



Providence Bicycle and Pedestrian Advisory Commission

Jorge O. Elorza, Mayor

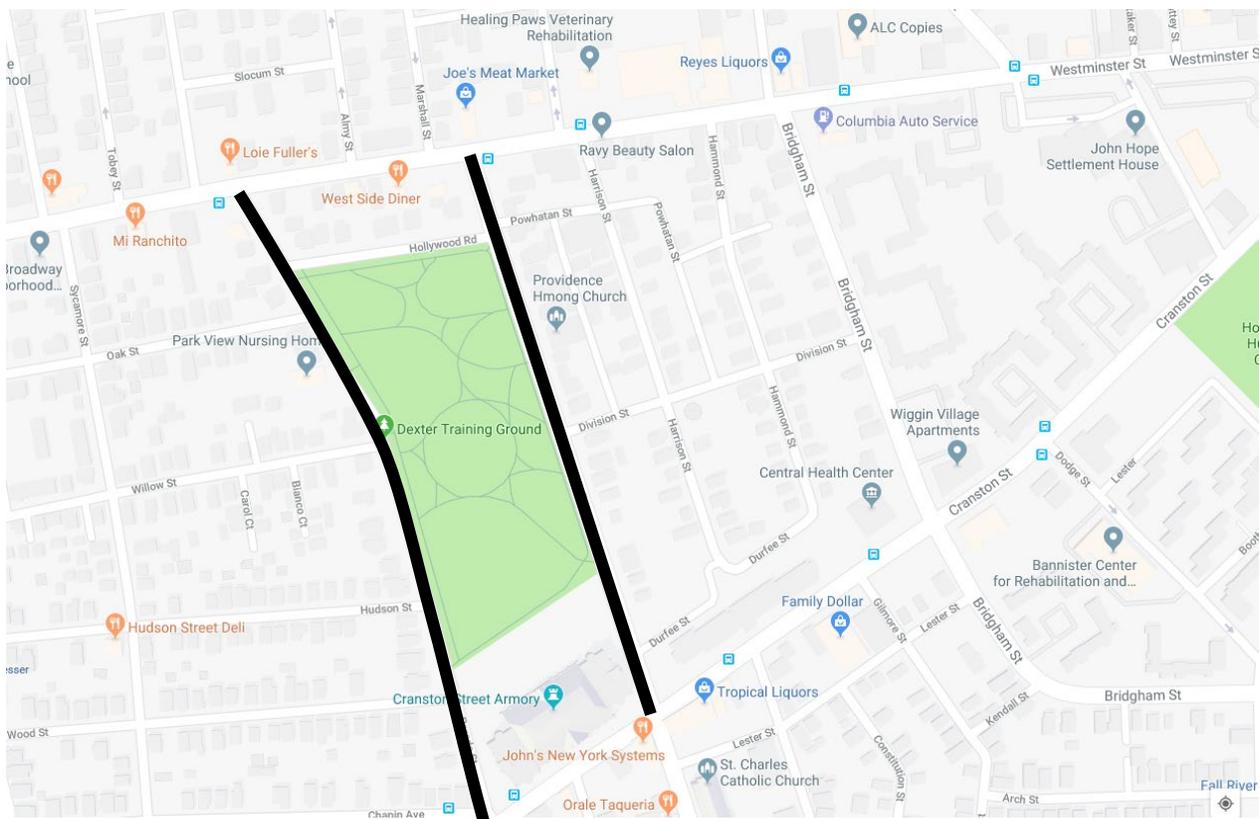
Staff Report: Dexter Street and Parade Street – West End – Ward 13 (For Action)

Presented at February 20, 2019 BPAC meeting

Project Background

The City of Providence Department of Planning and Development seeks comments from the BPAC regarding alternatives for reconfiguring Dexter and Parade streets around the Dexter Training Ground. There are no conceptual plans for the Commission to review at this time, but rather several alternatives for parking and mobility lane configurations regarding which the Commission may express preference.

Project Map





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Goals of Alternative Analysis

- The State is working with the City and neighborhood stakeholders to identify a redevelopment use for the Cranston Street Armory. It is anticipated that this eventual use would involve events that need more capacity than the existing parking options allow. So increasing parking in the vicinity of the Armory is one goal of this alternatives assessment.
- Especially on Dexter Street but also on Parade Street, community members have expressed a desire for safer bicycle facilities. Planning for such facilities is another goal of the alternatives assessment.

Current Conditions

	Parade St	Dexter St
Curb-to-curb width	44 ft	40 ft
Current parking spaces (2 x parallel)	101	87

Potential Alternatives

- On Parade St:
 - Keep existing travel lanes on Parade Street, replacing center cross-hatching & current parking configuration with nose-in (90°) parking on the park side only, increasing parking from 101 to 150 spaces. **No bicycle facility.**
 - Remove one vehicular travel lane (convert to one-way), replace center cross-hatching & current parking configuration with nose-in (90°) parking on the park side only, and add a two-way bicycle facility between parking and the park.
- On Dexter St:
 - Keep existing configuration; **no bicycle facility**
 - Keep two-way vehicular traffic, and replace park-side parking lane with a two-way bicycle facility, reducing parking from 87 to 32 spaces.
 - Keep existing parking configuration, remove one vehicular travel lane (convert to one-way) and add a two-way bicycle facility between parking and the park
 - Remove one vehicular travel lane (convert to one-way) and replace current parking configuration with nose-in (90°) parking on the park side only, increasing parking from 87 to 133 spaces. **No bicycle facility**

Respectfully submitted by Alex Ellis.

