

# Route for Change

## Roosevelt Boulevard BAT Lanes (Phase A)

March 2025



Pennsylvania  
Department of Transportation



City of  
Philadelphia



Route for  
Change  
The Boulevard Today

# Introductions



Pennsylvania  
Department of Transportation

Alexa Harper, P.E.  
Consultant Project Manager



Nathan Parrish, P.E. Project Manager



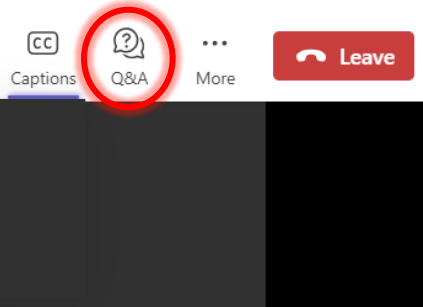
Fernando Mascioli, P.E. Project Manager



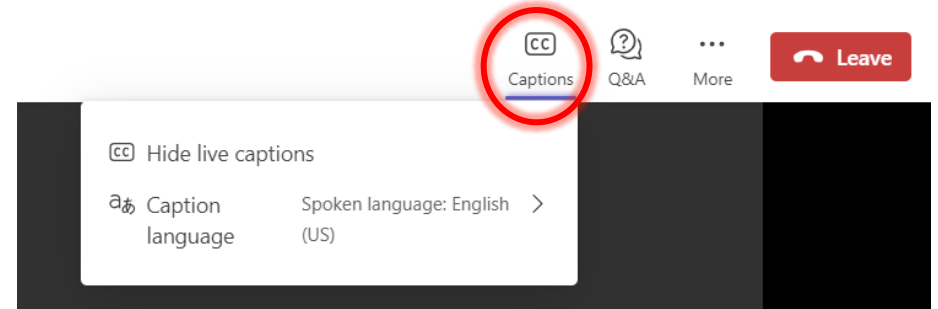
Rebecca Biro, P.E.  
Project Delivery Manager



# Meeting Instructions



- Use the **Q&A Button** at the top teams window to input and post your question
- Questions will be answered at the end of the presentation



- Use the **Captions Button** at the top to turn on live captions
- Live captions can be translated to 6 different languages

# Agenda

Overview of Route for Change

Project Purpose

Overview of Business Access and Transit (BAT) Lanes

Proposed Design

Project Schedule

Questions

# What is Route for Change?

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



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



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



Of recent traffic deaths, 1 in 4 were pedestrians and cyclists

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

# Where are we now?

## 2026 The Boulevard Today

- Speed cameras
- Direct Bus expansion to Manayunk
- **Safety improvements to crossover lanes**
- Summerdale/Adams & Southampton Road intersection improvements
- **Business Access & Transit (BAT) Lanes Phase A**

## 2029 The Boulevard Tomorrow

- Improved pedestrian crossing signals and islands
- Bike network improvements
- Safety improvements to crossover lanes
- Traffic signal upgrades
- Traffic operational and safety improvements
- BAT Lanes Phase B & bus stop improvements

## 2040

## The Boulevard Reimagined

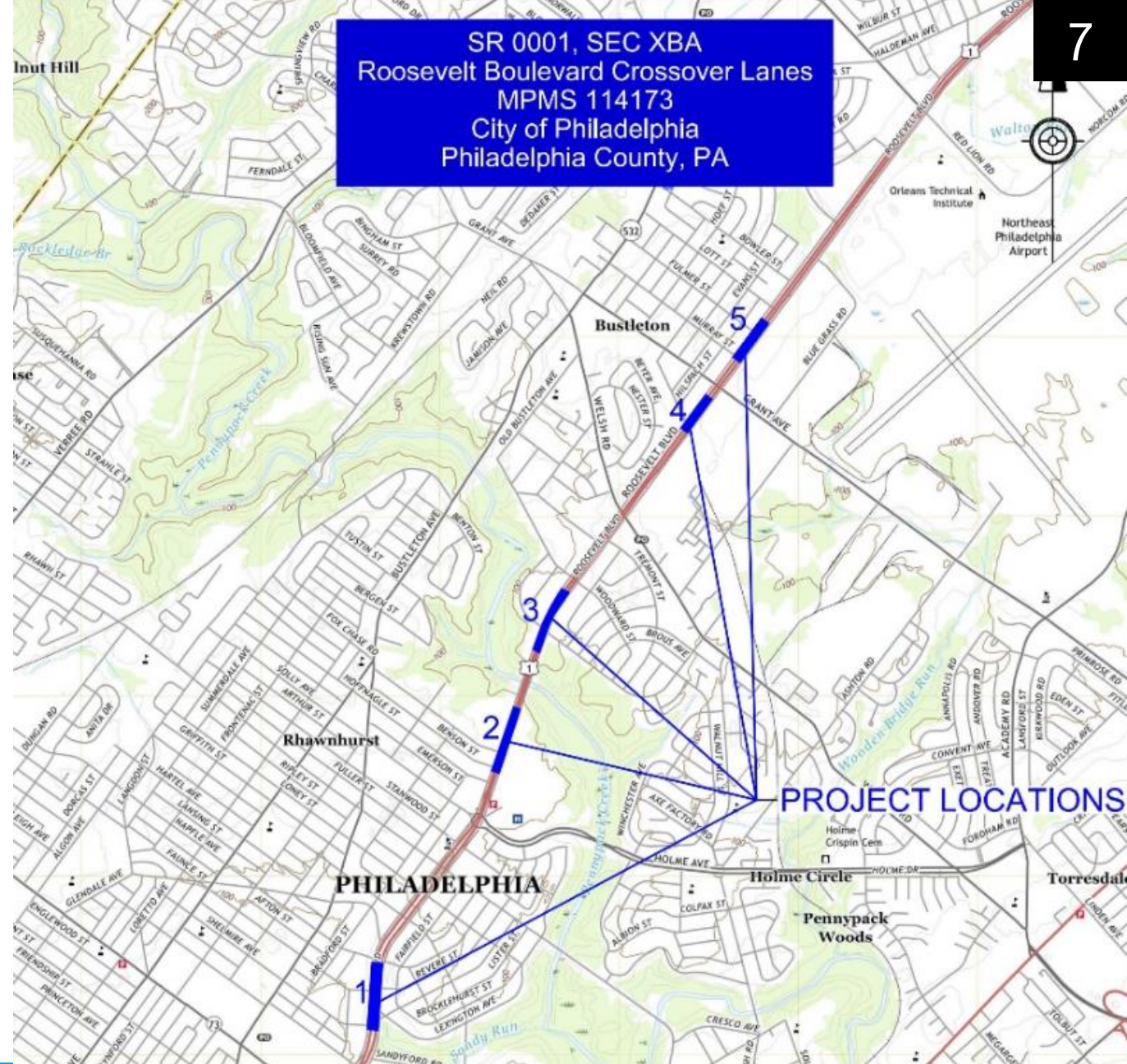
A complete redesign of Roosevelt Boulevard and the creation of new transit choices. This will significantly change the look and feel of Roosevelt Boulevard.

