Parking Analysis: Choi Funeral Home

Philly Bike Action, District 1, August 2026

Philly Bike Action

Philly Bike Action is an all-volunteer, grassroots 501(c)(4) nonprofit with over 3,500 members throughout Philadelphia, including Chinatown.

Philly Bike Action presents this **proposed parking arrangement** to the Office of Transportation and Infrastructure Systems (OTIS) as a reasonable compromise to maintain a safe, protected bicycle lane while also providing parking solutions.

PBA recommendations

1. **City immediately and consistently enforces "No Stopping" in the Vine St local bike lanes.** It is essential to protect the actual *lives* of all Philadelphians.
2. City provides **educational materials** to Choi Funeral Home (CFH) about Vision Zero and VRU safety.
    a. Central Philadelphia Fact Sheet
    b. Vision Zero Action Plan 2030
    c. What is Vision Zero?
    d. Fundamentals of the Safe System Approach
    e. The Benefits of Great Places to Ride
    f. Bike Lanes are Good for Business
3. **CFH educates patrons** about multi-modal transportation options, including nearby SEPTA routes and low-income fare programs.
    a. SEPTA Maps
    b. SEPTA Regional Rail Schedules
    c. SEPTA Metro Schedules
    d. SEPTA Bus Schedules
    e. SEPTA Access (CCT) Schedules
    f. SEPTA Zero Fare
    g. PATCO Map
    h. NJ Transit Buses

4. **CFH consistently instructs patrons not to park in the bicycle lane.**
5. CFH submits an application to the PPA for a business loading zone permit or requests a smart loading zone on the west side of the 200 block of N 12th St.
6. CFH submits an application to the PPA for the Visitor Discount Parking Program.
7. CFH submits an application to the Streets Department for a permit to close the **southernmost travel lane** of Vine St local eastbound (1100–1200 blocks) **when necessary** (not evergreen), functionally creating a parking-protected bicycle lane.
    a. PBA recommends Vine St as it is the most convenient for CFH patrons. PBA does not recommend a lane closure permit on 12th or 11th St.

Site background

The eastern Vine Street Expressway (VSE) was proposed in 1966 in spite of community sentiment that it would divide the neighborhood and harm local connectivity. Resident opposition persisted for decades, but the VSE was completed in 1991. Prior to 2025–26 construction activity, the corridor featured a sub-grade expressway separating at-grade **Vine St local eastbound** and westbound, each of which had 3–4 travel lanes. Vine St local eastbound had no legal on-street parking/stopping.

Choi Funeral Home (CFH) is a business located at 247 N 12th St, near Vine St.

