



# FRANKFORD AVENUE/N. FRONT ST. PARKING SURVEY

June 2025

An analysis of On-Street Parking trends along Frankford Ave.  
& N. Front St.



Conducted by: Philadelphia Parking Authority On-Street Analysts  
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# Acknowledgements

Special thanks to the following people who helped conduct the On-Street portion of the Frankford Ave. & N. Front St. Parking Survey:

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## Objective

The Philadelphia Parking Authority On-Street Analysts (OSA) were tasked with conducting a parking survey focusing on occupancy and turnover along corridors including

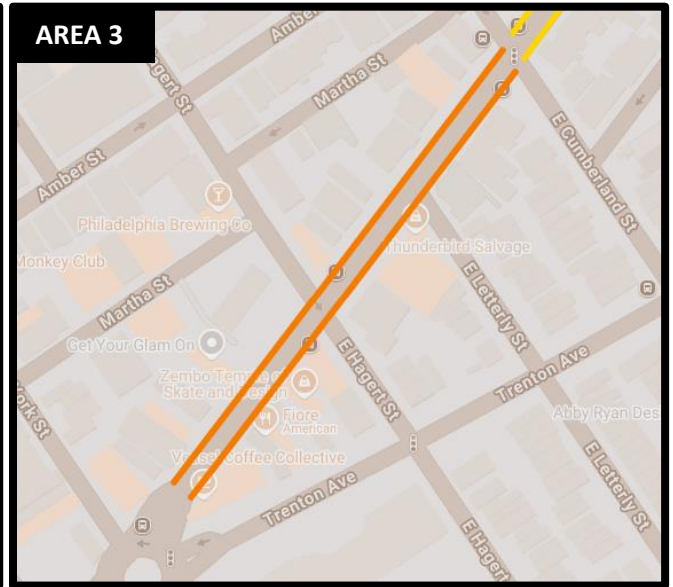
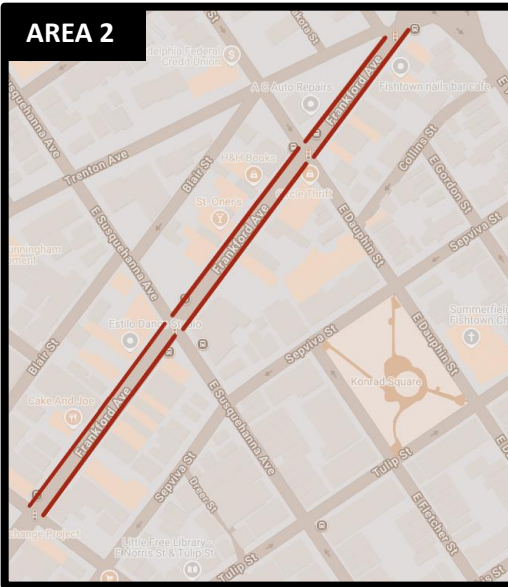
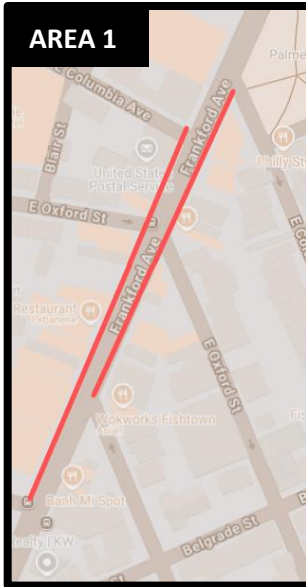
- Frankford Ave. (Marlborough St. to Huntingdon St.)
- N. Front St. (Cecil B. Moore Ave. to Susquehanna Ave.)
- N. Front St. (Richmond St. to W. Girard Ave.)
- W. Girard Ave. (N. Front St. to N. 2<sup>nd</sup> St.)

commencing on June 09, 2025, and concluding on August 15, 2025. A parking survey is used to gather as much data as possible in order to analyze parking trends. Once all data has been gathered, you can then ascertain if any adjustments are necessary to reach the desired effect with regard to each parking regulation.