Our Focus Today

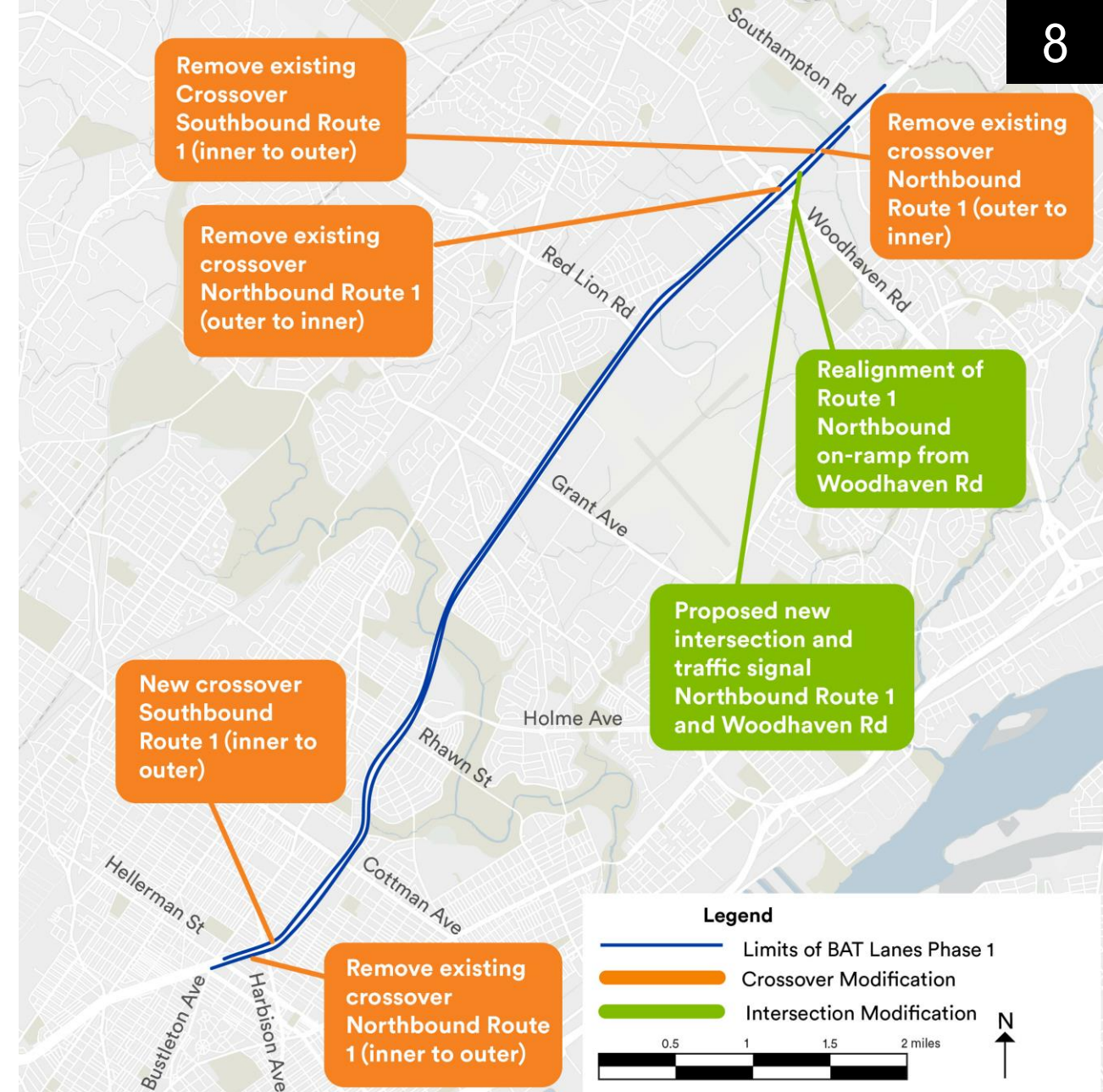


# Other Route for Change Projects

- Crossover and intersection improvements, concrete bus pads and signal enhancements will be implemented at 5 intersections prior to the implementation of the Phase A BAT Lanes
  - Faunce St
  - Strahle Street
  - Winchester Avenue
  - Michener Street
  - Fulmer Street



