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CITY OF PROVIDENCE • RHODE ISLAND • Walter H. Reynolds • Mayor

Office of the Public Service Engineer

Peter J. Hicks, Jr.
Public Service Engineer

112 Union St. Providence 3, R. I.

November 5, 1956

Mr. D. Everett Whelan
City Clerk, City Hall
Providence, Rhode Island

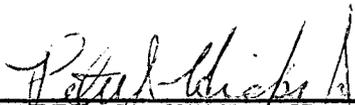
Dear Mr. Whelan:

I enclose herewith, the bill of the Narragansett Electric Company for the Street Lighting of the City of Providence, for the month of September, 1956.

The total net amount of the bill is \$39,738.29.

Yours very truly,

PJH, JR: tm
Enc:



PETER J. HICKS, JR.
PUBLIC SERVICE ENGINEER

IN CITY COUNCIL
NOV 15 1956

APPROVED:


CLERK

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CITY CLERK'S OFFICE
PROVIDENCE, R I



UNITED STATES DEPARTMENT OF JUSTICE

WASHINGTON, D. C.

Address Reply to the
Division Indicated
and Refer to Initials and Number

VRH:WR
60-57-85

November 6, 1956

D. Everett Whelan, Esquire
City Clerk
City Hall
Providence, Rhode Island

Dear Mr. Whelan:

Your letter of October 9, 1956, addressed to the Attorney General, enclosing a certified copy of a resolution requesting an investigation of retail gasoline prices in the City of Providence has been referred to me for consideration.

The New York Office of the Antitrust Division has been following gasoline prices in the New England area very closely and a copy of the Resolution of the City Council has been forwarded to Richard B. O'Donnell, Esquire, Chief, New York Office, Antitrust Division, 235 U. S. Court House, Foley Square, New York 7, New York, for immediate consideration.

If you obtain any additional information concerning gasoline prices in the City of Providence, it will be appreciated if you forward it to Mr. O'Donnell at the above address.

Sincerely yours,

VICTOR R. HANSEN
Assistant Attorney General
Antitrust Division

cc: Richard B. O'Donnell, Chief
New York Office

IN CITY COUNCIL
NOV 15 1956

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

D. Everett Whelan
CLERK

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CITY CLERK'S OFFICE
PROVIDENCE, R. I.



TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
EDWIN F. COLBY
Assistant Traffic Engineer

147 Fountain Street

Providence 3, R. I.

November 9, 1956

The Honorable City Council
of the City of Providence
City Hall
Providence, Rhode Island

Gentlemen:

The following is a report of the investigations made by the Traffic Engineering Department concerning the Resolution dated August 3, 1956 with regard to the proposal to allow unlimited parking at certain parking meters and other limited areas on Saturday after 10:00 a.m. and also at loading and unloading areas.

The following areas were investigated during the course of this study:

West Exchange Street from Sabin Street to Aborn Street
Aborn Street from West Exchange Street to Sabin Street
Mason Street from Aborn Street to West Exchange Street
Sabin Street from West Exchange Street to Aborn Street
Jackson Street from Carpenter Street to Westminster Street
Burrill Street from Weybosset Street to Westminster Street
Greene Street from Westminster Street to Fountain Street
Weybosset Street from Westminster Street to Empire Street
Washington Street from Empire Street to Franklin Street
South Water Street from Crawford Street to College
Dyer Street from Westminster Street to Crawford Street
Crawford Street from Dyer Street to South Main Street
South Main Street from Crawford Street to Market Square
College Street from South Main Street to South Water Street
Market Square from Canal Street to North Main Street
North Main Street from Market Square to Waterman Street
Canal Street from Washington Place to Market Square
The parking area near the Post Office Building
Pershing Square Parking Plaza

This study area included a total of 797 metered spaces, 334 of which are within the Pershing Parking Plaza, leaving 463 on-street metered spaces.

November 9, 1956

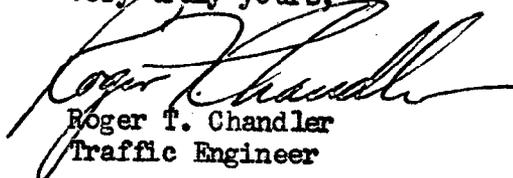
Repeated observations were made on several different occasions to determine the percentage of space occupancy and the turn-over rate. The results of this study indicate that out of the total of 797 meters, there are approximately 80 of these meters that are used less than 10 percent of the time on a Saturday between 9:00 a.m. and 4:00 p.m.

