

Roosevelt Boulevard Route for Change: The Boulevard Reimagined Project

Planning and Environmental Linkages Study

Public Engagement Round 1 Report

April 2025

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1 Executive Summary

This document describes the results of Public Engagement Round 1 (Round 1) for the Roosevelt Boulevard Route for Change: The Boulevard Reimagined Project (Project). The Project Partners—composed of the Pennsylvania Department of Transportation (PennDOT), the City of Philadelphia (City), and the Southeastern Pennsylvania Transportation Authority (SEPTA)—have undertaken a Planning and Environmental Linkages Study (PEL Study) to develop the Project’s purpose and need statement, and to conduct planning- and environmental-level studies to aid in concept development. The Project’s purpose is to enhance safety, improve mobility, and enhance multimodal access on Roosevelt Boulevard while meeting the current and future needs of the surrounding communities and transportation network. The Public Engagement and Agency Coordination Plan provides details on the overall public engagement strategy for the Project.

Round 1 engagement occurred between December 9, 2024 and February 7, 2025 and was the first of four rounds of public engagement held by the Project Partners for the PEL Study. During Round 1, the Project Partners held four in-person open houses, two virtual town halls, a virtual community stakeholders meeting, and a meeting with elected officials. Throughout Round 1, survey responses were gathered to capture public input. As a result of these outreach efforts, 235 stakeholders attended meetings, 626 stakeholders responded to the survey, and 485 stakeholders requested to stay involved via email. The survey asked respondents for their input on long-term goals for Roosevelt Boulevard’s future, and their priorities for road design, station area character, pedestrian crossings, and transit service. The survey results and feedback will inform and verify the Project’s purpose and need, as well as the evaluation criteria to be used to conduct the alternatives analysis.

The Project Partners have determined several key takeaways from the survey results from Round 1. When asked to rank six project goals, survey respondents ranked “Safety” and “Reliable Travel” as their most important goals for the Project. When asked to respond to tradeoff questions focused on project elements, survey respondents generally chose the following:

- Prioritize a road that helps connect businesses and people
- More places to cross Roosevelt Boulevard with more lanes
- Main Street style buildings
- Faster and more direct service with no transfer to Center City needed

These responses were generally the same regardless of where respondents live. Comments received in surveys focused primarily on the Project’s transit elements. While this provided useful feedback, more emphasis should be placed on gathering input on the roadway options in future rounds.

Lastly, the Project Partners have identified key takeaways and lessons learned on the public engagement strategy in Round 1. Throughout Round 1, underrepresentation was identified in open

house attendance and survey responses, specifically in North Philadelphia and Lower Bucks County. Additionally, low-income communities and racial / ethnic minority groups were underrepresented in survey responses and open house attendance, with the majority of respondents being white males. Future engagement strategies will need to be refined with more-targeted outreach efforts in communities along Roosevelt Boulevard to address these gaps in representation. Several further changes could be made to improve the public engagement process, including creating an engagement social media toolkit, attending community events, and having a shorter and more simple survey design.

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2 Engagement Overview

This Public Engagement Round 1 Report recaps the public engagement efforts from December 9, 2024, to February 7, 2025. The Project Partners are jointly undertaking the Project to address identified long-range transportation and safety-related needs along Roosevelt Boulevard within the city and county of Philadelphia and Bucks County. The objective of Round 1 was to present the defined long list of project alternatives (six in total), preliminary transit ridership results, and order-of-magnitude capital cost estimates. Feedback from Round 1 will assist in developing the evaluation criteria framework to complete the Tier 1 comparative assessment of the long list of alternatives, which will be presented to the public in Public Engagement Round 2. The Tier 2 analysis of the Project will evaluate the short list of alternatives that were identified in the Tier 1 evaluation.

The Project Partners held eight meetings in Round 1 (**Table 1**).

Table 1. Meetings Held during Round 1

Meeting Type	Time and Date	Location	Attendance
Elected Officials	Friday, November 15, 2024 1:30pm to 3:30pm	Virtual – Microsoft Teams	15
Community Stakeholders	Tuesday, November 19, 2024 6pm to 6:30pm	Virtual – Microsoft Teams	21
Public Open House	Saturday, December 14, 2024 10am – 12pm	Mayfair Community Center	30
Public Open House	Monday, December 16, 2024 6pm – 8pm	Radisson Hotel Philadelphia Northeast	25
Public Open House	Wednesday, December 18, 2024 6pm – 8pm	New Life Philly Church	22
Public Open House	Monday, January 6, 2025 6pm – 8pm	American Heritage Credit Union	62
Virtual Town Hall	Wednesday, January 29, 2025 6:30pm – 8:30pm	Virtual – Microsoft Teams	49
Transit Talk	Monday, February 3, 2025 6:30pm – 8:30pm	Virtual – Microsoft Teams	47

Four in-person meetings were held in a two-hour open house style format during weekday evenings and one late morning on a Saturday to provide the public with an opportunity to review the Project’s content at their own pace and to ask the Project Partners questions. The Virtual Town Hall and Transit Talk were conducted after the conclusion of the four open houses via an online webinar format that included a presentation and a Question & Answers (Q&A) session and did not include an opportunity for discussion between the presenters and audience. Virtual meetings with community stakeholder

groups and elected officials were conducted prior to the start of the open houses with a formal presentation followed by a Q&A and discussion.

To capture public input in Round 1, a survey was designed and circulated online, at public meetings, on social media platforms, and in local newspapers to collect feedback on project goals and values.

Appendix A provides the survey design. The goals of Round 1 were to:

- Provide an overview of the Route for Change program and other near-term projects on Roosevelt Boulevard.
- Confirm whether the community and public's goals for long-term improvements on Roosevelt Boulevard have changed since the previous Route for Change (2021) engagement.
- Inform the public on the long-term need for changes on Roosevelt Boulevard.
- Gather feedback on six alternatives, which are combinations of three transit concepts coupled with two roadway configurations.
- Ask value-based questions to inform the selection of a short list of alternatives.

In-person open houses were organized along Roosevelt Boulevard on different days and times (refer to **Figure 1**). Translation was available in Spanish, Russian, and Chinese at select events, and flyers identified nearby mass-transit options to access the events.

Figure 1. Snapshot of Attendance at Open Houses for Round 1 Engagement

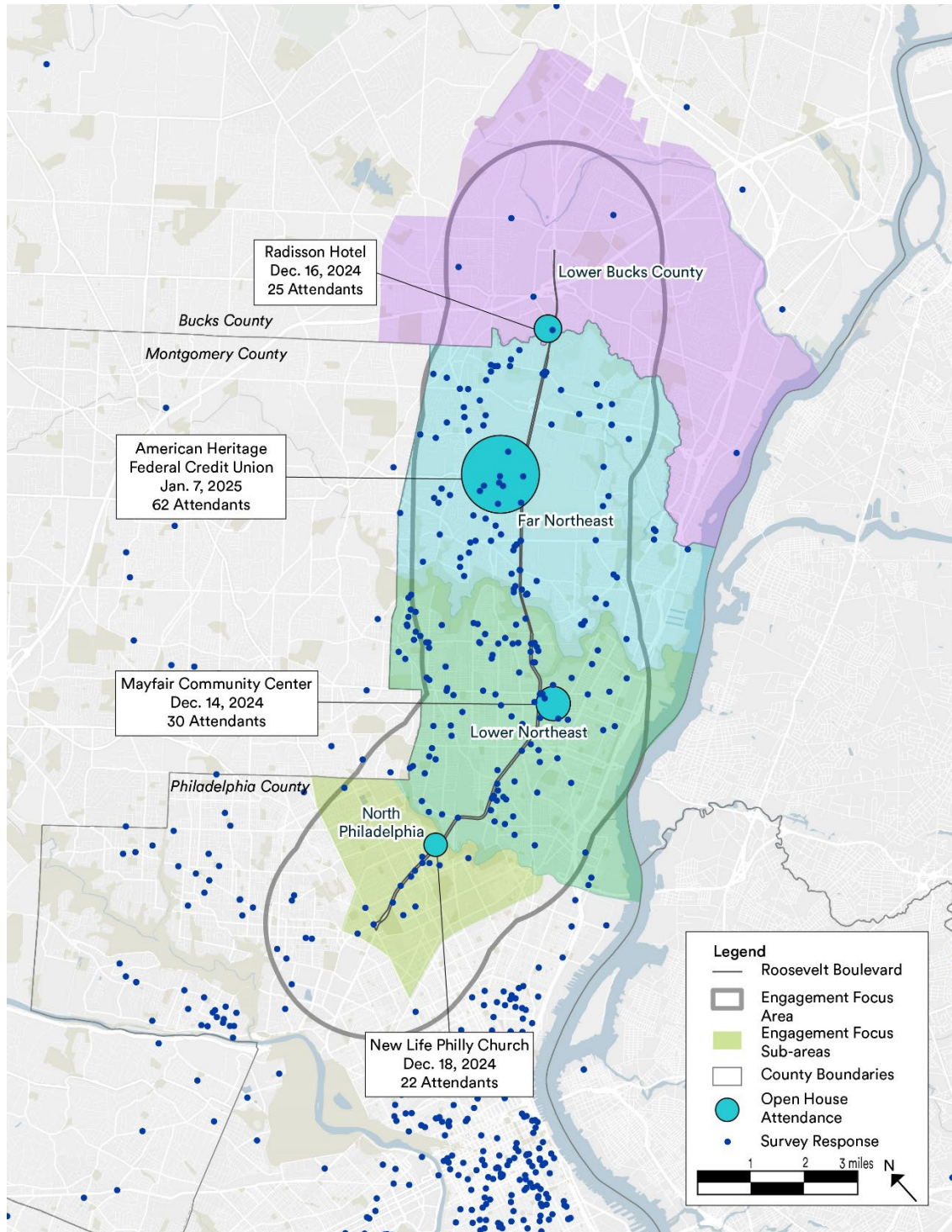
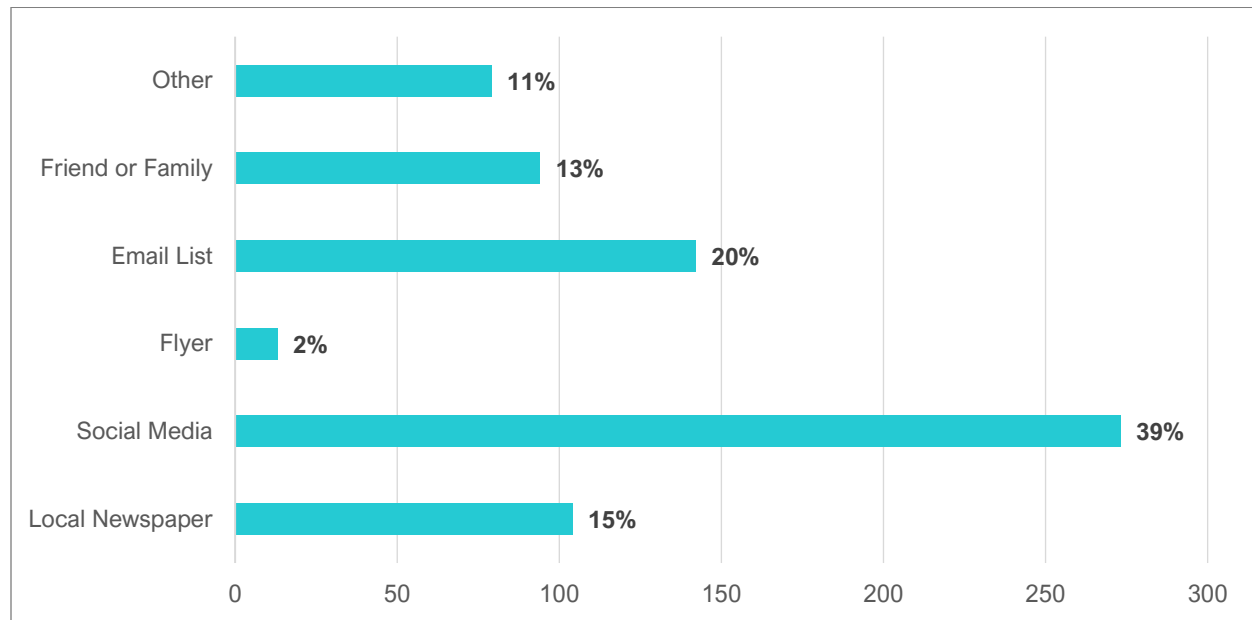


Figure 2. How Stakeholders Learned about Round 1 Open Houses



Two virtual meetings were also held on January 27 and February 3, 2025, with 49 and 47 attendees, respectively. Including event attendees, 626 people completed the survey, with 485 respondents providing their email to stay engaged with future events and information. Respondents learned about the Project and events primarily through virtual channels, either social media or email lists (e.g., email list from the Somerton Civic Association) (refer to **Figure 2**). The Project Partners sent out emails to constituents advertising meetings and ways to get involved as part of the marketing push. Six individuals specifically indicated that they learned about the open houses from the Project Partners. More than 70% of attendees and survey respondents had not previously engaged in the original Route for Change program (2017–2021), while 21% had been involved.

3 Survey Design

The survey was designed to correspond with the open house display boards (24 x 36 inches), allowing attendees and survey respondents to give consistent feedback regardless of whether they attended a meeting. The survey had four sections:

1. Traveling on Roosevelt Boulevard
2. Goals and Priorities for Roosevelt Boulevard
3. Project Alternative Trade-Offs
4. Demographics

The Project Partners wanted to confirm how opinions, priorities, and uses of Roosevelt Boulevard have or have not changed since the original Route for Change program (2017–2021). The Project Partners also requested feedback on the early conceptual designs of the six alternatives for Roosevelt Boulevard. The survey included tradeoff questions about how people want Roosevelt Boulevard to function. These binary preference questions (e.g., Do you prefer A or B?) were related to roadway design, transit, and development. The survey opened December 9, 2024 (one week prior to the start of public meetings), closed February 7, 2025, and received 626 responses. (Refer to **Appendix A** for the survey and **Appendix B** for the open-ended comments.)

Participants could take the survey in several different ways—online from a smart phone or computer any time after the survey opened and concurrently view a PDF with content from the open house boards, which showed information such as alternative renderings, ridership forecasts, cost estimates, and other key information. Participants could also take the survey in person at an open house, either via a paper copy or on their phones. All survey options included the same questions as the online version. Each page of the survey corresponded to the open house boards, enabling participants to take the survey as they went through the open house or at the end after looking at all the content. Although participants could also engage with the boards via stickers, they were informed that the survey would be the primary way of collecting and documenting their response (**Figure 3**).

Survey respondents were able to complete the survey more than once, either in person or online. Duplicates were consolidated based on names and emails into a single response with comments preserved. If a respondent generated two survey responses, that respondent's last (or second) response was incorporated into the survey analysis. Multiple responses were permitted in case respondents changed their mind or had additional comments based on meetings and events. Percentages of survey answers did not always total 100% because survey respondents were able to select more than one response for all questions except in the tradeoff sections. Similarly, all questions were presented as optional aside from the respondent's address or nearest intersection.

Figure 3. Participants Identify Important Goals with Stickers at Open House



4 Demographics

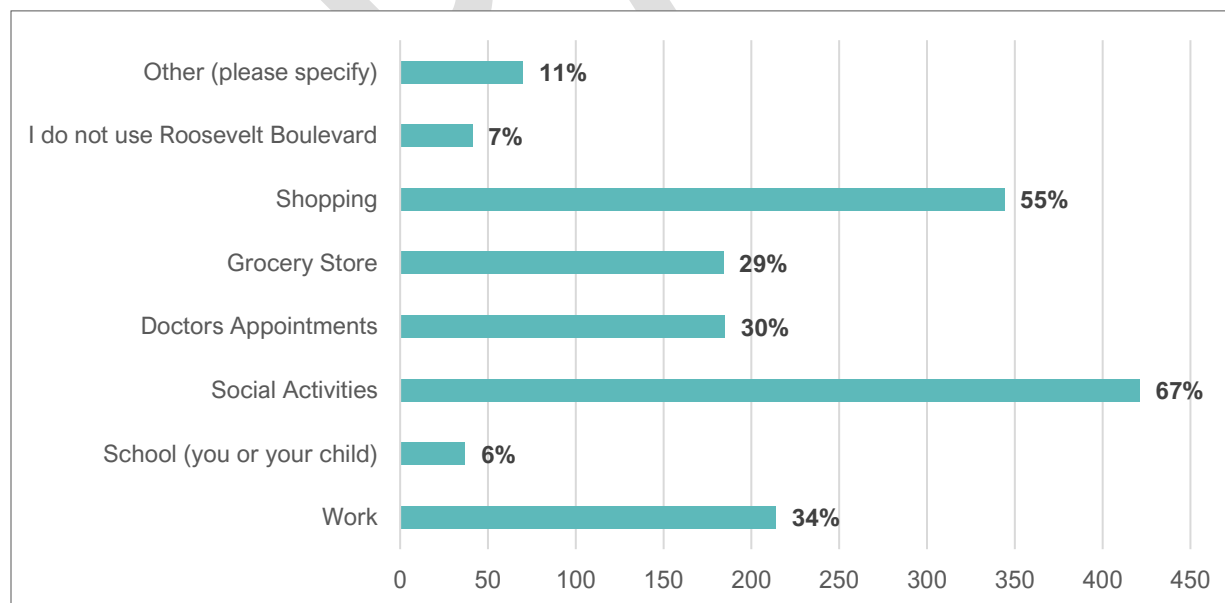
Of the 626 survey respondents, approximately 38% lived within the Engagement Focus Area (239 respondents), defined as within two miles of Roosevelt Boulevard. Additionally, 249 stakeholders reported they lived in one of four Engagement Focus Sub-Areas (Sub-Areas): North Philadelphia, Lower Northeast, Far Northeast, and Lower Bucks County (**Table 2**). Respondents could provide either an exact address or their nearest intersection.