# Project Purpose: Improve Safety & Transit Travel Time



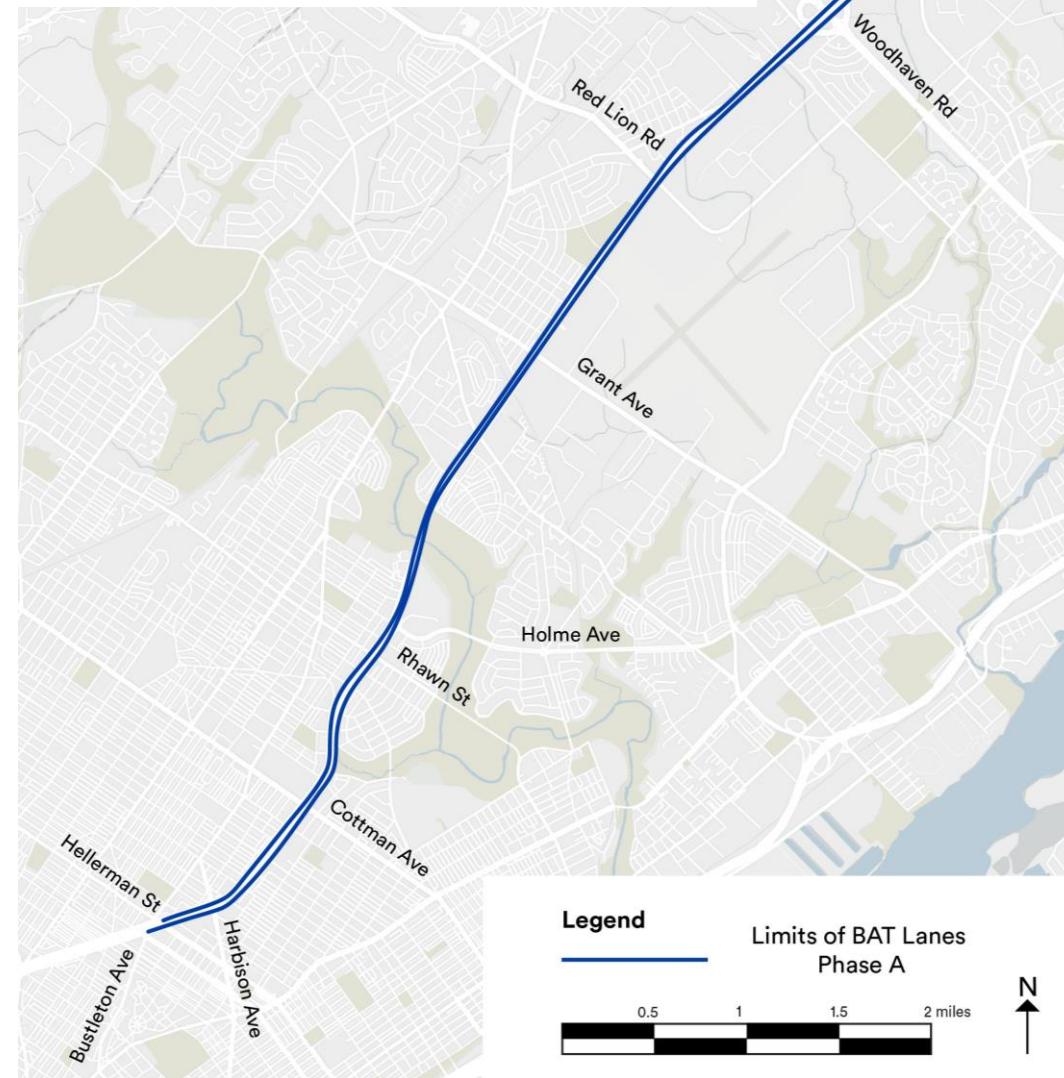


# Business Access and Transit (BAT) Lanes

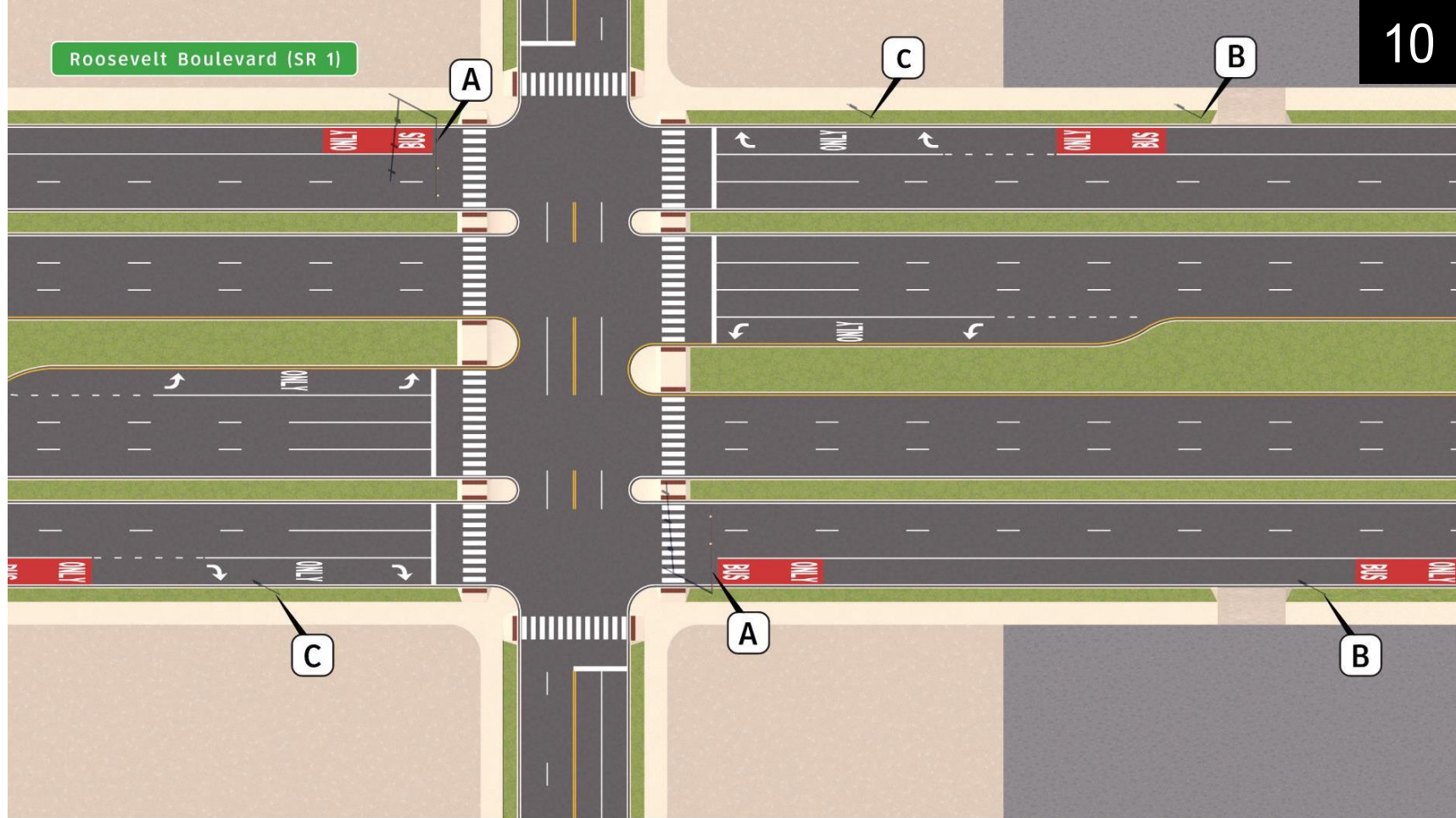
- Outer most lane used only by right-turning vehicles and buses (SEPTA Routes 1, 14, 20, 50, 67, and Blvd Direct Bus).
- Dedicated lane for buses to reduce travel time and improve reliability while still providing access to local streets and businesses
- Reduces conflicts between buses and general traffic



BAT Lane Phase A Limits:  
 NB: Bustleton Ave to Southampton Rd  
 SB: Bucks County Line to Hellerman St