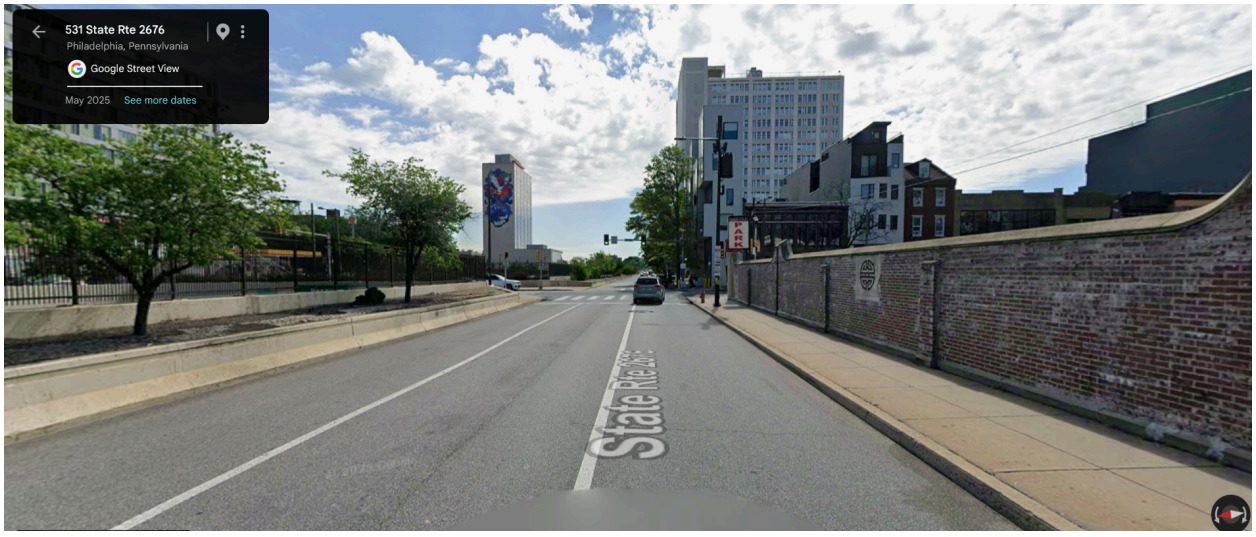

Figure 1: *Typical pre-2025–26 construction layout of Vine St local eastbound, May 2025. "No Stopping" regulations are posted at the corner.*

Planning background

In September 2018, the Delaware Valley Regional Planning Commission (DVRPC) published the study "Reviving Vine: Improving Multimodal Connections on Vine Street," which recommended a fully separated bicycle lane from Broad St to 8th St (pg. 28).

The study evaluated connectivity and Complete Streets needs, incorporating recommendations and public preferences from the Philadelphia 2035 Central District Plan (June 2013), USDOT Every Place Counts Design Challenge (July 2016), Chinatown Neighborhood Plan (October 2017), Chinatown Connections Report (December 2017), and public comment sessions held by DVRPC in February 2018 and April 2018. The Chinatown Stitch Vision Report (December 2023) affirmed the concurrent plan for protected bicycle facilities described in DVRPC's Reviving Vine study while proposing additional changes to the study area.

In September 2019, PennDOT applied for HSIP funding for the Vine St. Corridor Safety Improvements project between Broad St and 8th St. Among other improvements, the project included a lane reduction and bicycle lane on Vine St local eastbound, per DVRPC. The purpose of the project was to "**reduce the number and severity of potential crashes** along the corridor and to **improve safety for pedestrians** at the signalized intersections." PennDOT held public meetings about the project in Mandarin and English in September and October 2024, virtually and in-person. Project construction began in May 2025 and was completed in July 2026.

In May 2026, bicycle users reported cars illegally parked in the bicycle lane on the 1100 block of Vine St local eastbound. In June, flex posts were reportedly privately removed from the buffer on the 1100 block. In August, content on the CFH website reportedly directed business clients to park in the bicycle lane. Stakeholders requested clarity on local and state legislation on parking regulations for funeral processions. **City Law Department stated August 20, 2026** that the state provision "does not…authorize individuals inside a funeral home attending a visitation or service to park their car during the event in a location, like a bike lane, where parking is prohibited. It also does not authorize someone to remove bike lane designators or otherwise [de]face City property."

Complete Streets requirements

Philadelphia has more than 3x as many per-capita traffic deaths as peer cities like New York. The number of annual deaths has risen since 2015. Vine St has had multiple fatal or injurious crashes since 2019, including a double-injury crash at 12th & Vine in 2024.

Vision Zero is the initiative to eliminate all traffic deaths in Philadelphia. The City is committed to accomplishing this by 2050 through a variety of mitigations following the Safe Systems Approach, including “Safer Streets” infrastructure improvements.

OTIS’ Complete Streets program seeks to provide “safe transportation options for all Philadelphians—whether they walk, bike, drive, or ride transit.” The City’s Complete Streets Design Handbook specifies that separated bicycle facilities “play a vital role in developing a low-stress bicycle network,” in accordance with Vision Zero goals.

Site access

Pedestrian access

CFH’s address (247 N 12th St, Philadelphia, PA 19107) has a 99 Walk Score, meaning “daily errands do not require a car.” Sidewalks exist throughout the corridor. CFH is broadly pedestrian-accessible (high speeds along Vine St remain a major risk factor). Sidewalks near CFH are broadly ADA-compliant, although irregularities exist. Crossing Vine St and the VSE is feasible on foot, but analysis in this document focuses primarily on parking inventory and multi-modal accessibility south of Vine St to minimize risk.