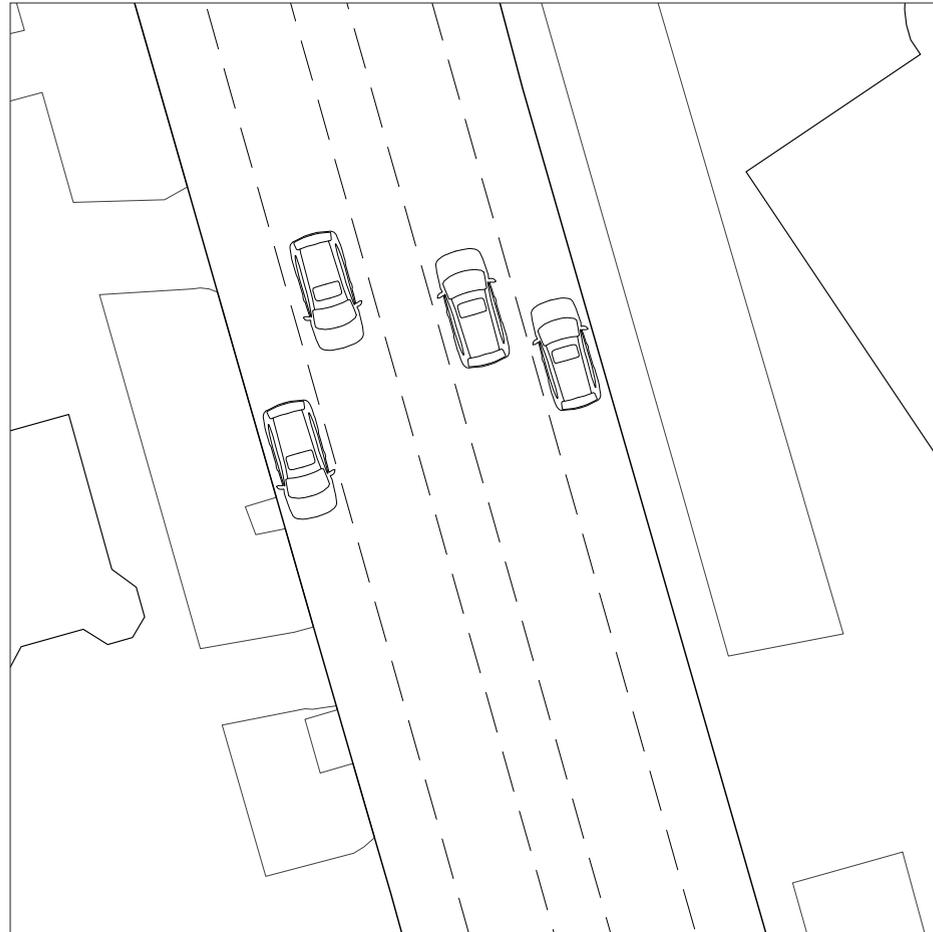
0 Degrees (Existing Parallel Parking, ~188 Total Spots)

Parade St.