The results further indicate that there are about 40 meters that are occupied only between 20 percent and 30 percent of the time; about 50 that are occupied between 30 percent and 40 percent of the time; and about 20 that are occupied between 40 percent and 50 percent of the time, for a total of approximately 200 meters that are occupied less than 50 percent of the time. The remaining 600 meters are occupied more than 50 percent of the time.

The turn-over studies that were conducted at the same time indicate that the parking time limits that now prevail are being complied with to a substantial degree. The effect of this turn-over is of course to make each space serve the needs of more than one parker. In these fringe areas the observed turn-over rate is such that we are serving on the average of three vehicles for each parking meter space.

In view of the results of this study, it is the considered opinion of this department that the Central Business District is receiving a greater benefit by having these parking spaces available, and serving these additional vehicles now being served; as opposed to serving only one all-day parker, and forcing the short-time parker to compete for the already limited and expensive off-street short-time space.

Very truly yours,



Roger T. Chandler
Traffic Engineer

RTC:gd

IN CITY COUNCIL

NOV 15 1956

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D. Everett Whelan
CLERK



TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
EDWIN F. COLBY
Assistant Traffic Engineer

147 Fountain Street

Providence 3, R. I.

November 7, 1956

The Honorable City Council
City Hall
Providence, Rhode Island

Gentlemen:

The Traffic Engineering Department has investigated the parking condition referred to in Council Resolution No. 522 dated October 5, 1956.

The investigation indicates that there is a limited amount of all-day parking taking place in this area; and because of the complete prohibition to parking on the west side of the street, "No Parking 8 a.m. to 10 a.m." on the easterly side of Camp Street between Olney Street and Lippitt Street is being recommended.

A regulation to that effect has been written.

Very truly yours,

Roger T. Chandler
Roger T. Chandler
Traffic Engineer

RTC:EM

IN CITY COUNCIL
NOV 15 1956

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ROGER T. CHANDLER
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Assistant Traffic Engineer

147 Fountain Street

Providence 3, R. I.

November 7, 1956

The Honorable City Council
City Hall
Providence, Rhode Island

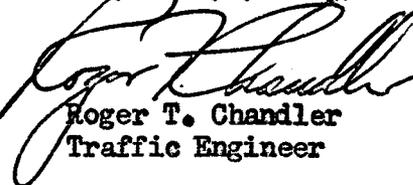
Gentlemen:

The Traffic Engineering Department has investigated the intersection of Wabun Avenue and Jastram Street as requested in Council Resolution No. 504 dated September 20, 1956.

As a result of this investigation, it has been found that the volume of traffic using this intersection is very small, and the accident record over the past five years has been very good.

In view of these conditions, it is not recommended that "Stop" signs be installed at this intersection at this time.

Very truly yours,


Roger T. Chandler
Traffic Engineer

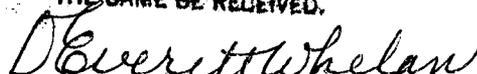
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TRAFFIC ENGINEERING DEPARTMENT

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Traffic Engineer
EDWIN F. COLBY
Assistant Traffic Engineer

147 Fountain Street

Providence 3, R. I.

November 7, 1956

The Honorable City Council
City Hall
Providence, Rhode Island

Gentlemen:

The Traffic Engineering Department has investigated the intersection of Hope Street and Fourth Street as requested in Council Resolution No. 521 dated October 5, 1956.

The various traffic factors including volume, accidents, pedestrian flows, etc., have been investigated with respect to this intersection to determine whether or not the minimum warrants for a traffic signal installation can be satisfied. The investigation indicates that these minimum warrants are not satisfied at this intersection, and therefore, this department does not recommend a traffic signal installation at Hope Street and Fourth Street at this time.

Very truly yours,

Roger T. Chandler
Roger T. Chandler
Traffic Engineer

RTC:EM

IN CITY COUNCIL

NOV 15 1956

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Deverett Whelan
CLERK

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PROVIDENCE, R. I.