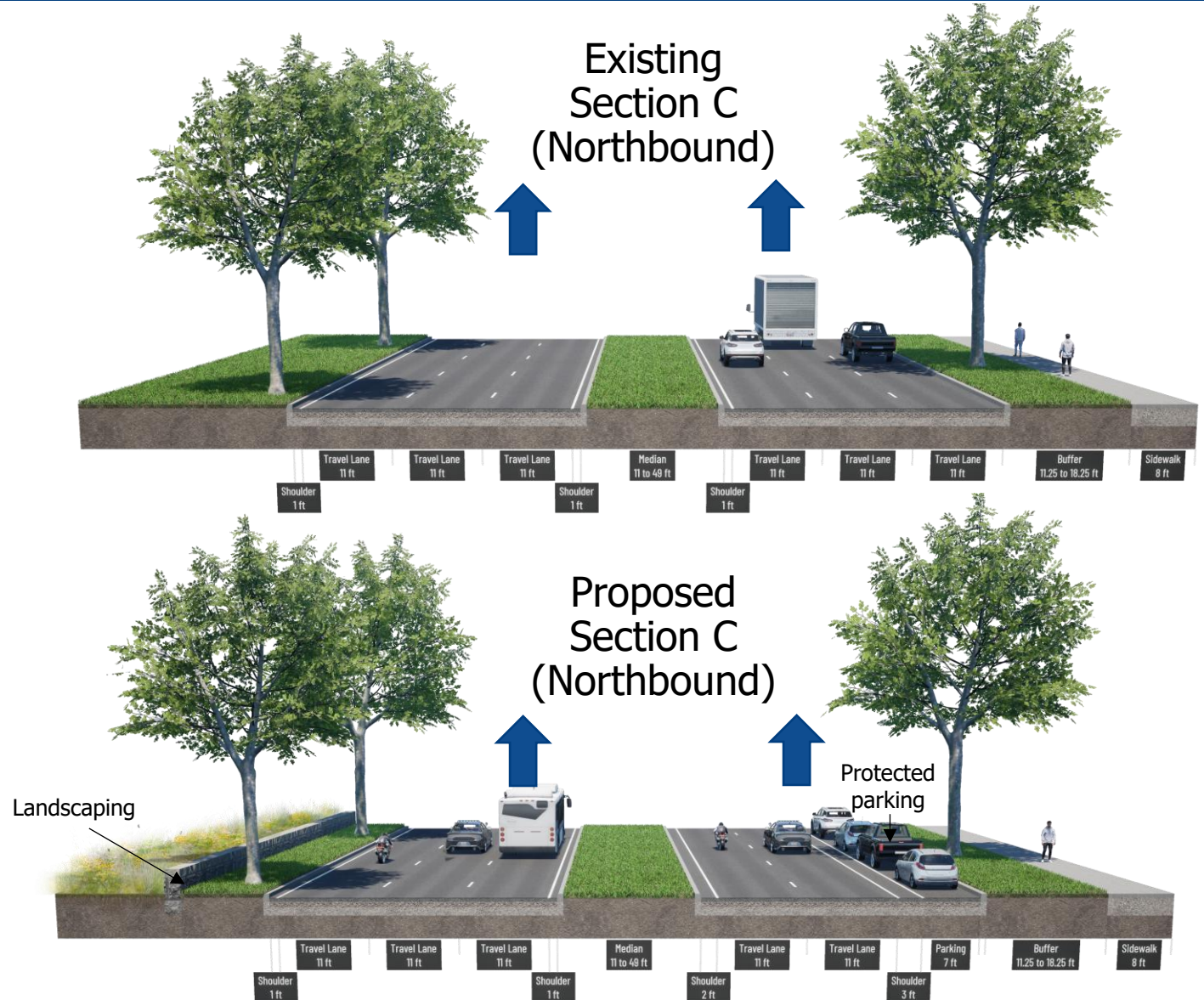
Proposed Section A - 9th Street, including shared use path, buffer, and sidewalk improvements



INTERSECTION IMPROVEMENTS

Roosevelt Boulevard Northbound at 9th Street

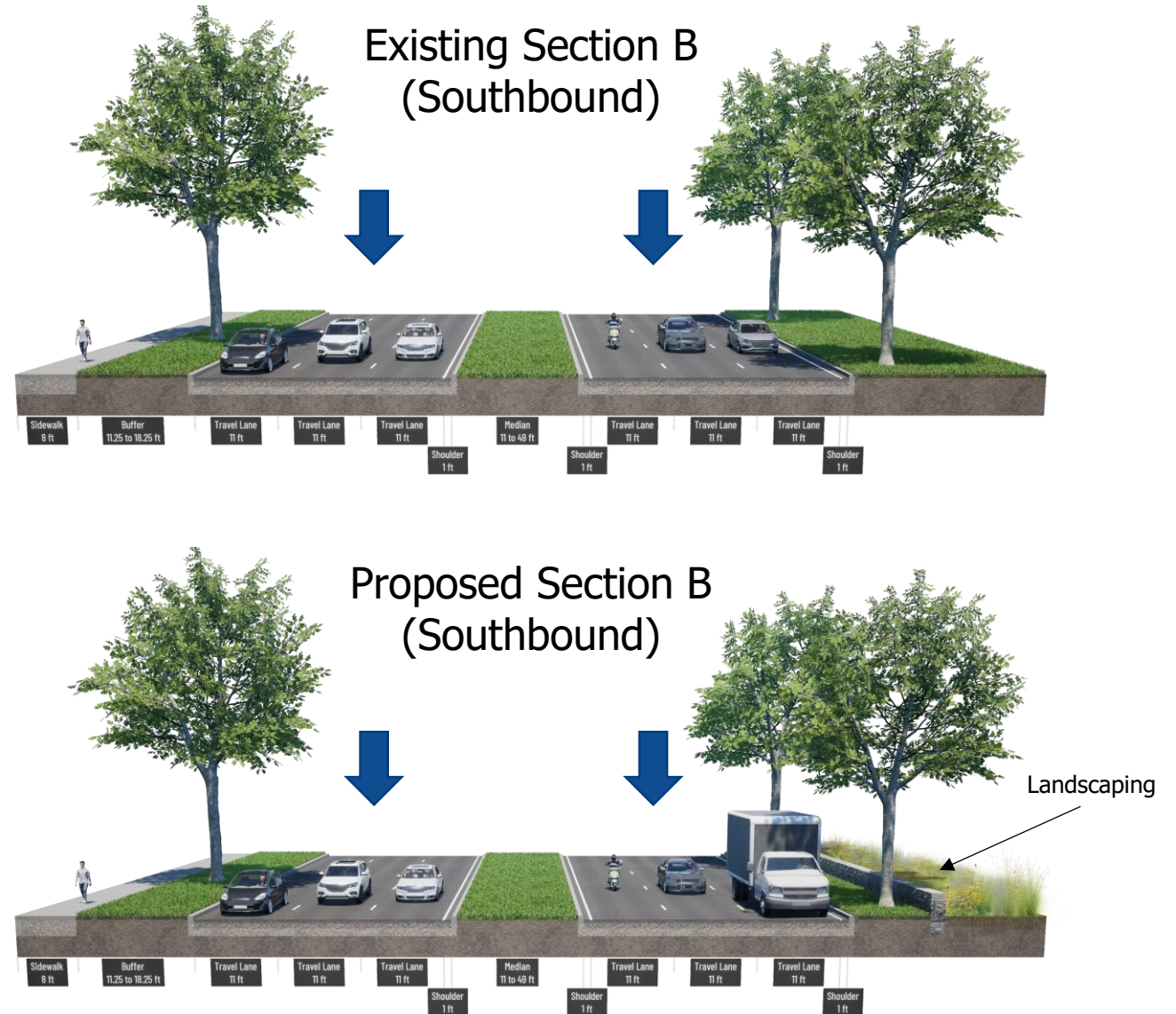
- Protected Parking
- Median treatment to discourage unsafe mid-block crossings is under consideration



