

South 21st Street Streetscape Plan

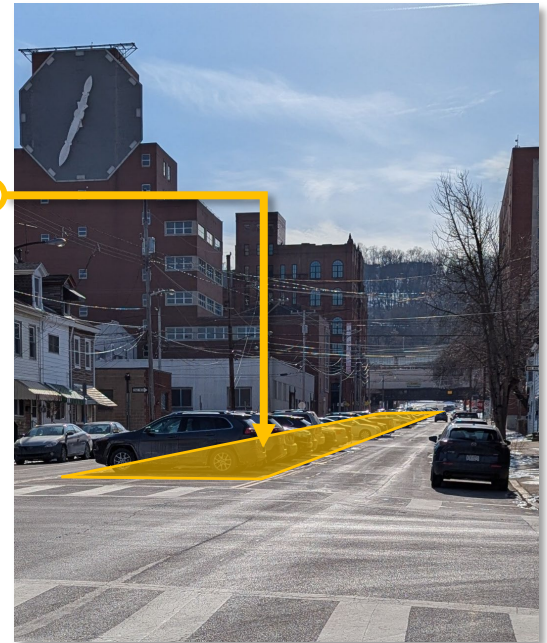
Parking Study Memo - July 2025



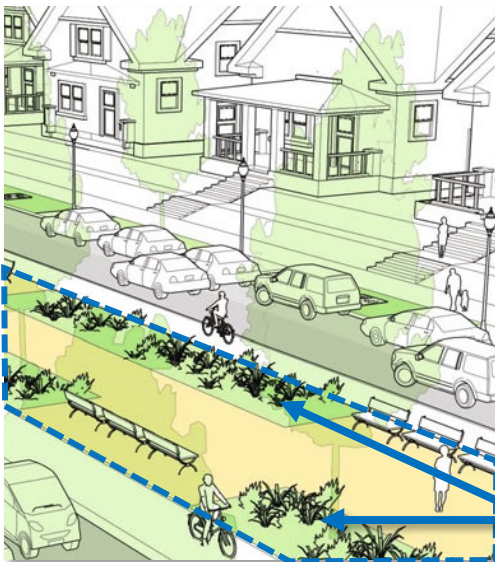
PROPOSAL

The streetscape plan is focused on enhancing safety and accessibility for all modes of transportation, with an emphasis on creating improved pedestrian crossings, safer multimodal movement, and continuous sidewalks. As part of the plan, **DOMI is proposing to remove the center lane parking in the median of S 21st St, between Sarah St and Josephine St.**

This parking study was conducted to better understand current parking trends and identify opportunities to offset the loss of parking spaces if the illegal center parking lane is removed. Staff evaluated existing curb designations and the demand for each type in order to identify areas where curb designations or parking regulations could be adjusted to accommodate the needs of residents, businesses, and visitors.



Unregulated Parking in the middle of S 21st Street.



NACTO rendering of a residential boulevard.

BACKGROUND

While the median has been used for parking for many years, it has never been clearly designated or formally regulated and cannot be enforced by the Pittsburgh Parking Authority. As such, vehicles frequently park too close to intersections or block alleys creating poor visibility. Poor visibility at intersections reduces safety for all users and leads to increased crashes. In the last five years there have been 16 crashes *along the corridor*. *10 of those crashes were angle crashes (angle crashes are crashes where vehicles collide at or near right angles, often taking place when turning onto or off of or crossing a street)* and three (3) of those angle crashes resulted in injury.

There has been a long-standing community desire to beautify the S 21st St corridor with landscaping and green space. However, due to space constraints, achieving this vision requires the removal of the existing center parking lane.

During the initial phase of community engagement, the project team heard strong support for beautification but also recognized the essential role that the current parking spaces play for local residents and businesses. In response, the team conducted a detailed parking study to assess current demand and identify alternative parking locations that could meet community needs and support the proposed corridor transformation.

FINDINGS

DOMI staff surveyed parking along the corridor to assess parking levels at various times including weekday (morning, afternoon, and evening) and weekend (afternoon and night) times.

Free parking (parking that is not Paid or in the Residential Parking Permit Programs (RPP)) accounts for **70% of the parking spaces within the study area** - most of which are in the median of S 21st St, between Sarah St and Josephine St.

Current Spaces along 21st St

147 Total Spaces

25 Paid Spaces

19 RPP Spaces

103 Free Spaces

43 Curbside

60 Median*

Between E. Carson St and Josephine St parking utilization (a measure of the number of parking spaces occupied as a percentage of the total number of parking spaces) **averaged around 75%** during every field audit. Utilization in this area peaked at **86% during the Wednesday evening** parking study (Wednesday evening utilization shown on map at right). Paid parking was extremely underutilized, with an average utilization of 16%. The low utilization can likely be attributed to the abundance of free parking in the study area.



