



South 21st St. Streetscape Improvements Plan

E. Carson St. to Josephine St.

Date: August 28th ,2025

Location: South Side Market House

Agenda

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5. Project Background
6. Project Goals
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10. Plan Recommendations
11. Next Steps
12. Project Q+A



Introductions

Mike Panzitta, Senior Project Manager-Streets, DOMI

Panini A. Chowdhury, Senior Planning Manager-Transportation , DOMI

Paige Anderson, Project Manager, DOMI

George Barrow, Principal Planner, DOMI

Avocet Greenwell, Staff Engineer, DOMI

Jan Raether, Infrastructure Engagement Specialist, Mayor's Office of
Neighborhood Services



Meeting Purpose

The purpose of this meeting is to present alternative concept plans to the community, collect feedback, and determine the preferred option for final design.

Meeting Overview and Norms

- Physical and psychological safety
- Listen to learn
- Be open to new ideas
- Assume best intentions
- Disagree respectfully
- Appreciate differences
- Be present
- Speak up

Safety Overview

- Location of exits
- First Aid Locations
- AED location if available
- Presence of someone CPR Certified
- Emergency Contact
- In the event of an emergency, Jan Raether will call 9-1-1

Zoom Overview

- Please remain muted
- "Raise" your hand to ask a question verbally
- Use the chat function to have staff ask a question on your behalf
- After the presentation, the feed from the room will end, but project staff will remain online to discuss and answer specific questions.

Project Background

In 2017, the Western Pennsylvania Conservancy (WPC), Pittsburgh Water & Sewer Authority (PWSA), and the City of Pittsburgh teamed up to plan and design the South 21st Street Complete Green Street Project.

The goal was to transform the South 21st Street corridor between Josephine and E. Carson Streets with a newly designed streetscape with extensive stormwater management infrastructure.

However, after careful review and ongoing funding gaps, the **overall cost of the project was found to be infeasible.**

In response, the Department of Mobility and Infrastructure (DOMI) is now leading a revised streetscape project focused on enhancing safety and accessibility for all modes of transportation.

The updated plan **will preserve key elements of the complete green street design and reflect community priorities, while emphasizing multimodal safety improvements.**



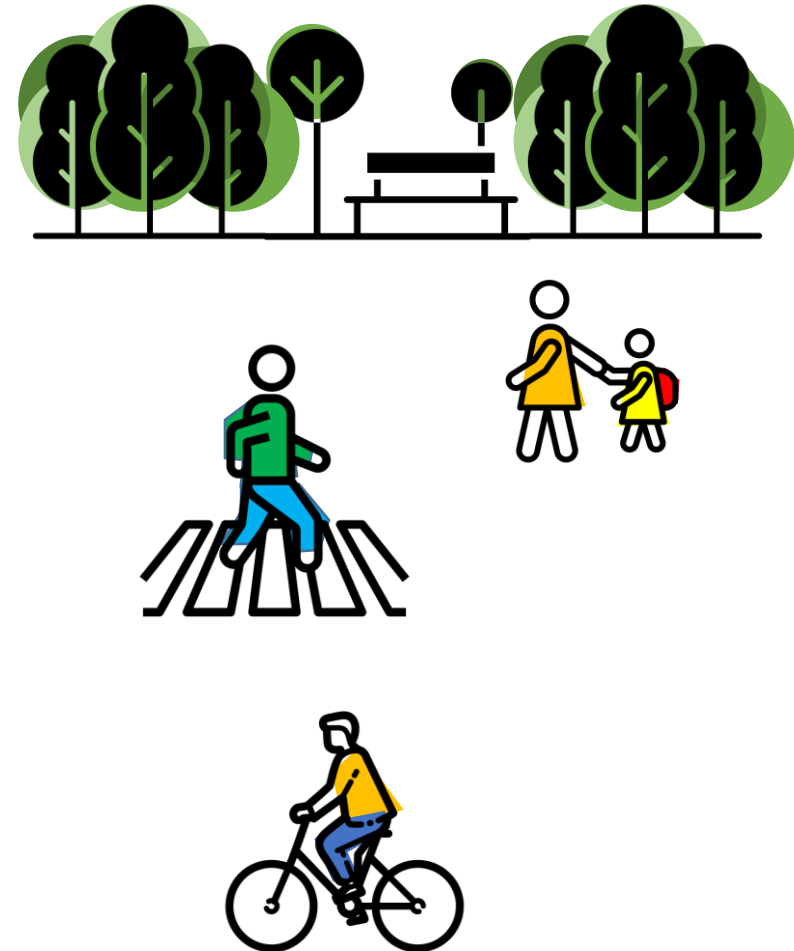
The 2017 S. 21st St Complete Green Street document that has served as the vision for this streetscape improvement project.



This illustrative map shows the design that the community selected as their preferred vision of the corridor in 2017.