INTERSECTION IMPROVEMENTS

Roosevelt Boulevard Southbound at 9th Street

- **Median treatment to discourage unsafe mid-block crossings**



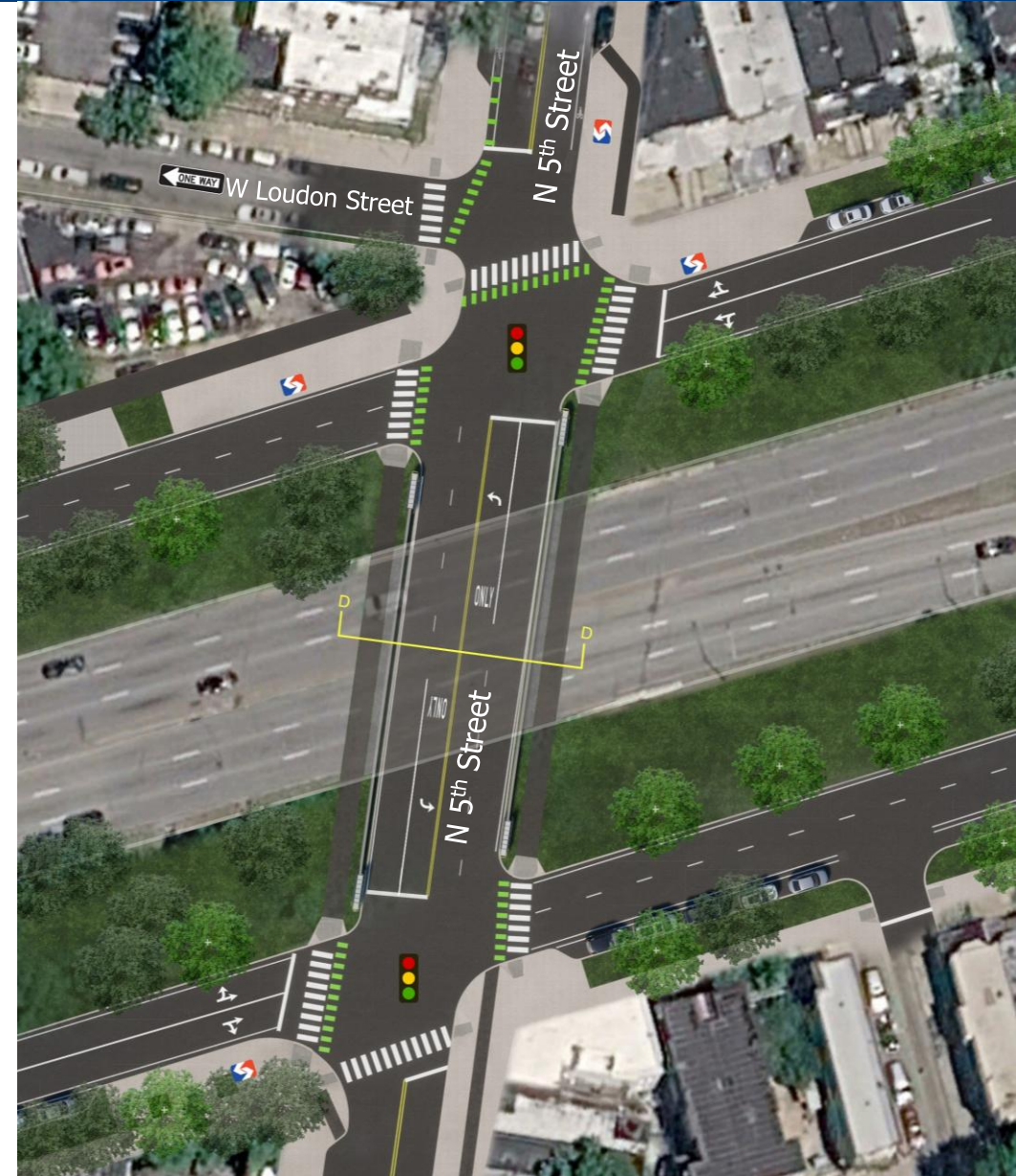
INTERSECTION IMPROVEMENTS

5th Street Intersection

Reconfigure the intersection to improve traffic flow and safety for all users.

- **Restripe street** to provide one left-turn lane and one through lane in each direction
- **Add curb extensions** at the outer local lanes to shorten pedestrian crossings and add areas for bus stops
- **Improve street lighting** to increase visibility
- **Create opportunities for public art** beneath the elevated roadway
- **Provide roadside protection** for bridge piers

The project team is coordinating with the City on adjacent projects along 5th Street.



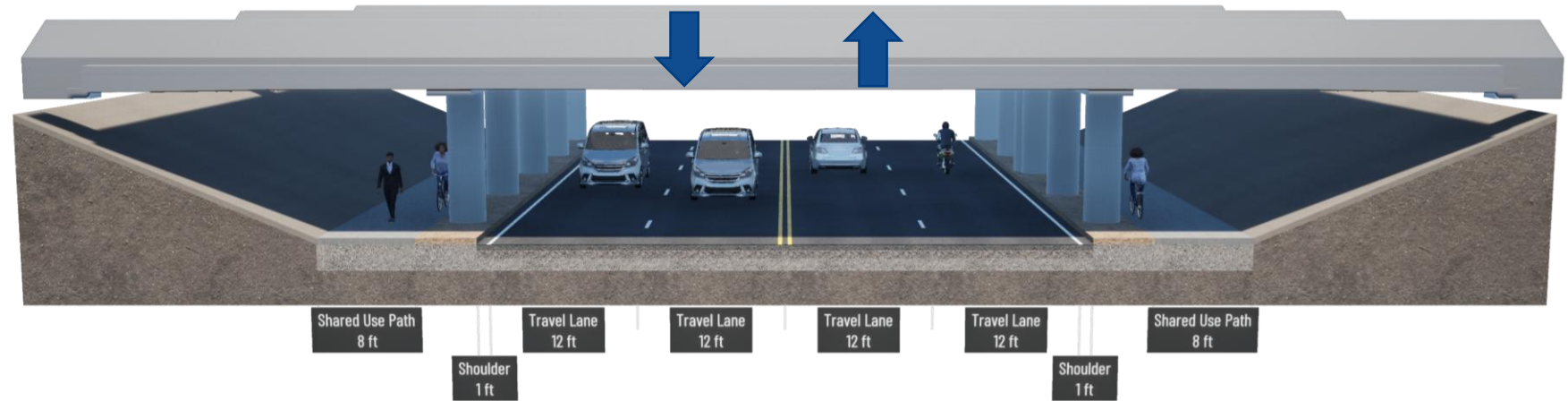
INTERSECTION IMPROVEMENTS

5th Street Intersection

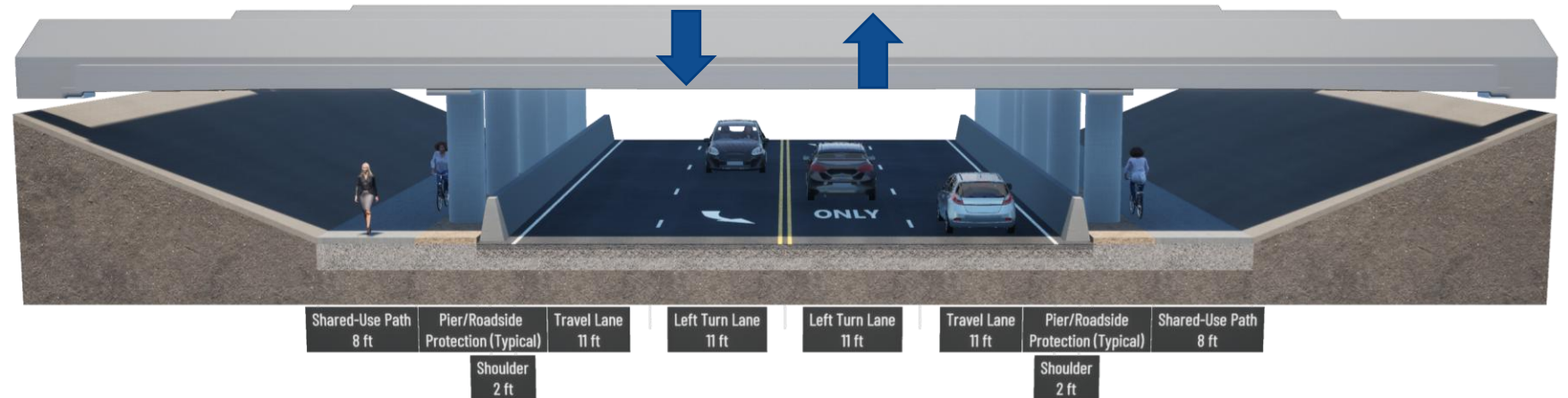
Roadside protection for bridge piers

- Replace existing bridge deck and beams

Existing Section D



Proposed Section D



INTERSECTION IMPROVEMENTS

Front Street / Rising Sun Avenue / A Street / B Street

Reconfigure turning movements and crossovers to improve traffic flow and reduce conflicts.

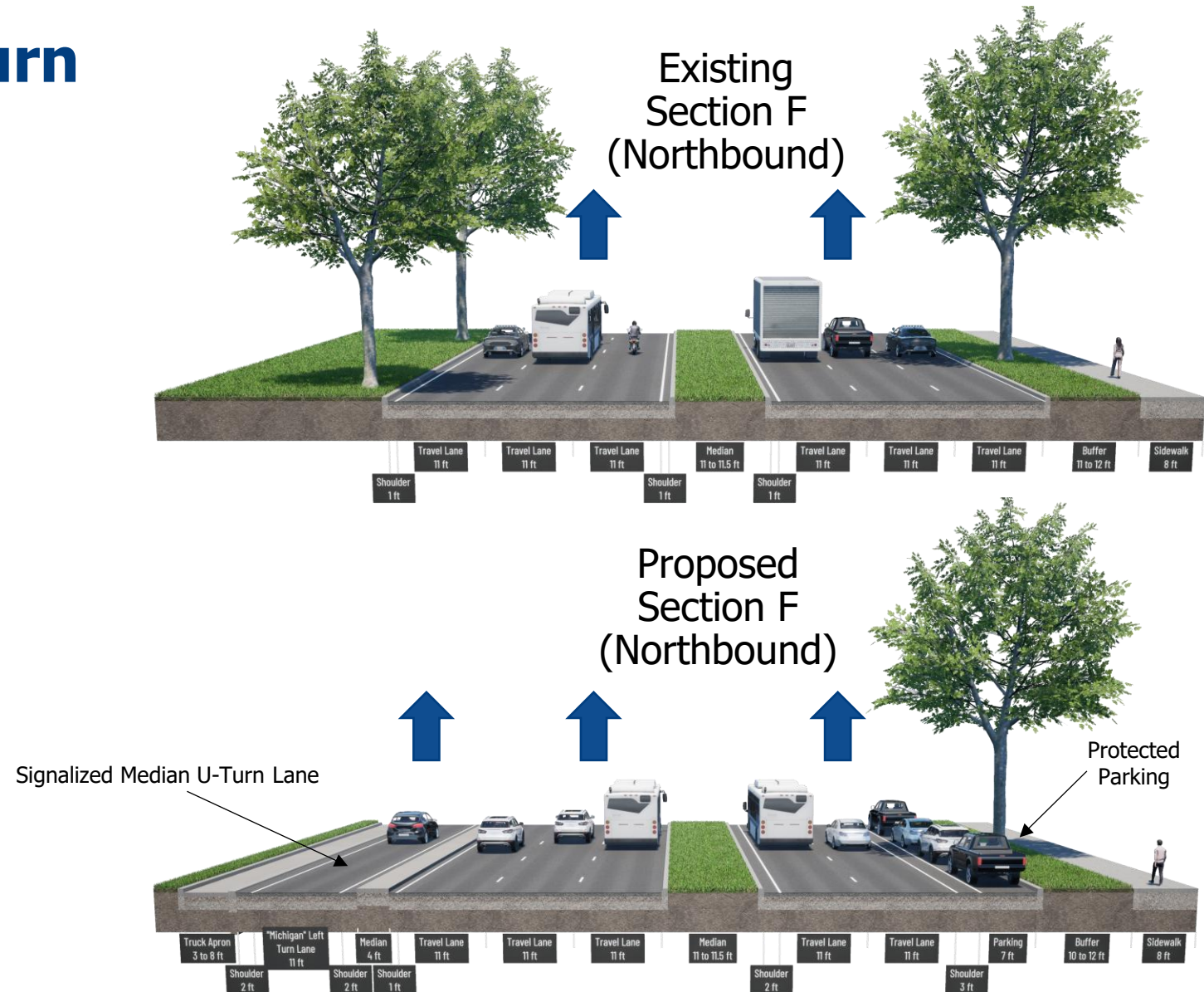
- **Add a second northbound left-turn lane from the inner (express) lanes to Front Street** (not shown)
- **Remove the northbound left-turn from the inner (express) lanes to Rising Sun** (not shown)
- **Add a signalized median U-turn (Michigan left turn) at B Street** to accommodate eastbound truck turns
- **Reconfigure crossovers** between the inner (express) and outer (local) lanes:
 - *Southbound:* remove the existing inner-to-outer crossover and add an outer-to-inner crossover
 - *Northbound:* add an inner-to-outer crossover at Ormes Street