# Proposed Conceptual Layout



R3-11e-MOD



**B**

R3-5fP-MOD



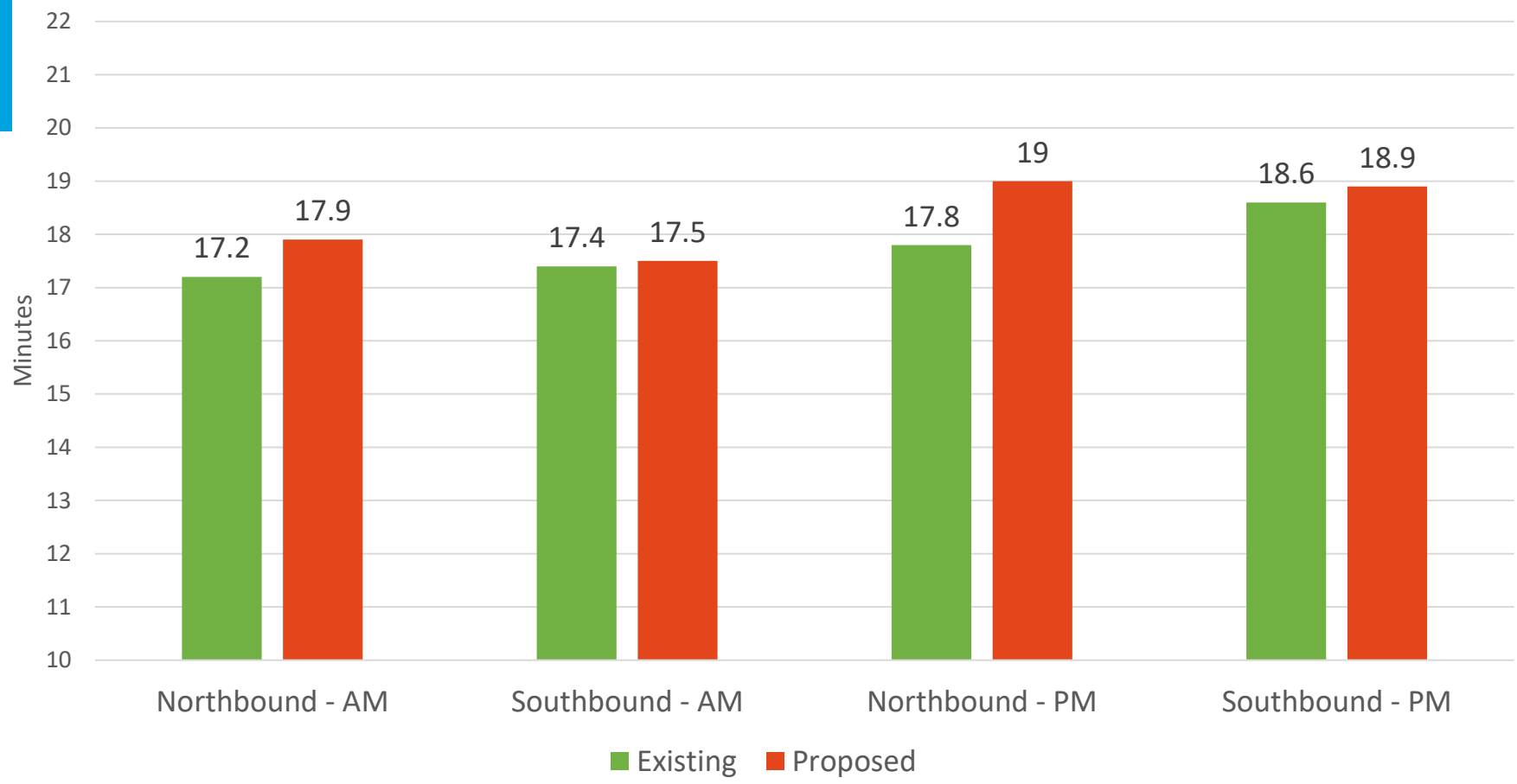
**C**

R3-20R

# Passenger Vehicle Travel Times

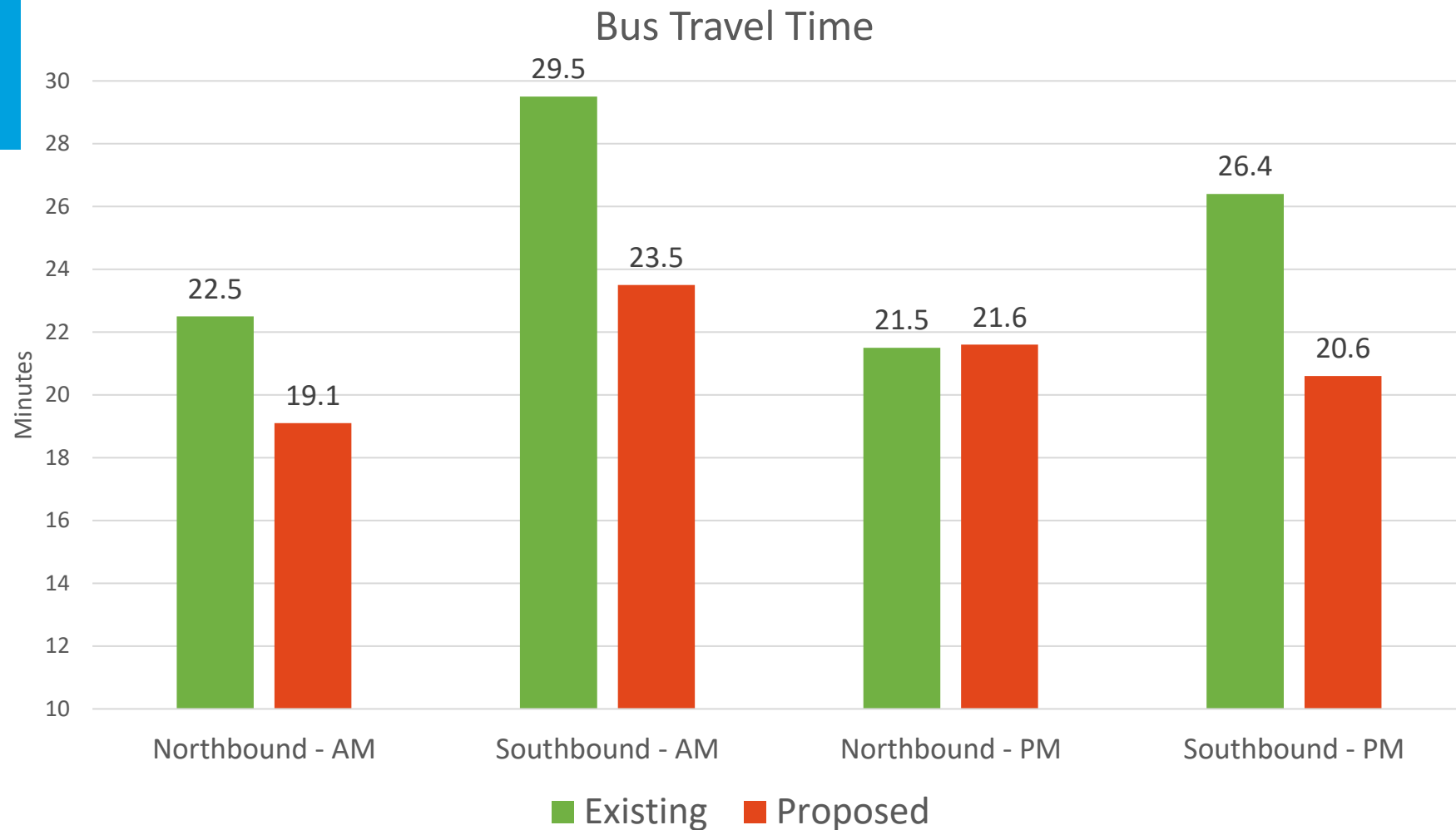
- Passenger vehicle travel time along the corridor to **increase** by an average of **36 seconds** between Bustleton Avenue and Southampton Road