Project Goals

- **Enhance safe pedestrian crossings** at all intersections along the corridor
- Ensure **safe and efficient movement** for all modes of transportation
- **Repair** inaccessible sidewalks and **ADA ramps**
- Add more **green landscaping** throughout the corridor
- **Install street furniture**, including seating, garbage cans, and bike racks
- **Repave** the street



Study Area Profile

South 21st St: E. Carson St. to Josephine St.

Corridor length: 0.25 mile

Average vehicle per day: 3,051 (2025)

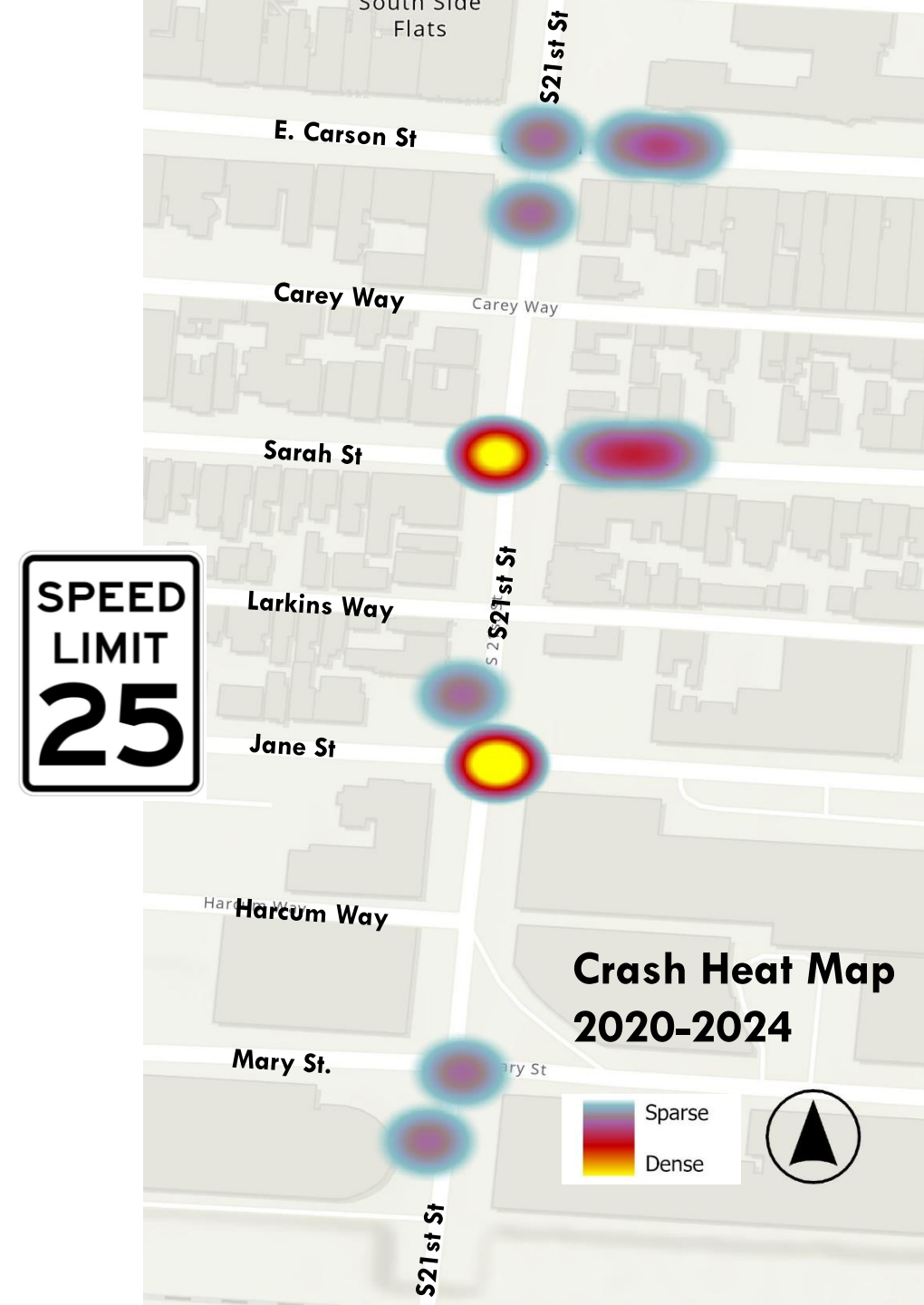
85thile Speed: 24 MPH

Maximum Speed: 48 MPH

Crashes: 16 (2020-2024)