INTERSECTION IMPROVEMENTS

Signalized Median U-turn (Michigan left turn)

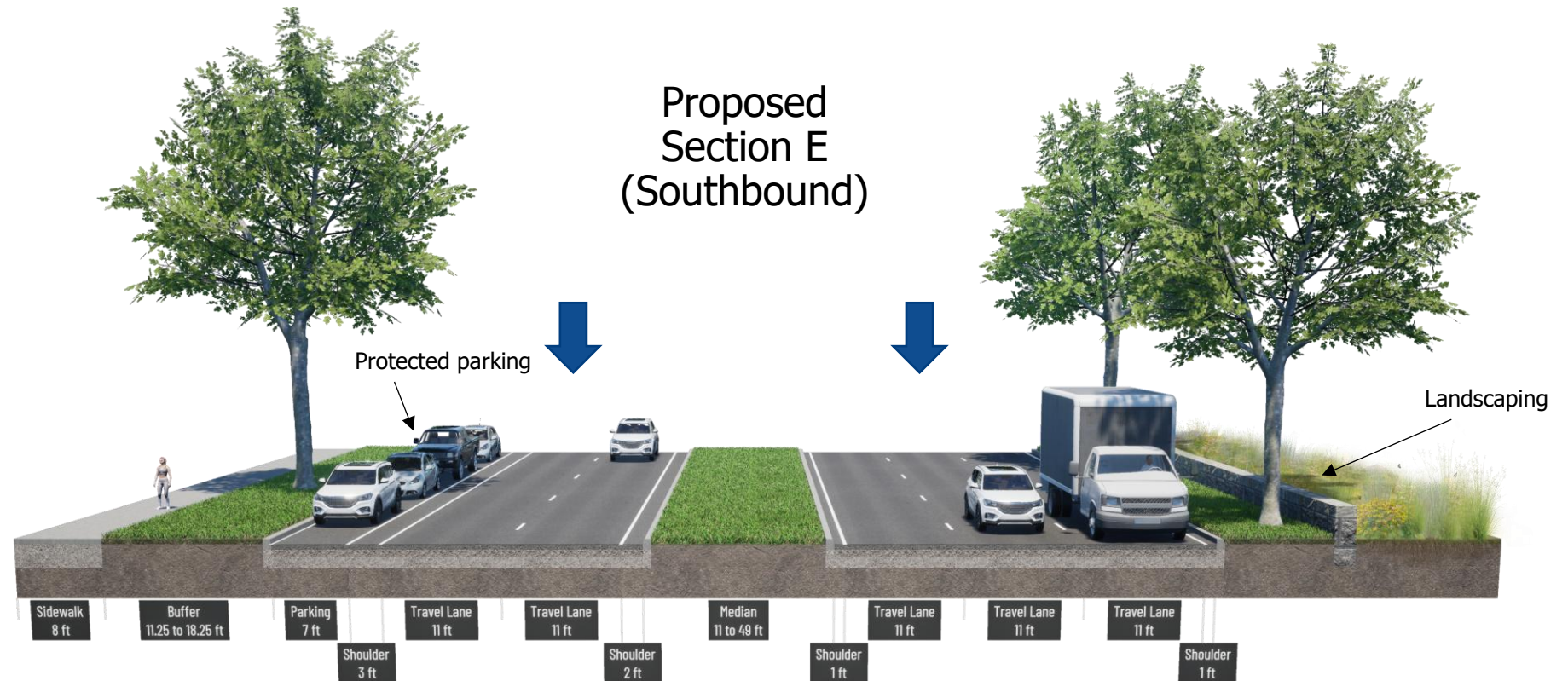
- Eliminate turn conflicts
- Vehicles on side streets first turn right onto the Boulevard inner (express) lanes, then make a U-turn to continue on the Boulevard



INTERSECTION IMPROVEMENTS

Signalized Median U-turn (Michigan left turn) Southbound

- **Protected Parking**
- **Median treatment to discourage unsafe mid-block crossings**

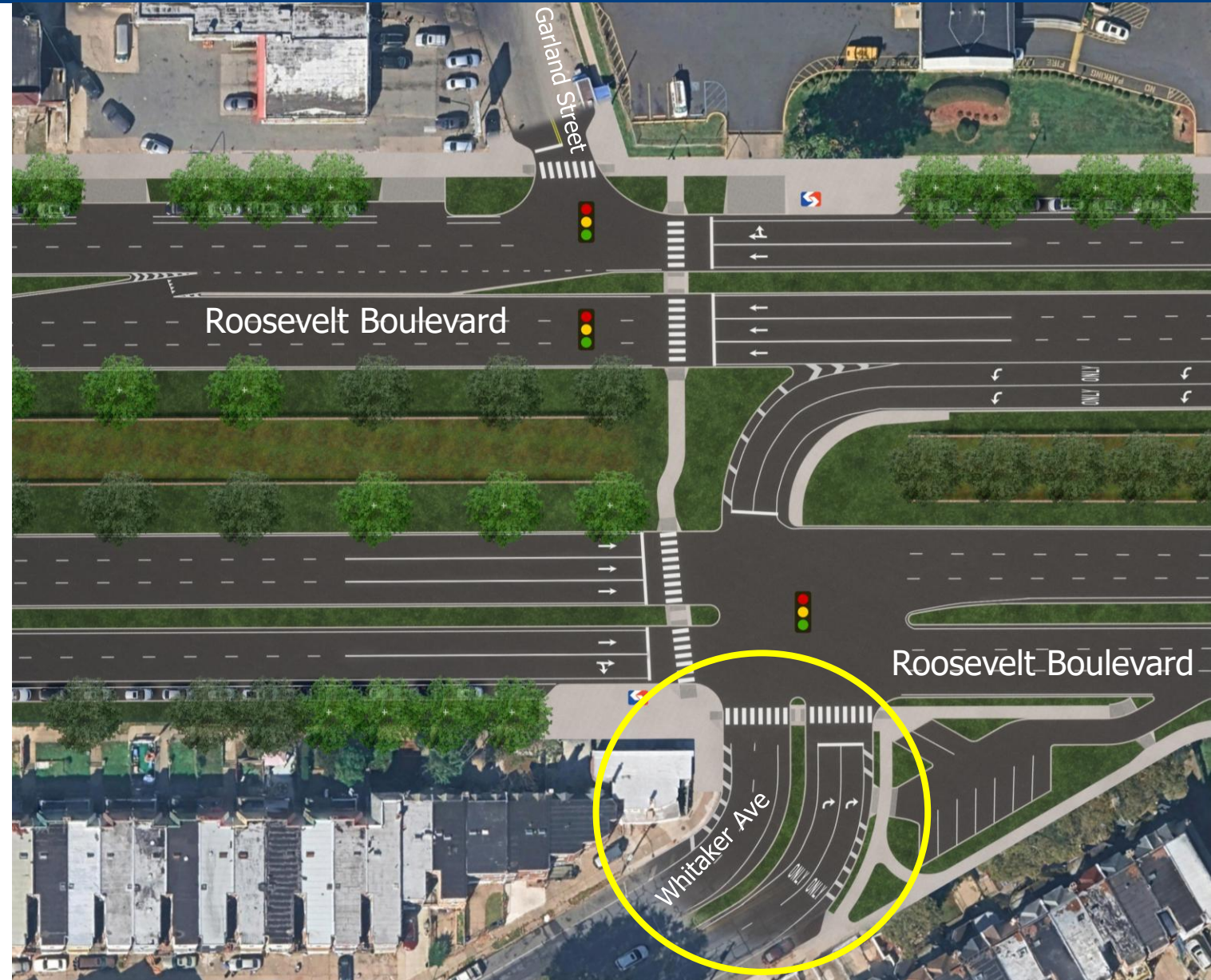
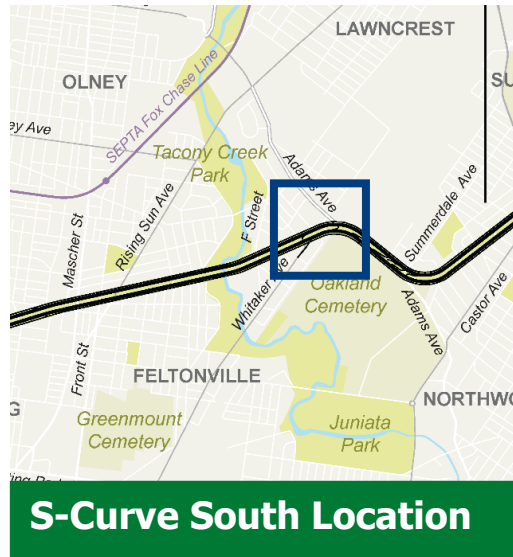


INTERSECTION IMPROVEMENTS

S-Curve South

Reconfigure the intersections to simplify traffic movements and reduce conflicts.