Passenger Vehicle Travel Time



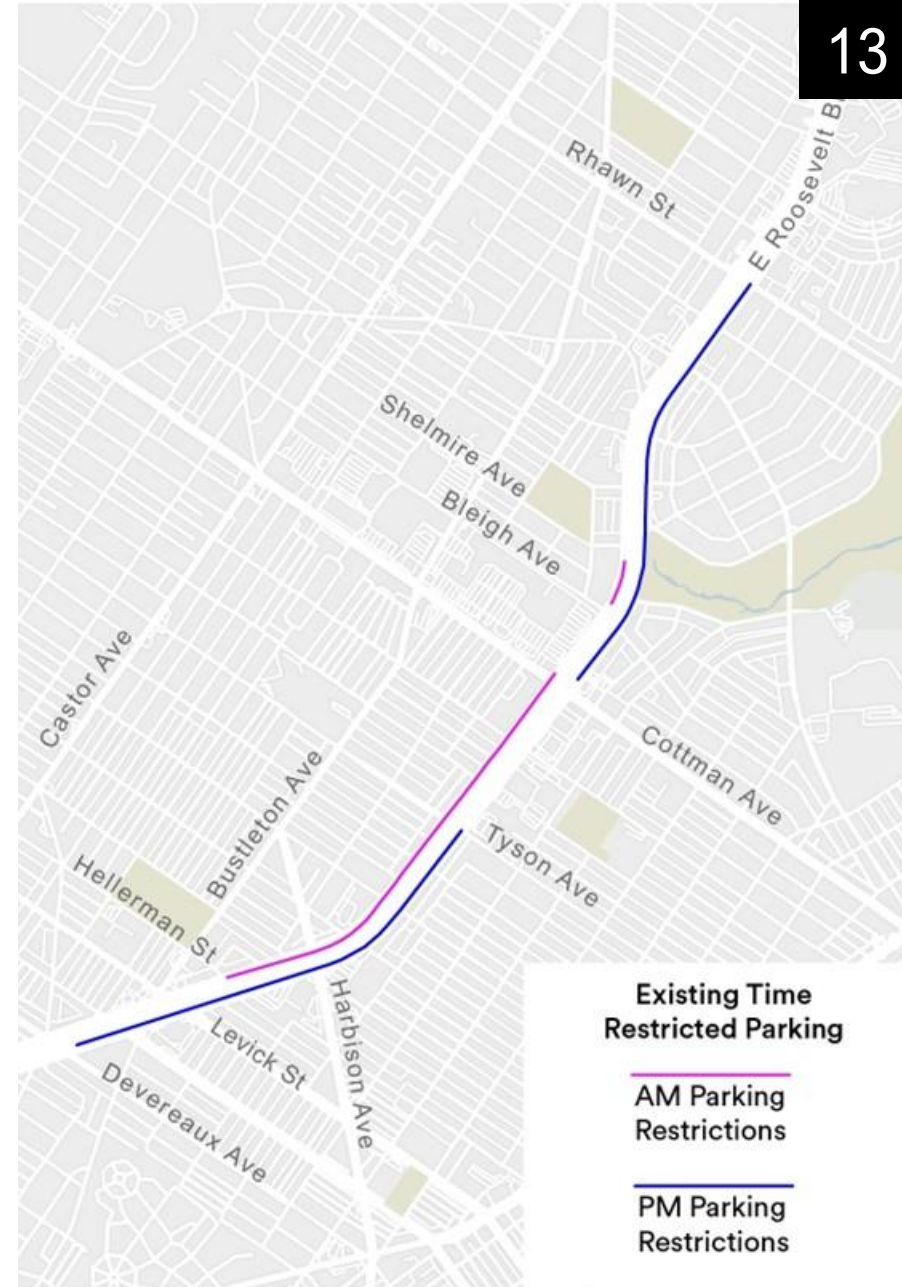
# Bus Travel Times

- Bus travel time along the corridor to **decrease** by an average of **3 minutes and 45 seconds** between Bustleton Avenue and Southampton Road



# Expanded Parking Modifications

- Existing PM peak restricted parking is allowed Northbound between Bustleton Ave to Rhawn St
- Existing AM peak restricted parking is allowed Southbound between Shelmire Ave to Hellerman St
- To improve the operation of the BAT Lanes and maximize the benefits to travel time and service reliability, parking or stopping will be prohibited during all hours of the day within the limits of the BAT Lanes