Injury Crashes: 4

Angle Crashes: 10



Study Area Profile

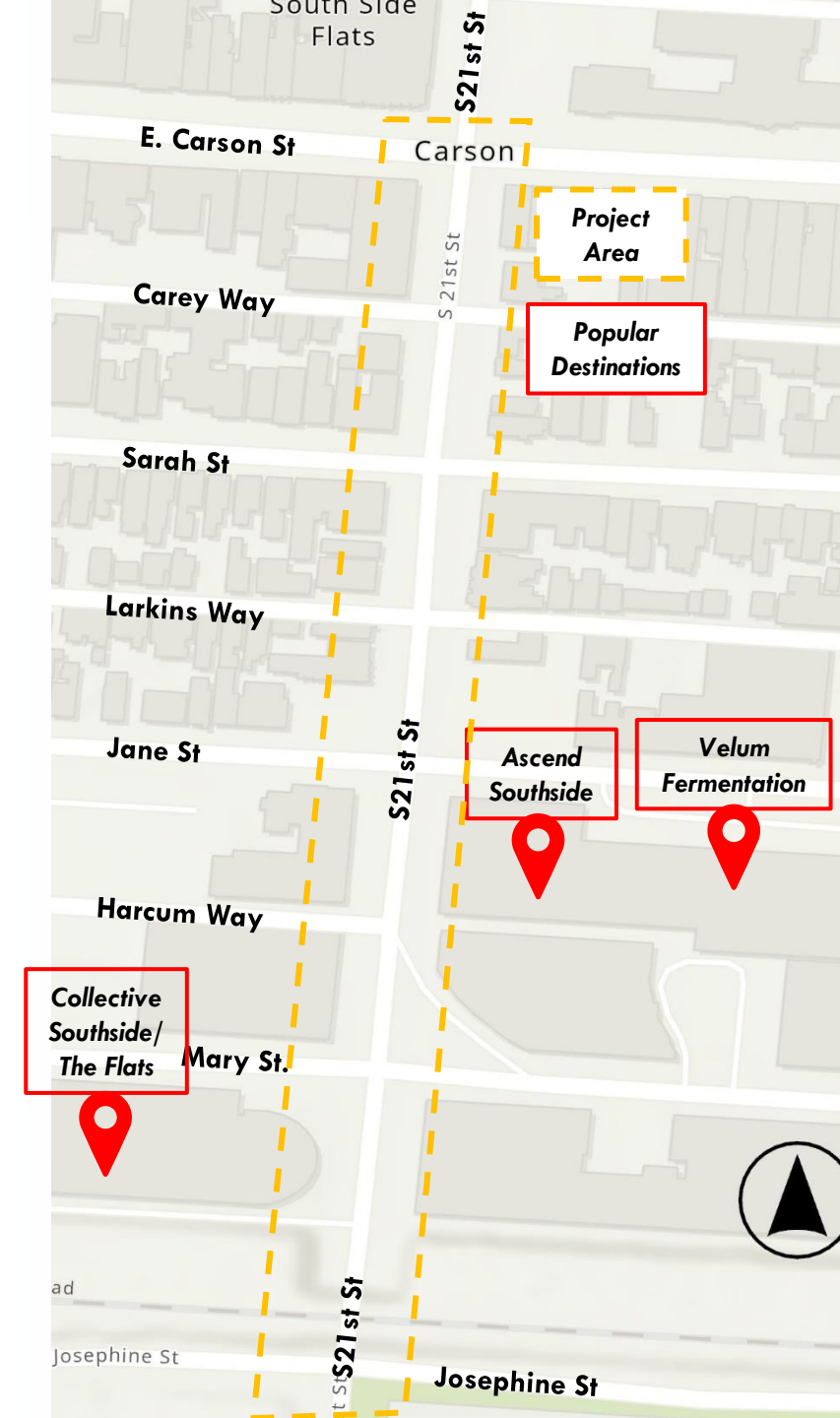
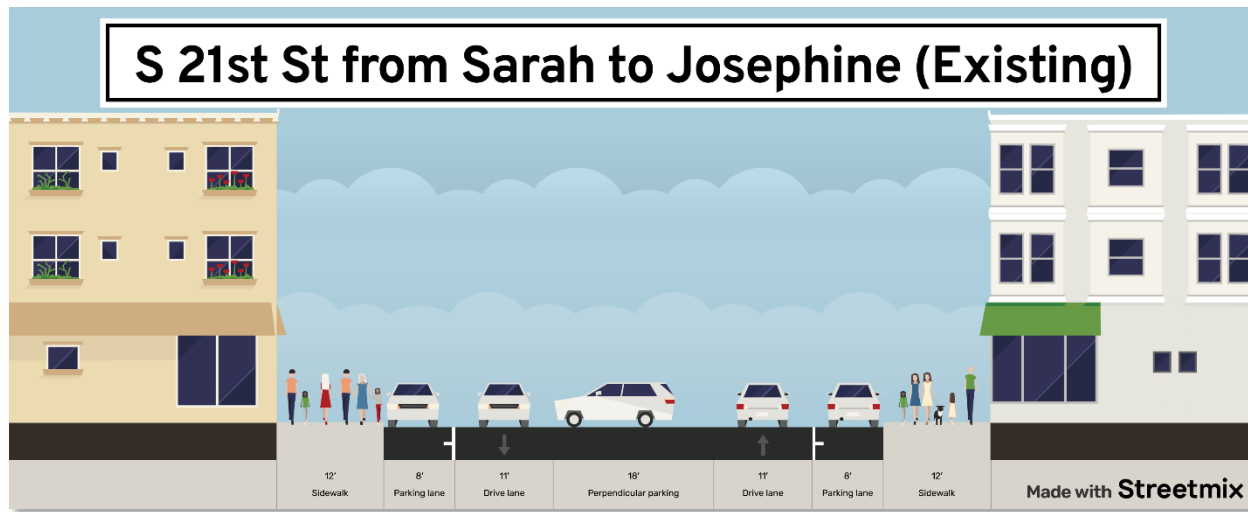
South 21st St: E. Carson St. to Josephine St.