Parking inventory

On-street parking is available near CFH on 12th St and 11th St. “No Stopping” regulations are posted on 12th St directly in front of CFH, but metered on-street parking is regulated on the opposite side of 12th St, with some additional free, unregulated parking on Summer St. On-street parking has high demand due to its low upfront cost, but exhibits somewhat high turnover in metered spaces. This existing amenity provides a small amount of convenient, low-cost parking for CFH patrons.

CFH is within a 3-block radius of several **off-street paid parking facilities**:

- **1300 block**, Vine St local eastbound:
  - Between Broad St and Watts St: **~15 parking spaces**
  - Between Watts St and Juniper St: **~175 parking spaces**
  - Between Juniper St and Clarion St: **~125 parking spaces**
  - Between Clarion St and 13th St: **~30 parking spaces**
- **1200 block**, Vine St local eastbound:
  - Between 13th St, 12th St, and Summer St: **~80 parking spaces**
  - Between Camac St, Summer St, and 12th St: **~65 parking spaces**
- **1100 block**, Vine St local eastbound:
  - Between 12th St, Marvine St, and Spring St: **~115 parking spaces**
  - Between 12th, Marvine, Spring, and Race Sts: **~120 parking spaces**
- **1000 block**, Vine St local westbound (north of VSE):
  - Between 11th St and 10th St: **~135 parking spaces**
- **900 block**, Race St:
  - Between 10th St, Hutchinson St, and Cherry St: **~65 parking spaces**
- **800 block**:
  - Between 9th St, 8th St, Vine St, and Race St: **~325 parking spaces**
  - Between 9th St, 8th St, Race St, and Cherry St: **~125 parking spaces**
  - Between 9th St, 8th St, Cherry St, and Arch St: **~120 parking spaces**

In total, PBA identifies **nearly 1500 parking spaces very close to CFH**. Significantly more parking is available from surface lots and garages within a slightly larger radius.

Methodology: manual counts from Google satellite imagery (2026). Count estimates are inclusive of ADA (disability-reserved) spaces.

Parking inventory notes:

- The nearest ADA spaces to CFH are on the 1100 block, directly behind the structure. There are additional nearby ADA spaces on the 1200 block near Vine.
- These off-street parking facilities have high turnover; they are not typically used for long-term storage, so parking is regularly available for daytime business activity. Parking availability appears to differ by lot, time of day, and day of week.
- Anecdotal Google satellite imagery, Google Street View imagery, and in-person evaluations show that the surface lots nearest CFH can individually approach capacity at peak times. However, total area lots are <u>not</u> constantly at full capacity.

Single-hour parking rates at surface lots near CFH average around $10–15, but 8–12-hour parking durations may be significantly discounted per hour (~$3/hr for 12h). Because funeral services are only occasional events (on average, probably annually or less for a particular attendee), the individual cost burden of paid parking is relatively low.

The Philadelphia Parking Authority (PPA) operates a "Chinatown Visitor Discount Parking Program" that local businesses can apply for. Participation gives business patrons parking options at the PPA AutoPark at the Fashion District (44 N 9th St, within walking distance of CFH) for as little as $5 for up to 3 hours, after which normal rates apply. As a locally owned Chinatown business, **CFH may be eligible for the program, but may not have applied.** CFH participation may be especially convenient for patrons.

It is improbable that *all* off-street lots and garages reasonably accessible to CFH by walk or transit will regularly simultaneously be at capacity. (See the following section, "Transit accessibility," for travel time estimates.) A 2020 Philadelphia City Planning Commission study identified **46,000 public parking spaces** throughout Center City, with Market East (near Chinatown) featuring some of the most parking. Over 68,000 spaces exist in total; many buildings have dedicated parking, alleviating competition with CFH patrons. Empirically, Center City parking utilization at peak hours in 2015 was only **73.9%** of capacity, part of a downward trend since 2005, and **76.3%** in Chinatown; that is **over 12,000 open parking spaces** within the downtown core. At that rate, **over 350 parking spaces are typically available within a 3-block radius of CFH** *at peak times*, according to observed inventory. Based on estimates of facility size and typical funeral service attendance, CFH is unlikely to have more than ~75–100 patrons at a single event, some of whom may walk, bike, ride transit, or carpool; this is a feasible number of vehicles to store off-street. CFH funeral service hours appear to include periods of both peak and off-peak parking availability. **At off-peak hours, availability is expected to be higher.** The Appendix contains anecdotal 2026 parking observations.