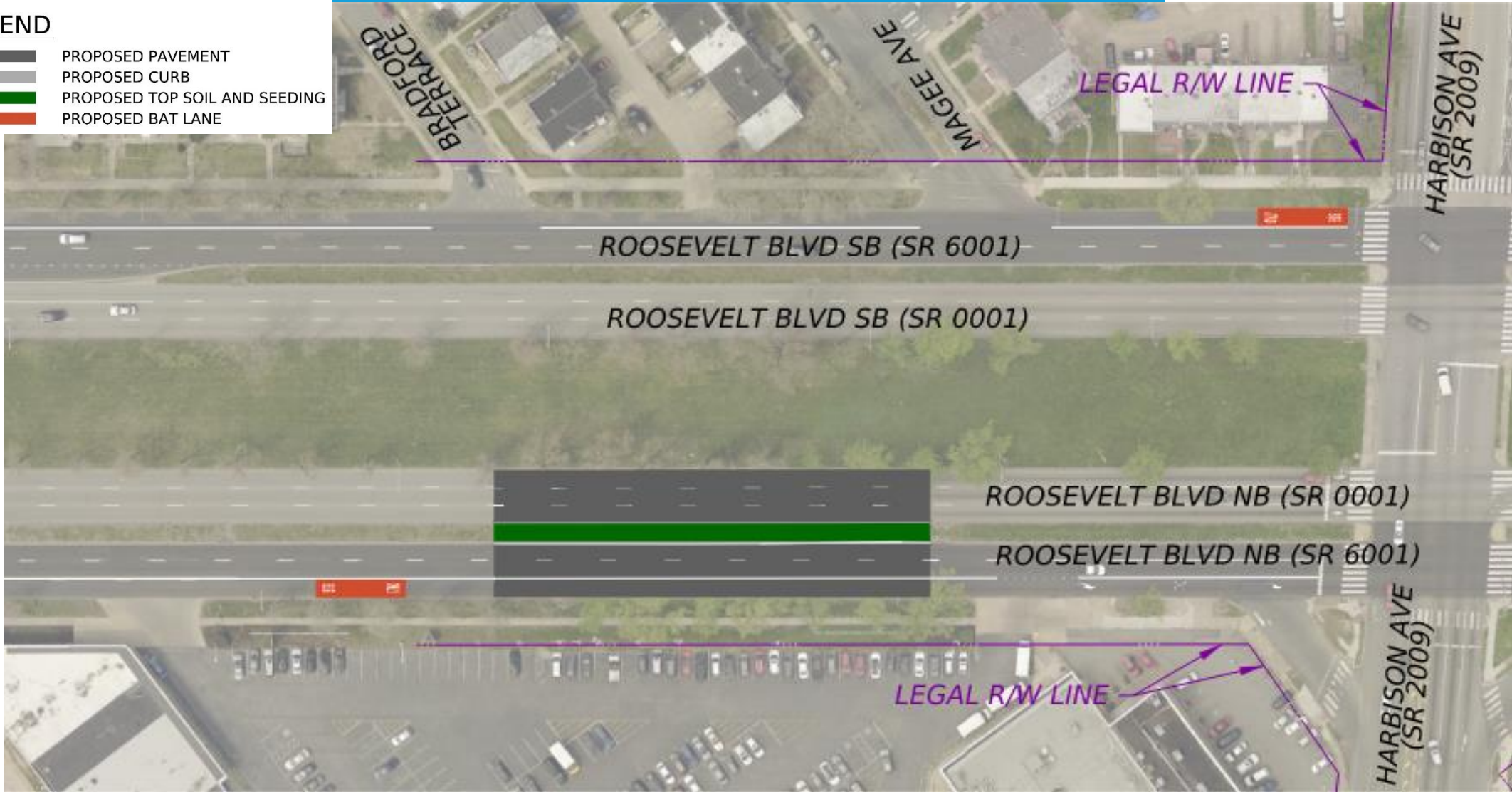
# Existing Conditions at Harbison Ave



# Proposed Crossover Removal at Harbison Ave

## LEGEND

-  PROPOSED PAVEMENT
-  PROPOSED CURB
-  PROPOSED TOP SOIL AND SEEDING
-  PROPOSED BAT LANE







# Existing Conditions at Longshore Ave





# Proposed Crossover at Longshore Ave

## LEGEND

-  PROPOSED PAVEMENT
-  PROPOSED CURB
-  PROPOSED TOP SOIL AND SEEDING
-  PROPOSED BAT LANE

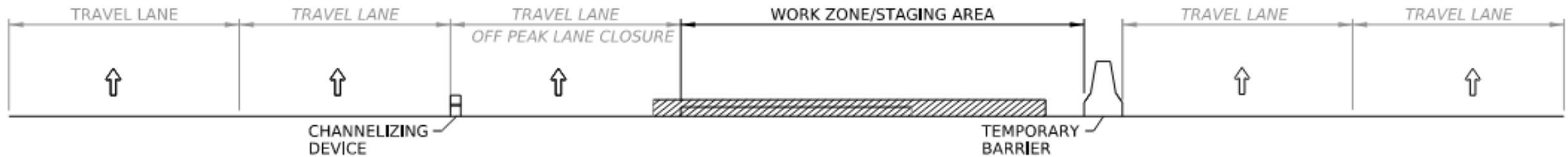


# Traffic Control

## ROOSEVELT BOULEVARD (ROUTE 1) NORTHBOUND

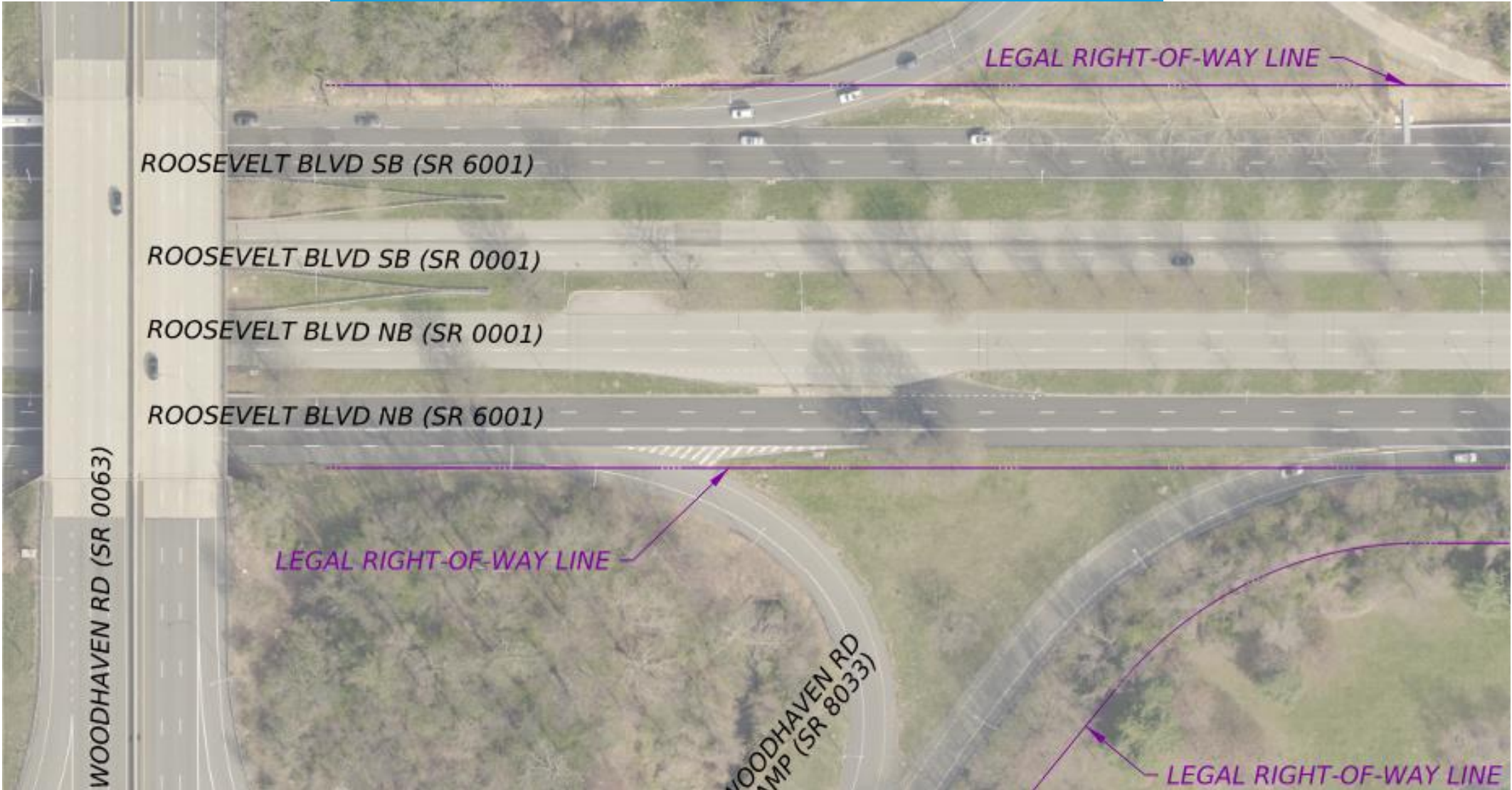