Total ROW: 80'

Curb to Curb Distance: 56'

Land Use: High density residential, urban industrial.

Existing Cross Section:



Public Engagement

Public Meetings/Site Visits



For more information, visit
[S21st St Streetscape Plan](#)

Key Insights from Phase 1 Engagement

Timeline: March 19th to April 21st, 2025

Community Vision:

Residents envision this corridor as a **welcoming, green gateway** to South Side Park and a neighborhood gathering space.

Balancing Priorities:

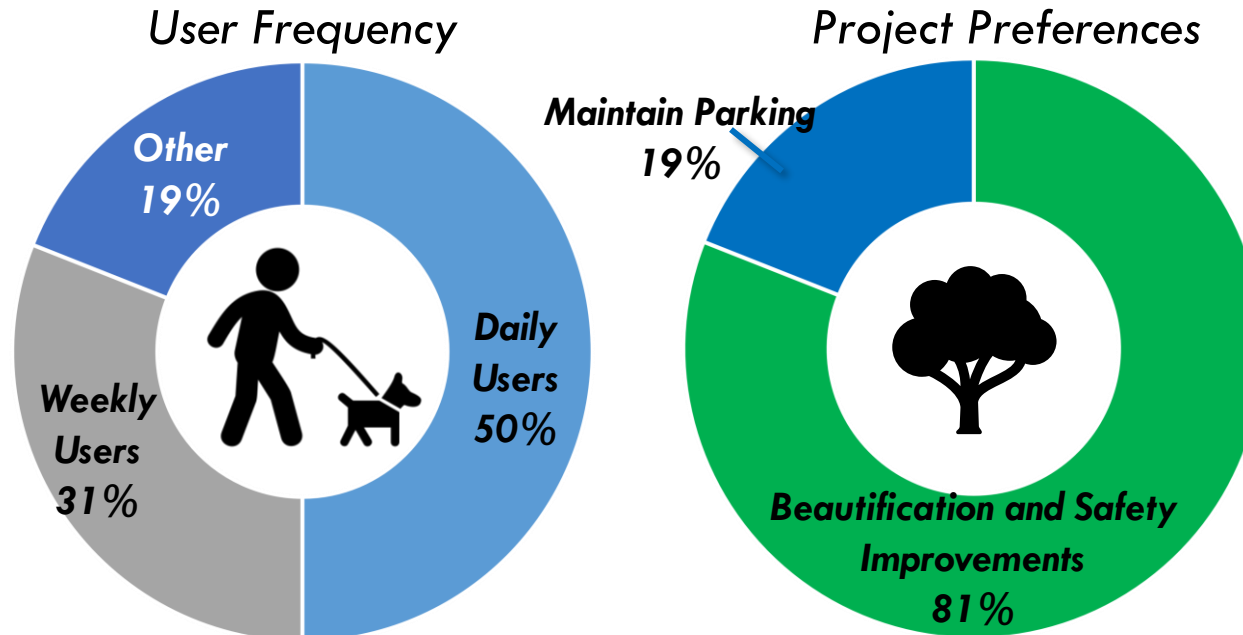
While enhancing aesthetics is important, **pedestrian safety, traffic calming, & parking supply** must remain top priorities.

Public Engagement

Public Meetings/Site Visits

Engagement Phase 1 Summary:

What We've Heard So Far:

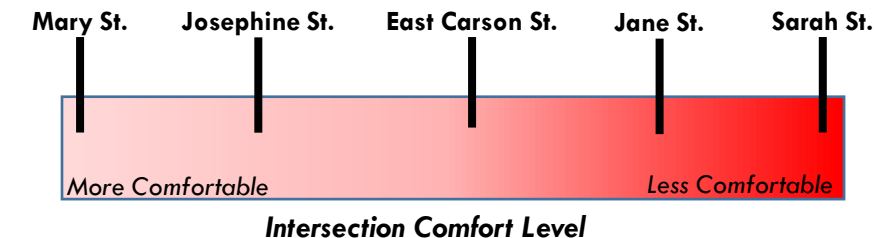


Major Safety Issues:

- **Limited Visibility:** Sightline restrictions caused by center lane parking and vehicles parked too close to intersections.
- **Stop Sign Noncompliance:** Frequent failure of drivers to obey stop signs.
- **Challenging Intersections:** Wide intersections and long pedestrian crossings create unsafe conditions.
- **Unsafe Driving Behavior:** Speeding on cross streets and incidents of impaired driving.
- **Pedestrian Risks:** Drivers making turns often fail to yield to pedestrians in crosswalks.