Park-Side: 63

House-side: 38

Total: 101

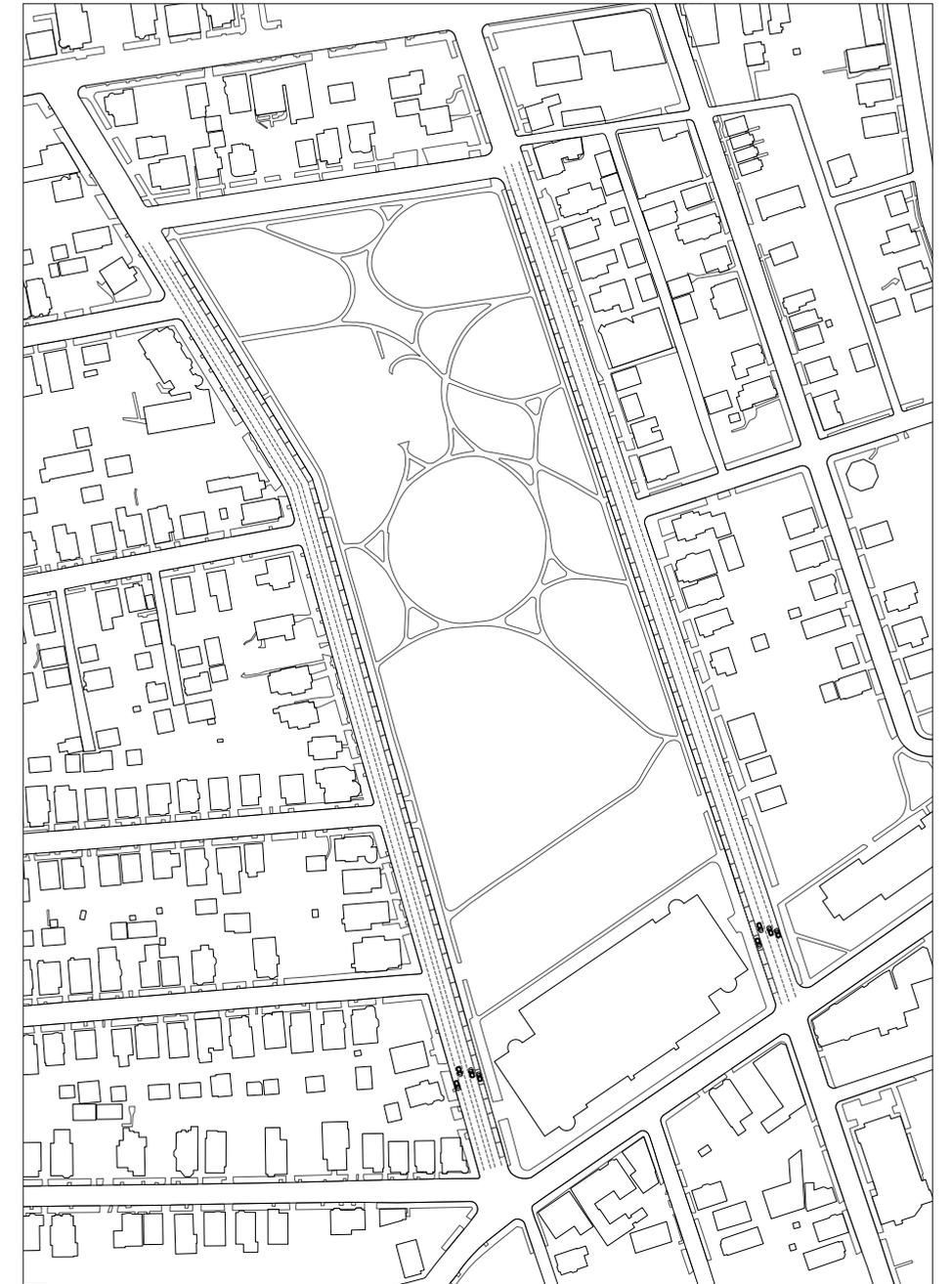
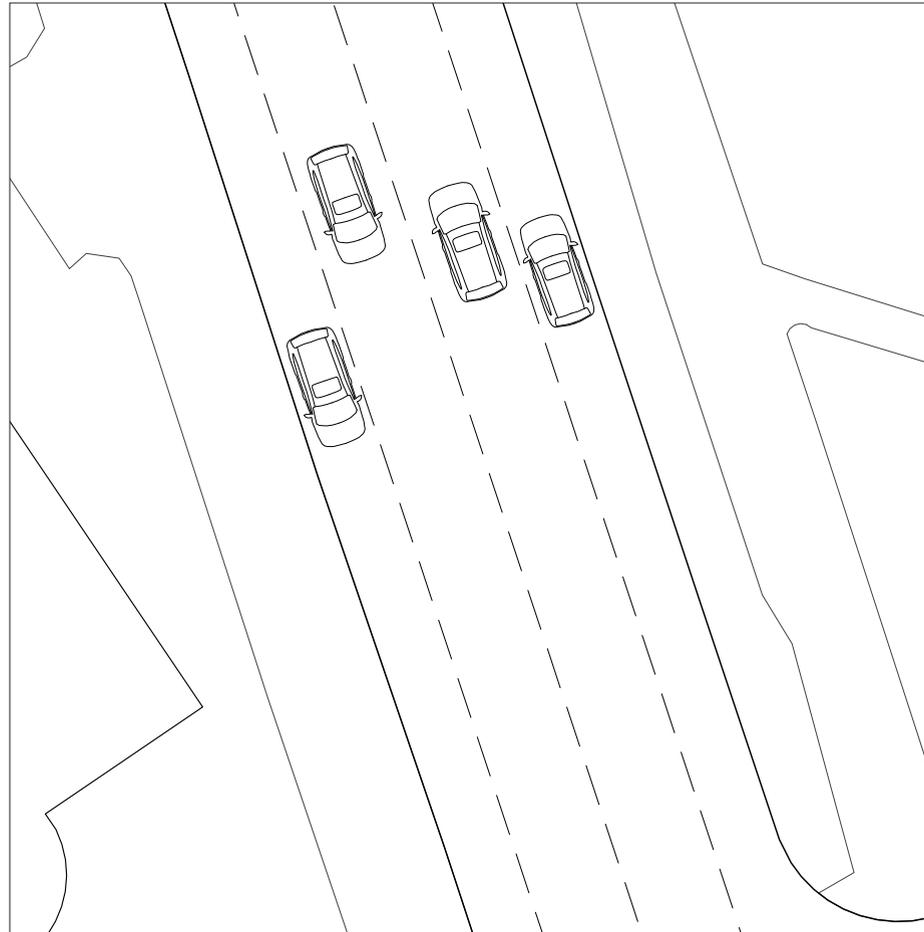


Dexter St.

