The Parkway Council Foundation is studying potential road and sidewalk reconfigurations of two areas at the western edge of the Benjamin Franklin Parkway – Eakins Oval and the intersections around 25th Street & Pennsylvania Avenue. Eakins Oval is the traffic circle in the center of the below picture and the 25th & Pennsylvania areas is indicated by the red circle, and it includes Fairmount Avenue and Kelly Drive as well. Both of these areas have complex traffic movements, and are difficult for pedestrians to navigate.
The purpose of the project is to develop new designs for these areas that will:

- Fit beautifully and well with the design of the rest of the Parkway;
- Make it easier to walk safely to the Philadelphia Museum of Art;
- Calm traffic and increase safety;
- Maintain traffic handling capacity for commuters; and
- Improve pathways for bicyclers.

We have prepared several alternative configurations for each site, which are based on previous studies and designs that have been done for these areas. The alternatives have been slightly updated to account for changes to the Parkway since the designs were first prepared.

**Eakins Oval**

Background - The original Eakins Oval was designed by Jacques Gréber, and was the configuration of this end of the Parkway from its opening until 1957, when the original, true oval, was replaced by the current layout (designed to speed the travel of automobiles).

![Original Eakins Oval Layout](source-“Building the City Beautiful”)

*Source – “Building the City Beautiful”*
Alternatives - The options that have been developed for Eakins Oval represent a range from relatively minor street adjustments to significant reorganization of traffic patterns. They include:

**A - Modified Current Design:** Modest changes intended to better manage the conflicts of the existing layout.

**B - The Triangle:** A more compact version of the existing street arrangement, which creates a larger contiguous forecourt for the Philadelphia Museum of Art.

**C - Modified Greber Plan:** A modernized version of the original Greber layout updated to reflect current conditions and traffic demands.

**D - Eakins Square:** An aggressive reorganization of traffic patterns into a rectangular rather than curvilinear layout.

Each of these preliminary concepts is described and illustrated below.
Eakins Oval Alternative: Concept A – Modified Current Design

This is based on the existing oval.
- Designed to improve existing conditions as much as possible while minimizing changes to the existing infrastructure.
- The oval is rounded.
- The one-way roads to and from Kelly Drive are combined into one two-way road.
- All westbound traffic needs to enter Eakins Oval, as in the current design.
Eakins Oval Alternative: Concept B – Triangle

The Triangle is similar to the existing design, but moves the location of the outermost part of the oval from between the Art Museum steps and the Washington statue to the east side of the Washington statue.

- The one-way roads to and from Kelly Drive are combined into one two-way road.
- All westbound traffic needs to enter Eakins Oval, as in the current design.
Eakins Oval Alternative: Concept C – Modified Gréber Plan

This layout is based on the original design for the Parkway, but has been slightly modified to respond to traffic and other development realities.

- Eakins Oval returns to a true oval.
- Traffic through the oval and in front of the Art Museum is significantly reduced compared to other plans, because traffic to and from the West River / MLK Drive does not need to enter the oval.
- Two new sites for potential cultural institutions are created.
- This is the most historically accurate configuration of the options.
- The one-way roads to and from Kelly Drive are combined into one two-way road.
Eakins Oval Alternative: Concept D – Eakins Square

This configuration shows a square in front of the Art Museum.

- This layout is the most urban, as the streets form a grid, with mostly right angle intersections.
- There is potential to add pergolas, buildings, or other structures around the square to create a public square.
- The one-way roads to and from Kelly Drive are combined into one two-way road.
- All westbound traffic needs to enter Eakins Oval, as in the current design.
The intersection between Kelly Drive, Pennsylvania Avenue, Fairmount Avenue and 25th Street currently has four sets of traffic signals. The Fairmount Avenue / Kelly Drive intersection is an unusual layout, and the part of 25th Street between Pennsylvania Avenue and Kelly Drive often causes confusion because of the statue in the intersection.

The Art Museum plans to convert its current loading dock, directly facing the Art Museum’s Perelman Building, into a major public entrance. When this entrance opens, patrons wishing to cross between the Perelman Building and the main building will want to follow a direct route, which is now a series of mid-block crossings. (See photo)
The alternatives for reorganizing this junction aim to clarify both the pedestrian and traffic movements, for the ultimate goal of minimizing conflicts and improving safety. They include options for adding or repositioning crosswalks, installing or reworking signals, and potentially realigning streets (specifically Fairmount Avenue) and/or intersections. Although presented below as a series of specific, complete alternatives, the various elements of each could potentially be mixed-and-matched to form an idealized hybrid alternative based on support (or opposition to) specific features.
25th/Pennsylvania/Fairmount/Kelly Intersections – Concept 1

Concept 1 – This concept separates the parking on Pennsylvania Avenue from the traffic lanes, and bends Fairmount Avenue so that it crosses Pennsylvania Avenue and Kelly Drive at a right angle.
  - There are traffic lights at the intersections of Fairmount and Pennsylvania (and Kelly) and at the 25th Street and Pennsylvania (and Kelly).
Concept 2 – This concept separates the parking on Pennsylvania Avenue from the traffic lanes, and bends Fairmount Avenue so that it crosses Pennsylvania Avenue and Kelly Drive at a right angle.

- It combines the current separate intersections of 25th and Fairmount into a single intersection.
- There is an easy walk on the sidewalk from the front door of the Perelman building to the future Art Museum entrance.
Concept 3 – This concept is a modification of existing conditions, and separates existing two-way roads in to separate one-way roads. Parking on Pennsylvania Avenue is changed to back-in angle stalls.

- The current intersections remain, with minor modifications to improve traffic flow.
- There is a pedestrian path (possibly with a traffic signal) from the front door of the Perelman building to the future Art Museum entrance.
Feedback

We would appreciate your input, feedback, and ideas regarding these two areas. Please take a moment to fill out a brief survey concerning these areas. The survey can be accessed at: http://www.surveymonkey.com/s/EakinsOval25th

For more information, please contact: jrogers@parkwaycouncilfoundation.org

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