

Weekly Report of the Superintendent of the Dexter Asylum.

To the Honorable Mayor and the Honorable the City Council of the City of Providence

The Superintendent of the Dexter Asylum herewith reports on admissions and discharges for the week ending February 5, 1956

Admitted, 0 Discharged, 0 Remaining, 26

ADMISSIONS

DATE	NAME	AGE	BIRTHPLACE	ADMITTED BY DIRECTOR OF PUBLIC WELFARE

DISCHARGES

NAME	DISCHARGED BY	NO.

Respectfully submitted,

James V. M. Green Superintendent
Director of Public Welfare

In City Council, FEB 16 1956

Read, whereupon it is ordered that the same be received.

Devereett Whelan Clerk.

WEEKLY REPORT
OF THE

DEXTER ASYLUM

WEEK ENDING

February 5, 1956

Weekly Report of the Superintendent of the Dexter Asylum.

To the Honorable Mayor and the Honorable the City Council of the City of Providence

The Superintendent of the Dexter Asylum herewith reports on admissions and discharges for the week ending February 12, 1956

Admitted, 0 Discharged, 0 Remaining, 26

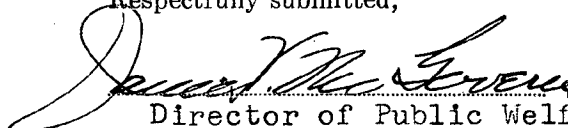
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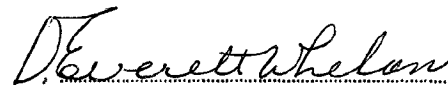
Respectfully submitted,

 Superintendent
Director of Public Welfare

FEB 16 1956

In City Council,

Read, whereupon it is ordered that the same be received.

 Clerk.

WEEKLY REPORT

OF THE

DEXTER ASYLUM

WEEK ENDING

February 12, 1956



TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER

Traffic Engineer

EDWIN F. COLBY

Assistant Traffic Engineer

147 Fountain Street

Providence 3, R. I.

February 7, 1956

The Honorable City Council
City Hall
Providence, Rhode Island

SUBJECT: Flashing Traffic Signals - Angell and Waterman Streets

Gentlemen:

The Traffic Engineering Department has studied the advisability of discontinuing flashing signal operation on Waterman Street and Angell Street between the hours of 12:00 midnight and 6:00 a.m., as requested in City Council Resolution No. 46, dated January 20, 1956.

The attached summaries indicate all of the reported accidents occurring at the intersections on Waterman Street and Angell Street, including South Angell Street, from Prospect Street to East River Street and the Red Bridge. In addition to the accident record, consideration must be given to the number of vehicles using the streets during these hours, as well as the basic policy to be followed concerning the desirability of having flashing signal operation, as opposed to normal signal operation during these periods of low volumes.

For several years it has been the basic policy of this department to establish flashing operation on major arteries where signal equipment would permit. This was done for several reasons. 1) Because of the low volume of traffic on the side streets, there was little need for stopping vehicles traveling on the main artery, and creating that unnecessary delay. 2) Normal operation of the signal at these intersections could not be justified on the basis of the volume of traffic being handled. 3) The accident potential at such intersections was greatly reduced from the accident potential at these same intersections at other periods of the day as a result of the light volumes being handled. This was true provided the motorists approaching the signal during flashing operation obeyed the signal indication. 4) It is very easy to breed contempt on the part of the motorists for traffic control devices, if they are used in a manner which, in the motorist's mind, is unnecessary.

For example, if a stop sign is installed at a wide-open intersection where visibility is very good on all approaches and the volume is very low, motorists will be inclined not to stop at that stop sign, but to speed through the intersection as though the sign were not there.

February 7, 1956

They would claim that they could see there was no one coming; therefore, there was no reason to stop--regardless of the fact that the sign directs them to stop whether or not there is any traffic approaching on the intersecting street.

The same is true of a signal operating in the middle of the night, with little or no volume on the intersecting street. The motorist is required to stop for a red signal, waiting for a period of time before the signal changes to green, and he is permitted to proceed. In such a case, the motorist would be very inclined to stop at the corner, but after looking in both directions and seeing that no one was coming, he would proceed illegally through the red light. In the case of flashing signals, however, this is the permissible action. Furthermore, it is only the motorist approaching the intersection from a side street who faces a red flashing signal, and is therefore required to stop, rather than motorists traveling along the main artery. If the signals were on normal operation, motorists on both the side street and the main artery would be required to stop and wait for any red lights they might encounter.

As a result of the accident analysis on Angell Street, there is only one intersection, that of Angell and Brook, where the nighttime accident record is very poor. On Waterman Street there are only two intersection--namely, Waterman and Hope, and Waterman and Butler, where the accident record is rather poor. On all of the streets where volume information is available, the volume of traffic using the street between midnight and 6:00 a.m., is approximately equal to the volume using the same street between the hours of 6:00 a.m., and 7:00 a.m. This is an indication that the total volume during the hours of flashing is indeed quite low, and that on a volume basis, normal signal operation during these hours is not warranted.