Intersections where respondents felt most unsafe or difficult to navigate?

(Ranked in order)



Parking Study

Parking Key Findings:

- Average utilization: 75 % in the core (Carson to Josephine)
- Peak utilization: 86% Wednesday evening
- Lowest utilization: 62% Saturday midday
- 70% (103 out of 147) of parking spaces are free parking.
- Average pay parking utilization: 16%

Definitions:

Utilization: *a measure of the number of parking spaces occupied as a percentage of the total number of parking spaces*

Free Parking: *parking that is not Paid or in the Residential Parking Permit Programs (RPP)*



Plan Recommendations

- All RPP permits retained (15 permits on S 21st . St.)
- All Median parking spots will be removed (60 spaces)
- 91 new free parking spaces created to offset this loss.

Parking Additions:

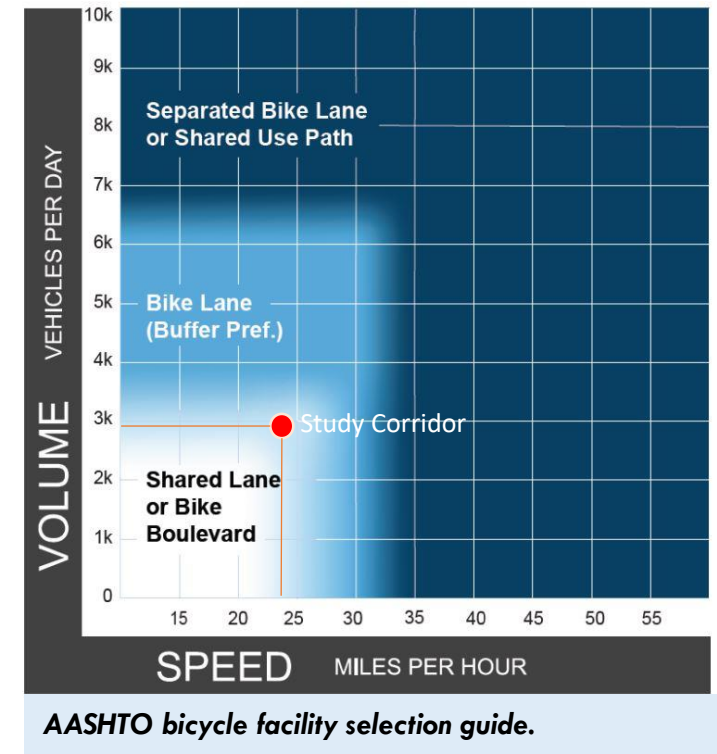
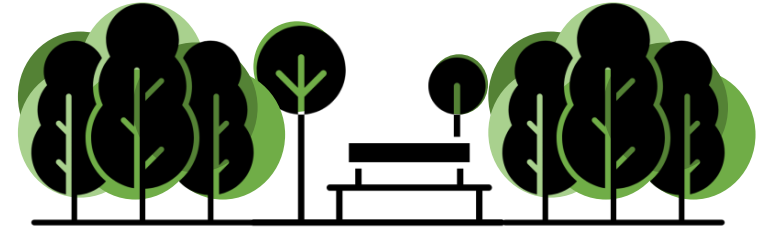
This map shows the locations of the additional 91 free parking spaces that are proposed in the plan.



Plan Recommendations

Core design principles:

- Reduce speeding and aggressive driving.
- Enhance sight line & pedestrian safety with well-designed crossings at key intersections.
- Create a welcoming green gateway to Southside Park and expand green spaces along the corridor.
- Establish bicycle connections to the park and upcoming bicycle facility on S 18th St.
- Maintain safe and efficient access for emergency vehicles.



Plan Recommendations

Why is angle parking not included in any alternative?

While generally angle parking can generate 40% -60% more parking than parallel parking, it hasn't been considered for this project for the following reasons.

- **Green space:** Angle parking requires 25 to 27 ft., reducing overall space available for beautification
- **Safety:** Back-in angle parking is generally safer than head-in, and this format was unpopular in preliminary community engagement
- **Additional Parking Locations Available:** Enough spaces can be created in the immediate area to offset any parking lost without using angle parking.