- **Realign northbound Whitaker Avenue** to meet the Boulevard at the existing traffic signal

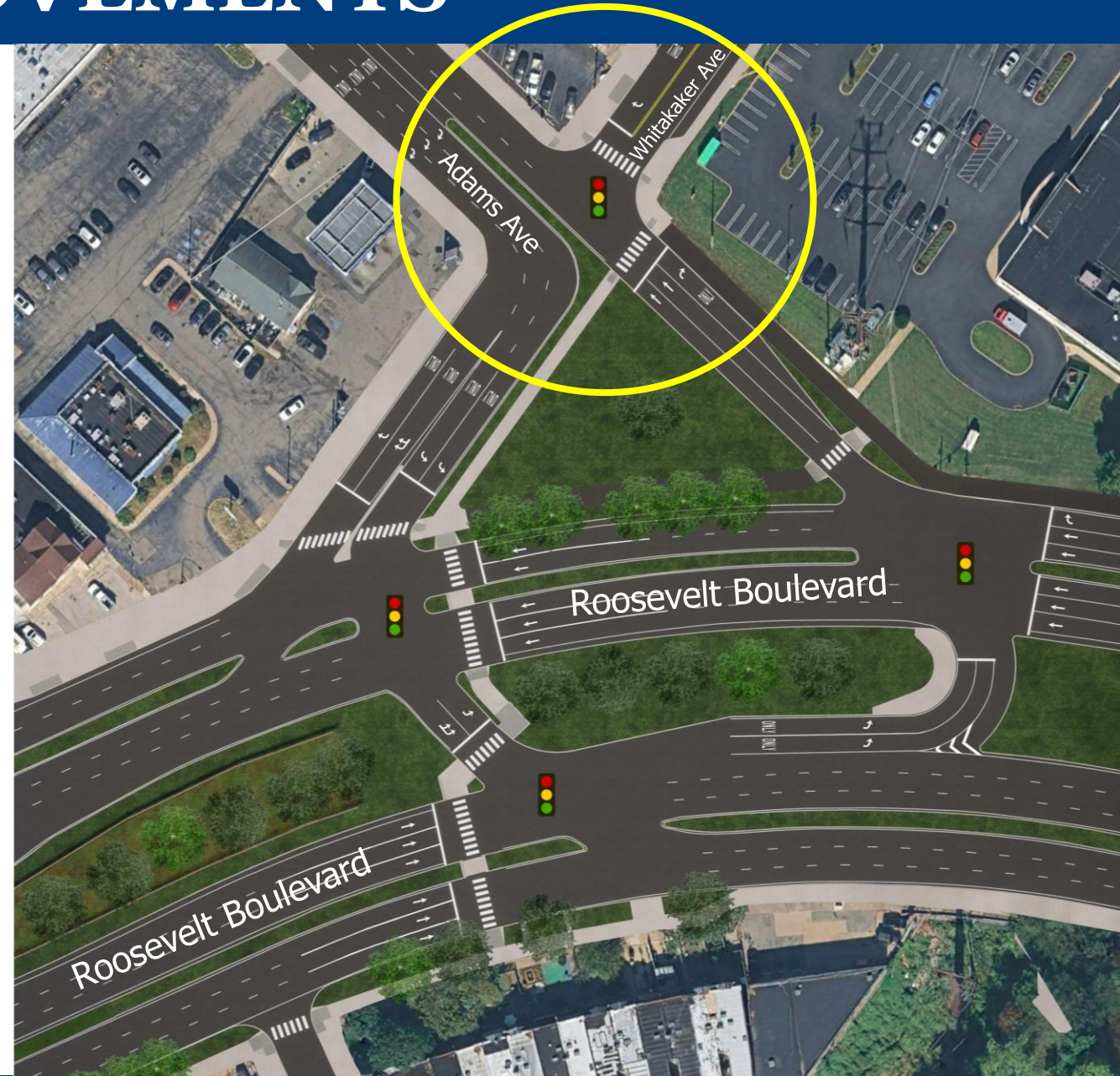
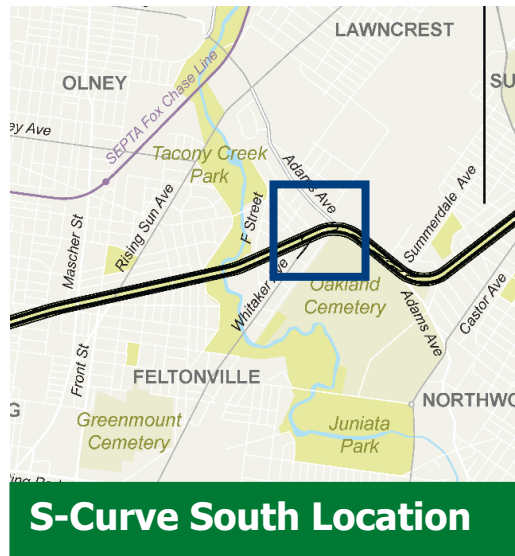


INTERSECTION IMPROVEMENTS

S-Curve South

Reconfigure the intersections to simplify traffic movements and reduce conflicts.

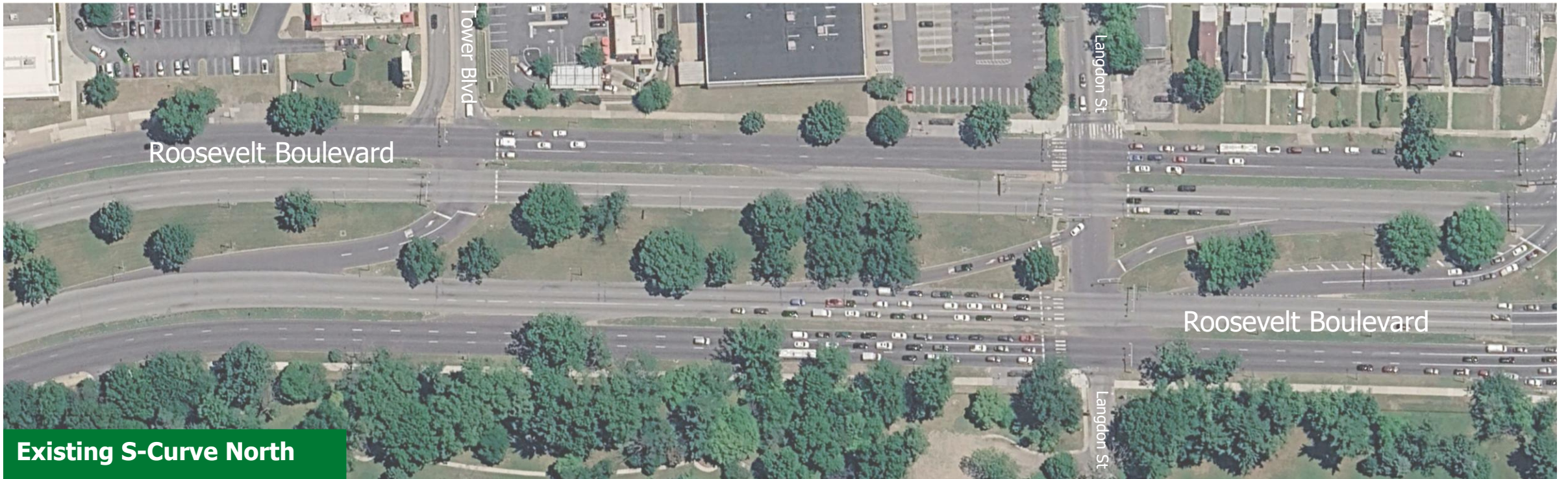
- **Remove the westbound left turn from Adams Avenue to Whitaker Avenue and extend the median island along Adams Avenue**
- **Update traffic signal equipment** to improve intersection flow