Table 2. Geographic Makeup of Participants

Total Participants	Engagement Focus Area	Engagement Focus Sub-Areas			
		Lower Bucks County	Far Northeast	Lower Northeast	North Philadelphia
626	239	7	110	117	15

More than half of the respondents indicated that they use Roosevelt Boulevard to access social activities (67%) and shopping (55%) (**Figure 4**). This group surpasses those who primarily use Roosevelt Boulevard to commute (34%). For users who selected “Other,” they emphasized visiting family, friends, restaurants, recreational activities, or traveling in and out of the city as the top reasons for using Roosevelt Boulevard.

Figure 4. Where Respondents Travel to on Roosevelt Boulevard



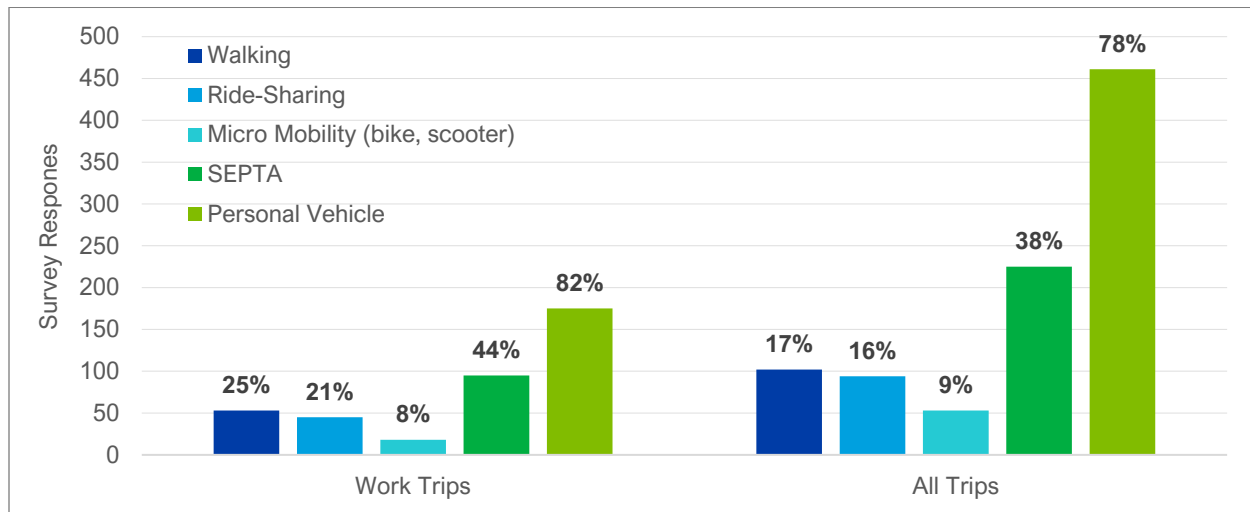
Although 38% of all responses were residents of the Engagement Focus Area, many more respondents confirmed in open-ended comments that they work or visit Northeast Philadelphia via Roosevelt Boulevard or used to live there. Many survey responses came from other parts of the Philadelphia metro area in both New Jersey and Pennsylvania, such as Montgomery County, PA, and Camden County, NJ. While each of the four Sub-Areas were represented, there were different levels of participation in both the survey and open houses across neighborhoods.

Most respondents reported that their typical commute time ranged between 15 and 45 minutes, with 5% of respondents reporting commute times of over an hour. Almost three-quarters (70%) of respondents have access to a vehicle at home and drive primarily along Roosevelt Boulevard.

For respondents who use Roosevelt Boulevard for work trips, 25% reported using SEPTA and 19% bike or walk (**Figure 5**). In contrast, for the city of Philadelphia as a whole, 45% drive to work as their primary means of transportation, while 17% utilize public transportation.¹ Due to a process error, respondents who filled out a paper survey were not asked about commute times. The Project Partners substituted travel times with average commute times from their given census tract. There was little difference in the transportation mode share between respondents who live within the Engagement Focus Area and those who do not. For instance, 22% of respondents within the Engagement Focus Area reported using SEPTA, while 23% of more regional responses use SEPTA. Similarly, of respondents who live within the Engagement Focus Area, roughly equal percentages of respondents' drive, walk, use micromobility (bike or scooter) options, or use ride-sharing services (all within three percentage points). Note: 214 respondents indicated that they travel to work on Roosevelt Boulevard. 595 respondents provided their means of transportation on Roosevelt Boulevard. Percentages are based on these totals, and respondents could select more than one means of transportation. Therefore, percentages do not necessarily add up to 100%.

¹ U.S. Census Bureau, table S0801

Figure 5. Means of Transportation on Roosevelt Boulevard



One-third of stakeholders live in Transportation Disadvantaged Communities or live in Areas of Persistent Poverty, as defined by the U.S. Department of Transportation. A Community Census Profile was developed based on census tracts within the Engagement Focus Area to understand existing demographic information in contrast with respondents. The Community Census Profile shows that 26% of residents earn less than \$25,000, 24% earn more than \$100,000, and 48% earn between \$25,000 and 100,000 (**Table 3**). The income of respondents varies from the Community Census Profile with approximately 43% of respondents across geographies earning over \$100,000. Only North Philadelphia respondents had an income group earning less than \$25,000 that was comparable to the Community Census Profile, with approximately 21% of respondents within this income bracket.

Table 3. Household Income by Respondent Geography

Household Incomes	Community Census Profile	All Stakeholders	Engagement Focus Area	Lower Bucks County	Far Northeast	Lower Northeast	North Philadelphia
Sample Size:	NA	626	239	15	117	110	7
Less than \$25k	26.1%	5.9%	7%	0	5.9%	5.9%	20.8%
\$25k – \$35k	9.5%	4.4%	4.1%	0	3.8%	6.2%	1.3%
\$35k – \$50k	12.6%	8.6%	11.0%	0	10.7%	11.0%	22.9%
\$50k – \$75k	16.1%	19.8%	24.5%	28.6%	24.0%	25.0%	16.7%
\$75k – \$100k	11.4%	17.9%	17.9%	0	17.0%	20.8%	8.5%
More than \$100k	24.4%	43.4%	35.6%	71.4%	39.9%	31.1%	29.6%

Of all respondents, most identified as White (73%), in contrast to 32% of residents who identified as White within the Engagement Focus Area. A minority of all respondents self-reported as Black (8%), Asian (4.6%), or Hispanic (4.6%), as well as a small minority identifying as American Indian (0.3%), Native Hawaiian (0.2%), other (3.4%), or a mix of races (6.1%). In addition to English, survey respondents reported speaking multiple languages, including Spanish (5%), Russian (1%), Chinese (1%), and Arabic and Portuguese (both less than 1%) (refer to **Table 4**). Survey respondents also indicated that they speak Albanian, German, Italian, French, Italian, Haitian Creole, Ukrainian, Turkish, Hebrew, Farsi, Japanese, Korean, Czech, Filipino, and Persian. The survey was made available in Arabic, Spanish, Portuguese, Russian, and Mandarin-Chinese, but the multiple languages feature was only used once in Spanish. Finally, only 1.4% of respondents reported having unreliable internet access, in contrast with the Community Census Profile that estimates up to 13% of households lack internet.²

Table 4. Race / Ethnicity Composition of Respondents

Race/Ethnicity Composition of Respondents	Community Census Profile	All Stakeholders	Engagement Focus Area	Lower Bucks County	Far Northeast	Lower Northeast	North Philadelphia
Sample Size:	NA	626	239	15	117	110	7
White	33%	77%	72%	86%	83%	67%	47%
Black or African American	32%	7%	8%	0%	1%	12%	13%
American Indian or Alaska Native	0%	0%	1%	0%	0%	2%	0%
Asian or Asian American	8%	4%	5%	0%	6%	5%	7%
Native Hawaiian or Other Pacific Islander	0%	0%	0%	0%	6%	1%	0%
Hispanic Latino or Spanish	23%	2%	4%	0%	1%	6%	13%
Two or More	3%	6%	6%	14%	5%	5%	7%
Other	1%	3%	5%	0%	4%	4%	13%

² U.S. Census Bureau 5-year ACS (2018 – 2022)

Figure 6. Open House at American Heritage Community Center

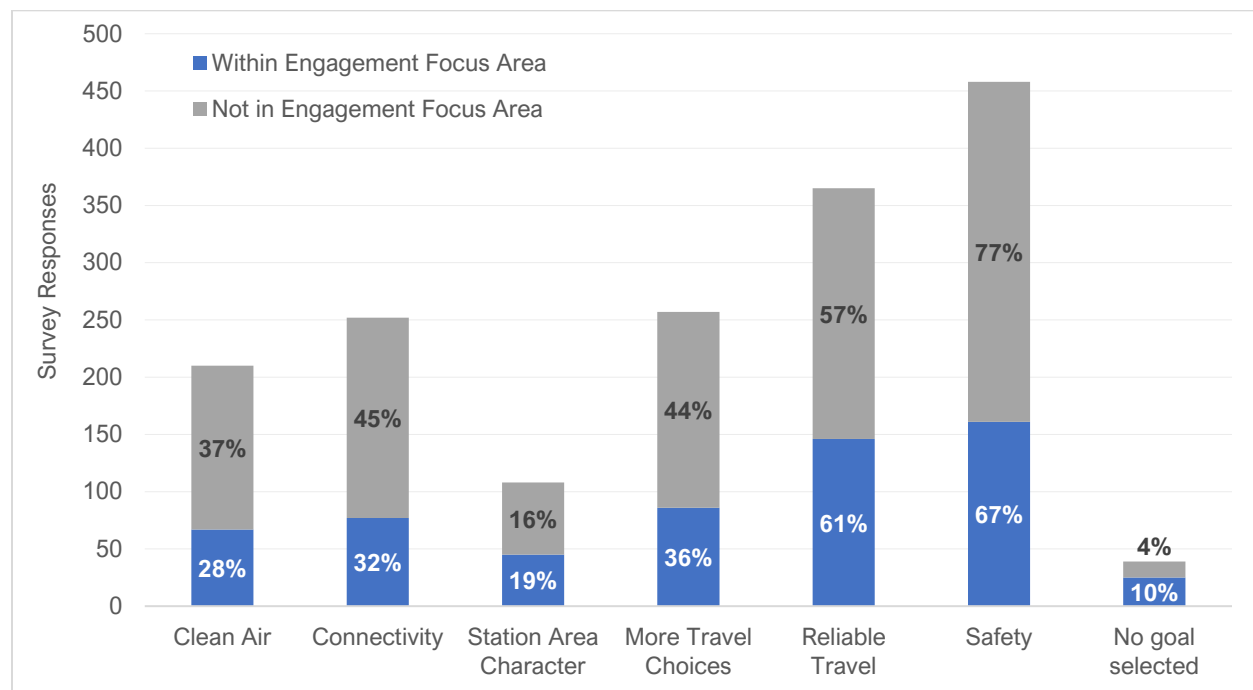


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5 Goals

Respondents were asked to provide their top three goals for the future modernization of Roosevelt Boulevard in response to the question, **“Which of the following is most important to you for the modernization of Roosevelt Boulevard?”** Respondents were able to select more than one, so percentages of responses are based on the number of votes a goal received, not by each respondent. Respondents ranked safety and reliable travel as the top priorities, regardless of where respondents live (**Figure 7**). During the original Route for Change public engagement (2017-2021), safety and reliability were similarly ranked as the most important goals for Roosevelt Boulevard. The Project Partners asked this question again to confirm these goals remained important. These goals aligned with prior feedback during the original Route for Change public engagement. Between the original Route for Change public engagement and the current Project’s public engagement, respondents valued similar goals consistently across all respondents and those within the Engagement Focus Area. More than three quarters of respondents not within the Engagement Focus Area prioritized safety (77%) and over half prioritized reliable travel (57%). Of respondents within the Engagement Focus Area, two thirds (67%) prioritized safety and nearly two thirds (61%) prioritized reliable travel. Connectivity and more travel choices were tied across both geographic areas. Sub-Areas ranked goals similarly, except within the Lower Bucks County Sub-Area. For respondents in Lower Bucks County, reliable travel was ranked as the most important by six people (86% of Bucks County respondents), in contrast to safety, which was ranked as important by five people (71%).

Figure 7. Top Three Goals for the Modernization of Roosevelt Boulevard



In addition to providing their project priorities, respondents were asked to add any additional items they care about as a priority for the modernizing Roosevelt Boulevard.

5.1 Comments within the Engagement Focus Area concerning Project Goals

“Linking the Roosevelt Boulevard corridor with areas both in and out of Philadelphia.”
(Lower Northeast)

“As a disabled person, boarding buses and transferring via the current system is frustrating if not dangerous. Because I’m a slow walker, I’m frequently stuck on the median between lights, watching my connecting bus pass me. Making the Boulevard more accessible to disabled individuals should be a major priority.” (Far Northeast)

“Easier and quicker ways to utilize the Boulevard” (Lower Bucks County)

“Direct line to Center City” (North Philadelphia)

5.2 Regional Comments concerning Project Goals

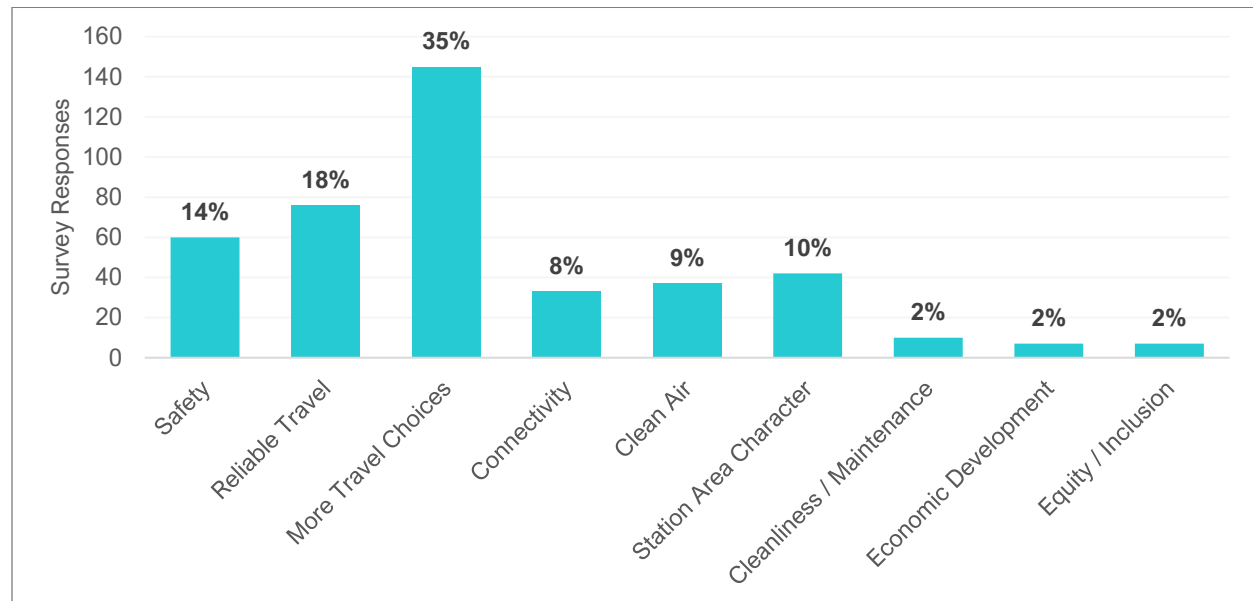
“Helping low- and middle-class residents have effective, affordable transportation options.”

“Improve Philadelphia’s economy and make it a more attractive city for people to visit and move to. That happens when there is interconnected public transit.”