Option 1

Planted Median with Painted Bike Lane

- Planted Center Median
- Painted Bike Lane
- Curbside Parking

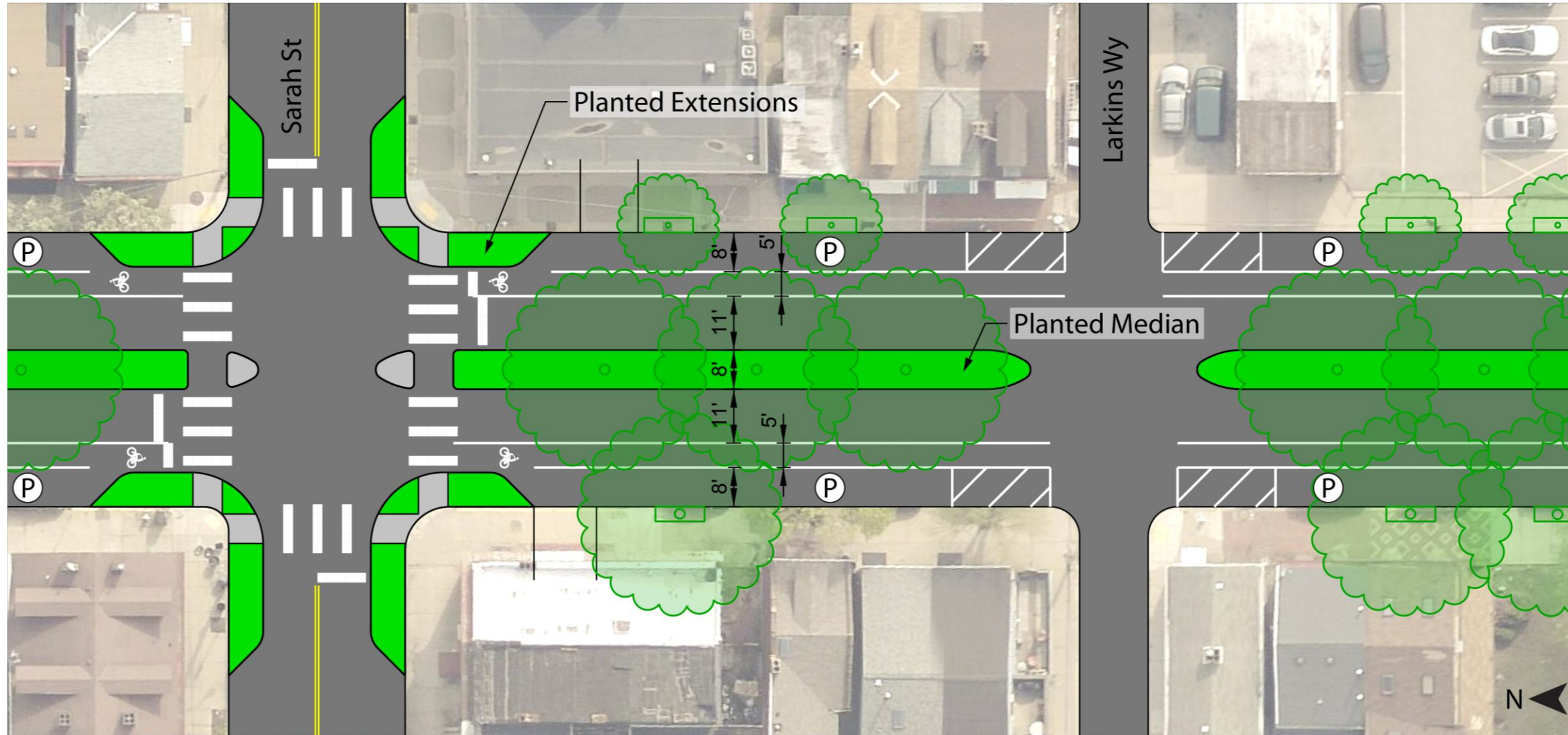


East Liberty Blvd, Pittsburgh



Illustration from 2017 Green Street Project

Option 1 - Plan View



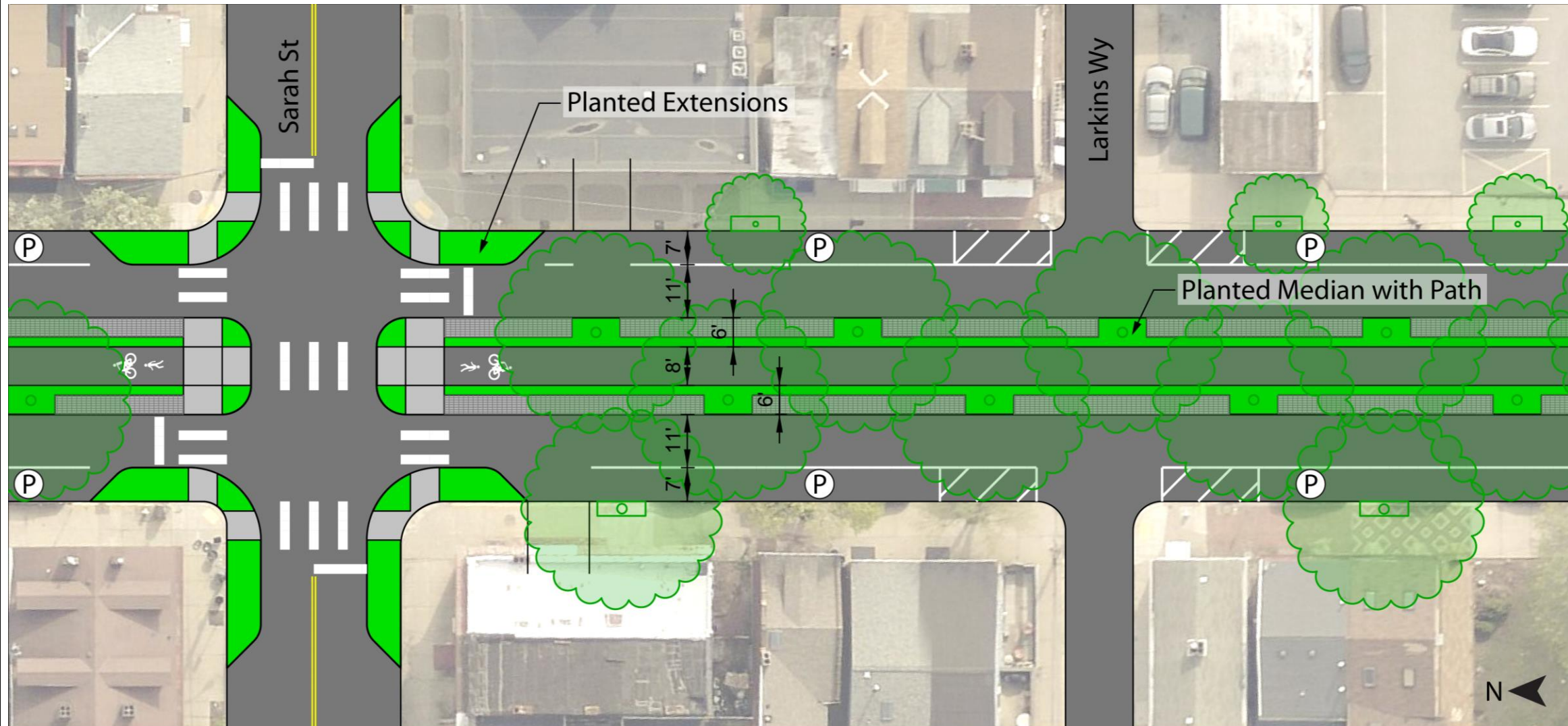
Option 2

Planted Median with Shared Use Path

- Planted Center Median
- Shared use path along median
- Curbside Parking



Option 2 - Plan View