INTERSECTION IMPROVEMENTS

S-Curve North

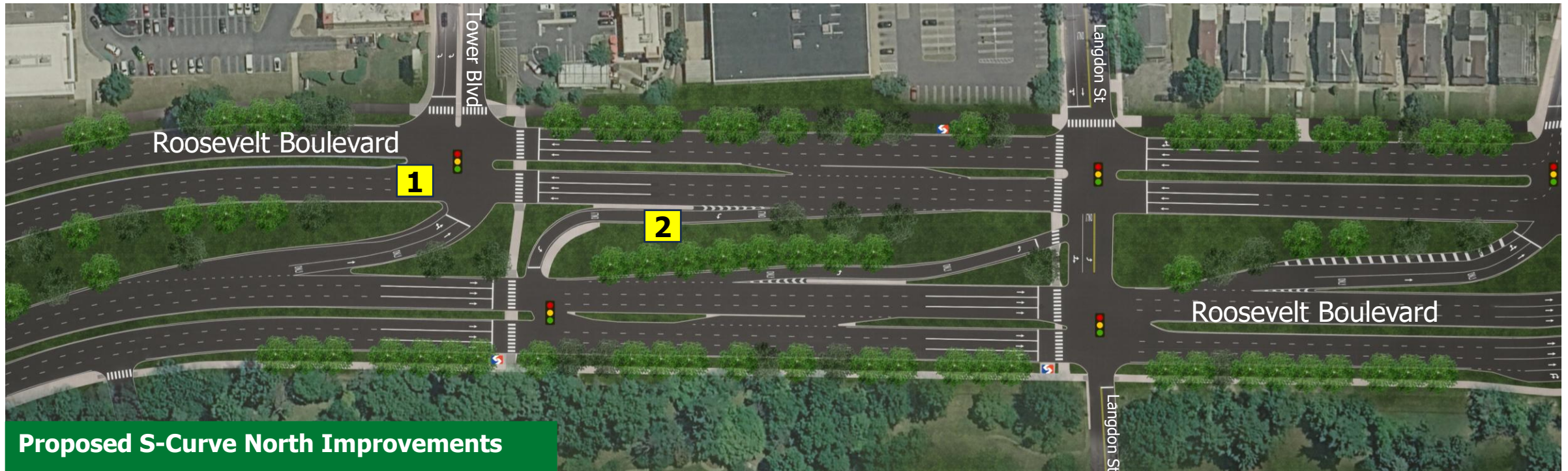
Reconfigure turning movements to improve access and traffic flow through the S-Curve.



INTERSECTION IMPROVEMENTS

S-Curve North

- **Provide access from Tower Boulevard to the southbound Roosevelt Boulevard inner (express) lanes (1)**
- **Add a signalized Michigan left turn at Tower Boulevard (2) to:**
 - Eliminate left-turn conflicts at Summerdale Avenue and Langdon Street
 - Provide access from southbound Roosevelt Boulevard to Friends Hospital and Adams Avenue



Section 4(f) Resources in Section RB1:

- Hunting Park
- Tacony Creek Park
- Historic Resources - Friends Hospital, Saint Ambrose Church Complex

Anticipated Impacts to Section 4(f) Resources:

- Hunting Park - requires a Determination of De Minimis Use
- Tacony Creek Park - requires a Determination of Temporary Occupancy Use
- Historic - No impacts anticipated



Hunting Park

PRATT STREET TO OLD LINCOLN HIGHWAY (SECTION RB₂)



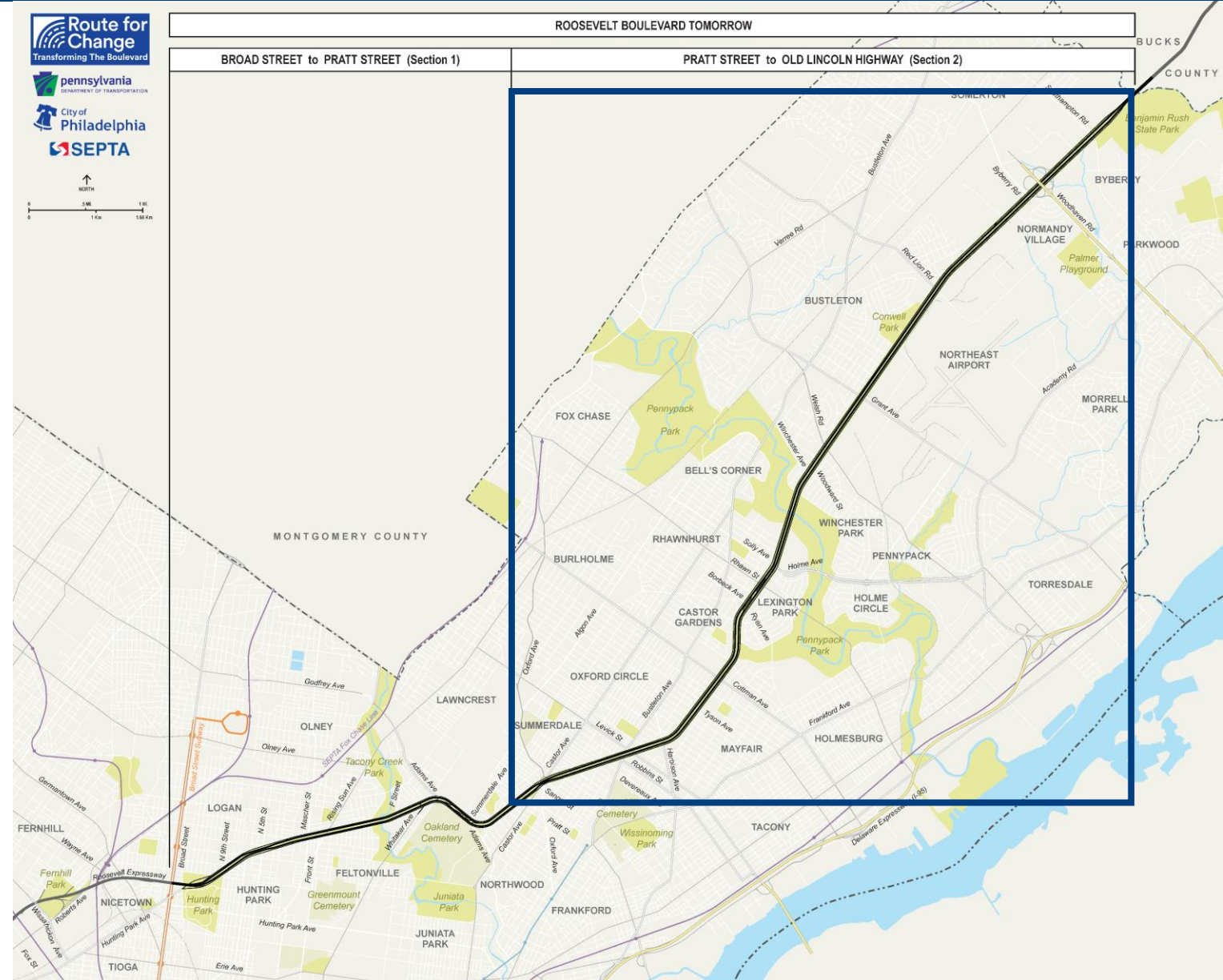
PROJECT LOCATION

Pratt Street to Old Lincoln Highway (Section RB2)

9.1 miles

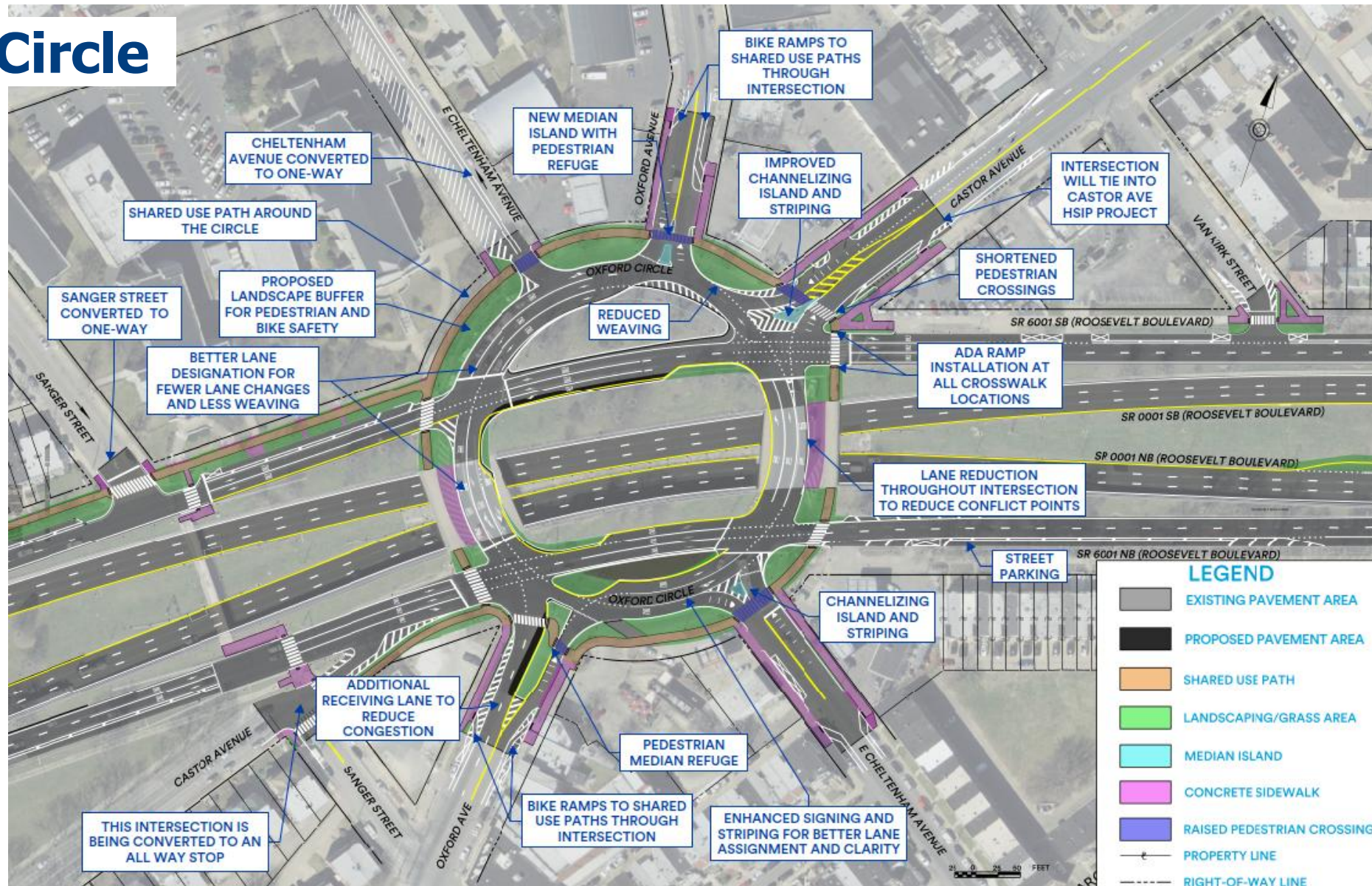
Highlighting Intersection Improvements at:

- Oxford Circle
- Bustleton Avenue / Levick Street
- Harbison Avenue
- Haldeman Avenue
- Offset Left Intersections



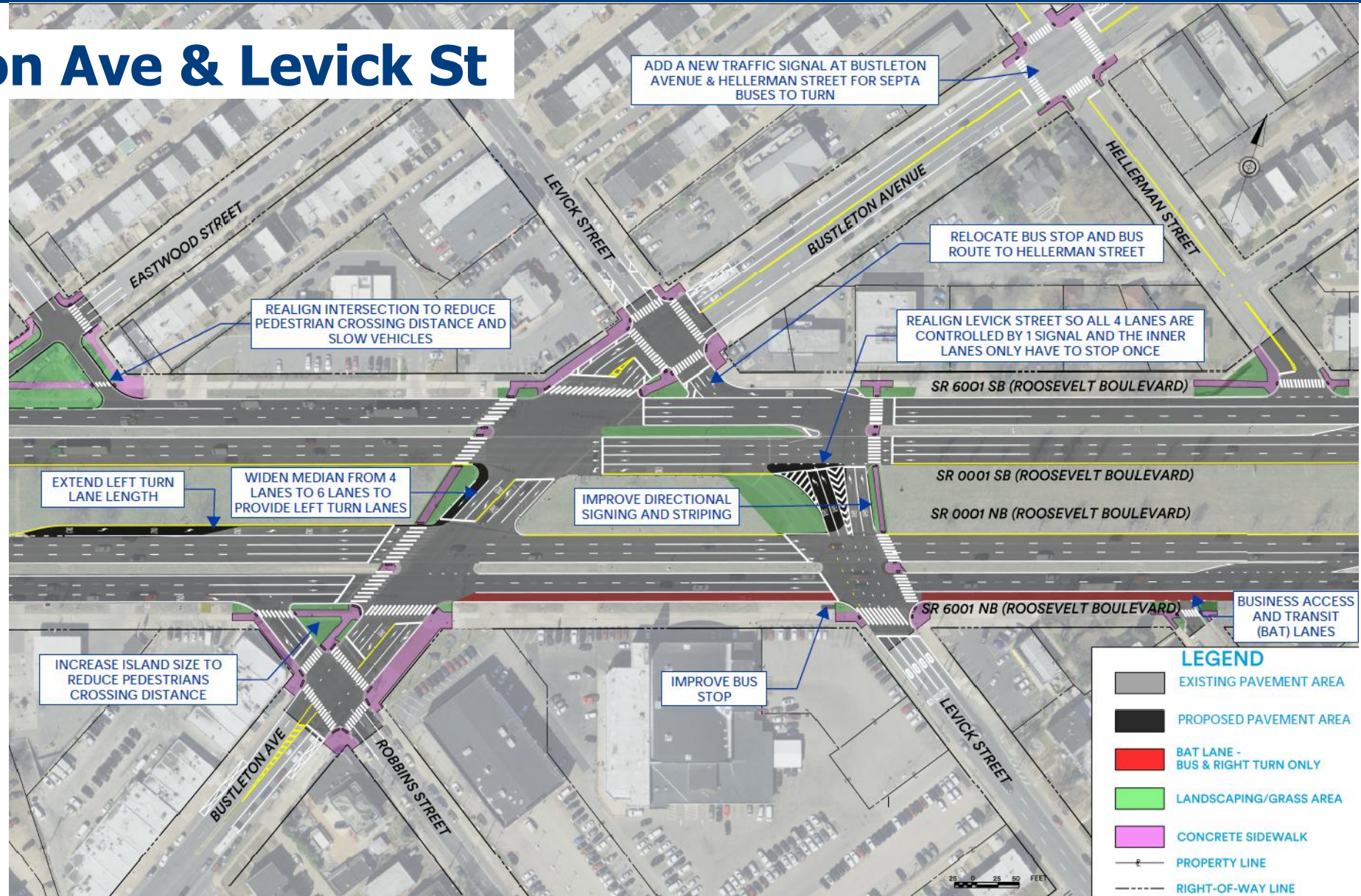
INTERSECTION IMPROVEMENTS

Oxford Circle



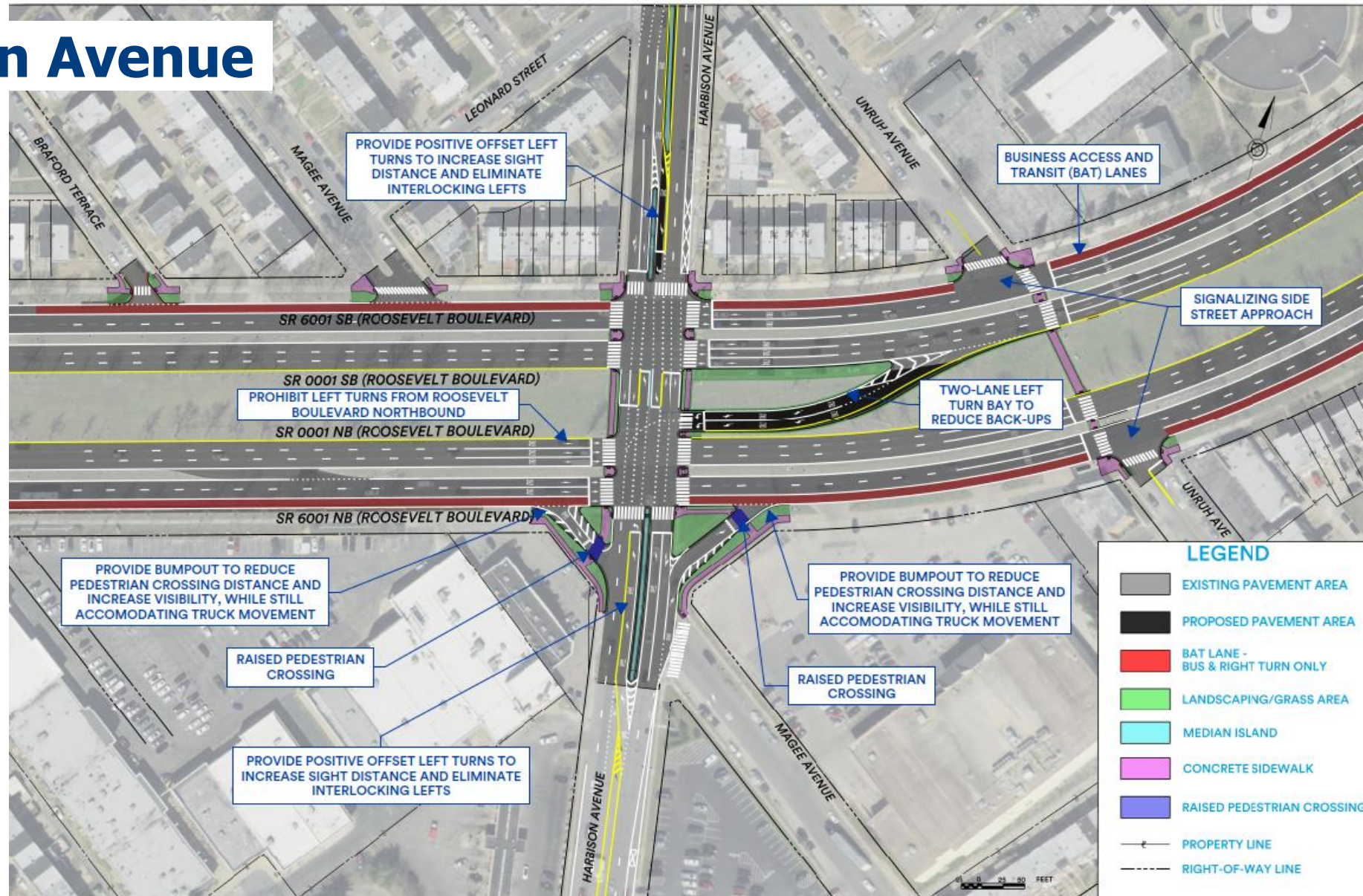
INTERSECTION IMPROVEMENTS

Bustleton Ave & Levick St



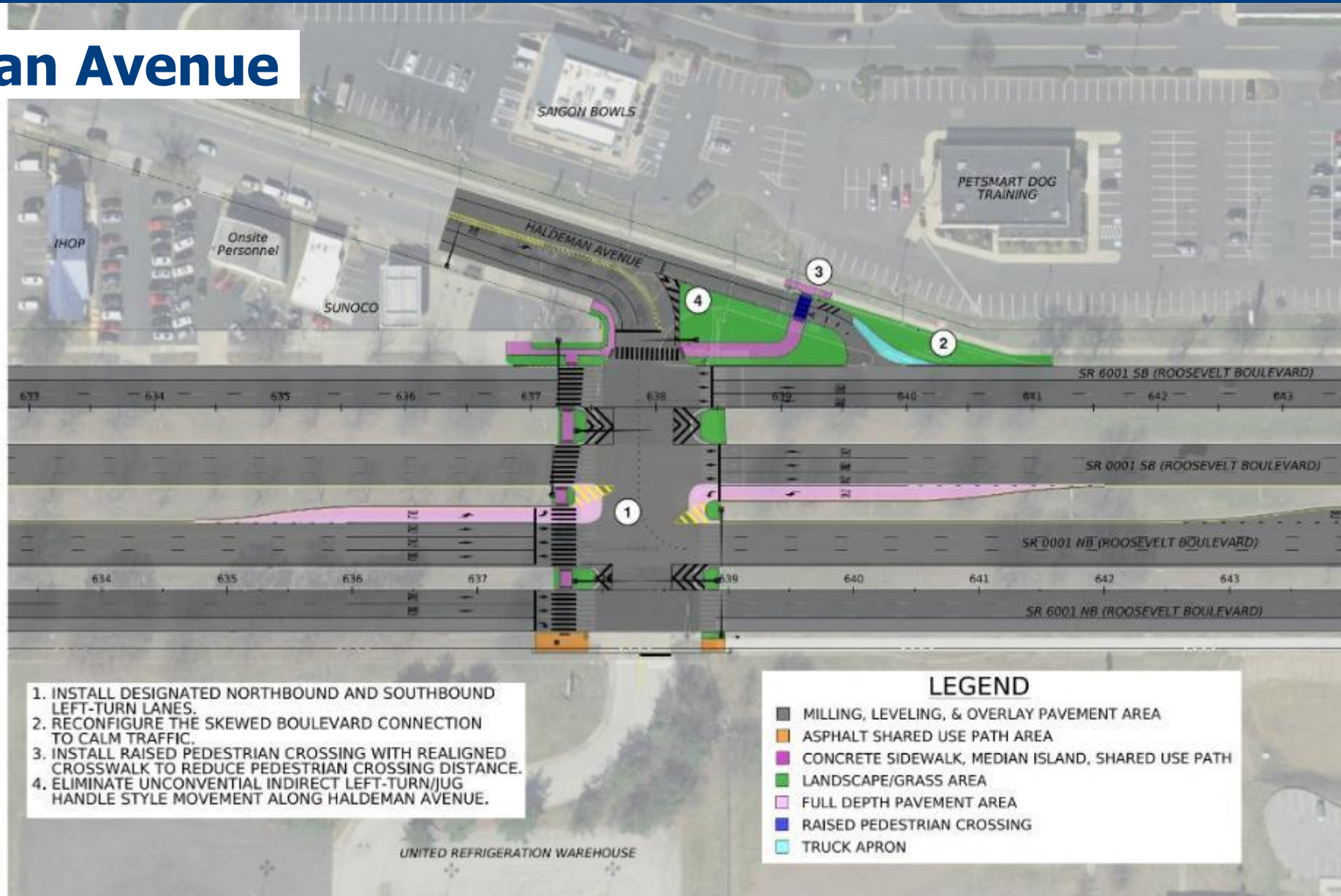
