

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 April 22, 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. Mc Green Superintendent

In City Council, MAY 3 - 1956

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

Devereux Whelan Clerk.

WEEKLY REPORT

OF THE

DEXTER ASYLUM

WEEK ENDING

April 22, 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 April 29, 1956

Admitted, 0 Discharged, 0 Remaining, 26

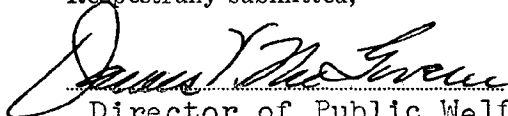
ADMISSIONS

DATE	NAME	AGE	BIRTHPLACE	ADMITTED BY DIRECTOR OF PUBLIC WELFARE

DISCHARGES

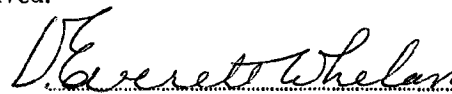
NAME	DISCHARGED BY	NO.

Respectfully submitted,

 Superintendent
Director of Public Welfare

In City Council, MAY 3 - 1956

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

 Clerk.

WEEKLY REPORT

OF THE

DEXTER ASYLUM

WEEK ENDING

April 29, 1956

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



D. Everett Whelan
City Clerk

OFFICE OF THE CITY CLERK

CITY HALL

April 24, 1956

Vincent Vespia
First Deputy
William E. McWilliams
Second Deputy

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

Dear Sir:

In accordance with the provisions of Resolution No. 244 of the City Council, approved April 6, 1956, I hereby make the following appointments to the Committee on Municipal Celebration of July 4, 1956:

Councilman Jacob J. Alprin
Councilman Jerry Lorenzo
Councilman John A. Powers, Jr.
Councilman Thomas L. Payne
Councilman Frank Lazarus

Very sincerely yours,

Angelo Aiello,
President, City Council

DEW:eef

IN CITY COUNCIL

MAY 3 - 1956

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

D. Everett Whelan
CLERK

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



D. Everett Whelan
City Clerk

OFFICE OF THE CITY CLERK

CITY HALL

April 24, 1956

Vincent Vespia
First Deputy
William E. McWilliams
Second Deputy

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

Dear Sir:

In accordance with the provisions of
Resolution No. 245 of the City Council,
approved April 6, 1956, I hereby make the
following appointments to the Committee on
Labor Day Celebration, 1956:

Councilman John Ferreira
Councilman James L. Cahill
Councilman Edward P. Quigley
Councilman William D'Abate
Councilman Lee A. Worrell

Very sincerely yours,

Angelo Aiello,
President, City Council

DEW:eef

IN CITY COUNCIL
MAY 3 - 1956

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D. Everett Whelan
CLERK

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



Office of the Port Agent -- Harbor Master

James J. Fisher
Port Agent
Harbor Master

CITY HALL

April 23, 1956

From: Harbor Master
To: The Honorable City Council
Subject: Harbor Master's report for the three months beginning January 1, 1956 and ending March 31, 1956.

NUMBER OF VESSELS ARRIVED

Steamers	149
Motor Vessels	74
Tug Boats	158
Barges	68
Destroyers	<u>4</u>
Total	453

Bituminous	233,395	Tons
Oil	1,200,845	"
Gasoline	445,027	"
Lumber	30,082	"
Fish Meal	140	"
Fish Skins	54	"
Sulphur Oil	5,077	"
Chemicals	7,750	"
Frozen Fish	634	"
General Freight	3,391	"
Asphalt	3,100	"
Tar	<u>4,752</u>	"
Total	1,934,247	"

IN CITY COUNCIL
MAY 3 - 1956

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

Everett Wheeler
Clerk

Very truly yours,

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

FILED

APR 27 10 08 AM

**CITY CLERK'S OFFICE
PROVIDENCE, R. I.**

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123



316
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

April 20th, 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 March 31, 1956 viz:

January 1, 1956 through March 31, 1956

	Number	Amount
Trade Names1.....	178	\$ 44.50
Notary Fees	160	40.00
Physicians Registrations	6	3.00
Hunting Licenses	32	8.00
Fishing Licenses	34	5.10
Combination Hunting & Fishing Lisc.	1	.25
Certified Copies	26	13.00
Special Certified Copies	6	\$ 6.10
		119.95
Auctioneers Returns		29.88
Sale of Waste Paper		8.78
		<u>158.61</u>
		TOTAL \$ 158.61

Respectfully Submitted,

D. Everett Whelan
D. Everett Whelan
City Clerk

IN CITY COUNCIL

MAY 3 - 1956

READ:

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D. Everett Whelan
CLERK



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

TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER

Traffic Engineer

EDWIN F. COLBY

Assistant Traffic Engineer

147 Fountain Street

Providence 3, R. I.

April 26, 1956

The Honorable City Council
City Hall
Providence, Rhode Island

Gentlemen:

The Traffic Engineering Department has studied the feasibility of authorizing all-night parking on certain City streets, as requested in City Council Resolution No. 122 dated February 20, 1956.