## EXISTING CONDITIONS - HARBISON AVE







## TEMPORARY TRAFFIC CONTROL - HARBISON AVE

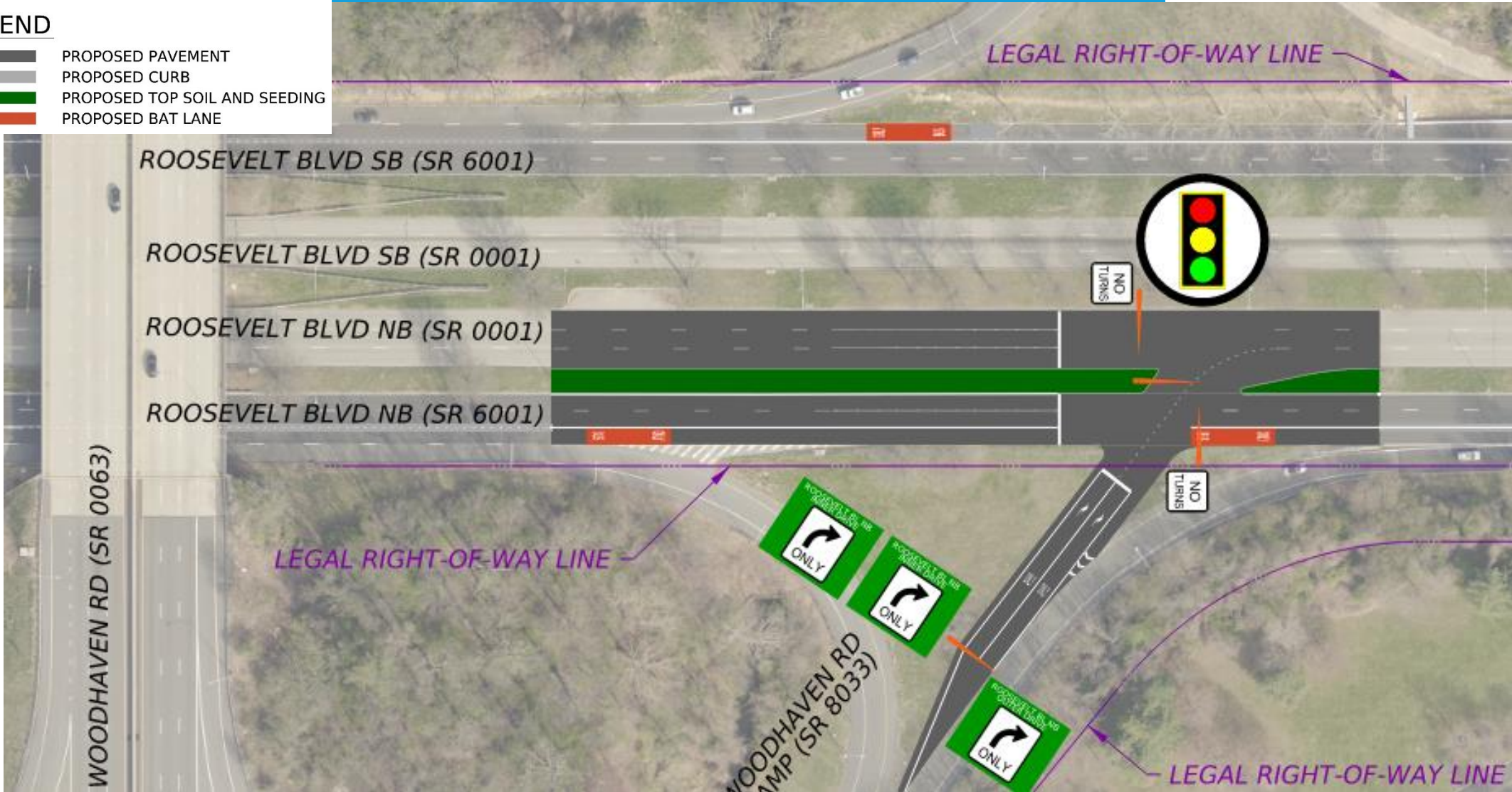
# Existing Conditions at Woodhaven Rd



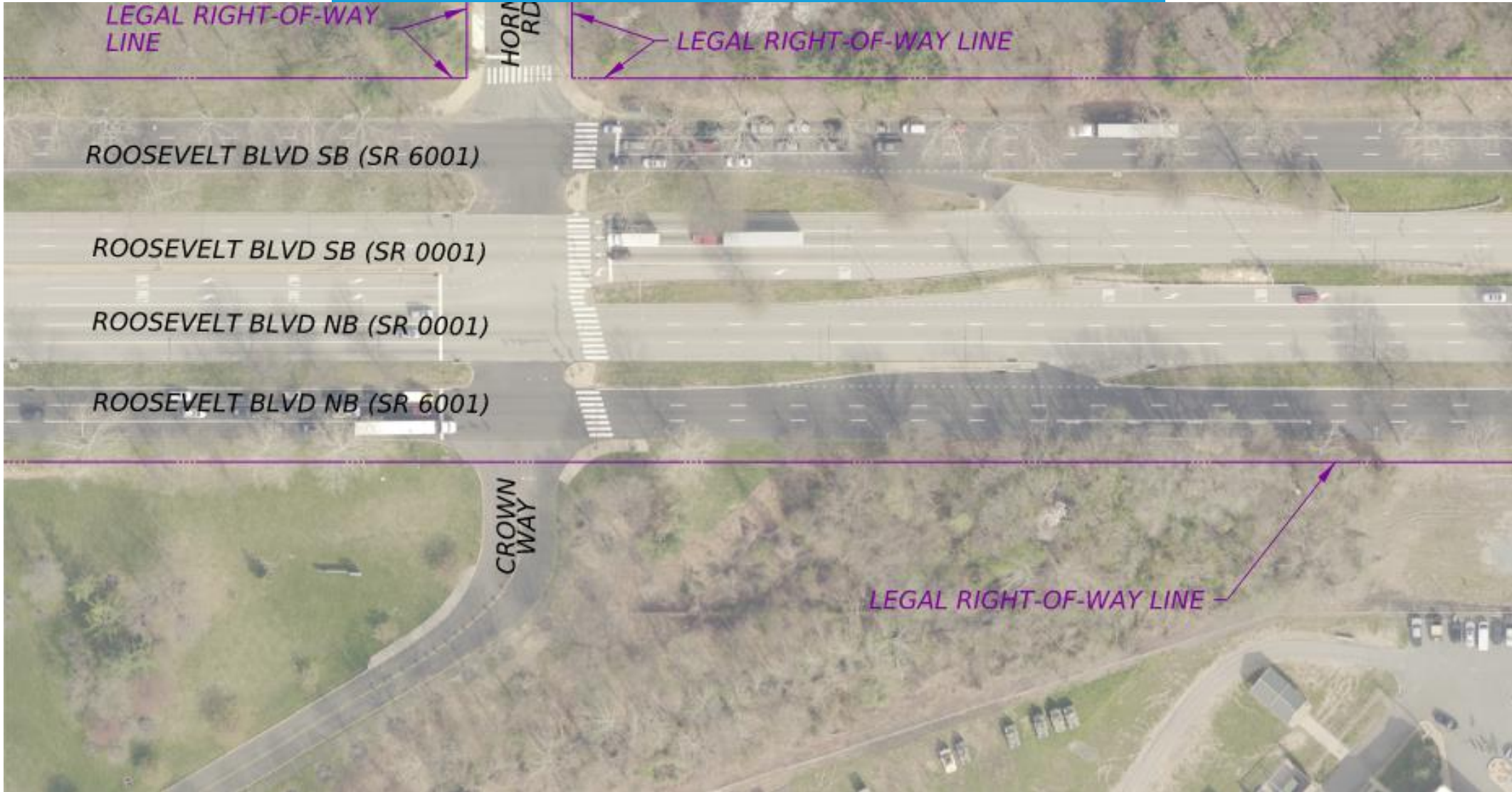
# Proposed Improvement at Woodhaven Rd

## LEGEND

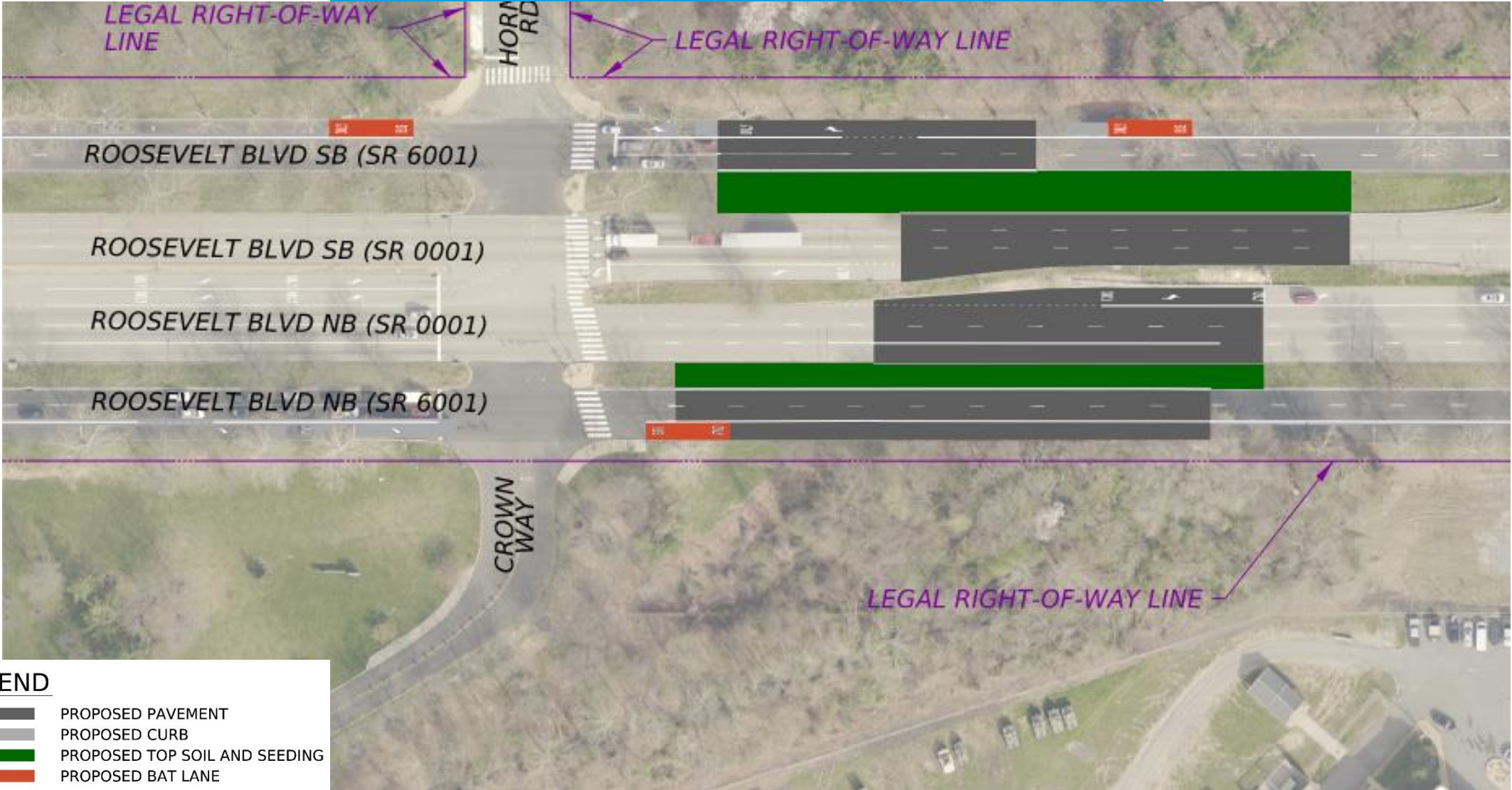
-  PROPOSED PAVEMENT
-  PROPOSED CURB
-  PROPOSED TOP SOIL AND SEEDING
-  PROPOSED BAT LANE



# Existing Conditions at Crown Way



# Proposed Conditions at Crown Way



### LEGEND

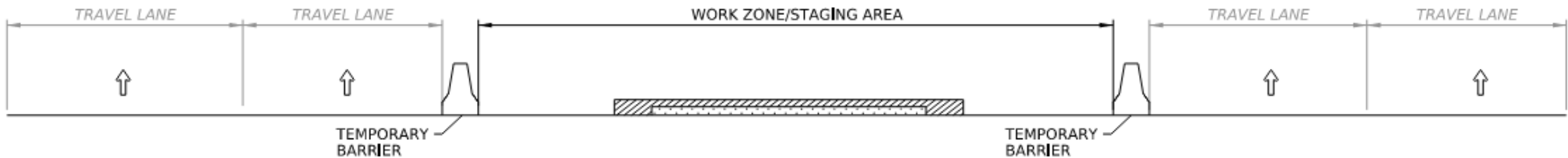
- PROPOSED PAVEMENT
- PROPOSED CURB
- PROPOSED TOP SOIL AND SEEDING
- PROPOSED BAT LANE

# Traffic Control

## ROOSEVELT BOULEVARD (ROUTE 1) NORTHBOUND



## EXISTING CONDITIONS - CROWN WAY



## TEMPORARY TRAFFIC CONTROL - CROWN WAY

# Project Schedule

	2024				2025				2026				2027			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Preliminary Engineering and Environmental Studies																
Final Design																
Advertisement																
Construction																



# Thank you!

## Questions?

To comment

Click here:

[bit.ly/RooseveltBlvdBAT](https://bit.ly/RooseveltBlvdBAT)

Scan here:



## Contact Information

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