



DWIGHT T. MYERS
Traffic Engineer
ROGER T. CHANDLER
Assistant Traffic Engineer

786

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

TRAFFIC ENGINEERING DEPARTMENT

147 Fountain Street
Providence 3, R. I.

December 8, 1953

The Honorable City Council
City Hall
Providence, R. I.

Gentlemen:

At the request of Council Resolution #651, dated October 2, 1953, the traffic engineer has studied the advisability of the installation of TRAFFIC SIGNAL CONTROL at the intersection of Silver Spring Street and Branch Avenue.

Traffic volume counts and traffic accident investigations have shown that a TRAFFIC SIGNAL is warranted at this intersection and that this location shall be placed on our tentative list of intersections for signalization during the 1954 traffic signal program.

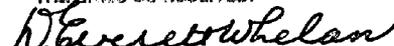
Very truly yours,


Roger T. Chandler
Acting Traffic Engineer

EFC/eg

IN CITY COUNCIL
DEC 17 1953

RECORDED:
AND INDEXED IN TO CONSIDERATION THAT
THE SAME BE RECEIVED.


CLERK



787

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

TRAFFIC ENGINEERING DEPARTMENT

DWIGHT T. MYERS
Traffic Engineer
ROGER T. CHANDLER
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

December 8, 1953

The Honorable City Council
City Hall
Providence, R. I.

Gentlemen:

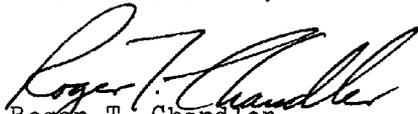
At the request of Council Resolution #668, dated October 16, 1953, the traffic engineer has studied the advisability of the installation of boulevard STOP signs at Irving Avenue at the intersection of Elmgrove Avenue.

Traffic volume counts made at this intersection showed the volume on Irving Avenue to be extremely light and certainly not high enough to justify any type of intersection control.

During the three year period from September 1, 1950 to August 31, 1953, only one accident was reported at this intersection.

Taking these points into consideration, we are sorry to say that the request for STOP signs at Irving Avenue and Elmgrove Avenue must be denied at this time.

Very truly yours,

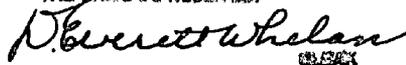

Roger T. Chandler
Acting Traffic Engineer

EFC/eg

IN CITY COUNCIL
DEC 17 1953

Proved:

WHEREAS IT IS ORDERED THAT
THE SAME BE DENIED.


D. Bennett Whelan
CLERK



788

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

TRAFFIC ENGINEERING DEPARTMENT

DWIGHT T. MYERS
Traffic Engineer
ROGER T. CHANDLER
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

December 8, 1953

The Honorable City Council
City Hall
Providence, Rhode Island

Gentlemen:

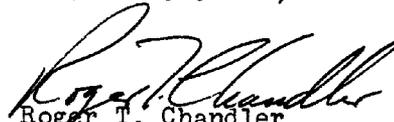
At the request of Council Resolution #664, dated October 16, 1953, the traffic engineer has studied the advisability of the installation of boulevard STOP or YIELD signs on Putnam Street at the intersection of Kossuth Street.

From September 1, 1950 to August 31, 1953, there have been only three accidents reported at this intersection.

Traffic volume counts made by our field investigator on the 5th of November, 1953, showed the volume to be not heavy enough to justify the installation of a STOP or YIELD sign by themselves.

Even though the four corners of this intersection do obstruct the motorists' vision in view of the very good accident record and the low traffic volumes, we are sorry to say that the request for STOP or YIELD signs at Putnam Street and Kossuth Street must be denied at this time.

Very truly yours,


Roger T. Chandler
Acting Traffic Engineer

EFC/eg

IN CITY COUNCIL

DEC 17 1953

RECORDED:
WHEREAS IT IS ORDERED THAT
THE SAME BE RECORDED.


W. Everett Whelan
CLERK



789

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

TRAFFIC ENGINEERING DEPARTMENT

DWIGHT T. MYERS
Traffic Engineer
ROGER T. CHANDLER
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

December 1, 1953

The Honorable City Council
City Hall
Providence, Rhode Island

Gentlemen:

At the request of Council Resolution No. 665, dated October 16, 1953, the traffic engineer has studied the advisability of the installation of boulevard STOP or YIELD signs on Transit, Arnold and John Streets at their intersection to East Street and to Sheldon, Transit, Arnold, John and Williams Streets at their intersection to Brook Street.

Traffic volume counts made by our field investigators and traffic accident investigations at the above intersections to East Street show that these three intersections do not warrant the installation of STOP or YIELD signs at the present time.

Investigations made on Brook Street by our staff show that intersection control is warranted and that Brook Street will be made a THROUGH STOP street in the very near future.

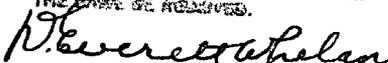
Very truly yours,


Roger T. Chandler
Acting Traffic Engineer

EFC/eg

IN CITY COUNCIL
DEC 17 1953

Proved:
WHICH IS TO BE UNDERSTOOD THAT
THE SAME BE RECEIVED.


P. Everett Whelan
CLERK



790

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

TRAFFIC ENGINEERING DEPARTMENT

DWIGHT T. MYERS
Traffic Engineer
ROGER T. CHANDLER
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

December 8, 1953

The Honorable City Council
City Hall
Providence, R. I.

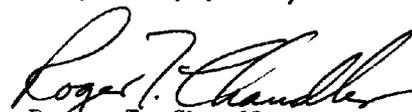
Gentlemen:

At the request of a petition from City Council, the traffic engineer has studied the advisability of installing TRAFFIC SIGNAL CONTROL at the intersection of Silver Spring Street and Charles Street.

Traffic volume counts made at the location show that there is a sufficient volume to warrant the installation of TRAFFIC SIGNAL CONTROL.

Traffic accidents in the past three years have not been of the type that would have been reduced by traffic signals. However, since there are heavy volumes on Charles Street and on Silver Spring Street, this location will be placed on our tentative list of intersections to be signalized during the 1954 traffic signal program.

Very truly yours,


Roger T. Chandler
Acting Traffic Engineer

EFC/eg

IN CITY COUNCIL

DEC 17 1953

READ:
WHEREAS IT IS DEEMED THAT
THE CASE BE RECEIVED.


W. Everett Whelan
CLERK