In connection with the study of this problem a meeting of the Traffic Engineering Advisory Committee was held at which the following persons were present: Mayor Walter H. Reynolds; Councilman Ralph Matera; Mr. John Cashman, Finance Director; Mr. Charles McElroy, Director of Public Works; Mr. John Meade, Deputy Director of Public Works; Mr. Peter Hicks, Jr., Public Service Engineer; Mr. Charles Wood, Administrative Assistant to the Mayor; Chief John Murphy, Chief of Police; Chief Lewis Marshall, Chief of the Fire Department; Mr. Frank Malley, Director of the City Plan Commission; and Mr. Roger Chandler, Traffic Engineer.

At this meeting the problem of all-night parking was thoroughly discussed from the point of view of each of the departments of the City Government involved, on the basis of our present conditions and on the basis of current information obtained from other cities. All present at this meeting were in unanimous agreement that the parking of automobiles on street all night on certain streets of Providence was neither desirable nor feasible, and therefore should not be authorized.

As Traffic Engineer, I am in full agreement with the decision of the Traffic Engineering Advisory Committee. A summary of the factors involved in this problem is attached to this report.

Very truly yours,

Roger T. Chandler
Roger T. Chandler
Traffic Engineer

IN CITY COUNCIL

MAY 3 - 1956

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

D. Everett Whelan
CLERK

RTC:gd

SUMMARY OF INFORMATION AND OPINIONS
CONCERNING ALL-NIGHT PARKING ON STREET

A. THE MILWAUKEE PLAN

Considerable comment has been made on the Milwaukee permit parking system which allows all-night parking on the street. The information which has appeared in the newspaper is correct as far as it goes, but it fails to report the complete picture. In summary form the additional information concerning the Milwaukee plan is as follows:

1. An all-night parking prohibition as a general prohibition still exists, and limits parking to a two-hour limit between 2:00 a.m., and 6:00 a.m., except for all-night special parking permits in congested areas.

2. Special parking permits are issued only to owners of vehicles residing in one of the designated congested areas, and to owners who are unable to find accommodations off street within a reasonable walking distance.

3. All parking lot operators are required to register their lots with the Police Department, and no permits are issued in one of these congested areas until all of these available off-street spaces are filled.

4. The character of the land use development of Milwaukee is such that the congested areas are created by large apartment buildings, and while the apartment building is a residential use, the other land uses in the adjacent area create a need for some commercial parking lot development for daytime parking needs. These same lots, therefore, are used for daytime and nighttime parking.

5. The average width of Milwaukee streets is 30 feet curb to curb, which permits parking on both sides during the day; but during the nighttime, parking is permitted only on one side.

6. Milwaukee has approximately 1100 miles of streets open to traffic and only 41 miles of arterial and business area streets where parking is prohibited on at least one or both sides of the street at all times. This leaves approximately 1050 miles of curb frontage available for nighttime parking, of which only 40 miles, or less than 4 percent is used by 8,000 special permit parkers.

7. On streets where a twenty-four hour prohibition is in effect on one side of the street, the all-night parkers always park on the opposite side of the street where such streets are within a congested area and where a permit has been issued for that street.

8. The Milwaukee Traffic Engineer states, "It is not our intention to encourage the public to park on street with all-night parking permits. In fact, we discourage this as much as possible. Therefore, it would be our recommendation that if any plan is adopted in your community, that a plan be placed in effect which discourages the use of the City streets for all-night parking purposes except in an emergency."

9. The prevailing rates for off-street spaces are generally \$2.00 per month more than the on-street permits.

10. One of the prime reasons Milwaukee went into the permit program was that during the evening hours the telephone lines to the Police Department were clogged with people calling to request permission to park on the City streets because of the absolute lack of off-street space in the congested areas.

11. The special permit is intended only for the overnight storage of vehicles that cannot be stored off-street. This is enforced by a special 24-hour parking ordinance which makes it unlawful for the operator of a vehicle to park, stop, or leave standing any vehicle upon any highway of the City continuously for more than a 24-hour period.

12. No special signs are used on any Milwaukee streets for the posting of any of the prohibitions or limits involving nighttime parking since for all practical purposes there is a blanket prohibition against all-night parking, with the exception of the special permit holders.

B. PUBLIC WORKS DEPARTMENT SUMMARY

1. Street cleaning - Because of parking on downtown arterial and residential streets during the daytime, it is impossible to clean efficiently the streets during daytime hours. Most of the street cleaning is therefore done by mechanical sweepers and hand crews during the night.

2. Downtown areas and all arterial streets are cleaned by mechanical sweepers every night. All residential streets are cleaned on a weekly basis. Unless the all-night parking is regulated in such a manner as to leave the street cleaning routes open, serious interference with this Public Works function would result.