INTERSECTION IMPROVEMENTS

Harbison Avenue



INTERSECTION IMPROVEMENTS

Haldeman Avenue



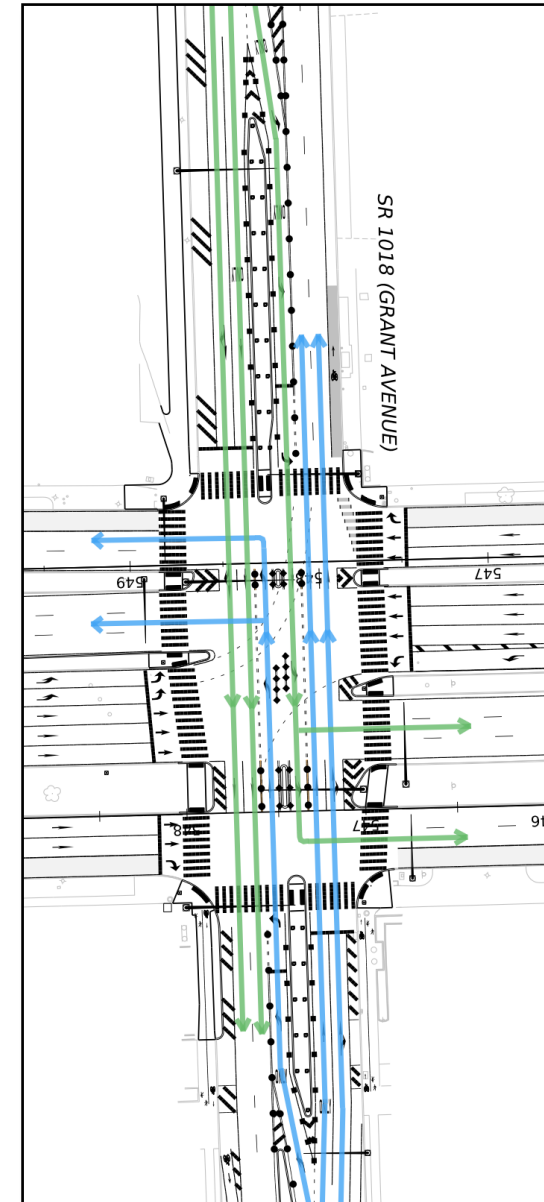
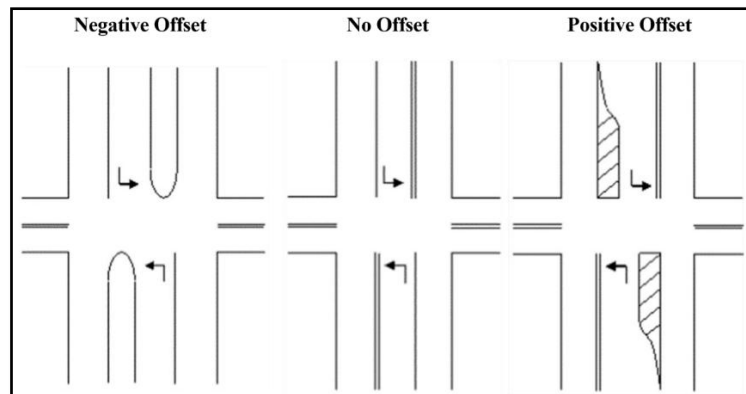
INTERSECTION IMPROVEMENTS

Positive Offset Left Turns

- Helps solve the interlocking left problem



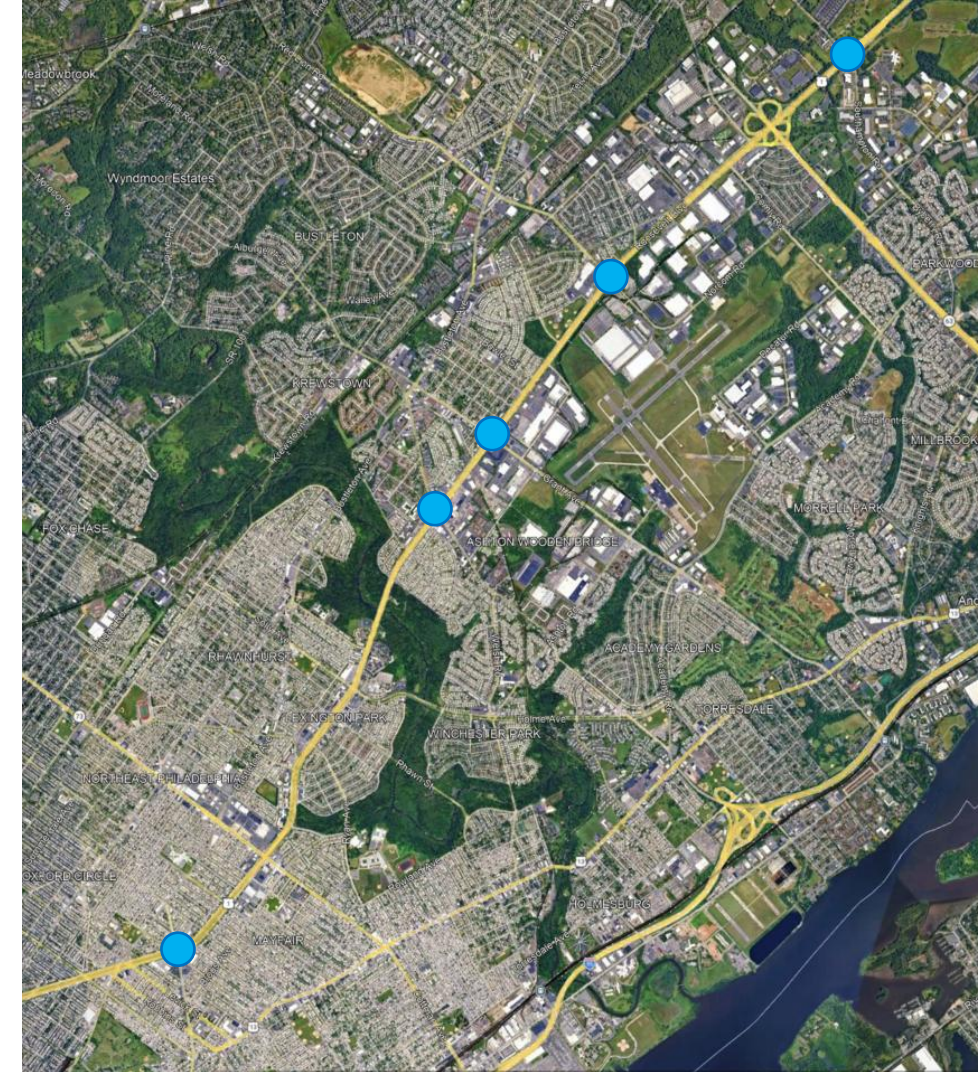
- Improves safety by increasing sight distance