Park-side: 55

House-side: 32

Total: 87



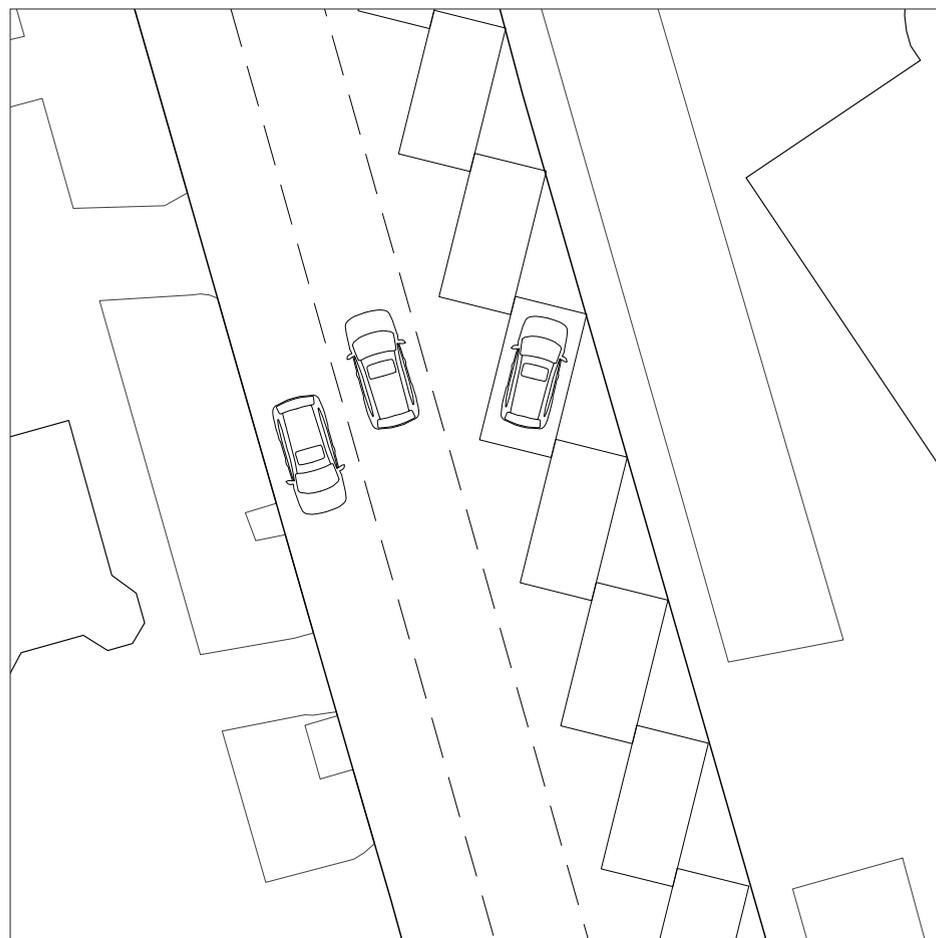
30 Degrees (~144 Total Spots)

Parade St.

Park-Side: 78

House-side: 0

Total: 78

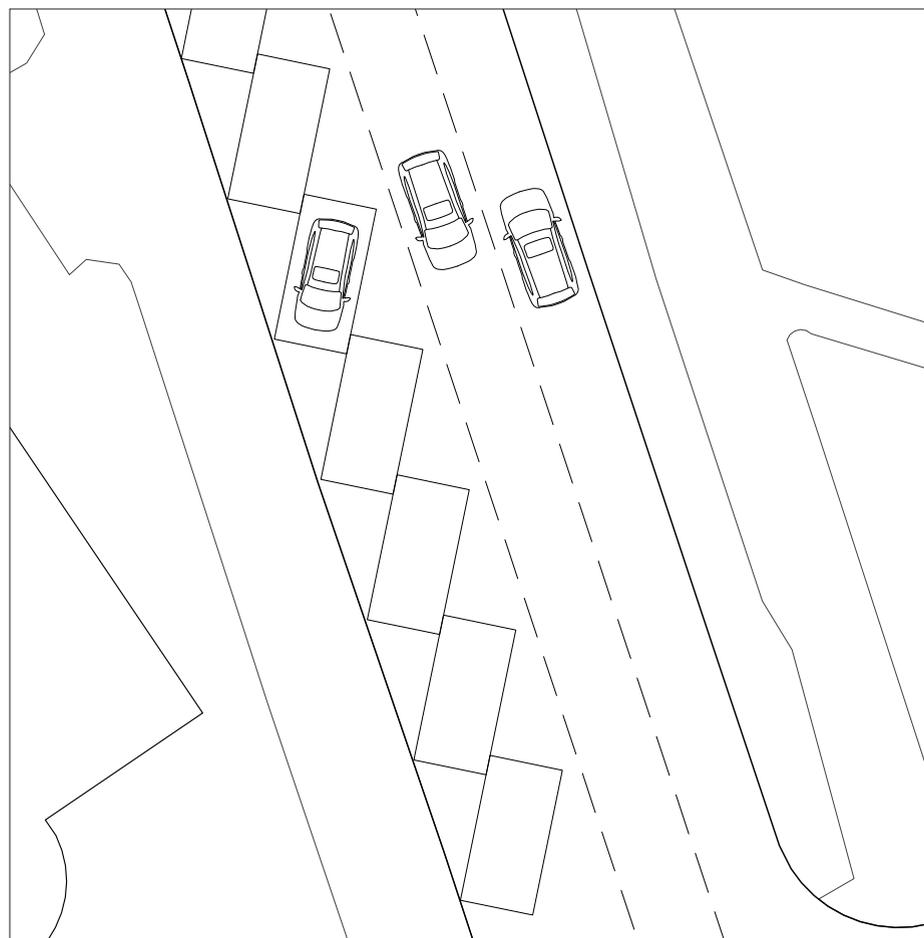


Dexter St.