3. All-night parking on streets would seriously interfere with plowing and removal of snow during and after snowstorms. Experience has indicated that the most efficient job of plowing and removal can be done during the nighttime hours when traffic volumes are smallest and all street parking is eliminated.

4. On all of the residential streets, it is essential that parking be prohibited during plowing operations in order to permit passage of the snow plows. If parking were permitted only on one side of 24-foot streets during plowing operations, the resulting street width after being plowed would be only 12 to 14 feet. It is therefore essential that curb-to-curb plowing be accomplished.

C. POLICE DEPARTMENT SUMMARY

1. The existing regulations materially assist night patrolmen patrolling their beats with respect to detection of stolen cars, observance of suspicious automobiles and trucks, and thereby detection of criminals at work. This condition arises because most crimes are committed at night or during early morning hours and most crimes require the use of motor vehicles.

2. Many reports are now received of larceny from motor vehicles. If parking were permitted on the streets, the criminal element would have easier access to these motor vehicles and this type of crime would no doubt increase materially.

3. During 1954, the Police recovered 83 per cent of the stolen cars within a matter of hours. This high percentage of recovery probably would not have been possible without the all-night parking prohibition.

4. Any method of permanent authorization would add a considerable burden to the enforcement job and would be difficult to enforce completely and fairly.

5. At the present time, the Police grant permission to park all night on the street to individuals calling the Police Station and explaining the emergency. This does not occur too frequently, and therefore does not cause great difficulty.

D. FIRE DEPARTMENT SUMMARY

1. So long as regulations continued in force, particularly on narrow streets, the Fire Department would have no serious objections to all-night parking.

2. It is felt that it would be desirable to control all-night parking by authorization rather than permit it with no control.

3. If the all-night parking were controlled by authorization, then those having off-street space would be required to use them and the number parking on the street by authorization would be limited, and therefore offer no serious interference to the operations of the Fire Department, providing regular traffic regulations on narrow streets continued in force and were extended to all those narrow streets not now having controls.

E. LAW DEPARTMENT SUMMARY

1. If unrestricted free all-night parking were to be permitted, the control and regulations governing such parking would come under the authority now vested in the Traffic Engineering Department.

2. If special permit parking for a fee is considered, serious legal questions would be raised, and it is doubtful whether such permit parking could legally be authorized without special authorization from the General Assembly.

F. TRAFFIC ENGINEERING DEPARTMENT SUMMARY

1. From a moving traffic standpoint, there would be no objection to permitting parking all night in those areas where legal parking is permitted, since the volumes of traffic are much less during the night-time hours.

2. If unrestricted all-night parking were permitted, many additional regulations would be required prohibiting parking on at least one side of

narrow streets in order to guarantee passage space for moving vehicles and access by Fire and Police Departments in the event of an emergency. These additional parking regulations would require a street-by-street inventory to determine the location of the required changes, and would undoubtedly result in a sizeable signing project. In some of the most densely built-up areas, the street widths are such that the number of new regulations required for this plan would result in the virtual elimination of all on-street parking, in order to guarantee passage space for moving vehicles and access by Police and Fire Department mentioned above.

3. If unrestricted all-night parking were to be permitted on all side streets, but prohibited on all major arteries without the use of special permits, then all major arterials where the parking was to be prohibited would have to be signed to indicate the prohibition. The arterial street system of Providence comprises approximately 60 miles of street.

4. If special-permit on-street parking were to be permitted to all those persons not having off-street space available on the same property as their residence, a large administrative task would be created for some department in investigating and issuing all requests for special permits. The size of this administrative task would be reduced by requiring the off-street space to be available within some reasonable walking distance of the residence. For short-term shopper parking, a walking distance of less than 750 feet is considered desirable for a City the size of Providence; but under present conditions, even for short-term parking, walking distances in excess of this amount are required. The walking distance for long-term parking is correspondingly increased. Typical example of walking distances now required for long-time daytime parking from the Park 'N Lock lot, Railroad Yard 15 are as follows: From the back of the lot to the front entrance of the lot on Promenade Street - 1200 feet; from the front entrance on Promenade Street to the Sheraton-Biltmore Hotel - 1240 feet; to the Hospital Trust - 1280 feet; to City Hall - 1340 feet; to the Industrial National Bank - 1980 feet; and to the Outlet Company - 2300 feet.

5. In view of the zoning ordinance requirements requiring the creation of off-street parking for all new residential and commercial properties outside of the Central Business District, it would appear to be unfair to those persons investing money to comply with the zoning ordinance to permit others to have free use of the streets for all-night storage of their vehicles.

6. If special permit parking were to be granted, the fee charged should be sufficiently high to encourage the continued use of all available off-street space. In addition, a problem is created, as mentioned in No. 2 above, in that in certain areas the permit parking would be taking place on streets with a 24-hour prohibition on one side, which would mean that the parking would be taking place continuously on the same side of the street. Such a condition would make it difficult, and in some areas practically impossible, to clean this side of the street because of the combination of daytime and nighttime parking.