



553
CITY OF PROVIDENCE • RHODE ISLAND • Walter H. Reynolds • Mayor

TRAFFIC ENGINEERING DEPARTMENT

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

147 Fountain Street
Providence 3, R. I.

October 23, 1961

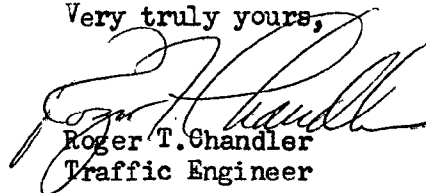
Honorable City Council
City Hall
Providence, R.I.

Gentlemen:

We have completed our investigation of the necessity for "YIELD" control at the intersection of Ethan Street and Moorefield Street.

We do not feel that the traffic volumes or the accident history of this location are sufficient warrant for the establishment of traffic control at this time. However, we hope to improve conditions by eliminating parking at strategic points adjacent to the intersection in order to provide better visibility to approaching motorists.

Very truly yours,

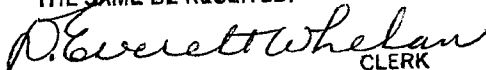

Roger T. Chandler
Traffic Engineer

CRA/cb

IN CITY COUNCIL

NOV 2 - 1961

READ:
WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.


CLERK



554

CITY OF PROVIDENCE - RHODE ISLAND - Walter H. Reynolds, Mayor

TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
JOHN I. LOGAN
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

October 23, 1961

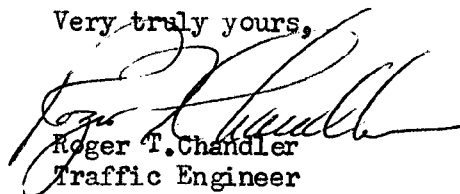
Honorable City Council
City Hall
Providence, R.I.

Gentlemen:

We have completed the investigation which you requested of the need for "STOP" signs at the intersection of Ocean Street and Pavilion Avenue.

Our study showed low volumes of traffic on both of these streets. In addition, we have no record of any reported accidents at this location. In view of these facts, we do not recommend the installation of "STOP" signs.

Very truly yours,



Roger T. Chandler
Traffic Engineer

CFA/cb

IN CITY COUNCIL
NOV 2 - 1961

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.



CLERK

FILED

OCT 25 9 32 AM '61

CITY CLERK'S OFFICE
PROVIDENCE, R.I.



555
CITY OF PROVIDENCE - RHODE ISLAND - Walter H. Reynolds, Mayor

TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
JOHN I. LOGAN
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

October 23, 1961

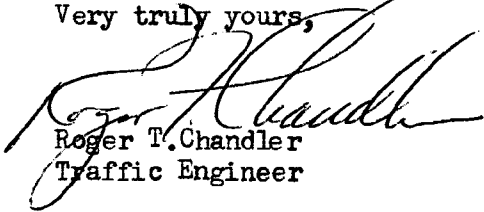
Honorable City Council
City Hall
Providence, R.I.

Gentlemen:

We have completed the investigation, which you requested, of the intersections of Fowler Street and Parnell Street and Dutton Street and Fowler Street.

The results showed very low volumes of traffic on all of these streets. In addition, we have no record of any reported accidents at either of these locations. In view of this we do not recommend the installation of traffic controls at either of these intersections.

Very truly yours,


Roger T. Chandler
Traffic Engineer

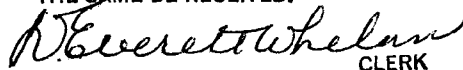
CFA/cb

IN CITY COUNCIL

NOV 2 - 1961

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.


CLERK



573
CITY OF PROVIDENCE • RHODE ISLAND • Walter H. Reynolds • Mayor

TRAFFIC ENGINEERING DEPARTMENT

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

147 Fountain Street
Providence 3, R. I.

October 23, 1961

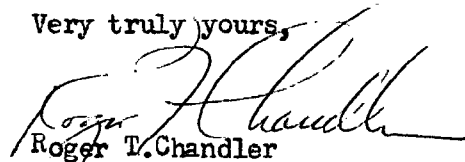
Honorable City Council
City Hall
Providence, R.I.

Gentlemen:

We have completed the investigation, which you requested, of traffic conditions at the intersection of Broad Street and Potters Avenue.

As you know, Broad Street is at present extensively signalized with the signals timed for a progressive flow of traffic. An additional signal at Potters Avenue would not fit into this system well at all and would result in excessive traffic congestion on Broad Street. Since the accident history at this location has shown an improvement in the past several years, we do not recommend the installation of traffic signals at this intersection.

Very truly yours,


Roger T. Chandler
Traffic Engineer


CFA/cb

IN CITY COUNCIL

NOV 2 - 1961

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.


CLERK



557
CITY OF PROVIDENCE - RHODE ISLAND - Walter H. Reynolds, Mayor

TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
JOHN L. LOGAN
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

October 24, 1961

Honorable City Council
City Hall
Providence, R.I.

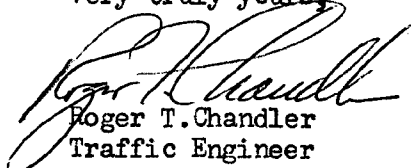
Gentlemen:

We have reviewed the request for the establishment of 30 minute parking on the east side of Valley Street between Delaine Street and Tippicanoe Street.