Peak parking demand hours near CFH are likely weekdays 9am–5pm. 80% of weekday off-street parking customers are commuters (unlikely to also commute on weekends) and a majority of Convention Center events seem to occur during weekdays. Center City foot traffic implies that weekend demand (no time specified) could be slightly lower than weekdays 9–5. Off-peak demand (weekdays after 6pm) is 54% of the weekday peak.

From the evidence, bike lane parking is statistically unnecessary for CFH operations. Patrons can reasonably access nearby off-street parking. CFH should rely on **off-street parking** and the **PPA discount program** for typical operations, and lane closure permits on Vine St only in circumstances with exceptionally limited off-street parking.

CFH can also consider scheduling a greater proportion of events during weekday evenings and possibly weekends to minimize the risk of parking unavailability, although based on parking utilization data this is technically unnecessary for typical events.

Loading inventory

Low-mobility CFH patrons being transported in cars by higher-mobility drivers may reasonably benefit from drop-off near CFH, after which the driver can reasonably park the car elsewhere. This also applies to ridehail drivers (Uber, Lyft, etc.) transporting low-mobility passengers. However, **CFH has low on-street loading inventory.** There are only two posted loading zone signs on the 200 block of 12th St, neither of which are within the immediate vicinity of CFH. The current lack of designated loading zones near CFH inefficiently increases multi-hour demand for the most nearby parking spaces.

If CFH had **1–2 loading zones on 12th St or Summer St**, across from CFH, with a 15–30-minute turnover (or other suitably short period), low-mobility passengers could be more efficiently unloaded prior to parking, and multi-hour parking demand could respond slightly more flexibly to supply. The Philadelphia Code (§ 12-905) states, “The [Streets] Department may designate a curb loading zone upon the special request of any person when, on the basis of an engineering study by the Department, it is determined that such curb loading zone is necessary and justified by traffic conditions.”

In August 2026, PPA announced a new “Smart Loading Zone” (paid, charged by the minute) on the 900 block of Race St. This is too far from CFH to be useful for low-mobility passengers, but CFH could request a SLZ on 12th St or Summer St.

Transit accessibility

CFH is within a 5-block walk of SEPTA Regional Rail (Jefferson Station), SEPTA “B” metro (Race–Vine, Chinatown Stations), SEPTA “L” metro (11th, 13th St Stations), and PATCO (Franklin Square Station). CFH is also within a similar distance of many SEPTA

bus lines (4, 16, 17, 23, 27, 31, 32, 33, 38, 43, 44, 45, 47, 48, 61, 124, 125) and NJ Transit bus lines (313, 315, 316, 317, 400, 401, 404, 406, 408, 409, 410, 412, and 551).

Using those transit services, the data visualization CommuteTimeMap indicates that patrons can access CFH within 30 minutes from as far as FDR Park, Upper Darby, Fern Rock, Tioga, and Camden. Within 60 minutes, patrons can access CFH from even further: Wayne, Ambler, Elkins Park, Chestnut Hill, Oxford Circle, Haddonfield, and the Philadelphia Airport. The data visualization TravelTime corroborates this observation even in peak-hour weekday traffic conditions, which may feature high congestion.

SEPTA further offers **on-demand paratransit services** to disabled Philadelphians who cannot use transit. "SEPTA Access" is available to and from any destination within the service region, which includes Chinatown. One-way paratransit fares are $5.75.

Multi-modal connections to CFH are also feasible. Suburban SEPTA Regional Rail stations throughout the Philadelphia region have ample low-cost parking, as little as $2–4 per day. Suburban CFH patrons can park at their local train stations to avoid parking downtown, likely saving both time and money. Additionally, parking is available at various urban lots and garages near SEPTA metro and bus services, in the event that downtown parking is necessary but off-street parking options near CFH reach capacity.

Bicycle accessibility

Bicycle connections to CFH are somewhat feasible. **However, when vehicles are parked in the bicycle lane on Vine St, the bicycle lane is not usable.** This forces bicycle users into high-speed traffic on Vine St, which is a **major safety risk**.