## Procedure

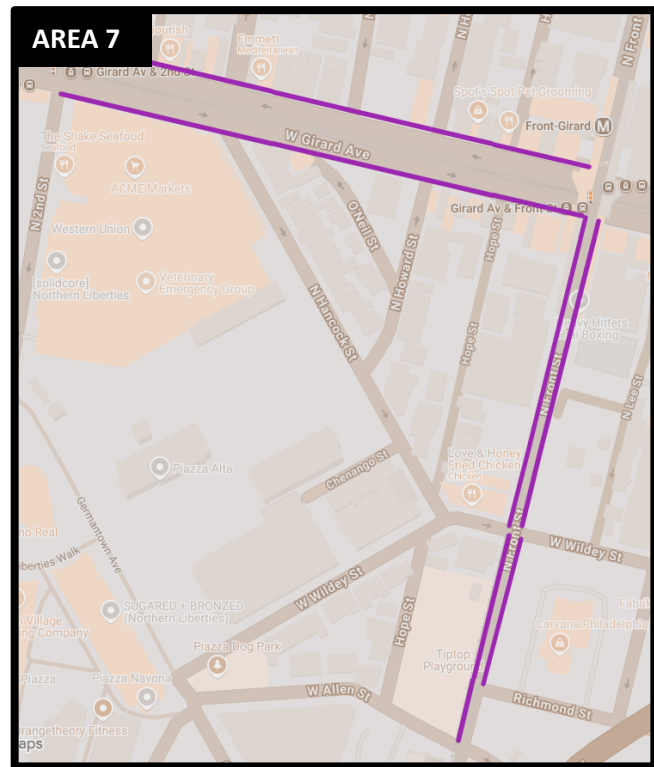
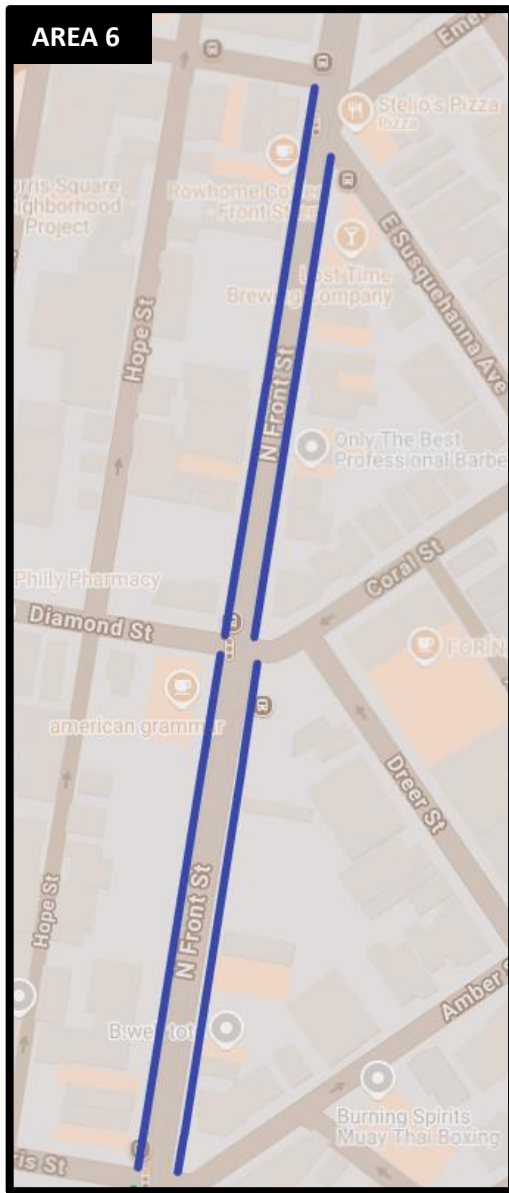
Each survey took place over the course of a four-hour time frame. Once every hour, an OSA documented each vehicle parked on the given location by individual parking space. They then returned one hour later, repeating until four total passes were completed within the four-hour window for that location.

Surveys were conducted on Monday, Wednesday, and Friday during two time frames: 8 AM – 12 PM (Morning), 12 PM – 4 PM (Afternoon). In total, two surveys were conducted on each day for a total of six surveys throughout the week. Please see below a map showing the general area covered over the course of this survey. The individual locations are listed on the next page.



| AREA 1                                           | AREA 2                                              | AREA 3                                    |
|--------------------------------------------------|-----------------------------------------------------|-------------------------------------------|
| 1500 Frankford Ave E/S- (Marlborough-E. Oxford)  | 2000 Frankford Ave-E/S - (Norris-Susquehanna)       | 2400 Frankford Ave-E/S- (York-Cumberland) |
| 1600 Frankford Ave E/S- (E. Oxford -E. Columbia) | 2100-2200 Frankford Ave-E/S - (Susquehanna-Dauphin) | 2400 Frankford Ave-W/S- (York-Cumberland) |
| 1600 Frankford Ave W/S-(Columbia-E. Oxford)      | 2300 Frankford Ave-E/S - (Dauphin-York)             |                                           |
| 1500 Frankford Ave W/S-(E. Oxford-Jefferson)     | 2300 Frankford Ave-W/S - (Dauphin-Arizona)          |                                           |
|                                                  | 2100-2200 Frankford Ave-W/S - (Susquehanna-Dauphin) |                                           |
|                                                  | 2000 Frankford Ave-W/S - (Norris-Susquehanna)       |                                           |