When asked to provide additional goals that the Project Partners did not include, survey respondents overwhelmingly emphasized themes already reflected in existing goals and requested clarity on the definitions or connotations within each goal. Comments were summarized into themes that typically reflected existing goals, and a majority of comments were about providing a diversity of travel choices (**Figure 8**)

- **Safety**
 - Traffic safety for vulnerable road users
 - Police enforcement of traffic rules
 - Crime on SEPTA
- **Reliable Travel**
 - Reducing traffic congestion
 - Minimizing disruptive delays
 - Increasing reliability of public transit
- **More Travel Choices**
 - Increasing convenience to use public transit, bike, or walk to destinations
 - Providing affordable transportation choices
- **Connectivity**
 - Connecting neighborhoods across Roosevelt Boulevard, including environmental justice
 - Increasing regional connectivity between Center City, Northeast Philadelphia, Philadelphia, and the region overall
 - Increasing transit connectivity
- **Clean Air**
 - Reducing impacts to and from climate change
 - Improving health outcomes
 - Increasing access to green space
 - Protecting the environment and prioritizing sustainability
- **Station Area Character**
 - Increasing development of housing, community spaces, and businesses
 - Using land more efficiently and with a mix of uses
 - More active green space
 - Concerns of gentrification due to development

Figure 8. Themes of Other Project Goals Suggested



Although 94% of the other goals shared for Roosevelt Boulevard matched the Project’s established goals, the frequency was slightly different. While safety and reliable travel were prioritized across geographies as the most important goals, respondents emphasized more travel choices in the open-ended responses. Many of these responses clarified which mode they wanted prioritized (bus, subway, walking, biking), while others noted more generally that affordable, safe, and reliable alternatives to driving are necessary. Other goals included providing more accessible facilities and transportation, not just general access to businesses, homes, and other destinations, but also explicitly regarding access for individuals with disabilities. Economic development, equity and inclusion, and cleanliness and maintenance of road and transit facilities were also important goals, although less than the other categories. Only respondents within the Engagement Focus Area said that cleanliness and maintenance should be a goal, and only respondents outside the Engagement Focus Area said that equity and inclusion and economic development should be goals of the Project. Approximately 80% of comments stating more travel choices should be a goal were from outside the Engagement Focus Area. Overall, many of the comments requested improved livability, connectivity, and safety along Roosevelt Boulevard.

6 Tradeoffs and Embedded-Values

The Project Partners presented the public with an initial list of tradeoff questions centered around design elements from each alternative to understand how people would prefer to use Roosevelt Boulevard in the future. At this early conceptual stage of the Project, the intention was to determine what elements of the alternatives resonated with the public instead of explicitly asking the respondents to vote for their preferred alternative. In future rounds of engagement, the Project Partners will ask the public for more direct feedback on alternative preferences.

The questions were grouped into four key considerations that broadly affect the six alternatives:

1. Road Design: Speed vs. Safety
2. Crossing the Street: More Places to Cross versus Fewer Lanes to Cross
3. Station Area Character: Walkable Main Street vs. Drivable Shopping Center
4. Transit Service: Local Service (More Stops, Lower Speed) vs. Express Service (Fewer Stops, Higher Speed)

At open houses, the Project Partners initiated discussions with participants by asking why they selected certain categories. Attendees could voice their support for tradeoffs by placing a sticker on a board (**Figure 9**). The survey provided respondents with an opportunity to elaborate on their responses. Even though the intent was for a respondent to select between two answers, many respondents stated in the open-ended comments that they prefer neither or both, depending on the question.

Nearly one in five respondents chose not to respond to some or all tradeoff questions, depending on the question and geography. This was likely due to a combination of factors such as not understanding the question, not understanding the choices, disagreeing with the choices, or not wanting any change. The Project Partners read and grouped comments to understand why an answer was (or was not) selected. Many respondents either preferred both choices and gave a more nuanced description of what they prefer or disliked both choices.

Each section of the survey had an opportunity for respondents to explain why they selected their answer and provide more open-ended comments on the Project in general. For example, after each tradeoff question, respondents were requested to “Tell us why” or “Tell us where and why”. Respondents were also asked to provide questions that were unanswered so that the Project Partners could improve their engagement for future rounds. Respondents were also given the opportunity to add additional comments at the end of the survey.

Figure 9. Tradeoff Board at Mayfair Community Center Open House

Route for Change
The Boulevard Reimagined

What are the tradeoffs?

STATION 3

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

Yellow dots: 2

Safety

Red dots: 4, Green dots: 4, Blue dots: 4, Yellow dots: 4

2 NEIGHBORHOOD

Walkable Main Street

Red dots: 4, Green dots: 4, Blue dots: 4, Yellow dots: 4

Driveable Shopping Center

Green dots: 1

3 CROSSING THE STREET

More Places to Cross

Red dots: 4, Green dots: 4, Blue dots: 4, Yellow dots: 4

Fewer Lanes to Cross

Red dots: 1, Green dots: 1, Blue dots: 1

4 TRANSIT SERVICE

Local Service: More Stops, Lower Speed

Green dots: 1

Express Service: Fewer Stops, Higher Speed

Yellow dots: 4, Green dots: 4, Blue dots: 4, Red dots: 4

Have a question or comment? Contact
Project Manager: Alice Harper at aharper@dot.gov

pennsylvania
DEPARTMENT OF TRANSPORTATION

City of Philadelphia

SEPTA

For more information
bit.ly/ReimaginedBoulevard

6.1 Road Design

6.1.1 Question Design

Stakeholders were requested to choose one of two answers:

A New Roadway Has Just Opened. I would prefer that this road:

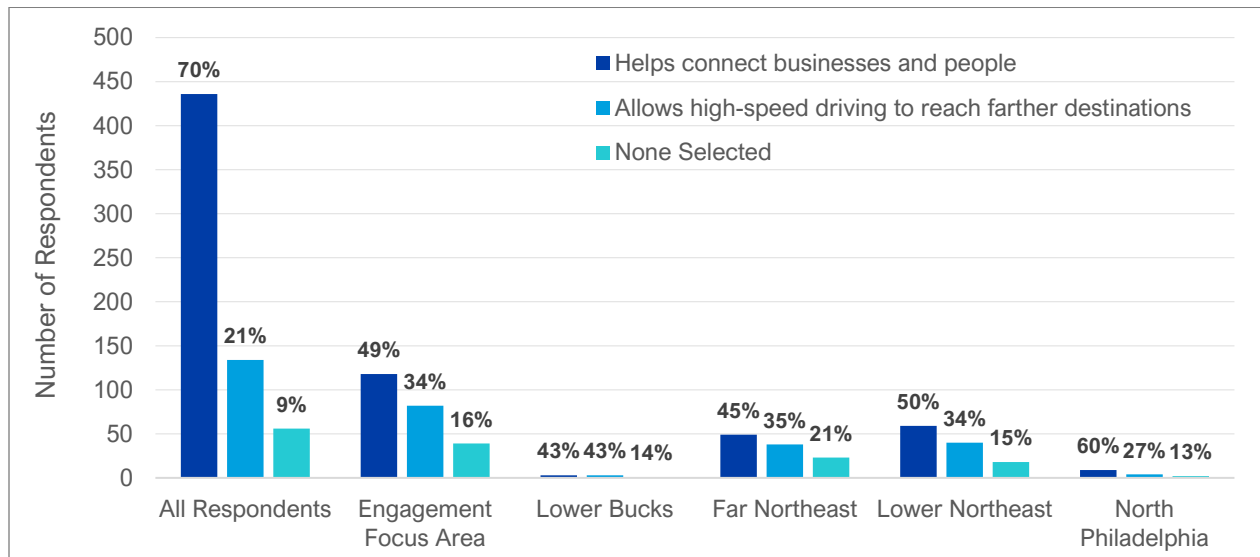
- A. Connects businesses and people on either side of the Boulevard with frequent intersections. It's slower speed and easier to stop at local destinations along the way.
- B. Allows high-speed driving to reach farther destinations more quickly. It's less direct to local destinations and more difficult to stop along the way.

These roadway questions were designed to gauge initial reactions to elements of the Neighborhood Boulevard and Partially Capped Expressway roadway configurations. While not explicitly linked, the Neighborhood Boulevard embodies some of the characteristics of option A, while the Partially Capped Expressway embodies some of the characteristics of option B. The Project Partners sought to understand respondents' desired function of Roosevelt Boulevard, then link that to a preferred conceptual roadway typology. This input will help refine roadway designs as the Project moves forward.

6.1.2 Results

Respondents overwhelmingly supported option A (**Figure 10**). However, respondents within the Engagement Focus Area supported it by a smaller margin: 49% voted for option A while 34% supported option B. Each of the Sub-Areas also supported a road that would help connect businesses and people, except in Lower Bucks County, where the options were evenly split. Safety was overwhelmingly cited as the reason respondents chose their answers, regardless of which option they picked. Some respondents selected the higher speed road because they want to ensure high-speed traffic is separated from pedestrians. Others selected the road that connects businesses and people because they want to slow traffic and encourage more pedestrian access along Roosevelt Boulevard. Connectivity with the region, across neighborhoods, and with local access was also an overarching theme of comments. Responses frequently discussed how Northeast Philadelphia and the neighborhoods around Roosevelt Boulevard feel disconnected from each other and from the rest of Philadelphia, even if the method to connect them was not always in agreement. Comments also discussed ensuring that alternatives have improved bicycle and pedestrian access, both across Roosevelt Boulevard and within the surrounding network.

Figure 10. Respondent Choices for Trade-Off Question 1 - Road Design



6.1.3 Sample Comments

Below are several comments that capture some of the themes and concerns of the respondents.

Comments within the Engagement Focus Area:

“I would prefer a quicker commute.” (Lower Northeast)

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

“The Boulevard is wide enough and show allow for expressway travel in the middle lanes.” (Lower Bucks County)

“I want to easily access local business” (Lower Bucks County)

“The Boulevard has been known for careless [drivers] and people dying.” (North Philadelphia)

Regional Comments:

“Philadelphia is a city, a destination, its value is the place. Not how fast you can drive through the place.”

“My main preference would be that the road is as pedestrian, bike, and public-transit friendly as possible.”

“I go out of my way to avoid the Boulevard because it feels crazy dangerous. I would patronize businesses on the Boulevard if it was easier and safer.”

Figure 11. Themes of Road Design Comments



6.2 Crossing the Street

6.2.1 Question Design

The survey asked respondents:

When I walk across the Boulevard, I would prefer:

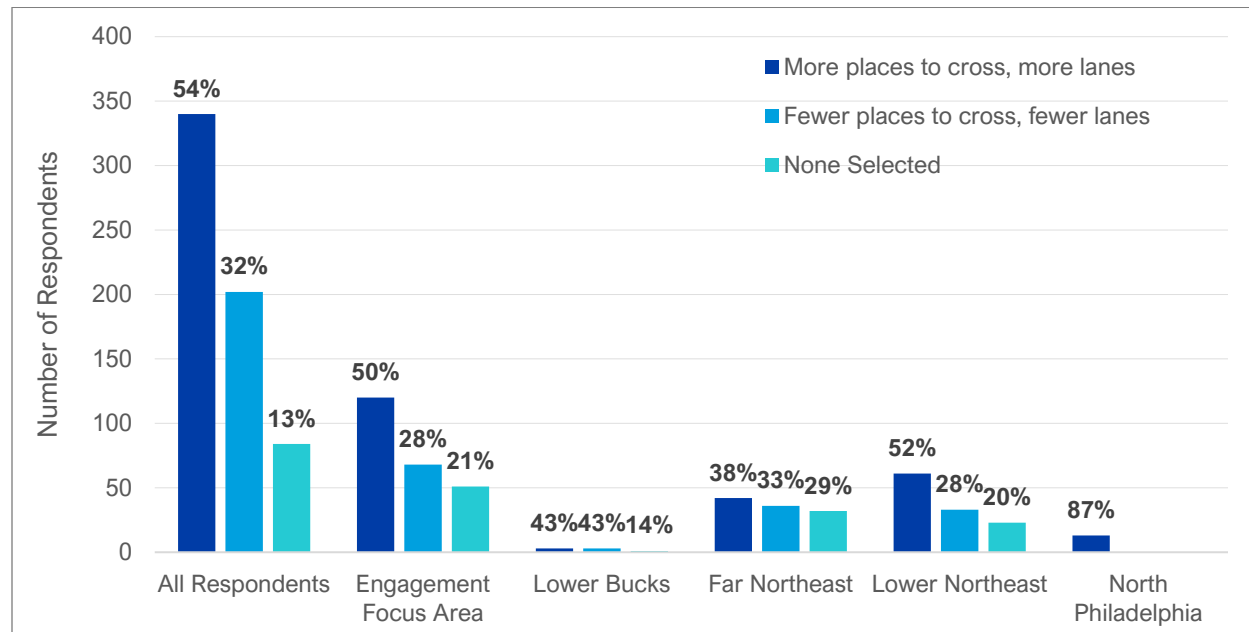
- A. More places to cross the Boulevard. Each of these crossings has more lanes to walk across.
- B. Fewer places to cross the Boulevard. Each of these crossings has fewer lanes to walk across.

Roosevelt Boulevard has twelve lanes to cross and long distances between crossings (on average ¼ mile apart). Crossing as a pedestrian has been a major concern given the high crash rate along Roosevelt Boulevard and the barriers to safe crossing. The intent of this tradeoff was to understand which barrier was more difficult for pedestrians, not to explicitly pick one or the other in an alternative. For pedestrians, the Partially Capped Expressway may embody some of the characteristics of option B (fewer places to cross but fewer lanes), while the Neighborhood Boulevard may have elements of option A (more places to cross but with more lanes). Both current road design alternatives would result in a lane reduction but to different degrees. The Neighborhood Boulevard configuration would result in six vehicular lanes to cross with left-turn lanes as needed across the corridor. The Partially Capped Expressway would have uncapped sections where pedestrians would not be able to cross; however, at capped sections, there would be four vehicular lanes to cross.

6.2.2 Results

Respondents preferred more places to cross, except in Lower Bucks County and Far Northeast, where results were more evenly split (**Figure 12**). Respondents from North Philadelphia and Lower Northeast had strong support for more places to cross (87% and 52% of responses, respectively), while respondents from Far Northeast and Lower Bucks County supported both options—or no option—nearly equally. For the Engagement Focus Area overall, the preference for places to cross was exactly 50%.

Figure 12. Respondent Choices for Tradeoff Question 2 - Crossing the Street



6.2.3 Sample Comments

Below are several comments that capture some of the themes and concerns brought up.

Comments within the Engagement Focus Area:

“It’s difficult to cross 12 lanes of traffic when one is a slower walker. I’d prefer to walk a little farther and be (almost) guaranteed to cross in one light.” (Far Northeast)

“Fewer lanes to walk across feels safer to me.” (Lower Bucks County)

“I favor fewer lanes to cross, but would still prefer the ability to cross even if it meant complexity.” (Lower Northeast)

“Ideally I would want more places to cross, as the current crossing options are insufficient, but also fewer lanes to cross for safety and to have the ability to actually cross in a single light cycle, but that was not an option that this survey provided.” (North Philadelphia)

Regional Comments:

“I am disabled so walking quickly or a long distance be difficult but crossing many lanes of traffic feels unsafe especially when crossing time can be short and not everyone follows traffic laws.”

“Ultimately, I’d prefer more crossings at fewer lanes. But [decades] of history and fatalities have shown us that folks will cross where they need to, rather than always where we want them to. So, I’d rather see more safe/designated crossings, than less.”

Overall, a majority of stakeholders preferred more places to cross Roosevelt Boulevard. Comments overwhelmingly cited the challenges created by long crossing distances such as inadequate crossing times and risky jaywalking at official crosswalks and mid-block (**Figure 13**).

For this tradeoff, respondents expressed frustration between the given choices than the other tradeoff questions that were asked. Although the tradeoffs were comparing more or fewer crossings and lanes between the alternatives, respondents were comparing these elements to existing conditions. As a result, there was a strong preference to provide both fewer lanes and more crossings. Traffic safety was also a very common theme in the responses. For instance, 16 people discussed the need for pedestrian bridges or tunnels, which speaks to the need and desire for safer crossings due to high volumes of high-speed traffic. Several people noted that they avoid crossing or walking along Roosevelt Boulevard because of safety. While a few comments noted little foot traffic along Roosevelt Boulevard, this may be because people try to avoid it. However, even though some people avoid it, many people discussed harrowing, difficult, and long experiences crossing Roosevelt Boulevard, describing being hit or almost hit by vehicles and the need to access transit or businesses on either side of the road. Very few people expressed willingness to walk farther for a safer crossing and vocalized how many people participate in risky jaywalking due to the distance and inconvenience between crossings.

For this question in particular, respondents expressed both the need for fewer lanes and more places to cross along Roosevelt Boulevard. Although the Project Partners compared the road alternatives to each other in this question, respondents compared the two choices to existing conditions.

Figure 13. Themes of Crossing the Street Comments



6.3 Station Area Character

6.3.1 Question Design

The survey asked respondents:

As I approach the Boulevard, I look around and prefer to see the surrounding area have:

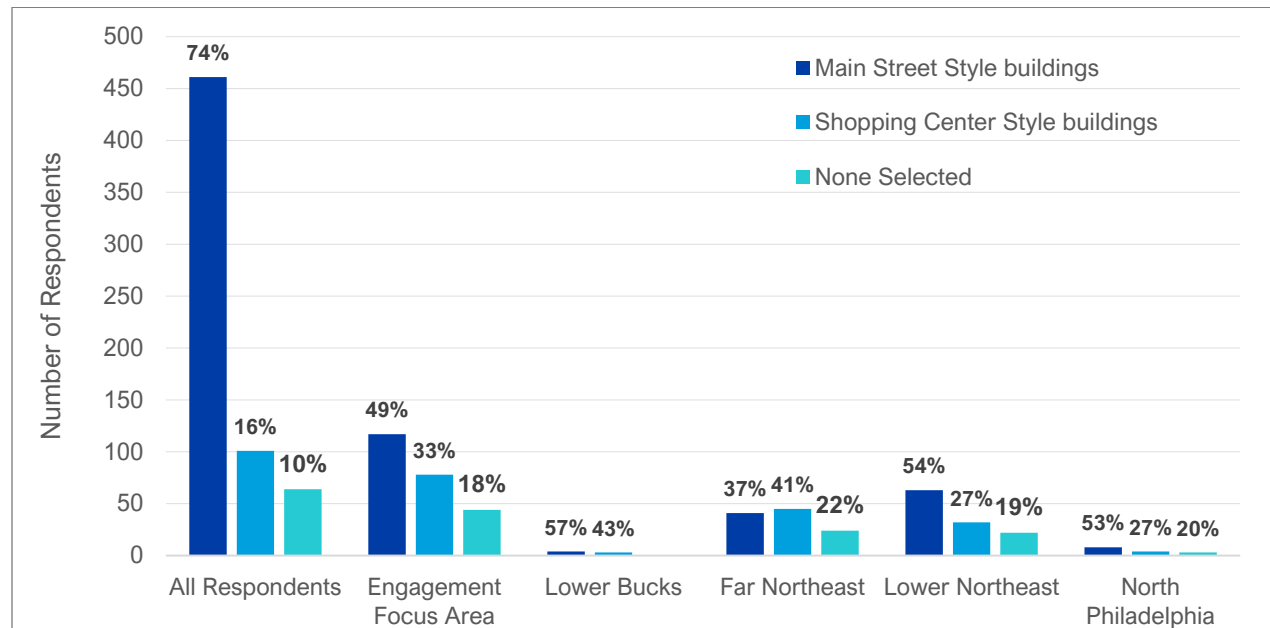
- A. Main Street style buildings built to the sidewalk.
- B. Shopping center style buildings separated from the sidewalk by parking lots.