South 21st Street Parking Utilization

Peak Period: Wednesday Evening 8PM - 9:30PM (May 7, 2025)

S. 21st New Parking Area Proposals

Since the existing area in the middle of S 21st St has been utilized as a parking area for decades many residents and visitors to the area rely on it for parking. Therefore, re-allocating that space to other uses is expected to cause an increase in parking demand for surrounding areas. To mitigate this, **opportunities to create new parking have been identified.**

New Apartment Frontage

The site between S 19th St and S 21st St on the south side of Mary St was occupied by the UPMC Mercy Hospital building. The building was demolished in 2023 and the site has been approved for a new development. The street parking along this site was designated as paid parking until earlier this year. It was recently converted to free parking, making it more suitable for its residential context. This change has **already added 34 parking spaces** to the area. Additionally, three major developments that are planned in the project area include **over 400 resident parking spaces between them**, which should help to offset some of the demand for on street parking that the new developments might otherwise stimulate.



Collective Southside/The Flats:
Mary & S 21st.
200-unit mixed-use building
Includes 295 Parking Spaces



The Tower-2100 Jane St:
58-unit apartment building
Includes 62 Parking Spaces



21st Collective Brownstones
S21st & Josephine St.
22 town homes and 16 flats
Includes 73 Parking Spaces

21st South of Josephine

S 21st St continues its wide footprint south of Josephine St until it narrows at the entrance to South Side Park, but without any pavement markings or signage, its operations are unclear. Curbside parking can be designated with signage changes and pavement markings to add several new spaces to the area. This change will **add 24 parking spaces to the area.**

Josephine St

Between S 21st St and S 23rd St, Josephine St has a painted double yellow line offset from the middle of the street's cartway (the space between the curbs). Due to this offset, parking is currently feasible only on one side of the street. By relocating double yellow line to the center of the cartway, parking spaces could be designated on both sides of the street. This change would **add 33 parking spaces to the area.**

Additional Parking

Parking Offsets

The changes described on the previous page would cumulatively **provide 91 additional free parking spaces** in the immediate vicinity (within one or two blocks) of the project area. These additional spaces could be used by residents and visitors and do not include changes to the RPP zone. This addition would more than offset the 60 spaces that are proposed to be removed from the median on 21st St.



Additional parking areas that can be added to offset the removal of center lane parking.

Appendix A: Parking Study Data

5.7.25 - Wednesday Evening

Block	Block Face	Block Length	Obstructions Length	Potential Spaces	Real Spaces	Vehicle Count	Utilization	Turnover	RPP Permits	RPP % of Parked
Sidney St - Wrights Wy	WEST	124	36	4.40	4	2	50%	0%	0	0%
	EAST	126	20	5.30	5	3	60%	0%	0	0%
Wrights Wy - E Carson St	WEST	124	38	4.30	4	3	75%	100%	0	0%
	EAST	122	20	5.10	5	2	40%	100%	0	0%
E Carson St - Carey Wy	WEST	127	20	5.35	4	1	25%	100%	0	0%
	EAST	125	40	4.25	4	1	25%	0%	0	0%
Carey Wy - Sarah St	WEST	128	35	4.65	4	4	100%	0%	4	100%
	EAST	128	55	3.65	3	3	100%	0%	2	67%
Sarah St - Larkins Wy	WEST	125	35	4.50	4	4	100%	25%	3	75%
	EAST	125	40	4.25	3	1	33%	0%	0	0%
	MIDDLE	126	40	10.12	10	10	100%	0%	2	20%
Larkins Wy - Jane St	WEST	126	54	3.60	3	3	100%	0%	3	100%
	EAST	126	42	4.20	4	5	125%	40%	2	40%
	MIDDLE	127	40	10.24	10	9	90%	11%	2	22%
Jane St - Harcum Wy	WEST	130	30	5.00	5	3	60%	67%	0	0%
	EAST	130	60	3.50	0	No Parking				
	MIDDLE	130	20	12.94	12	12	100%	17%	3	25%
Harcum Wy - Mary St	WEST	124	38	4.30	4	0	0%	-	0	-
	EAST	128	74	2.70	2	2	100%	0%	0	0%
	MIDDLE	124	35	10.47	10	11	110%	36%	0	0%
Mary St - Josephine St	WEST	270	63	10.35	0	No Parking				
	EAST	274	82	9.60	9	8	89%	13%	0	0%
	MIDDLE	270	110	18.82	18	17	94%	29%	0	0%
Josephine St - END	WEST	264	76	22.12	20	2	10%	50%	0	0%
	EAST	260	56	10.20	0	No Parking				
					183.91	147	106	72%	21	20%