INTERSECTION IMPROVEMENTS

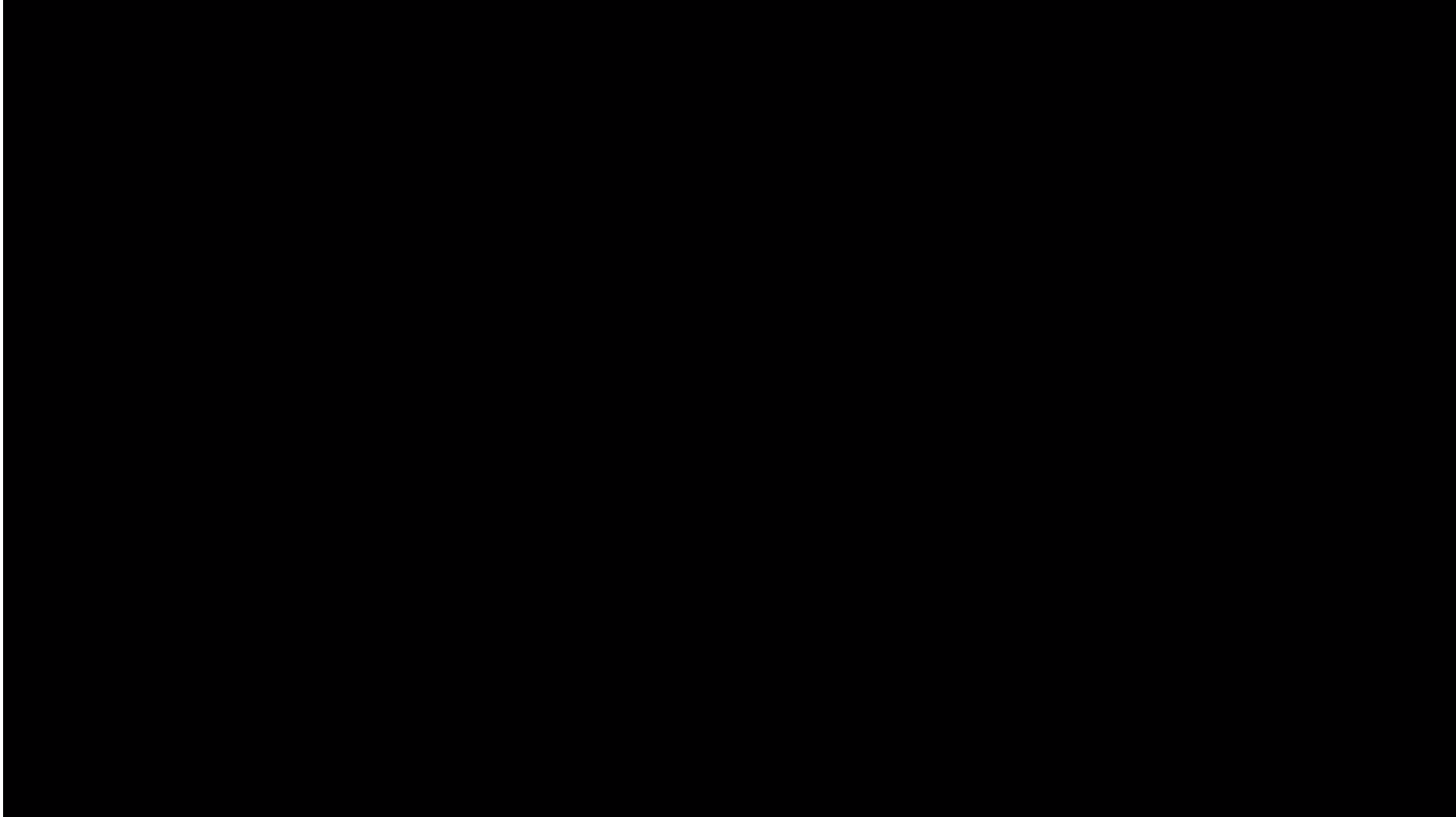
Positive Offset Left Turns

- **Locations**
 - Harbison Avenue
 - Welsh Road
 - Grant Avenue
 - Red Lion Road
 - Southampton Road
- **Pilot Project** at Southampton to gather data and feedback



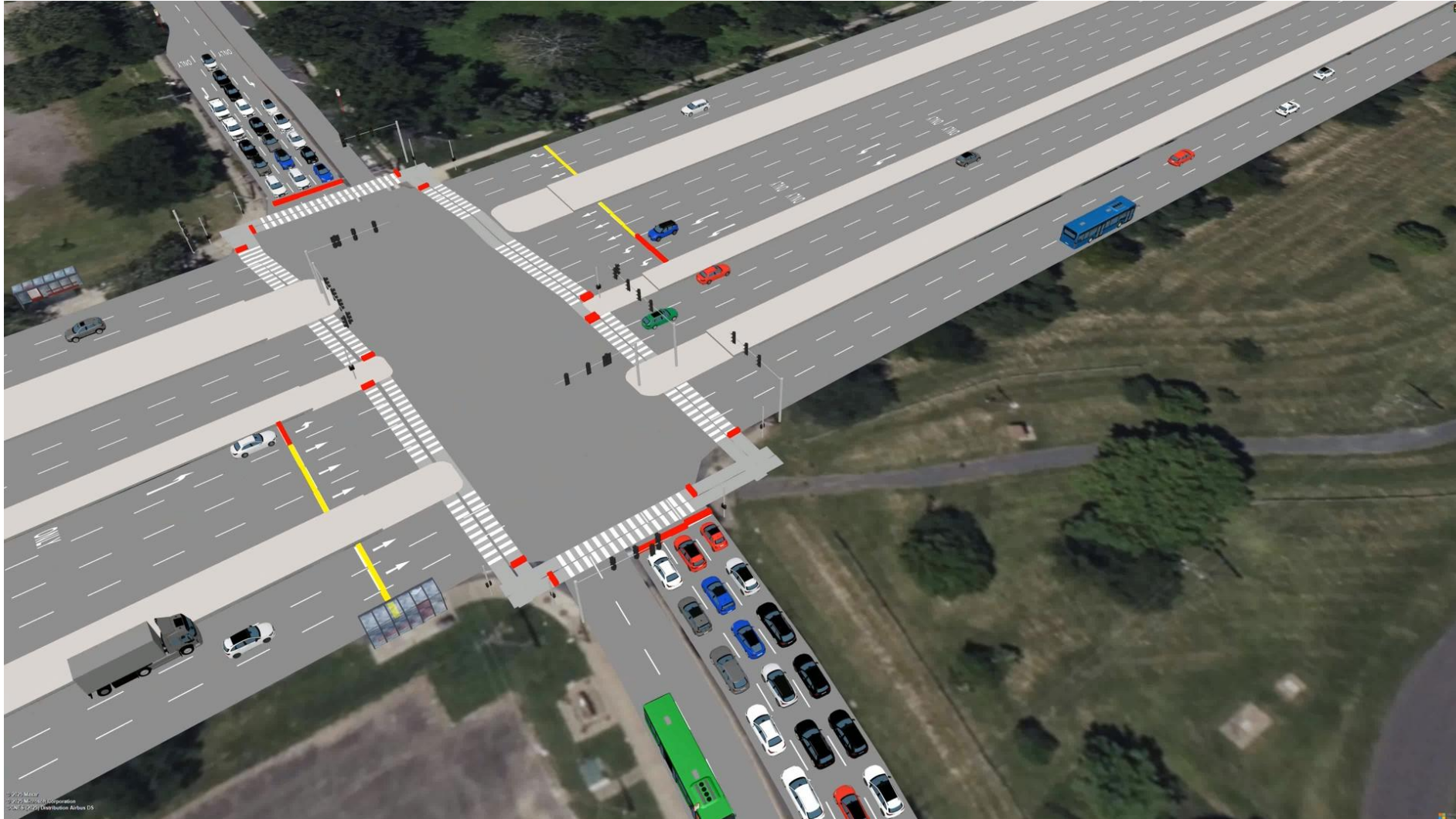
INTERSECTION IMPROVEMENTS

Grant Avenue



INTERSECTION IMPROVEMENTS

Southampton Rd



Section 4(f) Resources in Section RB2:

- Pennypack Park
- Swenson Park
- Benjamin Rush State Park
- Historic Resources - Nurses' and Female Attendants' Quarters at Byberry

Anticipated Impacts to Section 4(f) Resources:

- Pennypack Park - requires a Determination of Temporary Occupancy Use
- Swenson Park and Benjamin Rush State Park - No impacts anticipated
- Historic - No impacts anticipated



Pennypack Park

ADDITIONAL INFORMATION



OPEN HOUSES

Broad Street to Pratt Street (Section RB1)

 Wednesday, October 14, 2026

 Esperanza Arts Center
4261 N 5th St
Philadelphia, PA 19140

 6:00 – 8:00 PM

Pratt Street to Old Lincoln Hwy (Section RB2)

 Tuesday, October 13, 2026

 KleinLife
10100 Jamison Ave
Philadelphia, PA 19116

 6:00 – 8:00 PM

FOLLOW PENNDOT



www.pa.gov/penndot



www.pa.gov/dmv



PennsylvaniaDepartmentofTransportation



PennDOTNews



PennsylvaniaDOT



PennDOTSec



/company/PennDOT



PennDOTSec



PennsylvaniaDOT



Pennsylvania
Department of Transportation

QUESTIONS?



THANK YOU FOR PARTICIPATING

Contact: Brian Teles, P.E. c-brteles@pa.gov



[Bit.Ly/RooseveltBlvd](https://bit.ly/RooseveltBlvd)