Maintaining an unobstructed, separated bicycle lane on Vine St significantly reduces the risk of Killed or Serious Injury (KSI) incidents along the corridor, both because it protects bicycle users from crashes and because it narrows the Vine St roadway, reducing dangerous speeding (optical narrowing) and shortening pedestrian crossing distances. All CFH patrons are pedestrians at some point in their trip (regardless of mode), so they all statistically benefit from reduction in speeding induced by the protected bicycle lane.

There are few other bicycle lanes in Chinatown. This puts bicycle users, who are already Vulnerable Road Users (people outside vehicles), especially at risk of traffic violence.

Conclusion

The City and CFH have several feasible short-term opportunities to maintain **reasonable access** to the business **without obstructing the bicycle lane**:

- Adhering to and enforcing “No Stopping” regulations in the Vine St bike lane
- Educating CFH patrons on realistic use of public transportation and bicycles
- Improving nearby loading access to enable use of more distant parking facilities
- Incentivizing the use of nearby off-street parking facilities, not bike lane parking
- Permitting the occasional use of travel lane (not bike lane) closures on Vine St

The overall short-term solution involves **education from the City to CFH, education from CFH to patrons, and collaboration between CFH, the City, and the PPA** on establishing new parking regulations and programs that better suit community needs.

Philly Bike Action recognizes that car-dependent transportation infrastructure contributes to excessive Vehicle Miles Traveled (VMT), parking demand, and traffic violence. To promote more safe, affordable, and space-efficient transportation modes in the future, the City and PennDOT may wish to consider installing fully separated bicycle lanes on:

- **10th, 11th, and 12th Sts** between Spring Garden St and Bainbridge St
- **Race St** between 18th St and 2nd St
- **Arch St** between 2nd St and 15th St
- **Market St** between 6th St and Penn Square
- Girard Ave between Broad St and Aramingo Ave
- Roosevelt Blvd between Broad St and Southampton Rd

PBA also recommends that the City install standard bicycle racks along Vine St and elsewhere in Philadelphia in order to incentivize bicycling. This would ensure that off-street motor vehicle parking is available to low-mobility road users who need it most.

It is imperative that the City keep the Vine St bicycle lane unobstructed at all times.