5.8.25 - Thursday Morning

Block	Block Face	Block Length	Obstructions Length	Potential Spaces	Real Spaces	Vehicle Count	Utilization	Turnover	RPP Permits	RPP % of Parked
Sidney St - Wrights Wy	WEST	124	36	4.40	4	4	100%	0%	0	0%
	EAST	126	20	5.30	5	5	100%	20%	0	0%
Wrights Wy - E Carson St	WEST	124	38	4.30	4	0	0%	-	0	-
	EAST	122	20	5.10	5	0	0%	-	0	-
E Carson St - Carey Wy	WEST	127	20	5.35	4	0	0%	-	0	-
	EAST	125	40	4.25	4	2	50%	0%	1	50%
Carey Wy - Sarah St	WEST	128	35	4.65	4	5	125%	20%	5	100%
	EAST	128	55	3.65	3	2	67%	0%	1	50%
Sarah St - Larkins Wy	WEST	125	35	4.50	4	4	100%	25%	3	75%
	EAST	125	40	4.25	3	2	67%	50%	0	0%
	MIDDLE	126	40	10.12	10	11	110%	18%	2	18%
Larkins Wy - Jane St	WEST	126	54	3.60	3	4	133%	0%	3	75%
	EAST	126	42	4.20	4	5	125%	0%	3	60%
	MIDDLE	127	40	10.24	10	9	90%	11%	3	33%
Jane St - Harcum Wy	WEST	130	30	5.00	5	0	0%	-	0	-
	EAST	130	60	3.50	0	No Parking				
	MIDDLE	130	20	12.94	12	10	83%	10%	3	30%
Harcum Wy - Mary St	WEST	124	38	4.30	4	0	0%	-	0	-
	EAST	128	74	2.70	2	1	50%	0%	0	0%
	MIDDLE	124	35	10.47	10	11	110%	18%	0	0%
Mary St - Josephine St	WEST	270	63	10.35	0	No Parking				
	EAST	274	82	9.60	9	9	100%	0%	0	0%
	MIDDLE	270	110	18.82	18	9	50%	0%	0	0%
Josephine St - END	WEST	264	76	22.12	20	1	5%	0%	0	0%
	EAST	260	56	10.20	0	No Parking				
					183.91	147	94	64%	24	26%

5.8.25 - Thursday Afternoon

Block	Block Face	Block Length	Obstructions Length	Potential Spaces	Real Spaces	Vehicle Count	Utilization	Turnover	RPP Permits	RPP % of Parked
Sidney St - Wrights Wy	WEST	124	36	4.40	4	3	75%	33%	0	0%
	EAST	126	20	5.30	5	4	80%	0%	0	0%
Wrights Wy - E Carson St	WEST	124	38	4.30	4	2	50%	0%	0	0%
	EAST	122	20	5.10	5	0	0%	-	0	-
E Carson St - Carey Wy	WEST	127	20	5.35	4	1	25%	100%	0	0%
	EAST	125	40	4.25	4	2	50%	100%	1	50%
Carey Wy - Sarah St	WEST	128	35	4.65	4	5	125%	0%	5	100%
	EAST	128	55	3.65	3	3	100%	33%	2	67%
Sarah St - Larkins Wy	WEST	125	35	4.50	4	3	75%	67%	2	67%
	EAST	125	40	4.25	3	1	33%	0%	1	100%
	MIDDLE	126	40	10.12	10	8	80%	0%	1	13%
Larkins Wy - Jane St	WEST	126	54	3.60	3	1	33%	0%	1	100%
	EAST	126	42	4.20	4	4	100%	0%	2	50%
	MIDDLE	127	40	10.24	10	8	80%	13%	2	25%
Jane St - Harcum Wy	WEST	130	30	5.00	5	0	0%	-	0	-
	EAST	130	60	3.50	0	No Parking				
	MIDDLE	130	20	12.94	12	13	108%	23%	2	15%
Harcum Wy - Mary St	WEST	124	38	4.30	4	0	0%	-	0	-
	EAST	128	74	2.70	2	2	100%	0%	0	0%

	MIDDLE	124	35	10.47	10	10	100%	30%	0	0%
Mary St - Josephine St	WEST	270	63	10.35	0				No Parking	
	EAST	274	82	9.60	9	9	100%	44%	0	0%
	MIDDLE	270	110	18.82	18	17	94%	18%	0	0%
Josephine St - END	WEST	264	76	22.12	20	1	5%	0%	0	0%
	EAST	260	56	10.20	0				No Parking	
				183.91	147	97	66%		19	20%