A transformative change of the design of Roosevelt Boulevard would likely result in land use changes, and the Project Partners wanted to understand general land use preferences to accompany the preferred alternative, especially around potential transit stations. Although the scope of this Project is primarily for transportation, there is naturally a strong link between land use and mobility based on design, destinations, and ease of access. The choices to this tradeoff question had no link to alternatives.

6.3.2 Results

Station Area Character had the most difference between overall respondents and stakeholders within Engagement Focus Area and Sub-Areas. While 74% of all responses selected Main Street style development, only 49% of respondents in the Engagement Focus Area preferred Main Street style development. In the Sub-Areas, the preference was more distinctly flipped. In the Far Northeast, 41% of responses preferred shopping center style buildings while only 37% preferred Main Street style buildings. In Lower Bucks County, 57% of respondents selected Main Street, while 43% preferred shopping centers. The Lower Northeast had 54% of responses prefer Main Street development and 27% prefer shopping centers. Finally, North Philadelphia had a similar composition, with 53% preferring Main Street buildings and 27% preferring shopping centers (refer to **Figure 14**).

Figure 14. Respondent Choices for Tradeoff Question 3 – Station Area Character



6.3.3 Sample Comments

Below are several comments that capture some of the themes and concerns brought up.

Comments within the Engagement Focus Area:

“Homes. We need parking.” (North Philadelphia)

“I don’t want to traverse a football field sized parking lot where cars don’t anticipate pedestrians. I want to be able to casually stroll along the street to get to my destination.” (Lower Northeast)

“I need the car to reach the Boulevard, so need parking. Cannot carry purchases by hand from store to store.” (Far Northeast)

“Logan, Mayfair and Rhawnhurst sections should feel more like [a] Main Street.” (North Philadelphia)

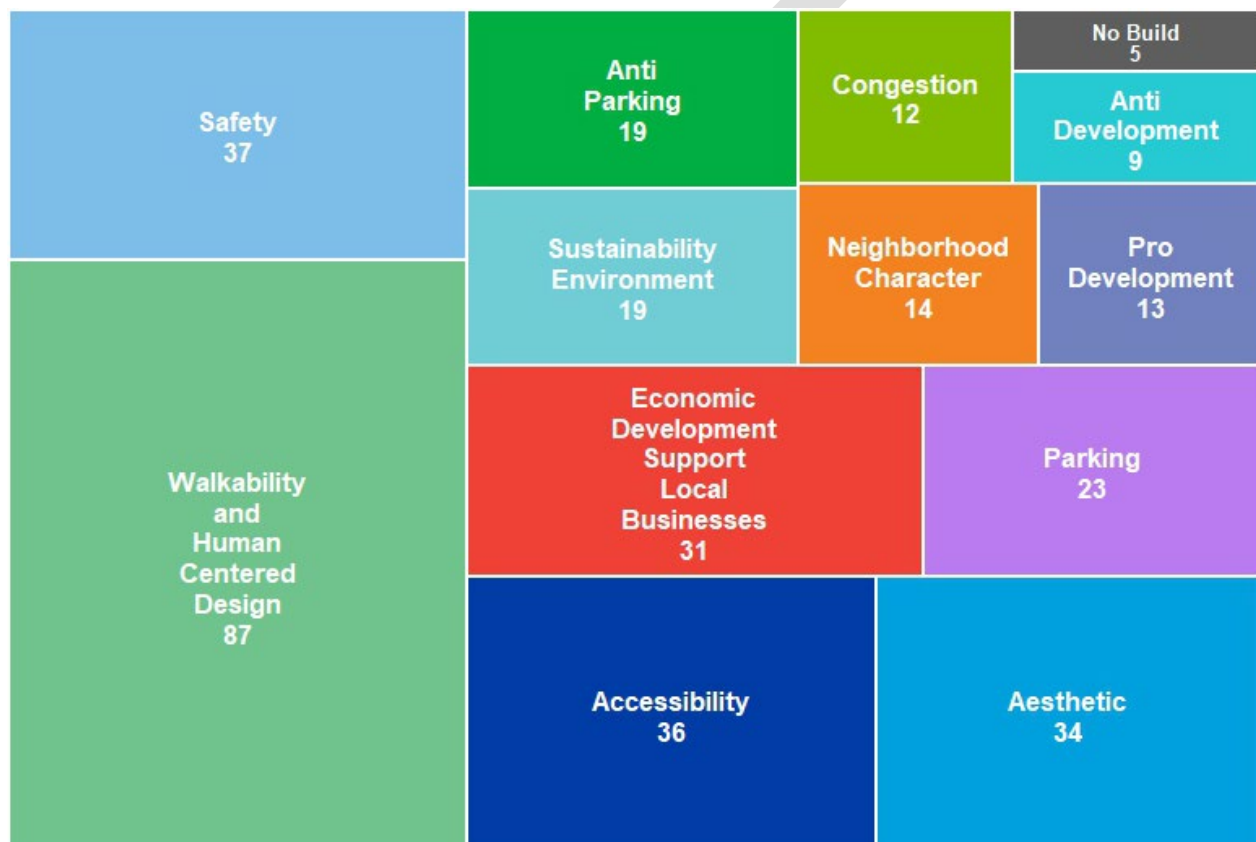
Regional Comments:

“The big giant parking lots feel desolate and unwelcoming.”

Comments from this section focused primarily on three main themes: walkability, aesthetics, and parking (**Figure 15**). Safety was, like the other questions, a primary concern behind the choice of selections. Some people reported feeling safer from a traffic safety perspective in parking lots since

speeds are lower, while others described it feeling more unsafe due to unpredictable drivers starting and stopping. Access to businesses from all modes of transportation was a common theme across comments, whether via convenient and safe parking, a reasonable walk from transit stops, or from pedestrians walking along the Boulevard. The overall look and aesthetic of the neighborhood was also a frequent reason why individuals selected a certain response, but responses mostly focused on the aesthetic of parking.

Figure 15. Themes of Station Area Character Comments



6.4 Transit Service

6.4.1 Question Design

Respondents were asked:

Imagine there is a new SEPTA service on the Boulevard. I would prefer that this transit service:

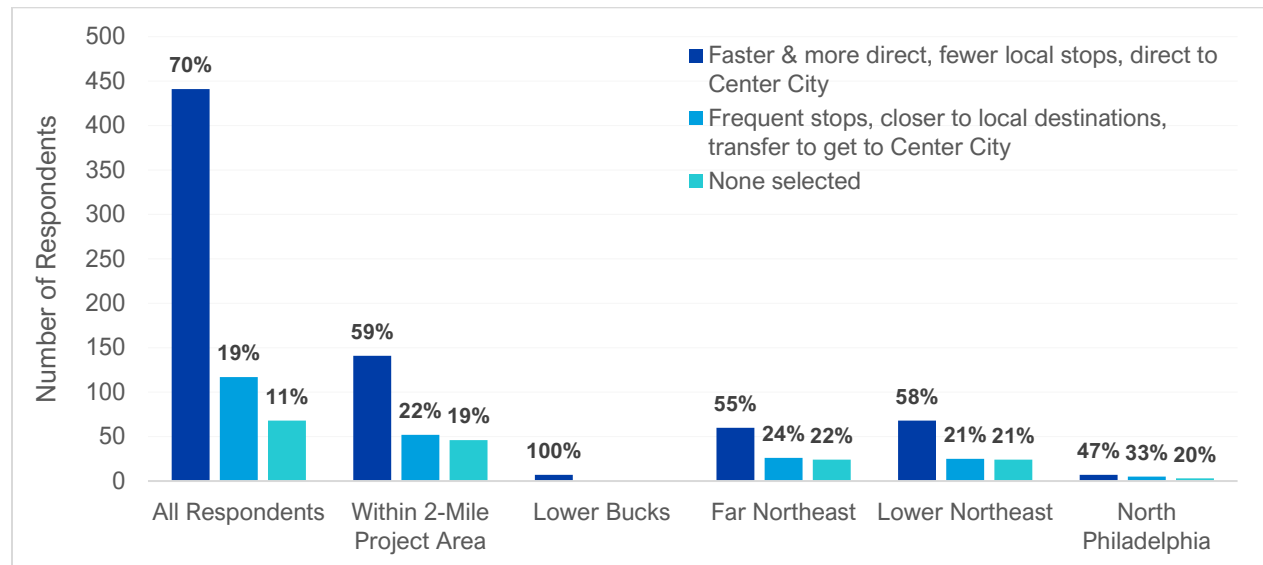
- A. Is faster and more direct, with fewer local stops on the Boulevard. This service requires no transfer to Center City.
- B. Has more frequent stops on the Boulevard and is closer to local destinations. This service will require a transfer to Center City.

These options were simplifications of the transit elements under consideration for the alternatives. Although there are three transit options—Subway, Light Rail Transit (LRT), and Bus Rapid Transit (BRT)—current operational assumptions indicate that LRT and BRT would be very similar since they both travel within mixed traffic and semi-exclusive guideways and have comparable vehicle speeds, alignment, transfers, and station locations. Therefore, for the purposes of this question, LRT and BRT were grouped together to embody the characteristics of option B. The subway option would provide fewer stops and faster service, and would require no transfer to Center City, embodying the characteristics of option A. Respondents were asked to choose between a more rapid transit service and a more local service to capture the spirit of subway or LRT / BRT style services.

6.4.2 Results

All groups preferred faster and more direct service with easier access and connection to Center City, Philadelphia (Figure 16). Across all responses, 70% preferred faster and more direct service. Within the Engagement Focus Area, 59% preferred faster and more direct service, 22% preferred local access, and 19% declined to provide a response. In the Far Northeast, the margins were closer, with 55% preferring fast and direct service, and 24% preferring local access, while nearly as many (22%) chose no alternative. Despite the low number of stakeholders that filled out the survey in Lower Bucks County, they all preferred faster and more direct service. Lower Bucks County respondents did not explain their choices for this question. North Philadelphia had the closest margin for this tradeoff, with only 47% preferring fast and direct service to Center City, and 33% preferring local style service. This may be due to the closer proximity to Center City that North Philadelphia residents have via the Broad Street Line.

Figure 16. Respondent Choices for Tradeoff Question 4 - Transit Service



Similar to other questions, access to Center City and the Stadium District was frequently cited as a reason behind choices, seconded only by having fast and realible public transit (**Figure 17**). Some stakeholders expressed confusion over whether local services would be unavailable if a faster, direct service was prioritized. Many comments also discussed the challenges of both local access and regional connectivity to the rest of Philadelphia. Comments discussed long commutes to school or work via multiple transfers and the overall goal to visit both Northeast Philadelphia and Center City, but face difficulties doing that with any mode of transportation. Economic development, access to jobs (both in Center City, Northeast, and the rest of the region), and access to local businesses were common themes behind the choices. Some respondents discussed their choice as motivated by wanting less crime in the Northeast through a perceived choice of making it more difficult to access via public transit. While some respondents specifically stated they did not want a subway, most did not specify if they were against other public transit services. Beyond jobs, many people in the Northeast discussed their need to shop in Center City or desire to attend games in the Stadium District and their difficulty in getting there.

6.4.3 Sample Comments

Below are several comments that capture some of the themes and concerns brought up.

Comments within the Engagement Focus Area:

“I am looking for jobs in other parts of Philadelphia and it would be cool to be able to get there faster.” (Lower Northeast)

“Increased travel time is worth it if this means increased accessibility to more people. Increased access would lead to more vibrant neighborhoods.” (Lower Northeast)

“Local stops can be supplemented by local buses so long as there is a faster core service.” (Far Northeast)

“The Northeast is currently a rapid transit desert. Buses, walking, and micromobility can be used for local destinations, but rapid transit to job and commercial centers in Center City is what is needed above all else.” (North Philadelphia)

“Most people in this area drive and do not use public transportation.” (Far Northeast)

Regional Comments:

“Existing bus routes feel sufficient for local travel, but traveling between Roosevelt Boulevard and other places in the city can be difficult and unpleasant.”

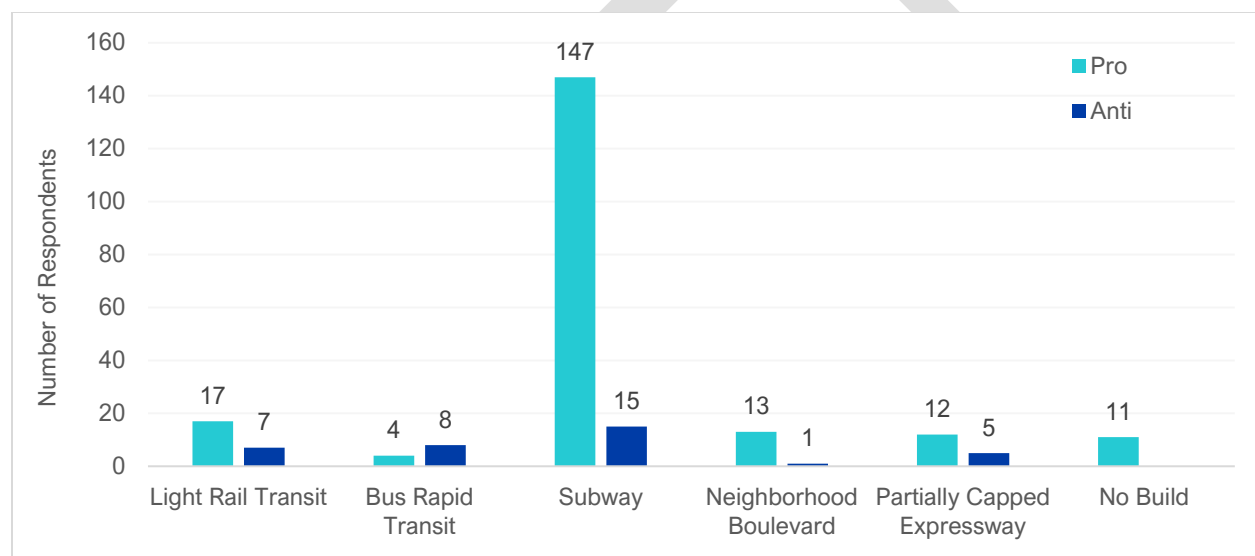
Figure 17. Themes of Transit Service Comments



6.5 Open-Ended Comments

Survey respondents were given the opportunity to provide open-ended comments on the Project. Although the Project Partners did not explicitly ask, many left specific comments either for or against alternative elements (**Figure 18**). Building a subway was overwhelmingly mentioned positively, with nearly 150 responses specifically advocating for this. A smaller group of people (15) were specifically against building a subway. From the open-ended comments we can deduce that 147 respondents favor the subway, with the majority of those comments coming from outside of the Engagement Focus Area. Within the Engagement Focus Area, 28 respondents supported building a subway and 13 were against it. Outside of the Engagement Focus Area, 119 were supportive of a subway while only two were against it.

Figure 18. Reactions to Specific Alternatives



Notably, other elements of alternatives (“Bus Rapid Transit,” “Light Rail Transit,” “Neighborhood Boulevard,” or “Partially Capped Expressway”) were not mentioned with strong opinions. There were an equal number of positive comments for Neighborhood Boulevard as there were for a Partially Capped Expressway, but the overall numbers were still low (13 each). Light Rail Transit received slightly more positive comments than Bus Rapid Transit. Additionally, there were 11 respondents who favored a No-Build option for the Project. **Appendix B** includes the complete list of open-ended comments.

Open-ended comments reiterated many of the common themes the Project Partners heard during public meetings and in other comments (**Figure 19**). Many respondents expressed the need for improved public transit along Roosevelt Boulevard and between the Northeast and the rest of

Philadelphia. Safety, like in the other comments, was a major theme both for reducing crime and traffic deaths. Comments in this section brought up project logistics (such as project feasibility, timeline, construction methods, and cost) and impacts to neighborhood resources (such as homes, businesses, and parks). An additional set of comments pertained to the public engagement process. Several of these focused on the need to have additional virtual meetings to increase accessibility and the need to better understand the elements and alternatives being discussed through improved graphic communication.