Park-side: 66

House-side: 0

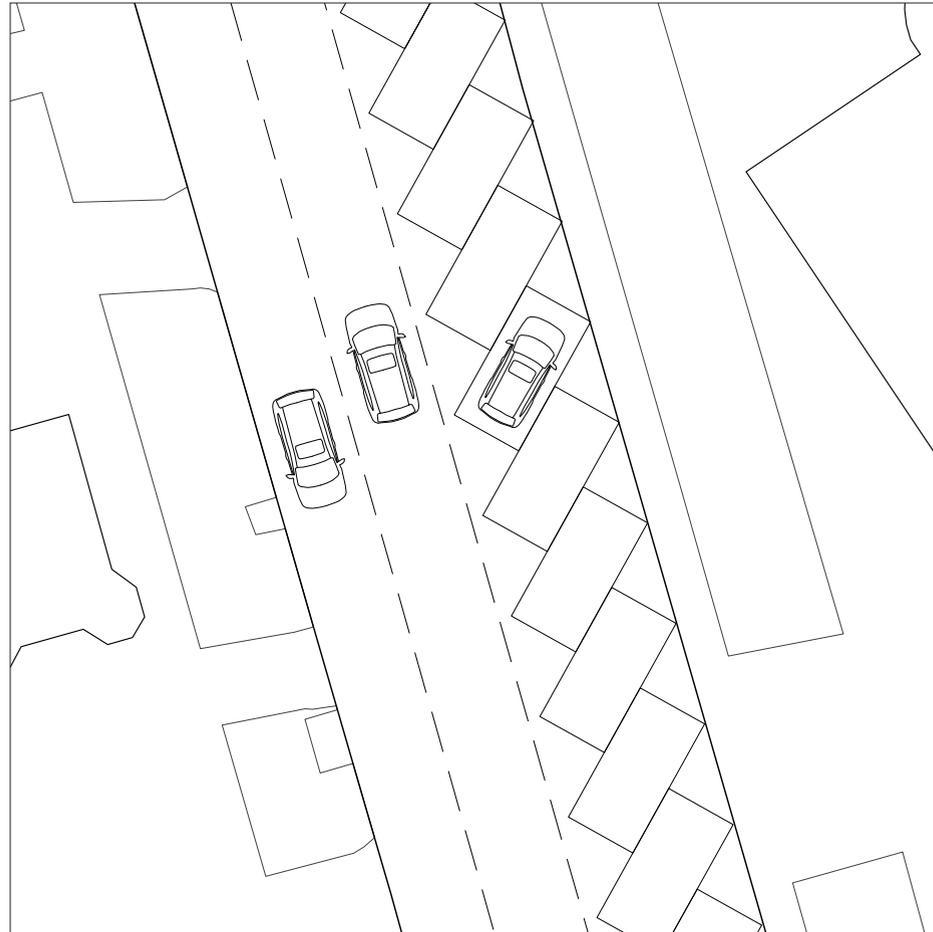
Total: 66



45 Degrees (~208 Total Spots)