5.9.25 - Friday Night

Block	Block Face	Block Length	Obstructions Length	Potential Spaces	Real Spaces	Vehicle Count	Utilization	Turnover	RPP Permits	RPP % of Parked
Sidney St - Wrights Wy	WEST	124	36	4.40	4	4	100%	0%	0	0%
	EAST	126	20	5.30	5	4	80%	0%	0	0%
Wrights Wy - E Carson St	WEST	124	38	4.30	4	1	25%	0%	0	0%
	EAST	122	20	5.10	5	1	20%	0%	0	0%
E Carson St - Carey Wy	WEST	127	20	5.35	4	1	25%	100%	0	0%
	EAST	125	40	4.25	4	3	75%	33%	0	0%
Carey Wy - Sarah St	WEST	128	35	4.65	4	4	100%	0%	4	100%
	EAST	128	55	3.65	3	3	100%	0%	3	100%
Sarah St - Larkins Wy	WEST	125	35	4.50	4	4	100%	0%	1	25%
	EAST	125	40	4.25	3	1	33%	0%	0	0%
	MIDDLE	126	40	10.12	10	11	110%	9%	1	9%
Larkins Wy - Jane St	WEST	126	54	3.60	3	3	100%	0%	3	100%
	EAST	126	42	4.20	4	4	100%	0%	1	25%
	MIDDLE	127	40	10.24	10	9	90%	11%	1	11%
Jane St - Harcum Wy	WEST	130	30	5.00	5	1	20%	0%	0	0%
	EAST	130	60	3.50	0				No Parking	
	MIDDLE	130	20	12.94	12	10	83%	10%	2	20%
Harcum Wy - Mary St	WEST	124	38	4.30	4	0	0%	-	0	-
	EAST	128	74	2.70	2	0	0%	-	0	-
	MIDDLE	124	35	10.47	10	11	110%	9%	1	9%
Mary St - Josephine St	WEST	270	63	10.35	0				No Parking	
	EAST	274	82	9.60	9	6	67%	17%	0	0%
	MIDDLE	270	110	18.82	18	16	89%	19%	0	0%
Josephine St - END	WEST	264	76	22.12	20	0	0%	-	0	-
	EAST	260	56	10.20	0				No Parking	
				183.91	147	97	66%		17	18%

5.10.25 - Saturday Midday

Block	Block Face	Block Length	Obstructions Length	Potential Spaces	Real Spaces	Vehicle Count	Utilization	Turnover	RPP Permits	RPP % of Parked
Sidney St - Wrights Wy	WEST	124	36	4.40	4	3	75%	0%	0	0%
	EAST	126	20	5.30	5	3	60%	33%	0	0%
Wrights Wy - E Carson St	WEST	124	38	4.30	4	0	0%	-	0	-
	EAST	122	20	5.10	5	1	20%	100%	0	0%
E Carson St - Carey Wy	WEST	127	20	5.35	4	0	0%	-	0	-
	EAST	125	40	4.25	4	1	25%	0%	0	0%
Carey Wy - Sarah St	WEST	128	35	4.65	4	4	100%	0%	4	100%
	EAST	128	55	3.65	3	2	67%	0%	2	100%
Sarah St - Larkins Wy	WEST	125	35	4.50	4	3	75%	33%	1	33%
	EAST	125	40	4.25	3	0	0%	-	0	-
	MIDDLE	126	40	10.12	10	9	90%	11%	1	11%
Larkins Wy - Jane St	WEST	126	54	3.60	3	0	0%	-	0	-
	EAST	126	42	4.20	4	3	75%	33%	1	33%
	MIDDLE	127	40	10.24	10	8	80%	13%	1	13%
Jane St - Harcum Wy	WEST	130	30	5.00	5	0	0%	-	0	-
	EAST	130	60	3.50	0				No Parking	
	MIDDLE	130	20	12.94	12	11	92%	9%	2	18%
Harcum Wy - Mary St	WEST	124	38	4.30	4	1	25%	100%	0	0%
	EAST	128	74	2.70	2	1	50%	100%	0	0%
	MIDDLE	124	35	10.47	10	14	140%	21%	1	7%
Mary St - Josephine St	WEST	270	63	10.35	0				No Parking	
	EAST	274	82	9.60	9	10	111%	40%	0	0%
	MIDDLE	270	110	18.82	18	15	83%	7%	0	0%
Josephine St - END	WEST	264	76	22.12	20	2	10%	0%	0	0%
	EAST	260	56	10.20	0				No Parking	
				183.91	147	91	62%		13	14%