6.5.1 Sample Comments

Below are several comments that capture some of the themes and concerns brought up.

Comments within the Engagement Focus Area:

“Consider that a lot of us have various stops to make when getting on the Blvd. We don’t just go from Point A to Point B, sometimes in one single trip I may get on and off the Blvd various times.” (Lower Northeast)

“I prefer improvement on what exists, but hopefully nothing new.” (Lower Northeast)

“As a lifelong Northeast Philly resident, better connectivity to the rest of the city is desperately needed.” (Far Northeast)

“What is your safety/security management plan? How will you support existing businesses during construction?” (Far Northeast)

“My focus, as an avid cyclist, is improving not only bike access along the Blvd, but also establishing connectivity to neighborhoods on both sides of Roosevelt to improve bike infrastructure throughout Philadelphia.” (Far Northeast)

“Need direct line to Center City.” (North Philadelphia)

“Make [this] information as simple as possible. I feel like [the] overview today is overwhelming to understand.” (Lower Bucks County)

Regional Comments:

“Please build a capped subway and make the Boulevard a road that connects the community, not divides it.”

“Transit and walkable neighborhoods should be available for everyone, not just those who can afford to live in Center City and the more expensive neighborhoods in the city.”

“Quiero por fin ver un metro sobre el Bulevar Roosevelt, como se había prometido hace casi cien años.”

“Connect Roosevelt to the city with the Roosevelt subway. Continue implementing measures that slow cars and keep people safe.”

Figure 19. Themes of Open-Ended Comments



6.6 Questions

The survey also asked stakeholders to clarify what they did not understand about the alternatives and their elements. There were a wide range of questions (**Figure 20**). Many comments sought more understanding of the projected cost and funding mechanisms planned for construction and operations, as well as construction methods and impacts on neighborhoods. The impacts of concern included the impacts to air quality, parks, noise, vibration, and traffic. Some comments pertained specifically to the public engagement process. These generally asked that the process continue to be transparent, requested clearer content, and supported a presentation to provide consistent information.

6.6.1 Sample Questions

Below are several comments that capture some of the themes and concerns brought up.

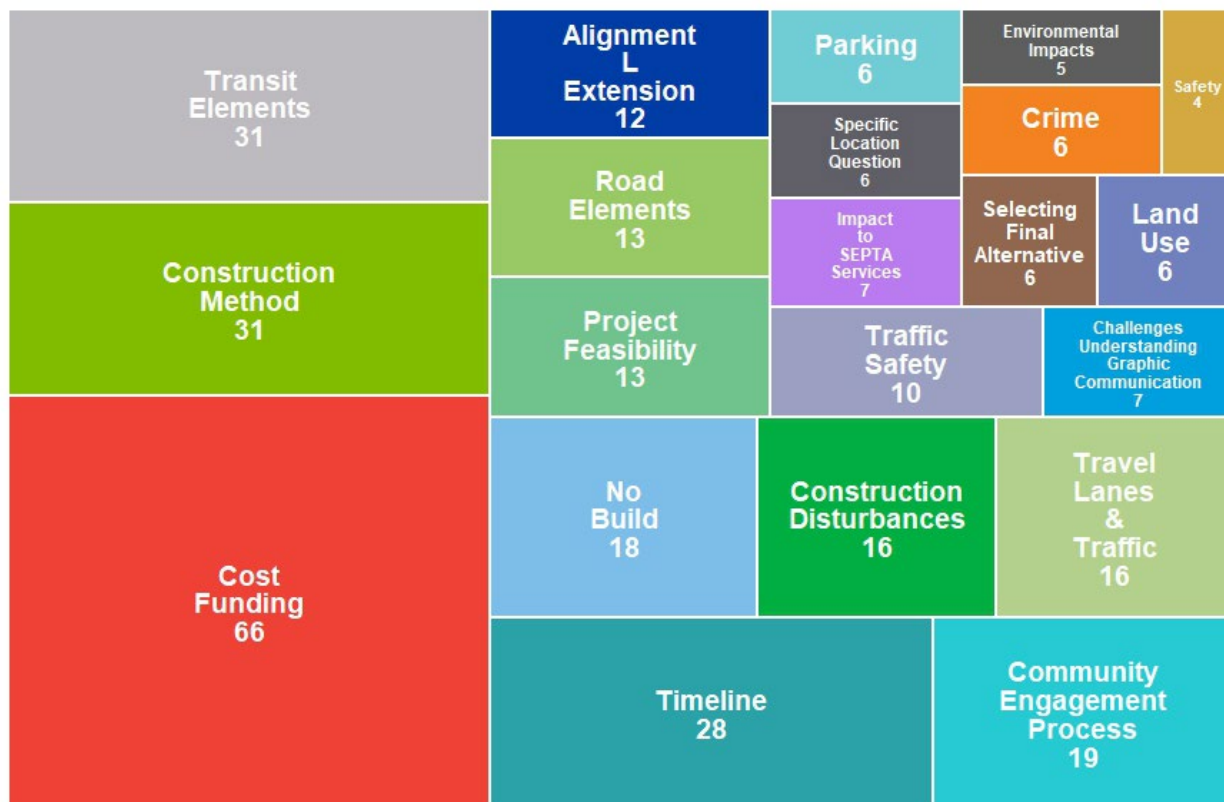
Questions within the Engagement Focus Area:

- “How will this be funded?” (Far Northeast)
- “What is planned for the disruption of the neighborhoods during construction?” (Lower Northeast)
- “How can you be certain that the capped or partially capped alternatives will not divide/isolate neighborhoods the way it happened to Chinatown?” (Far Northeast)
- “How the decision is going to be made where to have capped expressway vs neighborhood boulevard?” (Far Northeast)
- “What are some of the possible plans for the routing in the ‘transition area’ north of Southampton?”
- “Why do you preserve so many car lanes?” (Far Northeast)
- “Can the plan develop into a hybrid one, mixing neighborhood boulevard design in high residential areas with partially capped expressway in high-traffic and mostly commercial areas?” (North Philadelphia)
- “[What are] on/off locations for capped portions of highway?” (North Philadelphia)

Regional Questions:

- “Why the subway options are so expensive?”
- “How will different transit options change commute times?”
- “Why do you need to maintain the same number of car lanes if the Boulevard’s throughput is being boosted so much by adding transit options?”

Figure 20. Themes of Questions Asked by Survey Respondents



7 Recommendations

As the Project Partners begin strategizing for Public Engagement Round 2, the following are guiding recommendations based on the challenges and successes from Round 1.

7.1 Format

- **Virtual Presentation as a Kickoff Meeting:** Comments from the public, both in-person and online, asked for a virtual presentation to provide initial information on Project updates. This meeting should be in a Virtual Town Hall style and be widely promoted. The intent of this meeting should be to ensure participants receive consistent information with a clear, unified narrative from the Project Partners. Following this kickoff meeting, clear information on future meetings should be provided for participants to share. This meeting will be recorded and available for public viewing throughout the full extent of Round 2.
- **Accessibility:** Accessibility was brought up as a concern for people with disabilities, individuals without cars, and those who are computer illiterate. The Project Partners should ensure that meeting locations are Americans with Disabilities compliant and easily accessible via multiple transit modes (not just buses). Virtual meetings can help support accessibility, but some in-person meetings or opportunities for engagement should remain for people who struggle with computer literacy or do not have access to the internet. These could retain the same format for consistency.
- **Community Events:** Going to existing community events and meetings to develop relationships with residents can help develop trust and support for alternatives selected. For the Round 2, this could include outreach to Registered Community Organizations / Civic Association Meetings, the Greater Northeast Philadelphia Chamber of Commerce, community festivals, or block parties. Participation from the North Philadelphia and Lower Bucks County Sub-Areas was low, and additional outreach to these areas should be made in future rounds of engagement.
- **Time of Day and Year:** The Project Partners determined to avoid the month of December to conduct public meetings, as open house attendance waned during that month when compared to the open house attendance in January. The Project Partners will also explore having more open houses on a Saturday (midday) and potentially starting weekday open houses earlier to allow for more participation from senior citizens and people with disabilities. Additionally, the Project Partners will plan to provide surveys (via shorter, targeted questions) to people waiting at transit stops.

7.2 Content

- **Balanced Conversations on Alternatives:** Public transit elements dominated public input and discussion around the alternatives. The Project Partners should better emphasize the differences

between road alternatives and better capture how they would affect traffic for drivers, transit, bicyclists, and pedestrians.

- **Process Transparency:** The Project Partners should continue to explain the process for decision-making and how public input will be incorporated into the final recommended alternative.
- **Clear Graphics:** The Project Partners should continue to streamline graphics communication.

7.3 Gathering Input

For the next round of engagement, the survey should be shorter to increase retention. Although the Project Partners seek input on a variety of information, future surveys should be designed with the intent to administer it in less than five minutes. During Round 1, some respondents at open houses did not finish the survey, in part because the survey took too long to finish. The Project Partners also canvassed transit riders at bus stops along Roosevelt Boulevard and did not have adequate time to get full responses before a bus arrived.

7.4 Outreach

- **Create a Toolkit:** Create an engagement toolkit for partners to share on social media, email, and other online platforms. This outreach toolkit should include sample social media posts, language translations, and images to circulate in addition to the Project branding guidelines.
- **Attend Community Events:** Identify and create a schedule for community events and meetings within the timeline for Round 2. Pop-up engagements such as those at festivals, block parties, or other events near or on Roosevelt Boulevard will help capture audiences who are not already engaged in the Project program. Early scheduling will help ensure the Project Partners can have a visible table.
- **Fill Engagement Gaps:** North Philadelphia and Lower Bucks County had the lowest numbers of engagement from the Sub-Area (less than 20 participants each). Additional efforts should be made to conduct outreach to these communities. The following are recommendations to support targeted outreach:
 - Advertise or canvass on SEPTA buses along Roosevelt Boulevard on high ridership routes.
 - Contact major employees, institutions, or churches to gather feedback from individuals who live near, work on, or visit Roosevelt Boulevard frequently. This could include Northeast Philadelphia Airport (which has approximately 4,000 employees), major healthcare institutions like Nazareth Hospital or Jefferson Health, nearby schools or universities (LaSalle University, Temple University), or churches along the Boulevard.

8 Appendices

- A. Paper Survey
- B. Anonymous Open-Ended Comments

DRAFT

Appendix A: Paper Survey

DRAFT



Roosevelt Boulevard Public Open House

December 2024 & January 2025

*Please use the enclosed materials to
participate at the Open House*

1. Where do you go when you use Roosevelt Boulevard?

Select all that apply:

- A. Work
- B. School (you or your child)
- C. Social activities
- D. Doctors appointments
- E. Grocery store
- F. Shopping
- G. I do not use Roosevelt Boulevard
- H. Other _____

2. What transportation method(s) do you use on Roosevelt Blvd?

Select all that apply

- A. Personal vehicle
- B. SEPTA
- C. Micro mobility (bike, scooter)
- D. Walking
- E. Ride-sharing services (e.g. Uber, Lyft)
- F. Not applicable
- G. Other _____

3. Have you participated in any public meetings or surveys related to Roosevelt Boulevard over the past few years?

- A. Yes
- B. No

4. Which of the following is most important to you for the modernization of Roosevelt Boulevard?

Circle your top 3.

- A. **Safety:** Reduce crashes and feel safe walking, biking, driving, and using SEPTA.
- B. **Reliable Travel:** Fast, direct travel with less delay.
- C. **More Travel Choices:** More ways of getting around.
- D. **Connectivity:** Connect communities and services that are divided by the Boulevard.
- E. **Clean Air:** Transportation choices that are good for the environment and result in cleaner air.
- F. **Station Area Character:** New stores, housing, and services for your community.
- G. **What are other goals that you care about?**

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Think about how you travel on Roosevelt Boulevard: not every trip is the same. You might travel locally to run errands and see friends, and you might travel to other parts of Philadelphia for major events or work.

When thinking about the future of Roosevelt Boulevard, let us know your preferences for how the Boulevard looks, feels, and functions for any of these trips, near and far. When you answer the following questions, think about the best answer for the majority of trips you use.

1. Imagine a new roadway has just opened. I would prefer that this road...

Please circle one

- a. Allow high-speed driving to reach farther destinations more quickly. It's less direct to local destinations and more difficult to stop along the way.
- b. Helps connect businesses and people on either side of the Boulevard with frequent intersections. It has slower speed limit and it's easier to stop at local destinations along the way.

Tell us Why:

2. When I walk across the Boulevard, I would prefer: *Please circle one*

- a. More places to cross the Boulevard. Each of these crossings has more lanes to walk across.
- b. Fewer places to cross the Boulevard. Each of these crossings has fewer lanes to walk across.

Tell us Why:

3. As I approach the Boulevard, I look around and prefer to see the surrounding area have: *Please circle one*

- a. Main Street style buildings built to the sidewalk
- b. Shopping center style buildings separated from the sidewalk by parking lots.

Tell us Why:

4. Imagine there is a new SEPTA service on the Boulevard. I would prefer that this transit service: *Please circle one*

- a. Is faster and more direct, with fewer local stops on the Boulevard. This service requires no transfer to Center City.
- b. Has more frequent stops on the Boulevard and is closer to local destinations. This service will require a transfer to Center City.

Tell us Why:

1. What is your age?

- a. Under 18
- b. 8-24
- c. 25-34
- d. 35-44
- e. 45-54
- f. 55-64
- g. 65-74
- h. 75-84
- i. 85+

2. What is your gender?

Select all that apply.

- a. Female
- b. Male
- c. Nonbinary
- d. Other _____
- e. Prefer not to answer

3. How do you identify your race or ethnicity? *Select all that apply.*

- a. White or Caucasian
- b. Black or African American
- c. American Indian or Alaska Native
- d. Asian or Asian American
- e. Native Hawaiian or Other Pacific Islander
- f. Hispanic Latino or Spanish
- g. Middle Eastern or North African
- h. Other _____

4. What languages are spoken in your home?

Select all that apply.

- a. English
- b. Spanish
- c. Chinese/Mandarin
- d. Portuguese
- e. Russian
- f. Arabic
- g. Other: _____

5. How well do you understand English (speaking and/or writing)?

- a. Very well
- b. Well
- c. Not well
- d. Not at all

6. What was your total household income (before taxes) in the previous year?

- a. Less than \$25,000
- b. \$25,000 to less than \$35,000
- c. \$35,000 to less than \$50,000
- d. \$50,000 to less than \$75,000
- e. \$75,000 to less than \$100,000
- f. \$100,000 and above"

7. Including yourself, how many people live in your household?

- | | | |
|---|---|----|
| 1 | 5 | 9+ |
| 2 | 6 | |
| 3 | 7 | |
| 4 | 8 | |

8. What best describes your work status?

- a. Employed, work outside the home and travel to work 3 or more days a week
- b. Employed, work outside the home and travel to work 2 or fewer days a week
- c. Employed, work from home
- d. Student (full or part-time)
- e. Homemaker
- f. Unable to work (due to a disability, caring for a family member, or other)
- g. Unemployed
- h. Other _____

9. Do you have access to a vehicle at home?

- a. Yes
- b. No

10. Does your household have internet access?

- a. Yes, High Speed
- b. Yes, Not High Speed
- c. No

11. Do you experience any of the following that might affect your participation in public involvement activities?

Please select all that apply.