Parking was eliminated on the east side of Valley Street for the full length of the street in 1950 because the street is of such width that one free moving lane of traffic cannot be maintained in each direction if parking is permitted on both sides of the street.

In view of the continuing need for maintaining a free flow of traffic in this area it is necessary to deny this request for parking on the east side of Valley Street.

Very truly yours,


Roger T. Chandler
Traffic Engineer


CFA/cb

IN CITY COUNCIL

NOV 2 - 1961

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.


CLERK



CITY OF PROVIDENCE - RHODE ISLAND - Walter H. Reynolds, Mayor

TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
JOHN I. LOGAN
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

October 26, 1961

The Honorable City Council
City Hall
Providence, Rhode Island

Gentlemen:

The intersection of Camp Street and Cypress Street has been studied several times over the past several years. The intersection was first controlled by the use of Yield signs on Cypress Street beginning in August, 1951. On several different occasions we have had requests to restudy this intersection. The more recent request, which resulted in a change in the above regulation, was from the Mt. Hope Neighborhood Association in addition to several individual citizen requests during the last part of 1960 and early 1961.

As a result of the observations that were made in January, 1961, it was determined that the predominant traffic flow had shifted from Camp Street to Cypress Street. This fact in combination with the relatively steep grade on Cypress Street led to the decision to revise the form of traffic regulation at this intersection, which was issued as traffic regulation 2765 dated March 15, 1961.

During September, 1961, we had requests from three citizens requesting review of regulation 2765. These requests were in particular reference to the time period when children would be going to school; and therefore, we made traffic observations between 7:30 a.m. and 9 a.m. The following traffic observations were made:

1. Vehicular volume using each approach by 15-minute time periods
2. Vehicular observance of the Stop sign regulation by 15-minute time periods
3. Pedestrian crossings by direction on each crosswalk by 15-minute time periods and by an estimated age breakdown of under or over 10 years of age
4. Radar speed meter observation of vehicles using Cypress Street

The most significant results of these observations are as follows:

1. The peak 15-minute period of vehicular traffic movement was between 7:45 a.m. and 8 a.m. when a total of 140 vehicles used Cypress Street—76 in one direction and 64 in the other. During the same time only 70 vehicles used Camp Street—44 in one direction and 26 in the other.

During this same time period a total of 8 pedestrians were observed crossing Cypress Street, and 2 pedestrians crossed Camp Street.

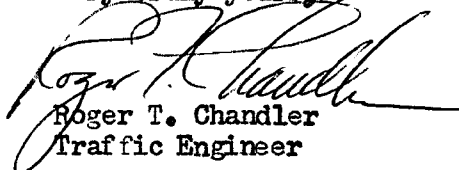
2. The peak 15-minute period of pedestrian crossings was from 8 a.m. to 8:15 a.m. when 60 people crossed Cypress Street and 3 people crossed Camp Street.

During this time 123 vehicles entered the intersection on Cypress Street—60 from one direction and 63 from the other; and 71 vehicles entered the intersection on Camp Street—44 from one direction and 27 from the other.

3. The vehicles approaching the Stop signs were observed to obey the regulation quite well with only 1 vehicle entering the intersection fast and 2 entering slowly without stopping out of a total of 361 observations.
4. Radar speed meter observations of vehicles traveling on Cypress Street indicate an average speed of 25 miles per hour in one direction and 23 miles per hour in the other. The range of speeds observed was from a low of 16 miles per hour to a high of 33 miles per hour.
5. There have been only 2 accidents reported since the signs were changed—1 in April and 1 in September.

In view of these various factors, it is the recommendation of the Traffic Engineering Department that the Stop signs as presently installed controlling vehicular traffic on Camp Street remain in this location until the conditions change which warrant further review and modification of the present regulations.

Very truly yours,

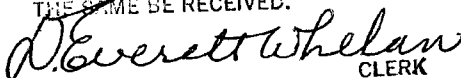

Roger T. Chandler
Traffic Engineer

RTC:EM

Copy to Councilman Edward J. Loughran

IN CITY COUNCIL
NOV 2 - 1961

READ:
WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.


CLERK

PETITION TO THE CITY COUNCIL

TO THE HONORABLE CITY COUNCIL OF THE CITY OF PROVIDENCE:

The undersigned respectfully petitions your honorable body

for a survey of vehicle & pedestrian traffic at the intersection of Camp St & Cypress St.

Notwithstanding, that the present traffic control was installed this summer it is the belief of many students & parents in this area that the pedestrian hazard was overlooked at that time.

There is an elementary school one block distance from which 50% of the children pass this intersection four times daily. It is the thought of the students & parents that crossing of this intersection is extremely hazardous.

A change would be appreciated.

Councilman
Edward J. Loughran
(By Request)

IN CITY COUNCIL

OCT 5 - 1961

FIRST READING

REFERRED TO COMMITTEE ON
TRAFFIC ENGINEER.....

Devereux CLERK

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CITY CLERK'S OFFICE
PROVIDENCE, R.I.