| AREA 6                                         | AREA 7                                                   |
|------------------------------------------------|----------------------------------------------------------|
| 2000 N. Front St. - E/S- (Norris-Diamond)      | 1000 N.Front St.-E/S-(Richmond- W. Wildey)               |
| 2100 N. Front St. - E/S- (Diamond-Susquehanna) | 1100 N.Front St.-E/S-(W. Wildey- W. Girard)              |
| 2100 N. Front St. - W/S- (Diamond-Susquehanna) | 100 W. Girard Ave-N/S-( N. Front-N. 2 <sup>nd</sup> St.) |
| 2000 N. Front St. - W/S- (Norris-Diamond)      | 100 W. Girard Ave-S/S-( N. Front-N. 2 <sup>nd</sup> St.) |
|                                                | 1100 N.Front St.-W/S-(W. Wildey- W. Girard)              |
|                                                | 1000 N.Front St.-W/S-(Richmond- W. Wildey)               |

## Findings & Recommendations

Across the seven areas surveyed occupancy ranged from 67% to 92% with minimal to moderate turnover at most locations. It was observed that multiple vehicles were parked for extended periods of time. Current conditions suggest lack of regulation is contributing to inefficient curbside use.

Additionally, several driveways and bus zones are not clearly signed, creating confusion for motorists and enforcement. All observed loading zones experienced regular activity with a 45% occupancy rate.

Observations within the designated school zone along N. Front St. were 53% occupied with a 13% rate of violations suggesting moderate use and improper parking and use of the zone. To improve turnover and overall curb management it is recommended that parking regulations be implemented. Establishing time limit or meter parking along with clarifying driveways and bus zones will promote space availability, improve compliance and support the needs of local businesses and residents. If time-limited or meter parking is not considered it is recommended to consider having additional loading zones installed along these corridors for deliveries, which will reduce double parking and improve traffic flow. Please see the table below with the percentage breakdown for occupancy in each area.

| <b>Corridor</b>                                                                        | <b>Occupancy (%)</b> | <b>Vacancy (%)</b> | <b>Turnover Observation</b>                                         | <b>Recommendation</b>                                                                                                                                                |
|----------------------------------------------------------------------------------------|----------------------|--------------------|---------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Area 1-Frankford Avenue<br>(Marlborough-Columbia)                                      | 92%                  | 8%                 | Low turnover: vehicles remained parked for extended periods of time | Implement time limit or meter parking to increase turnover                                                                                                           |
| Area-2 Frankford Avenue<br>(Norris-Dauphin)                                            | 75%                  | 25%                | Moderate turnover with some space available                         | Installing clear signage for driveways, corner clearance and bus zones                                                                                               |
| Area-3 Frankford Avenue<br>(York-Cumberland)                                           | 72%                  | 28%                | Moderate turnover with some space available                         | Installing clear signage for driveways, corner clearance and bus zones                                                                                               |
| Area 4-Frankford Avenue<br>(Cumberland-Huntingdon)                                     | 67%                  | 33%                | Low demand with frequent availability                               | Installing clear signage for driveways, corner clearance and bus zones and consider loading options                                                                  |
| Area-5 N. Front St.<br>(Cecil B. Moore-Norris)                                         | 80%                  | 20%                | Moderate turnover with some space available                         | Implement time limit or meter parking to increase turnover; install clear signage for driveways, corner clearance and bus zones; consider additional loading options |
| Area-6 N. Front St.<br>(Norris-Susquehanna)                                            | 82%                  | 18%                | Moderate turnover with some space available                         | Implement time limit or meter parking to increase turnover; install clear signage for driveways, corner clearance and bus zones; consider additional loading options |
| Area-7 N. Front St.<br>(Richmond-Girard<br>Girard Ave<br>(N. Front-N.2 <sup>nd</sup> ) | 81%                  | 19%                | Moderate turnover with some space available                         | Implement time limit or meter parking to increase turnover; install clear signage for driveways, corner clearance and bus zones; consider additional loading options |

## FRANKFORD AVE./N. FRONT ST. OCCUPANCY VS. VACANCY

■ Occupancy (%) ■ Vacancy (%)