- a. Difficulty hearing normal conversations, even with a hearing aide
- b. Difficulty seeing, even when wearing glasses or contact lenses
- c. Difficulty walking, climbing stairs, or other mobility challenges
- d. Other difficulties that might affect your ability to participate
- e. None of the Above

12. Finally, how did you hear about the open houses or project?

- a. Local Newspaper
- b. Social Media
- c. Flyer
- d. Email List
- e. Friend or Family
- f. Other _____

13. Any other thoughts? Please provide any other comments you may have about the project.

Appendix B: Anonymous Open Ended Comments

DRAFT

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
0	Please, we need a subway here, elevated, cut and cover, i dont care. Its the best option for us, and for those who come after, the benefits would be immense	No	
2	Please build the subway. The city has been waiting for this for 100+ years. PENNDOT needs to start actually considering multi-modal solutions and cease to just build and maintain roads and highways.	No	
3	<p>It is important to remember that this project should not only be about making the Boulevard a more convenient driving experience.</p> <p>We have an opportunity to make the Boulevard work for a greater variety of users. A subway would by far be the most beneficial transit project. Public transit works best when it is fast, frequent and reliable, and a subway enables this. If people have a viable alternative to driving, they will utilize it. Building light rail or BRT here that is slow and not grade-separated would be a major missed opportunity.</p> <p>There is no reason not to build a subway - the cost needs to be kept at a reasonable level. This project ought to be fairly straight forward and not cost in the \$1 billion per mile range.</p> <p>As for the driving experience, making the Boulevard more of a local access road with better and less complicated intersections would help people access local destinations and could help make crossings safer for pedestrians.</p>	No	
4	Build a LRT or a subway to connect the NE to the rest of the city.	No	
6	This cannot be delayed until 2040. This project should be a heavy rail subway and should begin no later than 5 years from now.	No	
7	Philadelphia is a large and dense city and PennDOT needs its proposals to reflect this. Please invest in a robust transit and bike network to improve the livability of the region for everyone. Building the Roosevelt boulevard subway instead of taking half measures is the best option for the region and will even help car drivers, letting people that would prefer to take the train do so instead of driving and adding to congestion.	No	
8	Cut and cover for the subway option. If the plan goes into the direction of LRT, signal prioritization is a must. Also building more mixed used zoning options along the boulevard is important (allow for zoning changes/variances) in order to build up a main street feel.	No	
12	Please build the subway. Please.	No	
13	Car-centric infrastructure is irresponsible on multiple levels and you professionals all know it. Please do the right thing and make this a real boulevard WITH A SUBWAY, not an at-grade urban highway.	No	
14	Whatever is done, it should not take forever. Come up with a plan quickly and do it.	Yes	Lower Northeast
15	I don't think a subway type system extending into NE Philadelphia is wanted or will be used by enough NE residents to justify the cost and inconvenience of building it. As for restructuring the lanes, it sounds impractical and the extent of inconvenience to drivers (compare to the years of 95's reconstruction) outweighs any potential benefit.	No	
16	Just go ahead and bite the bullet to build the subway as soon as possible. It's been over 100 years since first proposed. It's time.	No	
19	Build the Roosevelt Boulevard Subway! and do it cut and cover!	No	
20	NO SUBWAY	Yes	Far Northeast
21	I support the subway option. In the long run it will benefit the most people.	No	
26	PennDOT, SEPTA and the City of Philadelphia cannot complete this project 100% in a vacuum. Planners must consider international best practices and work to attain the best project delivery while also providing the highest capacity transit service possible on the corridor. Previous blanket citation of New York construction costs in the contexts of a Philadelphia project, on a corridor that is upwards of 200 feet wide did not inspire confidence. This is a once in a century project for the region and bodies planning it cannot afford to take half measures or sandbag the project to avoid critical facets.	Yes	Far Northeast

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
30	Build the subway option.	No	
34	we need the boulevard subway	No	
35	I consider myself an authority on the Boulevard as a driver and pedestrian. Over the past 50+ years, I have driven probably 60,000 to 70,000 miles on the Boulevard. Also, I lived a half block from it for 33 years and walked across countless times. I was nearly struck numerous times, including one incident when a SEPTA bus sped up through a red light at Unruh St.	Yes	Far Northeast
38	Please consider bold moves. It's 2024, climate change is worsening, people are dying getting hit by cars in our city and kids are growing up next to these highways and getting asthma. It's time to quit these half-measures and invest in better transit that doesn't kill us, invest in better public space that people want to spend time in, invest in nature and trees and walkable communities. Not invest in more freeways, more car travel, more congestion. This is a generational project that kids not born today live with. Let's build what we actually want.	No	
40	A Subway heavy rail component is critical to the success of this project	No	
42	I grew up in Northeast Philly but I left because it is so isolated. To get anywhere you must endanger the lives your yourself and everyone around you by driving. Just build the subway. Cut&cover. It is so obvious.	No	
44	The reimagining of Roosevelt Boulevard should prioritize high speed and local transit with a direct connection to Center City, safer pedestrian crossings, protected bike lanes, promoting easy and safe access to local businesses for pedestrians, and traffic calming measures. This project is a once in a generation opportunity to revitalize the Roosevelt Boulevard corridor, connect it to Center City, and remove the designation as one of the most dangerous roads in the country,	No	
46	Page 7 of 8 is too many unnecessary questions that's have nothing to do with this survey. That's why it's a survey.	Yes	Lower Northeast
47	I wrote a paper for school a few years ago about the public health and safety benefits of pedestrian bridges and how they would reduce deaths on the boulevard. I'd love to see this included in your reform	No	
49	we don't need more expressways in philly that endanger everyone and pollute the air	No	
50	Public transportation and safer roads. End stroads.	No	
51	Need subway line or dedicated bus lanes	Yes	Far Northeast
52	Sadly the crime in this city will prevent this from being positive for the whole city...this will cause more tax payers to leave the city....I don't want to live around a subway blvd...it will bring more crime to the northeast... nope...we'll leave!	Yes	Lower Northeast
54	The 25 mph speed limit for Blvd "Neighborhood" is aspirational, very few will abide by it. If that becomes the option the barrier between local + express needs to be removed. Make it 3-4 lanes with full inside and outside shoulders. Outside shoulders can be parking in off peak hours, eliminating the crossovers in any new project is key. Consider extending partial cap all the way to Southampton and provide grade separated connection from I-76 to PA 63 (I-95)	No	
61	Include protected bike lanes or completely separate side paths for bicycles.	No	
63	Can we simplify the the preliminary study & permit process?	No	
65	Expand transit in Philadelphia, don't decrease it. Infrastructure upgrades are needed in our city to help us get around and to give us options given the ways our abilities to get around have changed since 1950. MULTI-MODALITY NOW.	Yes	Lower Northeast
66	I know it would be a huge undertaking, but I think the potential 60,000 riders per day justifies having a subway on the boulevard. Fast, convenient, and predictable service makes public transportation a more viable option for more people. A car should not be a requirement to access work, recreation, shopping, and other basic needs.	No	

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
67	The future of Philadelphian landscapes and transportation should begin realizing that their goals for a better tomorrow require good design and less expectation that mass car usage is the only way forward. Philadelphia is a city primed to be well equipped for a more transportation diverse city and its local communities deserve that. Other cities have begun fixing up and expanding their public transportation options with a lot of success and bicycle riding/communal space sharing are on the rise globally. Let's allow our future as a city to be among the best in the world and flourish as an inspiration for the other DOTs and cities of America.	No	
68	My own personal opinion is that this will be very disruptive, and cause great inconvenience for what could be YEARS.	Yes	Far Northeast
69	Neighborhood Boulevard will provide park area for walking during good weather days and with good planning, benefits for small businesses along the way. Maybe even a tourist destination	Yes	Far Northeast
71	If LRT and BRT options advance, consider crossing gates at intersections for priority for transit, it makes a big difference in travel times. Capacity should be considered - will BRT and LRT be overcrowded due to lower capacity? Bikepaths will need sufficient protection to prevent driving/parking in them by vehicles	No	
72	Reducing speeds on the Blvd may divert more traffic to I-95 making I-95 more congested. I would prefer any rail transit be at street level. I am not in favor of a subway as the Broad Street Line is dirty and unsafe	Yes	Far Northeast
74	I have lived in Somerton my entire life, we are different from other neighborhoods. We drive everywhere. I do not now or ever needed to cross the blvd by foot or bike, I also drive to Bucks to shop. I absolutely do not want a subway, hi speed transit. Just clean up the Blvd, we need more law/traffic enforcement up here. The subway will only make it easier for the criminal elements to come here. We have enough crime.	Yes	Far Northeast
75	The funds for this project should go to the police, fire, and public school system. This project is not needed.	Yes	Far Northeast
76	From what I can understand, this project will cost an absorbant amount of funding. I feel it the funding should be spend improving the police force, and better schools for the city and public safety. The subway should not be extended. We need more police enforcement.	Yes	Far Northeast
77	Why doesn't SEPTA or PennDOT use foreign investors to help fund improvements, including the subway? They're called EB visas and basically they allow wealthy foreigners to get a visa to come to the USA in exchange for about \$1M of investment into a job-creating US-based project. Could be infrastructure or other.	Yes	Lower Northeast
81	THERE IS NO NEED FOR THIS PROJECT AND ABSOLUTELY NO NEED TO WASTE TAX PAYER MONEY. THE BLVD IS JUST FINE AS IT IS!!!!!!!!!!!!!!!!!!!!	Yes	Far Northeast
83	Consider that a lot of us have various stops to make when getting on the Blvd. We don't just go from point a to point b, sometimes in one single trip I may get on and off the Blvd various times.	Yes	Lower Northeast
84	I strongly support the subway option for the Roosevelt boulevard. While the initial capital costs are more, the benefits it would produce more than outway a one time investment.	No	
90	I ant to see the intersection of Grant and the BLVD lanes go one direction at a time to allow for left turns without the back up.	Yes	Far Northeast
91	Roosevelt Blvd subway is the best choice	No	
92	Kill the project and all the studies.	Yes	Lower Northeast
94	Stop nullifying the police with cameras	Yes	Far Northeast
100	I find it shameful that the Boulevard has the same speed limit as some minor streets - it is six (6) lanes each way and the minimum speed should be 55 the whole length. Build the cetral expressway.	Yes	Lower Bucks
101	NO SUBWAY. CONSIDER SEPARATE GREEN LIGHTS FOR BUSY CROSS STREETS SUCH AS GRANT AVE TO ALLOW EACH DIRECTION TO MAKE LEFT TURNS SEPARATELY.	Yes	Lower Northeast
103	Again please consider increasing the length of the subway proposal to have a direct connection with the r3 regional rail.	Yes	Lower Northeast
104	Most people who drive cars don't deserve to drive cars.	Yes	Far Northeast

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
105	<p>We need to build out transit. We can be a world class city, if we believe in the future, instead of just trying to 'get by one more year' as we do now.</p> <p>This is not only a transit project, it is a vote of confidence in the city, and a vision for the future of philly.</p> <p>A handful of cities are building new miles of track, attracting the right attention , can-do attitude, and growing and attracting talent. We need to be in that handful, and focused on success.</p>	No	
106	Continue to keep the public involved	Yes	Far Northeast
107	Build the subway please.	Yes	Lower Northeast
109	Build the subway!! I would love to have a one seat ride to the northeast!!!	No	
110	I am from Philly and have never owned a car-- I would love more and better transit options for getting to ALL parts of the city, not just center city!	No	
111	I think the subway is the best option and I'm really excited about the possibility. I would like to spend more time eating at restaurants and shopping on Roosevelt Blvd, more than I currently do, because I depend on public transit and the transit options out there are pretty awful.	No	
112	I hope that we are planning for the future with more transit options and green spaces, connected communities, and safety all taken into account. I would prefer to see a new subway, but second would be a great light rail system. Either way, I believe there should be both local and express options with connectivity to center city. I am happy to see the city shifting away from the car-centered culture. I would prefer not to have a car but the lack of connectivity between neighborhoods currently makes that a challenge. Thank you for your hard work planning the future of our city!	No	
113	This seems to have been overwhelmingly publicized as a vehicle for the Subway expansion. I am a long-time public transit user and believer, but I think the subway is a horrendous idea. To that extent, the importance of making the Boulevard safer seems to have been swallowed into a black hole. I have been involved in previous meetings and the lived-experience of residents does not seem to be heard. This should not be the decision point on the future of the boulevard if people do not understand the stakes.	Yes	Far Northeast
114	I prefer improvement on what exists, but hopefully nothing new	Yes	Lower Northeast
116	Make the information as simple as possible. I feel like their overview today is overwhelming to understand. It is critical that it is understood because I'm on the Blvd many times everyday, so I must understand and be a participant in this project	Yes	Lower Bucks
118	Why did you provide us depictions of all possible Blvd alternatives but not ask us in the survey for our vote/opinion?! Seems like you have a lot of people/staff to answer our questions but not ask for written feed-back on the different alternatives.	No	
120	This is bizarre questionnaire + a quixotic endeavor. You rely upon random outreach not really representative of the population to draw conclusions. The waste of decades of public events going nowhere may only be obvious to those of us who keep attention	Yes	Far Northeast
124	I'm happy to see that all the alternatives shown at this meeting incorporated some form of transit infrastructure! Transit is the best way for a car-oriented country like the US to begin reversing emissions trends (in addition to the other advantages listed above!) I would hope that whatever transit is built on Roosevelt is grade-separated (elevated or subway) so it can bypass congestion and offer commuters a fast trip to Center City, a trip that currently takes over an hour! Build the Roosevelt Boulevard Subway!	No	
125	Build a subway here y'all lol	No	
127	1) Do not reduce the number of traffic lanes; the side streets can't handle it, and the traffic will be worse 2) You want people to connect to public transportation running down the center of the boulevard, where are they supposed to park + if you do provide parking, it should be free	Yes	Far Northeast
128	No to anything	Yes	Far Northeast
129	We do not want the subway. Period	Yes	Far Northeast

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
131	I think any future Boulevard-related process should prioritize accessibility and safety for public transit, pedestrians, and bikes over convenience or speed for cars, and should prioritize the needs of those who live and work in the northeast over those in other parts of the city.	No	
139	I support a capped/tunneled freeway from the already freeway portion of the blvd to 276/the turnpike, as well as a surface street with denser development. Accommodating both long and local trips. A train service (light rail, subway, etc.) along the surface street would allow for greater mobility as well.	No	
140	I was only aware of the last public meeting via the Somerton Civic association. The BLVD really needs more cross steets between Grant and Southampton. Byberry and Southampton are failed intersections/roads due to the heavy use to get to Philmont.	Yes	Far Northeast
142	We need high speed transit....that is a must. Sinking the highway to accomodate the high speed transit is a must. Beautigying the elevated neighborhoods to be more walk friendly like a big main street with buisnesses and parks.....would be ideal	No	Far Northeast
145	With SEPTA's inability to operate to full operations, how could they expect to operate an addition 12 mile rail operation. In 2023, they scrapped a 4 mile extension of the Norristown LIGHT RAIL line that would cost \$4 Billion. Just imagine how much the subway 12 mile extension would cost!	Yes	Far Northeast
147	Roosevelt boulevard subway is a great option and it seems like the people want this, so i hope it happens	No	
148	Stop building expensive, wasteful light rail that benefits only the special interests, and provide frequent (small) bus service.	No	
150	build the subway	No	
152	I would really like for Northeast to be safer and more connected with the rest of Philly. This has not been the case for way too long.	No	
154	The boulevard is a nightmare that I avoid at all cost effectively cutting me off from an entire area of the city. I shouldn't have to take a circuitous route because I don't feel like putting my life in peril. A subway would make the area along the blvd more accessible and would prime it for more developement and revitalization.	No	
159	If you look at a population density map, it's immediately obvious that the inner northeast is massively underserved my rail transit. This is a chance to finally complete the most logical rapid transit extension in the region.	Yes	Lower Northeast
165	Please center pedestrians and other non-drivers in this project! This is a CITY and should not be focused on car travel	No	
167	Adding more public transit options along the Boulevard is essential; it is one of the most dangerous roads in the country. Solutions that center cars will ultimately be counterproductive and continue to divide communities. Calming traffic and giving people other options, ideally something with a dedicated right of way like a subway or light rail, would be a massive improvement.	No	
168	PennDOT: *literally anything* me *chanting*: SUBWAY! SUBWAY! SUBWAY!	No	
177	What is going to happen to the K bus?	No	
178	Investment in public transit and traffic calming will pay off. It always does.	No	
180	Philadelphia has only 3 major roads, I-95, the Schuylkill expressway and the Roosevelt Blvd. With traffic increasing in the area, no matter how the Blvd is reimaged, there will always be issues. My hope is that the roadway can be reimaged in order to best suit all people. If money were not an object, having both a capped expressway and a neighborhood Blvd would be perfect. Sadly, the amount of traffic on the road most likely will not change. People who have access to a vehicle don't ride public transportation typically for a number of reasons. Unless Septa can ensure both a high quality passenger experience and convenient scheduling, it won't make a big difference. Personally, I used to ride the 66 bus to the El, but no longer feel safe doing so. As a result, I drive. I believe my feelings are similar to many people about Septa.	No	Far Northeast
182	More police on the Blvd and more cops on foot	Yes	Far Northeast
190	I would love to see rapid transit along Roosevelt Blvd like expansion of the BSL. There are a lot of great things I would like to experience in the area but it is just not possible to travel there and back quickly, safely, and reliably	Yes	