Option 3

Parking-Protected Bike Lane with Planted Buffer

- Planted Buffers along Parking Protected Bike Lane

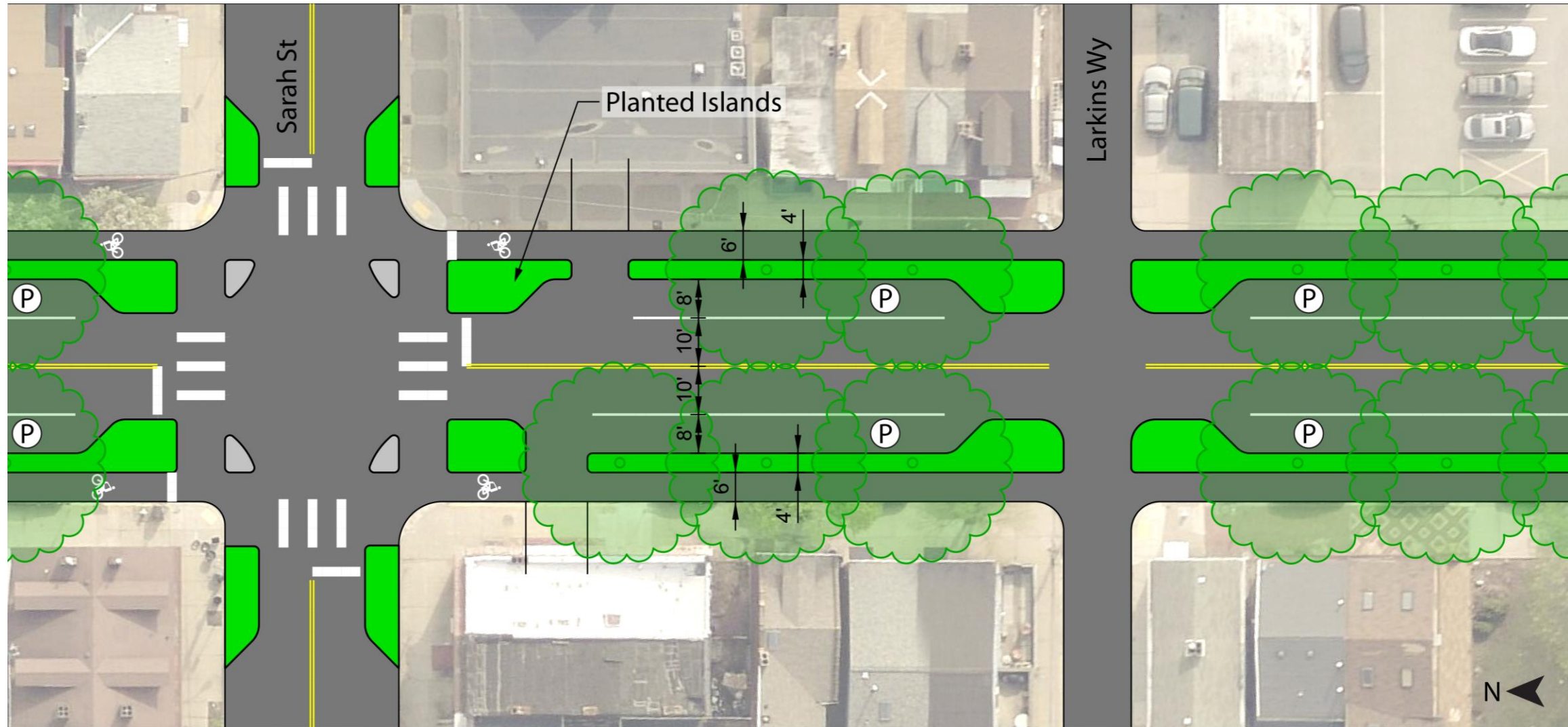


N. Street, Lincoln Nebraska



Tempe, Arizona

Option 3 - Plan View

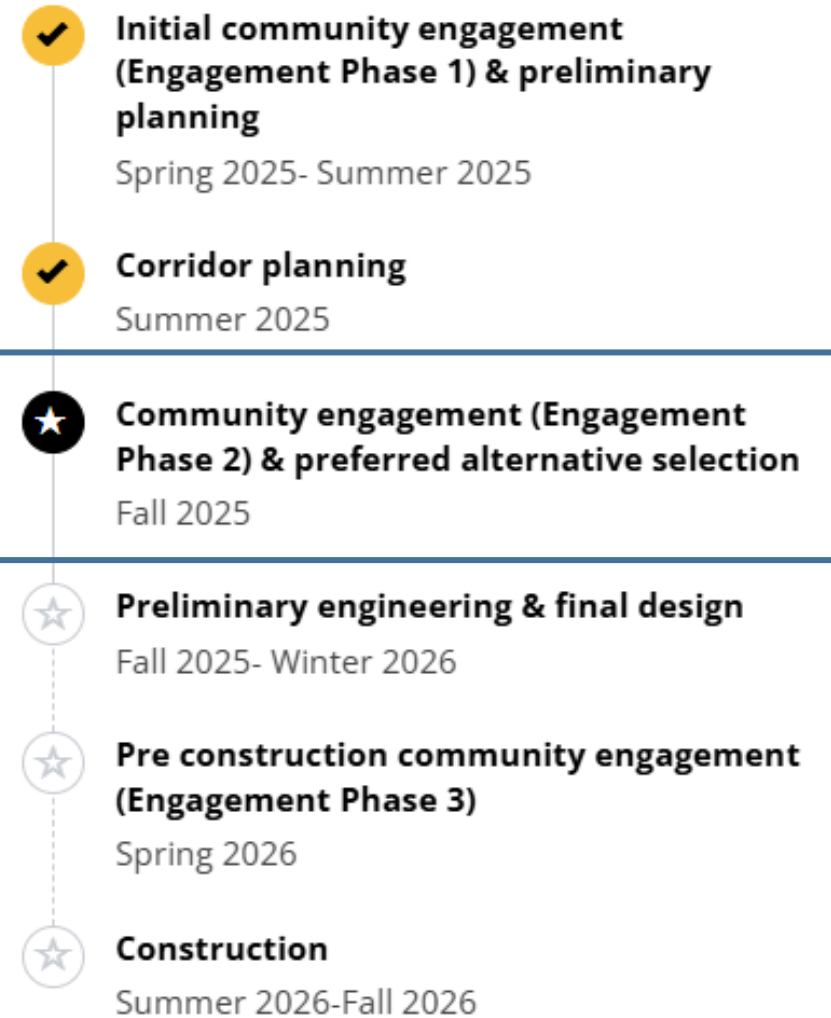


Next Steps

- Design team will review and incorporate feedback from Phase 2 engagement before finalizing the preferred alternative.
- Once finalized, the selected alternative will be available on the Engage page.
- The team will provide an update in spring 2026* with more information about the preferred alternative and other pre-construction details prior to the start of construction

* *Subject to change*

Project Timeline



Project Contacts



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Q+A and Plan Feedback

Engage Page: [S21st St Streetscape Plan](#)

Questions? neighbor@pittsburghpa.gov

Thank you!