Philly Bike Action
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Appendix

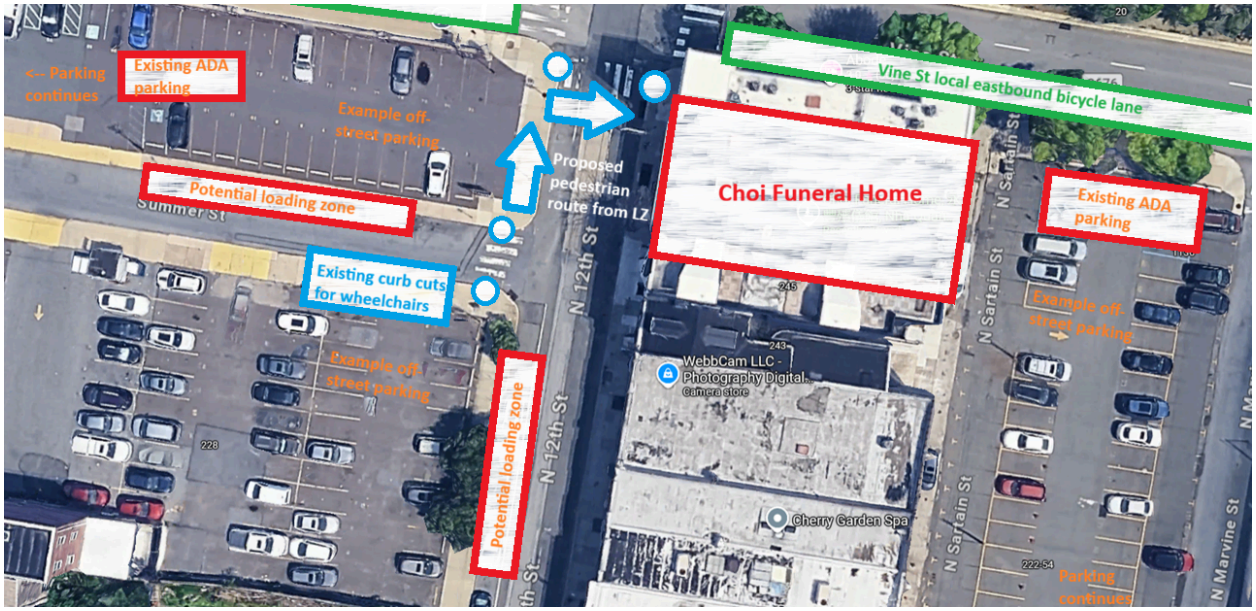

Figure 2: *Satellite imagery showing the proposed location of CFH loading zone(s) for low-mobility passengers on 12th St and/or Summer St. Off-street parking adjacent to CFH is also labeled. Parking and/or loading in the Vine St bicycle lane is unnecessary.*

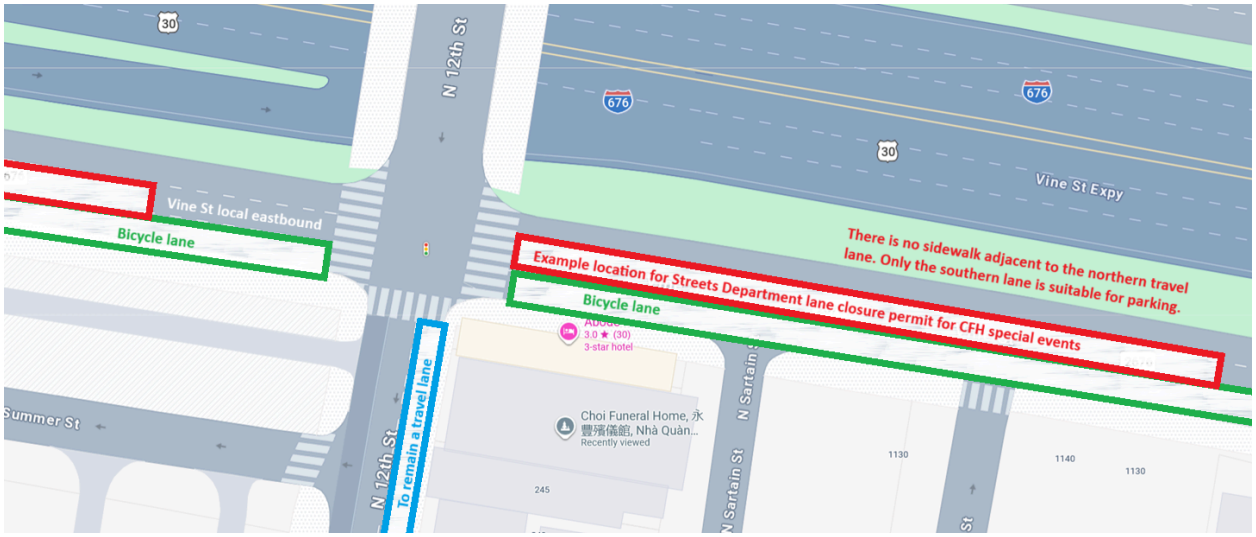

Figure 3: *Map view showing proposed location(s) of hypothetical CFH lane closure permit, as an alternative to parking in the bicycle lane. Vine St is already the preferred*

parking location for CFH, so this would have no negative impact on business operations.



Figure 4: *Aerial photograph of Vine St bicycle lane parking (1100–1200 blocks) during a CFH event, with a surplus of available off-street parking in multiple lots in the background, including available ADA-reserved parking spaces. This photograph shows under two dozen motor vehicles parked in the bicycle lane, while there are seemingly dozens or hundreds of available parking spaces nearby. Therefore, event parking could feasibly be moved out of the bicycle lane and into off-street lots (no permit needed) or into the southern travel lane of Vine St (with a permit from the Streets Department); available space feasibly supports daylighting allowances in such an arrangement. If parking were relocated off-street, the walking distances required for motorists to access CFH would not meaningfully increase. Meanwhile, VRU safety along Vine St would increase. Relocation would also reduce damage to municipal property (flex posts).*



Figure 5: *Available parking on the 1100 block of Vine St on a Saturday evening, directly to the east of CFH. This parking lot contains ADA-reserved spaces.*



Figure 6: *Available parking on the 800 block of Vine St on a Saturday evening.*