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
195	The proposal to lower the speed to 25 mph through neighborhoods is crazy. It will just make people cut through side streets and speed on them because there are no cameras.	Yes	Lower Northeast
197	Build a heavy rail metro. A BRT or Light Rail will be obsolete on the day they open, and be bogged down by road traffic.	No	
198	Would it be possible to implement a Bus Only lane before the full RB Reimagined project begins work in 2040?	Yes	Lower Northeast
202	The subway is the best option. The one-seat ride to Center City is a game-changer, as people much prefer to not have to leave their seats mid-transport. This is a weakness of LRT and BRT; so is having to sit in traffic on their way to and from Frankford Transportation Center. People will not want to pay fares to have to sit in traffic. People also will not care for being caught at the same traffic lights as they would have if they had driven. Not only that, the subway could be a game-changer for lower Bucks County. The current bus system in lower Bucks County is a series of meandering lines that become one of three "seats" required for passengers to reach Center City. Anyone catching the 127, 128, 129, or 130 has to transfer to a bus at Neshaminy or Frankford-Knights, only to have to transfer to the L at Frankford Transportation Center. Not only will using Neshaminy as a bus hub to the subway make car-free living in lower Bucks County possible, it will help Philly reverse commuters.	No	Lower Northeast
203	Please go with the subway, even if it's just for a section of the boulevard! The other options do not feel like they'd save the northeast.	Yes	Far Northeast
204	The best long term solution is to build the subway. I wish it could connect all the way to Trenton though with stops along route 1.	Yes	Far Northeast
206	I think the potential ridership of a subway-esque alternative is worth the cost, especially considering the convivence people will have in getting to and from center city.	No	
208	Build the Roosevelt Blvd Subway	Yes	Far Northeast
210	#NAME?	No	
211	There is no justifiable option except the neighborhood blvd with a subway. Anything else would be a disservice, to the city and its people. Anything else would be a danger to the people that live here. Anything else would squander the economic potential of the city, and the state by extension. We have needed this subway for over 100 years. It needs to happen now.	No	
213	Build the subway.	No	
215	Family still lives off in Far Northeast and Lower Bucks but I live in West now. My interest in this project is mostly driven by supporting public transportation and wanting an easier way to visit my family. I grew up hearing about the idea of a subway along Roosevelt Blvd from my grandparents, I'd love for them to be around to see it come to fruition finally.	No	
216	Subway, and neighborhood boulevard, please.	No	
218	I fully support extending the BSL to roosevelt blvd. This has been something Philadelphians have deserved for over a century and will completely transform the area. I do not fully understand or agree with the timeline (2040), I think this is grossly overestimating the timeline and only serves to make other options more viable. A large percentage of the people you are surveying won't even use this road by that time.	No	
219	Please build the subway!	No	
220	I like alternative 4, the neighborhood boulevard with subway extension. That will be the most useful, carry the most people, and provide the most compelling scenario to reduce the areas reliance on cars. I'm strongly against the full and partial capping proposals. The fully capped sections are full of green space that no one will use because it's surrounded by noisy and polluting cars. The partially capped sections are exactly the kind of infrastructure we're trying to get away from. In a time where we're looking at capping the vine street expressway because it divided neighborhoods, we should not be building new sunken highways that will continue to divide neighborhoods.	No	
221	Please build the subway and make the boulevard a place that people, not cars, want to be.	No	
223	The Roosevelt Boulevard Subway is 110 years overdue, we can't settle for light rail, BRT, or other lesser options	No	

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
224	Build the subway and stop wasting my tax dollars studying something that was already studied previously. The subway makes the most sense to alleviate traffic and long term is the best economical option.	Yes	Lower Northeast
226	Transit should be focused on mobility	No	
227	The census tracts along Roosevelt Boulevard below Cottman avenue have a population density of 20,000 to 30,000 people. This is similar if not higher than most census tracts in North Philadelphia or West Philadelphia along existing rapid transit routes (MFL/BSL). Additionally, this is one of the fastest growing part of the city. Some census tracts in Oxford Circle and Mayfair have seen growth upwards of 20% over the past 10 years which is similar growth to Fishtown. This part of the city deserves rapid transit that is safe and accessible. The Roosevelt Boulevard Subway is the answer.	No	
231	There should be more subways or raised rails in philadelphia! There should be one along Roosevelt Blvd, Oregon Ave, Erie Ave, 52nd street, and more!	No	
233	Would like to see a underground subway that connects to B or L [SEPTA]	Yes	
234	I'm hoping we can consider this project enough of a priority to have something transformative implemented and built within 10-15 years instead of still planning much of the project like the current timeline appears to, as I understand it. I understand that large infrastructure changes take time, especially when it involves committing such a large sum of money and resources and can affect potentially hundreds of thousands to millions of people that rightfully should have a say in how the project is constructed, but I hope we can construct and implement a reimagined Boulevard in a more reasonable timespan to have it not die or be implemented as a shell of what was planned from hundreds of cuts over the long timespan, even if what is implemented isn't exactly what I think is best.	No	
235	Has an elevated subway extension been considered? I think that could reduce costs and construction time.	No	
236	subway (cut and cover) elevated highway (if funds allow)	Yes	Lower Northeast
237	I semi-frequently have to travel to the area around the Boulevard for work, however, if there were a reliable rapid transit option I would use it instead of driving. I believe that rapid transit in conjunction with smart upzoning in areas around the stops would be a great benefit to both the northeast and the city as a whole.	No	
238	I hope this makes the Police department take a hard cut if it means this project is fully funded.	No	
239	It is a rare opportunity to expand the regions rapid transit backbone. Don't squander the opportunity by going with a watered down solution. Invest in a grade separated cut and cover subway.	No	
240	Build the subway	No	
247	I support LIGHT RAIL, I can speak to this issue at length and if you would like to talk to me more about why it is a good idea please write to me at [email removed for privacy]	Yes	Lower Northeast
249	The Boulevard might be the perfect candidate for a subway (BSL extention) in the country. No other city has such readily accessible land compared to the strip that runs down the Boulevard. There is no other option than a subway that makes sense to do here given the opportunity.	No	
251	Build the subway with cut and cover construction along with a two lane expressway in either direction underground. Ground level can have reduced speeds and fewer lanes. It's the most sane option. If you can tap into both PENNDOT and FTA dollars you can really drop the local cost dramatically.	Yes	
258	The Roosevelt Boulevard Subway is the right solution for this project. We need to invest in SEPTA and making Philadelphia a more liveable and European style city.	No	
259	Building the Roosevelt Blvd Subway would cancel more car trips than a bus or light rail, and the more cars are off the road, the more of an improvement it will be to traffic. The subway would give the highest ridership out of the three public transit alternatives, hence getting more cars off the road and improving traffic on the Boulevard the most.	Yes	Far Northeast
261	We need a subway, not a half / quarter measure like a bus or light rail. Build it!	No	

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
262	<p>Neighborhood Blvd Subway is the best option</p> <p>**FASTER SERVICE</p> <p>**DIRECT CONNECTION TO CENTER CITY</p> <p>**TRAVEL TIME IS QUICKER VS CURRENT BUS AND TRANSFER TO MFL</p> <p>**CONNECTS LOCAL COMMUNITY TO OTHER PARTS OF CITY</p> <p>**SUBWAY WOULD GENERATE THE MOST RIDERSHIP AND WOULD RETURN ON INVESTMENT</p>	No	
264	just fast track the boulevard subway please	Yes	Far Northeast
265	Please build a subway and no highway. It will be safer for everyone and be far better for the environment. A normal street above it with a park in the middle that the subway runs underneath would be wonderful, and also means the subway can be built cheaply by cut and cover.	No	
271	The arroganceattitude of the ne is going to cause huge cost overruns.i suggest you triple your budget	Yes	Far Northeast
272	Need direct line to center city	Yes	North Philadelphia
273	Roosevelt, with the speed cameras, is already a safer street than Broad due to a new report. I hope we keep the momentum moving. Everyone in philly deserves to experience the best this city has to offer, and NE philly has been sorely lacking investment.	No	
275	Heavy rail transit, direct access to CC and extension of MFL to the blvd	No	
277	Please please please build the subway! It is clearly the more efficient option for travel and it will absolutely revitalize the Boulevard.	No	
281	<p>Please engage outside expertise to develop a plan for cut-and-cover construction of a capped, below-grade subway and express roadway, and give NE Philadelphia excellent road and transit connections to the city and much needed park and green space.</p> <p>We only get to do this once, let's find the most cost-efficient means of doing it correctly.</p>	No	
282	As I wrote before, the Roosevelt Expressway from City Line is quite unsafe with poor mergers and speeding drivers. The 40 mph limit should be enforced. Most drivers go 50 to 60. I have stopped going to events on City Line area and Wynnewood because of the difficulty driving back onto /route 1 north. The difficulty is merging from the left lane into the center lane with speeding cars. Although this is not part of Septa, it does involve route 1.	Yes	Far Northeast
284	I have heard that one of the main goals is to make it easier to get to Neshaminy. However there is nothing there anymore so that seems kind of pointless. I think bus service along the boulevard is already very good since they initiated direct service with fewer stops. Please don't waste taxpayer money on a subway it would disrupt traffic for years and not at any value.	Yes	Lower Northeast
288	This project cannot wait for another century. We need to provide more funding for SEPTA so that projects like the boulevard subway can be properly funded. Let's also cap the expressway so that the boulevard can look and feel more attractive to everyone	No	
289	Philadelphia, and the United States as a whole, has invested in the car to the point of determent to its cities and public spaces. Roosevelt Blvd in it's current form divides the city and kills its residents. We need a new vision for Roosevelt Blvd. One that invests in people and places, not cars and traffic	Yes	Lower Northeast
290	Ideally I would prefer sunken option for traffic with subway option. To save costs I would be ok with the light rail option	Yes	Lower Northeast
292	With all of these alternatives, please improve bike infrastructure (bike lanes, protected fike facilities such as bike locker or locked bike cages, indego stations through Northeast Philly)	No	
295	I am in favor of the subway and hope you can make it happen	No	
296	subway!	No	
298	All proposals presented were interesting; the devil is in the details, you need to properly maintain whatever is built or you have accomplished nothing in the long term	Yes	Lower Northeast
304	How do we decide what is partially vs fully capped? Going forward, it would be beneficial to assess capping/not capping areas like Bustleton-Frankford and Welsh-Grant	No	
309	I really hope this goes through! I'd love to see more rail transit in the city.	No	
311	I just want a faster way to get around, i dont have a car	Yes	Lower Northeast

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
313	Need the Roosevelt subway system to lessen polluting emissions from drivers, provide a safe commute, and allow the most efficient and least time commuting along the Boulevard. This will have multiple benefits to all users of the Boulevard as well as businesses and offices along and near the Boulevard. While the situation has improved a little in the past few years we need to greatly improve the situation. A plan for and implementation of a reasonable subway system for the Boulevard is the best choice for the area and region! Please move ahead with this approach.	Yes	Lower Northeast
314	This project sounds like it would cause serious problems for drivers of private vehicles who use the Boulevard to travel any distance. Your changes would make it take much more time to drive anywhere. These changes will hurt most people who use the road. You need to go back to the drawing board and come up with another option that will not eliminate Boulevard lanes, take lanes exclusively for bus use, or cut posted speeds. A subway or train line isn't needed. The area is already served by two SEPTA rail lines and multiple buses, including along the Boulevard. It's not clear that a connection to North Philadelphia or the Frankford Terminal would justify the high cost. There are much less expensive ways to promote Boulevard safety. Assigning more traffic police to the Boulevard is one way. Making safety changes that don't compromise the road's value to the drivers of motor vehicles who make up the great bulk of the traffic is another way.	Yes	Far Northeast
315	Lay off the highway widening projects and build the Roosevelt boulevard subway. Do a cut and cover subway and you'll be able to do it cheaply and efficiently. You should be able to get it done long before 2040. The payoff in terms of increased productivity for Philly due to reduced traffic and lives saved due to reduced traffic violence would be huge. Let alone the positive environmental impact! With a road diet, Roosevelt Boulevard could become far more hospitable, unlocking increases in property values, too.	No	
316	Despite my concerns about safety and traffic, I am for the Boulevard Subway/Rail project.	Yes	Far Northeast
318	Please shelve the bank aid solutions, and build a transformative direct corridor that will stand the test of time	No	
322	Improve transit for our region.	Yes	Lower Northeast
325	Please build a subway! Philadelphia needs this.	No	
326	Offer live streaming.	Yes	Lower Northeast
327	Monorail conversion along Bustleton Ave. Consideration of the M/F line being extended in Lieu of the Broad Street Line. The FTC be relocated to Bustelton Ave + Blvd, then the Boulevard be opened for the light rail option or the subway option (extension of M/F line)	Yes	Lower Northeast
328	Thank you for showing all of the different options that are being considered. The potential is exciting. It would be nice to see the bus lanes only option considered as it would be the least expensive option using a mode of transit that folks are already accustomed to ride.	No	
330	Please build the subway option!	Yes	Far Northeast
331	Build the subway! And connect to Markfet Frankford Line	No	
332	Safety is our major concern. We do not want somerton to become Kensington. These is no parking to support subway. There are not enough police in area	Yes	Far Northeast
333	No subway. The direct SEPTA bus is mostly empty	Yes	Far Northeast
334	Very nice and informative. Would like a wider selection of refreshments, bottled water is a health hazard!!	No	
335	Love that you're looking for feedback along the way. A broad presentation to those, like myself, who haven't heard about this at all and don't use a computer	No	
338	This is a once in a generation opportunity to make a slam dunk transit investment and repair the damage a horrible road has done to communities along the boulevard. Please choose the subway option.	No	
340	Transit and walkable neighborhoods should be available for everyone, not just those who can afford to live in Center City and the more expensive neighborhoods in the city	No	

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
342	Although public comment and studies can be helpful, they can also be used as delay tactics to either stop transit projects or water them down from what they were originally promised. The Roosevelt Boulevard Subway is something that has been promised and people have wanted for over 100 years now, so it is nothing new. More public comment and studies done on the corridor will only delay the project without revealing much new information. There are never this many public comment sessions and studies done when a new highway expansion is taking place. Why do we have to keep having hearings about the the Roosevelt Boulevard Subway? We just had multiple open houses in 2023 where there was overwhelming support, but now we are having more in 2024. The best thing that can be done is to begin construction on the subway yesterday, but at the very least we can start today.	Yes	Lower Northeast
343	Parking Protected, or (ideally!) grade separated , bike lanes - please	No	
345	Roosevelt Blvd as it currently exists is terrible and not very good at providing any of the services it ostensibly is supposed to be doing. The reconfigured setup with Rt1 being sunken below grade along with the addition of a dedicated transit ROW, and safer intersections is a long overdue improvement.	No	
348	Please build the subway. It would be transformational.	No	
350	I was a member of the CAC for the 1995-2003 iteration of this project. I hope that this time around, we will see positive results, though I worry about the Trump administration, and its attitude to transit projects.	Yes	Lower Northeast
351	NO SUBWAY - NO BIKE LANES	Yes	Far Northeast
355	Subway and neighborhood boulevard is the best option.	No	
357	This is a once in a generation project, so we really need to get it right. BRT is a poor option for this and won't move the needle enough, while keeping operational and especially capital costs higher in the long term (since buses only last 12 years in average). It will be slower and will not offer the speed advantages of the subway or teh mass adoption of transit riders like light rail could. The extension of the MFL needs to happen no matter which mode is chosen to ensure reliability and speed	No	
358	Ensure that it is handicapped accessible	Yes	Lower Northeast
359	The subway neighborhood boulevard should be extended beyond Southampton	No	
360	The subway neighborhood boulevard should be extended beyond Southampton	No	
361	Please keep our office in mind - for upcoming community meetings - PADOT meetings.[removed for privacy]	Yes	Lower Northeast
365	We need RBS, most long term potential, most ridership, most modal shift. This will be the catalyst for a turnaround if built	No	
369	My hope is that there is research done regarding opportunity and not just current status. Id use the Blvd much less than I would should there be more efficient (faster) options. Capital is high but less quantifiable economic impacts (positive) will be realized with the ""right"" project	Yes	Lower Northeast
373	Please build a capped subway and make the Boulevard a road that connects the community not divides it.	No	
374	extend the Broad Street Subway!	No	
378	Really believe we need to invest in infrastructure, particularly a subway. Really huge benefits for the people living along the Blvd.	No	
379	Of the options available the subway looks like the best option. I know it's riskier but the impact it will have will make up for that. The LRT is an okay compromise but the BRT is the worst option. Don't cut corners.	No	
385	Just need answers to my previous comments	Yes	Far Northeast
388	My main concern about any work on the Boulevard is the disruption to using it to drive to/from work.	No	Far Northeast
389	Please build the Boulevard Subway! We're completely overthinking things and seem to have no confidence in our ability to build great things anymore. Stop letting perfect be the enemy of great and we'll see a massive return on investment!	No	
390	PennDOT should build the subway option.	No	
392	I do not attend meetings that require me to be out after dark but I know these meetings are important and I am grateful to offer my opinions here	Yes	Lower Northeast

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
394	I believe if we look at cities such as Paris, they can serve as a model for how we can improve more parts of Philadelphia in similar ways. When transit modes are better diversified, everyone wins. Increasing the amount of people who can get to any given location despite personal income status, can only improve. A municipality is economic situation.	No	
398	The Boulevard is an important artery between Northeast Philadelphia and Center City, and thus efforts to facilitate commuting, reduce congestion, and properly time traffic lights are crucial.	Yes	Far Northeast
399	I just hope your serious about this, people have been talking about this subway forever	Yes	Lower Northeast
400	Please build the subway!	No	
402	I think it's really important to have transit access up there that's frequent and reliable. I dread going there because driving is so dangerous but there isn't really any other option.	No	
404	BUILD THE SUBWAY!!!! Let's do big things. Courageous things. Transformational things.	No	
405	I am an advocate of a Roosevelt Boulevard subway.	No	
406	It's TIME TO BUILD A GOOD SUBWAY that helps people get around and reduces pollution from autos plus risk of injury or death.	Yes	Lower Northeast
408	I strongly support the subway for the Roosevelt Boulevard. I believe this would be transformative for the Northeast, and for Philadelphia in general, and truly activate the Boulevard as a place for people and the neighborhood as opposed to an inner city highway for cars alone.	No	
409	This is the imagination stage, not the project design/delivery stage. Think big, act on a plan that's been wallowing from a preference for Highway Expansion for a century. Build the subway, zone for Transit Oriented Development around and near stations, and get people moving safely across the boulevard.	No	
410	I think residents of Northeast Phila's opinions should weigh more heavy than others in this matter. The Blvd is a highway. A subway will not deter driving. The subway and EL are both dirty and dangerous. These issues are not being addressed. Also how will people come to get the subway? Buses? Drive and park? This plan seems like a waste of money.	Yes	Far Northeast
411	The Roosevelt Boulevard Subway needs to happen!	No	
413	A subway option would be transformative for the region, Northeast Philadelphia and Bucks County need more rail service.	No	
414	DO IT DO IT DO IT DO IT	Yes	Lower Northeast
415	I think it is a waste of taxpayer money. I will probably be long gone before it is finished but most people are against it.	Yes	Far Northeast
416	Building a subway along the Boulevard is a must. While other transit modes would not be competitive with driving and not directly connect to Center City, a subway would be faster than driving and would allow a one-seat ride to City Hall, the Convention Center, and the Sports Complex. This will reduce traffic congestion by cutting down on cars and spur economic growth with less commuting time and connecting more people to NE businesses.	Yes	Lower Northeast
417	I would love to see the subway. If that is not possible, then light rail.	No	
419	As a lifelong Northeast Philly resident, better connectivity to the rest of the city is desperately needed. Approximately a third of the city's population lives here, and has always been disconnected from the rest of the city. A subway is the only way forward; BRT and LRT simply cannot provide the same level of service, quality of service, and capacity as a proper metro. A subway would also be great for people who will continue to drive, as it means that the boulevard will be less congested, and drivers wouldn't have the "obstructions" on the road that come with BRT or LRT. It would drastically improve the quality of life for Northeast Philly residents, opening up opportunities for work and school, as well as for new investment in the Northeast. It currently takes me 1hr 5min to go to school by public transit-even longer outside of peak hours-which has prevented me from pursuing many opportunities, but with a subway it would only take 28min, which would open up a lot of opportunities.	Yes	Far Northeast
421	Build the surface lane configuration shown in the capped expressway option, but without the expressway	No	
422	I hope this works out. Moving freely around the city should be something we all want.	Yes	Lower Northeast
423	Please build the subway	No	