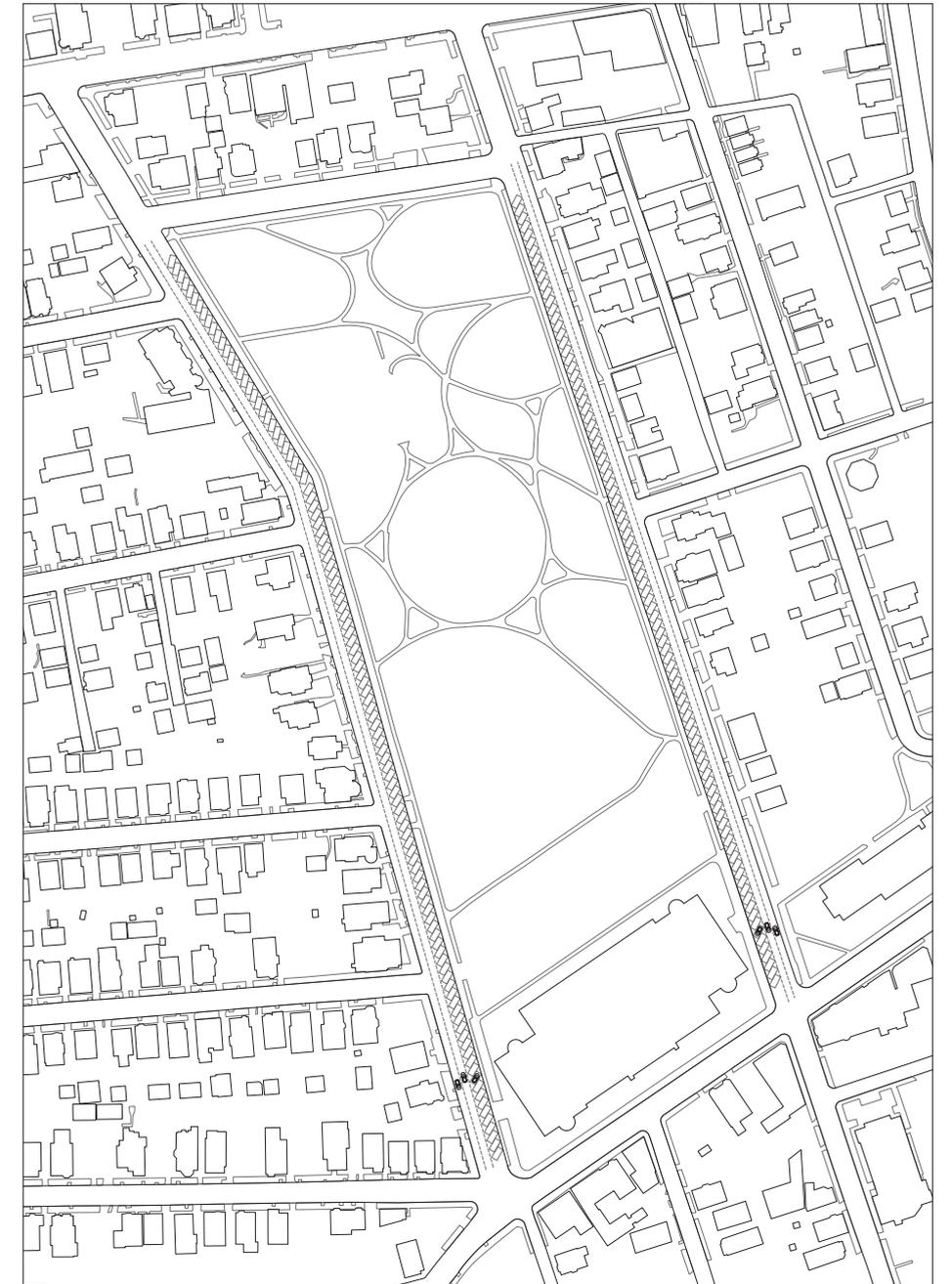
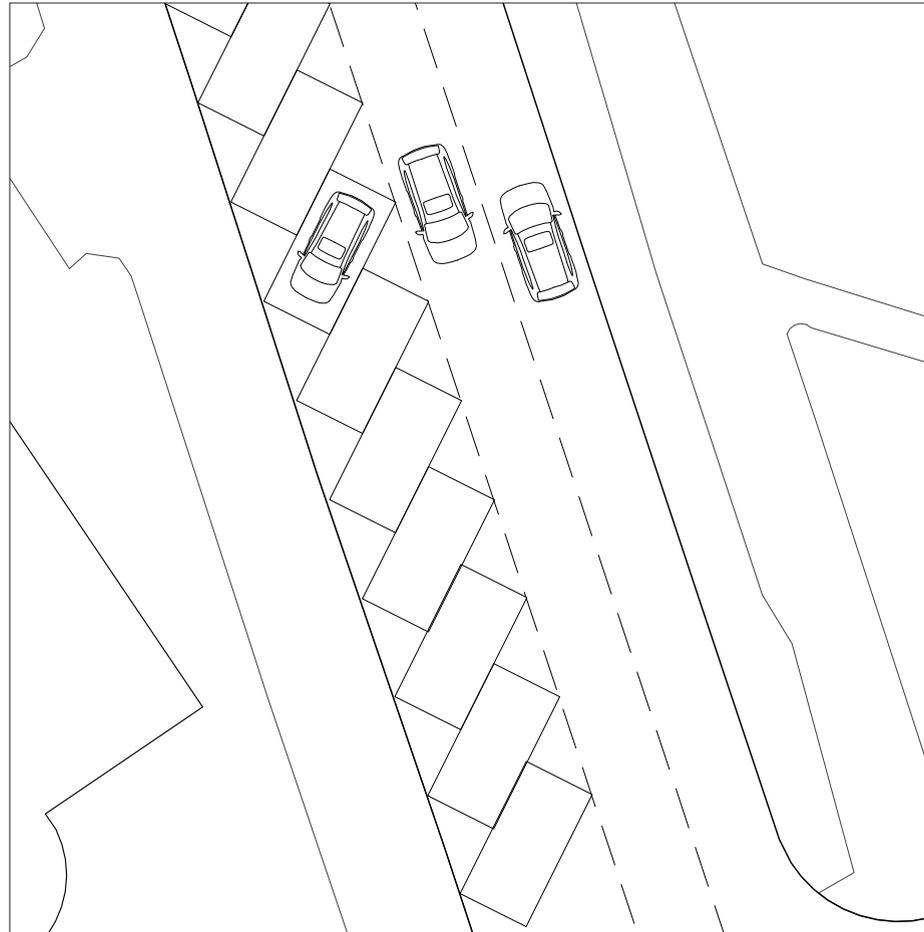
Parade St.

Park-Side: 112
House-side: 0
Total: 112



Dexter St.