In recent weeks the Police Department has been paying particular attention to the problem of motorists' not stopping at a flashing red light in accordance with the provisions of the motor vehicle code. In view of the number of prosecutions that have been made in a relatively short space of time for this violation, it is evident that many motorists have not become aware of the provisions of the law which have been a part of the motor vehicle code since 1950 and have been advertised in the various public media many times during the past five years.

Because of this apparent lack of understanding of the meaning of the flashing red light, despite the length of time that this law has been in effect, and because of the general acceptance of this type of control throughout the nation, it is evident that continued enforcement of this provision is necessary to educate the motoring public further in the provisions of the law for their own protection. I am confident that many of the accidents reported in this summary are as a result of poor motorist obedience to the signal indications; and with continued Police enforcement of the existing regulations, this accident record can be materially improved.

I therefore do not recommend that the flashing signal operation on Waterman and Angell Streets be abandoned in favor of normal operations at this time.

IN CITY COUNCIL

FEB 16 1956

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

RTC:80

D. Overett Whelan
Clerk

Very truly yours,

Roger T. Chandler
Traffic Engineer

comparing those occurring during hours of normal traffic
signal operation with those during flashing signal operation.

NORMAL OPERATION - 6AM TO MIDNIGHT FLASHING - MIDNIGHT TO 6AM

Type of Control	Intersection	Total Accidents 11 Mons.		Breakdown of 1955		Of those Occurring Between Midnight and 6AM	
				6AM to Midnight	Midnight to 6AM	R.I. Reg.	Out of State Reg.
		1954	1955				
TS	Brook	6	17	3/7*	9/10	4/5	5/5
TS	Thayer	15	13	8/12	1	1	-
TS	Gano-Taber	8	10	2/9	1	-	1
TS	Prospect	2	9	7/8	1/1	1/1	-
TS	Angell-Wayland	1	7	3/7	-	-	-
TS	Hope	9	6	4/4	2	1	1
SS	Brown	2	5	4/5	-	-	-
SS	Patterson	2	2	2/2	-	-	-
SS	Ives	3	1	1	-	-	-
SS	Congdon	2	1	1	-	-	-
TS	Butler	1	1	1/1	-	-	-
SS	Elmgrove	1	1	1/1	-	-	-
TS	Governor	0	1	1	-	-	-
SS	Diman Place	0	1	1	-	-	-
SS	DeFoe Place	0	1	1	-	-	-
SS	Cooke	1	-	-	-	-	-
SS	Hunter	-	-	-	-	-	-
SS	Moses Brown	-	-	-	-	-	-
SS	Arlington	-	-	-	-	-	-
SS	Stimson	-	-	-	-	-	-
SS	Cabot	-	-	-	-	-	-
	TOTAL	53	76	35/61	10/15	5/8	5/7
8	Signalized Intersection	42	64	28/49	10/15	5/8	5/7
13	Stop Sign Control	11	12	7/12	-	-	-
* 3/7 = 3 right angle collisions out of a total of 7 reported accidents							

A STUDY OF INTERSECTION ACCIDENTS

Comparing those occurring during hours of normal traffic signal operation with those during flashing signal operation.

WATERMAN STREET

Type of Control	Intersection	Total Accidents		Breakdown of 1955		Of those Occurring Between Midnight and 6AM	
		1954	11 Mons. 1955	6AM to	Midnight to	R.I. Reg.	Out of State Reg.
				Midnight	6AM		
TS	Hope	5	11	2/7*	4/4	2/2	2/2
TS	Butler	2	11	1/7	3/4	2/3	1/1
TS	Thayer	8	7	2/5	2/2	1/1	1/1
TS	Gano	4	5	4	1	1	1
TS	Brook	7	4	4	-	-	-
TS	Prospect	6	4	2/4	-	-	-
TS	Pitman	1	2	2	-	-	-
SS	Ives	3	1	1/1	-	-	-
TS	Wayland	2	1	1	-	-	-
SS	Brown	1	1	1	-	-	-
TS	Governor	0	1	0	1/1	1/1	-
SS	Cooke	2	-	-	-	-	-
SS	Cold Spring	-	-	-	-	-	-
	TOTAL	41	48	8/36	10/12	6/8	4/4
9	Signalized Intersection	35	46	8/34	10/12	6/8	4/4
4	Stop Sign Control	6	2	2	-	-	-

* 2/7 = 2 right angle collisions out of a total of 7 reported accidents



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

OFFICE OF THE CITY CLERK

D. Everett Whelan
City Clerk

CITY HALL

Vincent Vespia
First Deputy
William E. McWilliams
Second Deputy

February 3, 1956

To the Honorable the City Council
of the City of Providence

Honorable Dear Sirs:

The undersigned presents the report of moneys
received and credited his Department and returnable to the City
Collector for the quarter ended December 31st, 1955, viz:

October 1, 1955 through December 31, 1955

	Number	Amount
Trade Names	136	\$ 34.00
Notary Fees	138	34.50
Hunting Licenses	58	14.50
Certified Copies	35	17.50
Fishing Licenses	3	.45
Combination Hunting & Fishing	2	.50
Physicians Registrations	1	.50
Total		\$ 101.95

Respectfully Submitted,

D. Everett Whelan
D. Everett Whelan,
City Clerk

IN CITY COUNCIL

FEB 16 1956

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

D. Everett Whelan
CLERK



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.

February 1, 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 January, 1956.

The total net amount of the bill is \$38,591.69.

Yours very truly,

PJH, JR:tm
Encl:


PETER J. HICKS, JR.
PUBLIC SERVICE ENGINEER

IN CITY COUNCIL

FEB 16 1956

APPROVED:


D. EVERETT WHELAN
CLERK

*Sent to Controller
February 17, 1956*

FILED

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CITY CLERK'S OFFICE
PROVIDENCE, R.I.



James J. Fisher
Port Agent
Harbor Master

195
CITY OF PROVIDENCE • RHODE ISLAND • Walter H. Reynolds • Mayor

Office of the Port Agent -- Harbor Master

CITY HALL

January 27, 1956

From: Harbor Master
To: The Honorable City Council
Subject: Harbor Master's report for the three months beginning
October 1, 1955 and ending December 31, 1955.

NUMBER OF VESSELS ARRIVED

Steamers	122
Motor Vessels	87
Tug Boats	149
Barges	72
Destroyers	9
Total	<u>439</u>

Bituminous	234,931	Tons
Gasoline	404,348	"
Oil	975,349	"
Tar	9,402	"
Chemical	6,200	"
Asphalt	4,022	"
Lumber	35,107	"
Sulphur Oil	20,604	"
Canned Goods	4,071	"
Frozen Fish	1,288½	"
Fish Meal	132	"
Total	<u>1,695,454½</u>	"

IN CITY COUNCIL
FEB 16 1956

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

D. Everett Whelan
CLERK

Very truly yours,

James J. Fisher
JAMES J. FISHER
PORT AGENT - HARBOR MASTER

FILED

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CITY CLERK'S OFFICE
PROVIDENCE, R. I.

TO THE HONORABLE THE CITY COUNCIL OF THE CITY OF PROVIDENCE:

At a meeting of the School Committee of the City of Providence,
held February 13, 1956, the following resolution was adopted:

Resolution No. 533

RESOLUTION approving plans and specifications for the new elementary school in South Providence on the Willard Avenue, Gay Street, Blackstone Street site, consisting of 62 blue prints numbered as follows: Architectural 501-503 inclusive, 1 to 26 inclusive; Structural S 1 to S 14 inclusive; Heating and Ventilating HV 1 to HV 6 inclusive; Plumbing P 1 to P 8 inclusive; Electrical E 1 to E 5 inclusive; together with the specifications as submitted on this date by Superintendent of Public Buildings William J. Maguire, be and the same hereby are approved, with the understanding that certain changes in plans suggested by the Superintendent of Schools and agreed to by the architects as detailed in a letter dated January 24, 1956 to Mr. William J. Maguire, Superintendent of Public Buildings, are or will be incorporated in these final plans and specifications.

Respectfully submitted,

James W. Foley
Secretary School Committee

IN CITY COUNCIL
FEB 16 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**

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REPORT OF THE CITY MESSENGER
For the month of DECEMBER
1 9 5 5

TO THE HONORABLE THE CITY COUNCIL OF THE CITY OF PROVIDENCE:

Complying with the provisions of the City Ordinances the undersigned reports to your honorable body the following statement of "the expenditures and liabilities incurred in the care and superintendence of the City Hall and adjacent sidewalks," for the months of

For lighting City Hall,.....	\$ 873.84
" power,	218.96
" fuel,	1 213.09
" pay-roll of clerks, engineer, fireman, janitors, elevator men, watchman, etc.,	6 645 74
" supplies,	1 092 74
" salary of City Sergeant and Deputy,	934 00
" new furniture,	
" furnishings and repairs,	2 402 51
" telephone service, excess calls.....	
 Rent - 49 Westminster St.	 300 00
Rent - 112 Union St.	900 00
	<hr/>
	\$14 580 88

IN CITY COUNCIL
FEB 16 1956

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

D. Everett Whelan
CLERK

Respectfully submitted,

William Rowley

City Sergeant
Acting as City Messenger.

REPORT
OF THE
CITY MESSENGER
FOR THE

Month of