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
424	I would like to confirm that I am strongly in favor of the construction of a Roosevelt Blvd. subway.	No	
426	Thank you for doing this public engagement and thoroughly considering multimodal options. While Alternative 3 is the most expensive, it has the greatest long-term benefit to travelers and adjacent communities alike. All other options externalize those costs to the travelers and communities to have to pay the cost through less reliable travel, less safety, less connection between communities, more noise/air pollution, loss of valuable public space for parks, etc.	No	
427	Build a Metro above all else. No other mode will suffice like a Metro will	No	
429	Excited for this! Looking forward to the integration of public green spaces into Northeast Philadelphia infrastructure!!	No	Far Northeast
431	What demograph was this advertised to? How was this advertised?	Yes	North Philadelphia
432	Prjoect seems great, worried about drug use, crime + homelessness to spread to our community homes. Safety cannot be guaranteed, especially in this city!	Yes	Far Northeast
433	The public survey seems geared toward local use of the Boulevard where the presentation is geared toward how to move high volume of people. It's a little confusing	No	Lower Northeast
434	It's great that the public is being consulted on this matter in such a detailed, comprehensive manner!	Yes	Far Northeast
435	Safety! (from crime!) Safe parking, no muggers lurking, homeless hanging out and living at stations and sleeping on buses + trains. Men masturbating in public - on platform!!! People smoking and using drugs on the trains! Panhandlers at entrances and walking on trains. unwanted entertainment from people asking for \$\$\$	Yes	Far Northeast
436	If funded how will the staff make sure that this project is actually completed! The previous project has not been implemented or event started	Yes	Lower Northeast
438	It would be nice to hear from the businesses + the local medical facilities that are along the Blvd as this would impact them as well	Yes	Lower Northeast
439	Thank you for taking the time to present your case	Yes	Far Northeast
445	What is your safety/security management plan? How will you support existing businesses during construction? Other penndot priority one projects have been shelves for over 40 years. What makes this different	Yes	Far Northeast
450	Do more engagement because 2/3 of people have no idea this is going. Most are opposed to making driving harder. Loo up Liberty County becaause this project is a pathway to that!	Yes	Far Northeast
451	don't want anything	Yes	Far Northeast
454	Looking at the posters, I realized riders getting to the BRT or LRT will need to cross traffic lanes to get to the station. That might be a disincentive	Yes	Lower Northeast
455	Build the subway! Cut and cover :)	Yes	Far Northeast
456	Alternative 1A (partial cap/train) would be the perfect spot for drivers, walkers, and the budget. The subway is too expensive with the maintenance with for elevators. Please consider more light rail trains instead of buses.	No	Lower Northeast
461	This is a wonderful opportunity to solve a lot of issues around the boulevard and to enhance the user experience and beautiy this transit corridor. Not in favor of subway option - ridership/expense	No	Lower Northeast
466	The subway alternative provides the most reliable service and fastest service or any users that choose to use public transit. We can grow the city with this investment for a subway. Through both direct and indirect jobs. The indirect jobs would be the commuters who use the subway such as students, doctors, nurses etc...	No	
467	I would like to see more consideration paid to how pedestrians access the proposed station along the dedicated corridor whether that be for the BRT, LRT or subway option. All the option so far do the logical thing of placing them in the median of the boulevard which makes sense but the potential conflict points of pedestrians needing to cross potentially three or more lines of traffic feels to be potential impediement to encourage folks to use the transit options.	Yes	Far Northeast
468	Please choose a subway and local blvd. We need better transit and a more walkable/safe NE Philly for it to be sustainable and really thrive.	No	

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
478	The subway, or whatever rapid transit project is picked, should be continued up Ridge Ave or Henry Ave as well. This extension would cover the whole city with subway, rather than just a North/South and East/West subway centered on City Hall. Residents of the Northwest would support this project wholeheartedly. I'd be willing to pay much higher taxes to fund a subway.	No	
480	Build the Subway!!	No	
481	The Roosevelt Boulevard Subway needs to happen this century.	No	
483	Build the subway!	No	
484	Quiero por fin ver un metro sobre el Bulevar Roosevelt, como se había prometido hace casi cien años.	No	
485	Please consider the subway option for the Roosevelt boulevard as seriously as possible. It is an important step in ensuring transit accessibility across the city.	No	
488	Other than rush hours, traffic is reasonable. years ago I suggested to PENDOT that yield signs be put on the crossovers. Never happened. You keep missing that the Regional Rail lines get you downtown in half of an hour with no traffic congestion. There are two regional rail lines to the North East. Since the speed was reduced to 45mph on the boulevard, have accidents been reduced? If you live in the Northeast, you alredy have a car. Once you are in your car you are not going to drive to the boulevard and park your car and wait for a bus. These plans are not for NE residents. What is the utilization of the express bus that is already using the Blvd?	Yes	Far Northeast
490	My wife and I use the El constantly and the BSL a bit less. We love the subway system but sometimes avoid traveling to the Northeast because it's onerous. We would love a subway option to get there!	No	
492	Bringing crime to the far northeast.	Yes	Far Northeast
494	Talk to the National Motorists Association to avoid an anti-driving bias.	No	
496	Would I be able to use a Septa key card to get there to and from Center City Philadelphia by taking light rail transit, subway, etc?	No	
497	A subway with a pedestrian scale surface boulevard would be great; maybe add a trail down the median	Yes	Lower Northeast
501	I want a high capacity transport option that connects to center city and reduces car trips along the corridor.	No	
505	Please be forthright and credible in presenting the alternatives and representing the results of this survey. It is hardly unknown for capital project studies to be 'sandbagged' or survey results to be misrepresented to appear to favor a predetermined outcome. PennDoT has engaged in both of these practices, particularly committing the latter in relation to surveys about expansions of I-95 in South Philadelphia. These dishonest behaviors are unacceptable.	No	
507	Again, if we do go forward with a Blvd Subway and an open Blvd Plan, I think its a very missed opportunity not to have a station at North 5th Street where one of SEPTA's busiest bus routes, the 47, stops as well as the crosstown 75 Line. A station at Logan's Triangle instead of 5th St would see far fewer ridership numbers and the land around the station isn't suitable for TOD. Please reconsider the 9th St stop and move it to 5th St where it would connect to one of Philadelphia's largest Hispanic hubs. This would also personally benefit me.	No	
509	Grade separation should be prioritized for the construction of the project. If the train is at grade with car traffic, this will be more dangerous than building a grade separated railway either underground or elevated.	No	
511	The time for heavy rail transit on Roosevelt Boulevard is well overdue. Build the subway!	No	
513	Please just finally build a subway that connects with the BSL. It can even be elevated for some portions, but the Boulevard could definitely handle cut & cover construction without excessive inconvenience.	No	
516	Build a subway - It was a good idea 100+ years ago and it is a great idea now. Make SEPTA more accessible to all Philadelphians	No	

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
517	I wish funding was better for public transportation overall--new, bigger, wider roads is not the answer. If there was better transportation, people could have one or no car per households saving money for other uses like better housing. Especially for people trying to reach cultural events in CC, sporting facilities in South Philly, or better connections to the airport--this is cheaper, comfortable, quicker.,	No	
520	Build the Roosevelt Blvd Subway so there are real transit options for residents and those of us with work and family in the NE, return it from a dangerous speedway to a neighborhood boulevard that encourages residential and commercial development.	Yes	
521	Thank you for the time and effort put into the project and engaging the community. I think that we should not shy away from using this opportunity to fundamentally transform the boulevard and connect the Northeast with the rest of the city by building the subway that the region deserves	No	
522	Thank you for studying this and asking the public for feedback. I am excited for the future of Philadelphia as it is very promising if we make the correct decisions now!	No	
523	Please build the subway! It's been promised for over a century--time to get it done.	No	
530	No	No	
532	Should provide more walkable pathways and show down traffic with traffic calming and traffic circles. The design should promote high density mixed use development walkable to mass transit and less parking lots.	No	
533	Please build the Roosevelt Boulevard Subway. It's a generational opportunity that we shouldn't miss	No	
534	Have more virtual meetings. I don't drive due to disability and due to immense irony, you keep holding meetings in places that aren't easily accessible via public transit/require multiple bus transfers.	Yes	Far Northeast
535	Connect Roosevelt to the city with the Roosevelt subway. Continue implementing measures that slow cars and keep people safe	No	
536	The city should treat this project as a major step to prosperous economic development. A LRT or subway line with the street changes as depicted in renderings would be a boon for the Northeast. Younger people want to live in or near the city and this project can be the beginning of a new wave of people moving back into the city without the added tax of car ownership. My grandparents never learned how to drive and were able to work in the city due to great access to the trolley network that once existed in the Northeast. This is partially what made the Northeast attractive to those that wanted to move out of the city center. The city of Philadelphia needs to become a leader instead of a follower and get back to its roots with walkable neighborhoods and great public transit. This project would show that the city can lead by breaking away from the status quo of car centrlicity.	No	
540	Build the subway. Reduce lanes. Add bike lanes. Make pedestrian access safer, prioritized and more useful.	No	
541	This is a desperately needed investment, economically, and more importantly, for safety! It will have a massive impact on this area of Philadelphia, and do so in a way that improves the lives of folks in the area, rather than uprooting or pushing them out.	No	
542	Should do everything to get a subway built. Would be very important for Roosevelt Boulevard.	No	
543	Build the Roosevelt Boulevard Subway!	No	
547	The current dangerous design of the Boulevard is unacceptable. People are used to relying on cars, so it can be hard to imagine the choices we would make if things were different. Half measures won't won't get enough people out of their cars to make the Boulevard safe for our citizens. Let's go all out to make a new design that gives people real alternatives and real safety!	No	
548	Rail service is priority #1 for me.	No	
555	I am in favor of the subway option on Roosevelt boulevard. The area is dense enough to support it and the median would allow relatively easy construction of a BSL extension. This would be one of the most impactful transit extensions in the country and I would be excited for Philadelphia to lead it.	No	

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
556	Please don't take the cheapest option. This is an opportunity for a real investment with a proper subway. Anything less won't provide real value to the community.	No	
558	Subway please	No	
559	Please bring back our police if you want a safer road anywhere. Stop catering to non tax paying residents, those of us overtaxed all wish to leave this city. We aren't making an exodus because of too wide of a curb or not enough bus stops.	Yes	Far Northeast
560	The timeline of this project is concerning. There is also no traffic mitigation plan for during construction.	Yes	Lower Northeast
561	Build the Roosevelt Boulevard Subway!	No	
566	My focus, as an avid cyclist, is improving not only bike access along the Blvd, but also establishing connectivity to neighborhoods on both sides of Roosevelt to improve bike infrastructure throughout Philadelphia.	Yes	Far Northeast
568	no, thanks	No	
569	I believe a subway is the best option for positive growth in the area. It allows those communities to be more connected with the city and has the highest ridership models according to your stations. In my opinion, the other alternatives don't have the same longevity or growth potential, and although the costs are higher, one of the subway options would be worth the investment in the long-term for the city.	No	
574	Large swaths of Philadelphia are entirely car dependent because of poor transit connectivity. Philadelphia is blessed with a dense and walkable urban fabric and should not be as car dependent as it is. People turn to cars and drive down roads like the Boulevard because Philadelphia has struggled to properly fund/expand transit and provide quality alternatives. Building projects like the Boulevard subway is a great first step to expanding Philadelphia's transit. It would improving the quality of life of the city by reducing the amount of cars on the road and allow people to comfortably live car free	No	
577	Although I love democracy, this should not be done just for popularity or majority rule, sometimes things have to be done for the greater good and to help those less fortunate than ourselves especially people who rely on public transit to get to and fro each and every day. People who have the luxury of having choices rarely think about those who are reliant on public policy choices keeping them in mind. Taxes are good. Infrastructure spending is good and benefits everyone. People have to stop just thinking about themselves and think about community and ways to better it, not just for ourselves, but the entire populace and leave this place better than we found it for the generations to come .Altruism must have a place in Philadelphia and beyond.	Yes	Far Northeast
578	I'm very excited about the possibility of getting transit along the boulevard! I would also love to see a plan for how to protect current residents from displacement if we get these improvements, especially in the north philly sections.	No	
581	Alternative 3 with subway is the most aesthetically pleasing option. I am not averse to building more elevated sections as construction techniques have drastically improved since 1907, and elevated structures can be made attractive. Alternative 4 basically rebuilds the Boulevard as is, with too many lanes to cross. An underground expressway will allow for traffic to get through. Not sure why the local lanes are rated at 25 mph when we have other streets at 35 mph. Bus and Light Rail compete with cross traffic. Philadelphia was recently rated number 5 in the worst traffic in the US. Since we basically are not building new roads, adding more cars to city streets is not a solution. Let's bite the bullet and do the right thing. The project, if done correctly, could help revitalize aging parts of the Northeast by making them accessible to other parts of the city. Also - do a 10-15 minute intro presentation at the start of the meeting to ground everyone on the same info.	Yes	Far Northeast

Object ID	Open Ended Comments	Engagement Focus Area	Engagement Focus Sub-area
583	<p>I believe a reimagined Roosevelt Boulevard is worth the financial investment, no matter the cost. The current setup is dangerous, ugly, and cuts the city apart. I live in Chester County (so limited personal benefit), but I would support my tax dollars invested in new infrastructure on this corridor.</p> <p>My first choice would be alternative 3, followed by 1A. However, I do believe building housing and retail over some of the "full cap" space (with minimal parking - transit oriented development) can offset the cost of the project and still allow for some park space.</p>	No	
587	<p>we need more transit options and more bike-friendly lanes (not a painted line, a proper bike line with concrete barriers.</p> <p>We could also use more traffic-calming for cars and actual enforcement of traffic laws like speeding, running red lights, and pot smoking.</p>	No	
588	<p>This is a once in a generation opportunity to redesign the boulevard in a way that can significantly help a lot of people -- as long as we make the right choice. In this case, a larger upfront investment in infrastructure (like Alternative 3, with the capped expressway and subway) has the best long-term payoffs for the city, its citizens, and users of the boulevard.</p>	No	
593	Let's fix Roosevelt Boulevard! Thanks for everything you do!	No	
595	Do Not Add a subway under or over the boulevard. Cleanup existing bus stops; add busses, including on the route with limited stops	Yes	Far Northeast
602	I strongly support reimagining Roosevelt Blvd to make the street level safer for pedestrians and cyclists, and adding in light rail or subway transit options. I personally visit Roosevelt Blvd to go to the Election Warehouse or PPD's Internal Affairs HQ and I currently have to seek out a ride from coworkers to go there because I do not own a vehicle. If a light rail or subway system were implemented, I hope it would have stops near those locations.	No	
603	I'm very hopeful for the good that this project can do	No	
604	I strongly support the expansion of the subway system to the Boulevard as this will serve the people of the city and help grow the economy of the area.	No	
605	Please do something to help improve the boulevard, and ignore those who are resistant to change. Change is needed, and any improvement to public transit on the boulevard would help the northeast as a whole.	Yes	Lower Northeast
608	The project isn't worth doing without a robust public transit component.	No	
614	I am glad to see such momentum behind this project. It has been a long wait.	No	
619	Subway is the way to go.	No	
620	All of Philly deserves great public transportation. A Boulevard subway is part of that and I hope it gets built!	No	
621	Please build this.	Yes	Lower Northeast
622	<p>If you build it, they will come.</p> <p>I am a big supporter of a the subway option. Having modern transit options in my neighborhood truly would have changed my life when I was in school. The Northeast feels (& is) so disconnected from the rest of the city. A subway will bring oppurtunity to us locals & for all of Philadelphia. Thank you!</p>	Yes	Lower Northeast