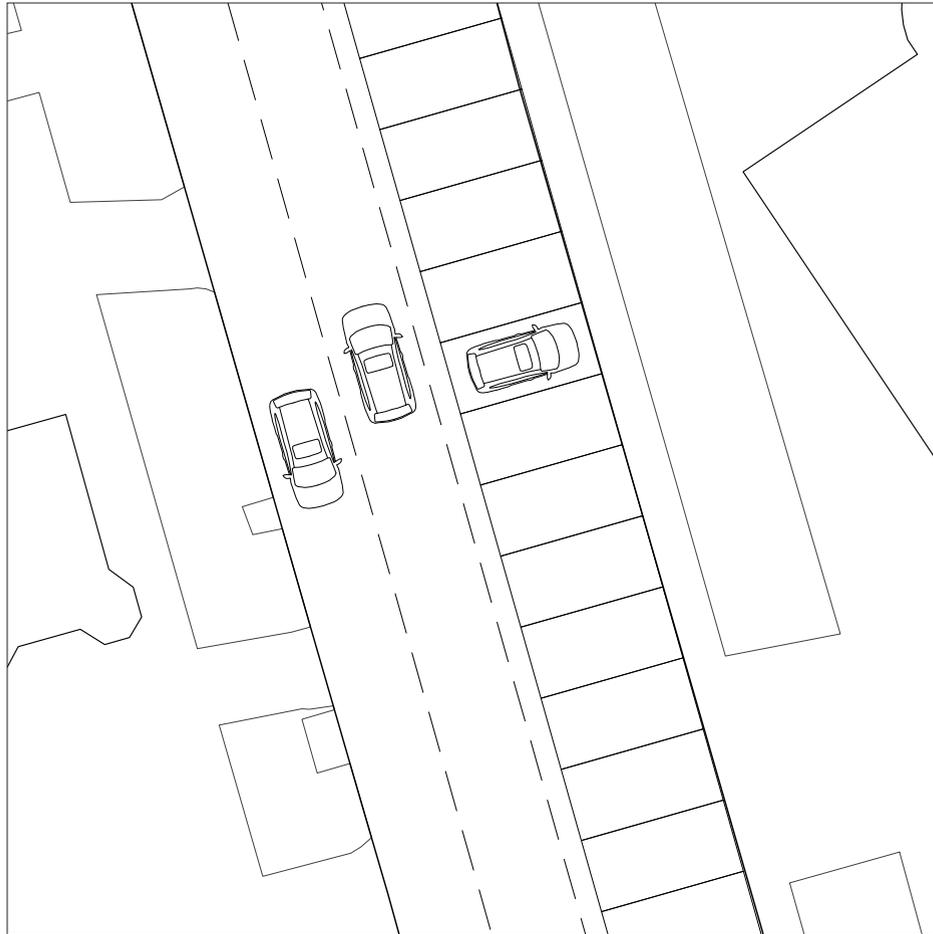
Park-side: 96
House-side: 0
Total: 96



90 Degrees (~283 Total Spots)

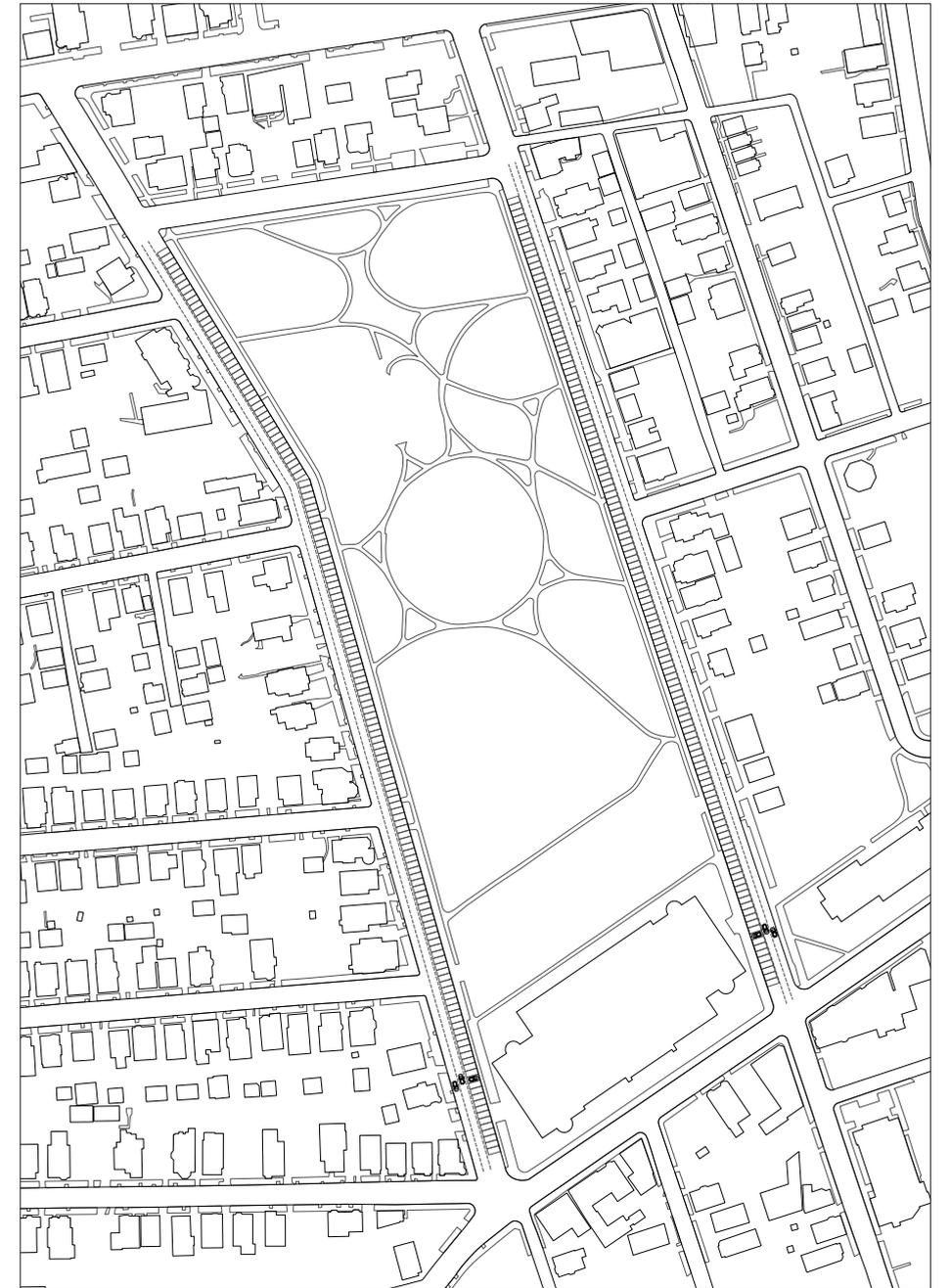
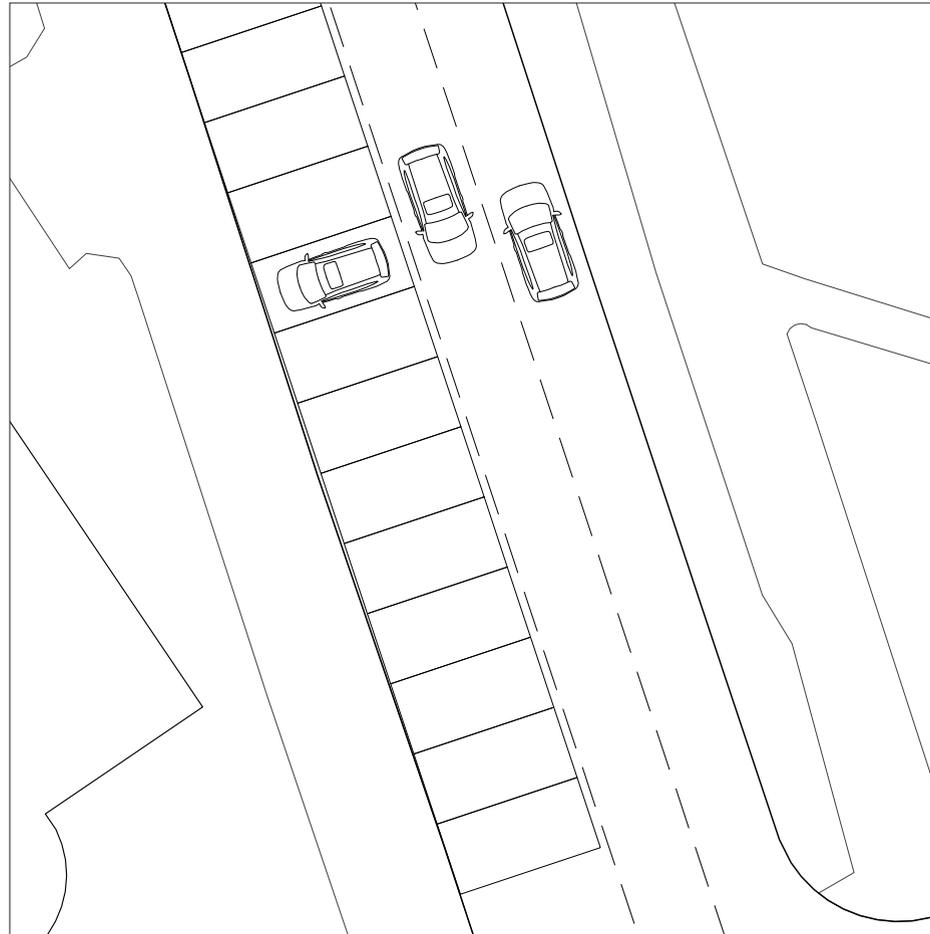
Parade St.

Park-side: 150
House-side: 0
Total: 150



Dexter St.

Park-side: 133
House-side: 0
Total: 133



Summary Count

	<u>Parade St.</u>			<u>Dexter St.</u>			Combined Total
	Park-Side	House-Side	Total	Park-Side	House-Side	Total	
0 - Existing Parallel	63	38	101	55	32	87	188
30 Degrees	78	0	78	66	0	66	144
45 Degrees	112	0	112	96	0	96	208
90 Degrees	150	0	150	133	0	133	283