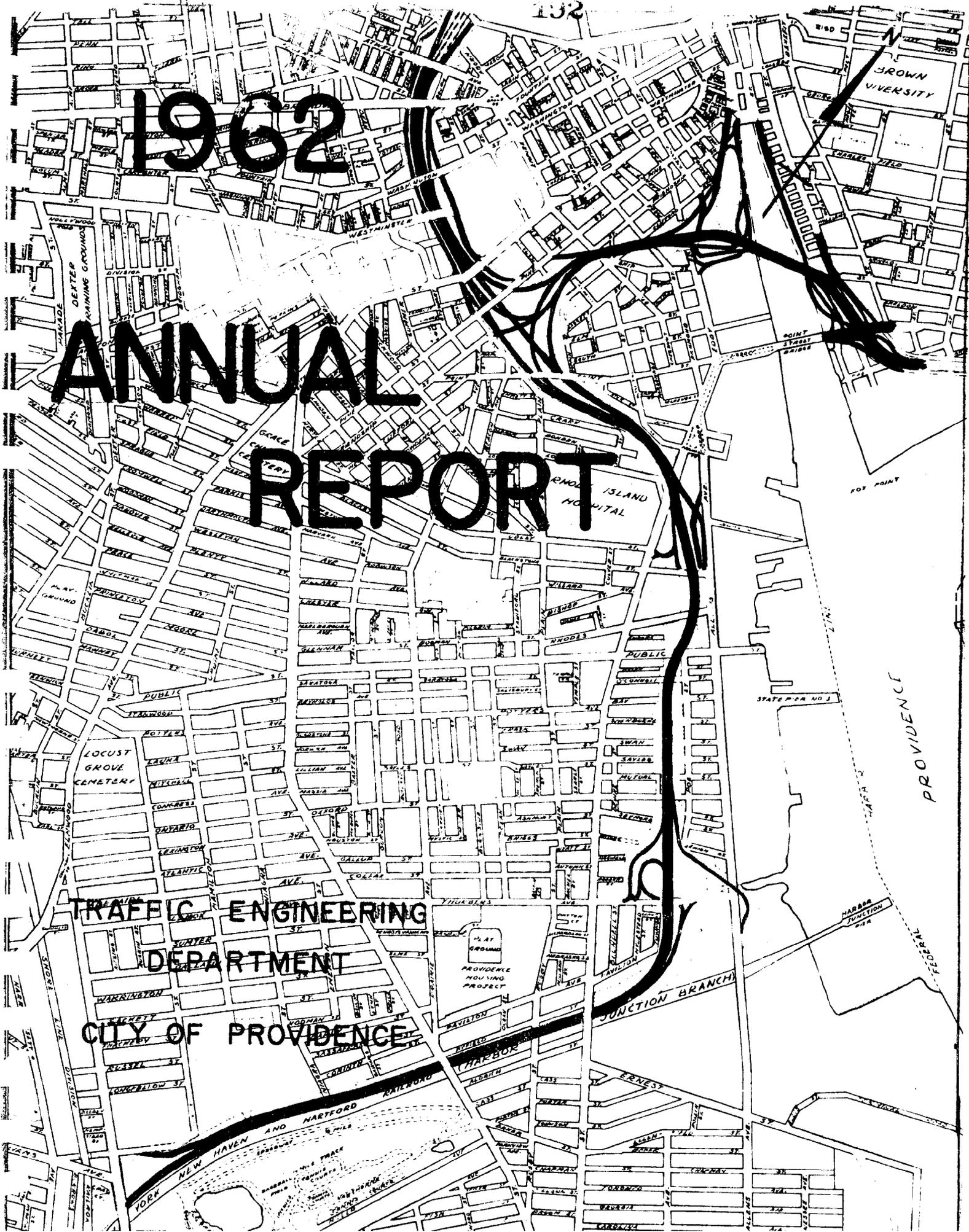


1962

ANNUAL REPORT

TRAFFIC ENGINEERING
DEPARTMENT
CITY OF PROVIDENCE



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City of Providence

TRAFFIC ENGINEERING DEPARTMENT

147 Fountain Street



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.

February 18, 1963

The Honorable Walter H. Reynolds
Mayor of Providence
The Honorable City Council
Providence, Rhode Island

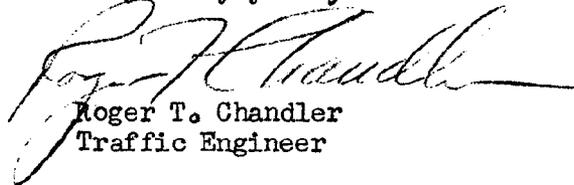
Gentlemen:

Submitted herewith is the Annual Report of your
Traffic Engineering Department for 1962.

The report reviews the activities of this Department
with respect to physical changes that have been made in the
street system, changes in regulations, a review of Department
organization, and a summary of expenditures of the annual
budget.

With your continued support, this Department will
continue in its efforts to make the best possible use of our
existing streets, and to minimize as much as possible the
traffic disruptions necessary as a result of the new major
construction now taking place.

Very truly yours,


Roger T. Chandler
Traffic Engineer

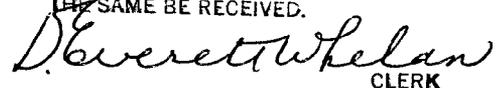
RTC:EM

IN CITY COUNCIL

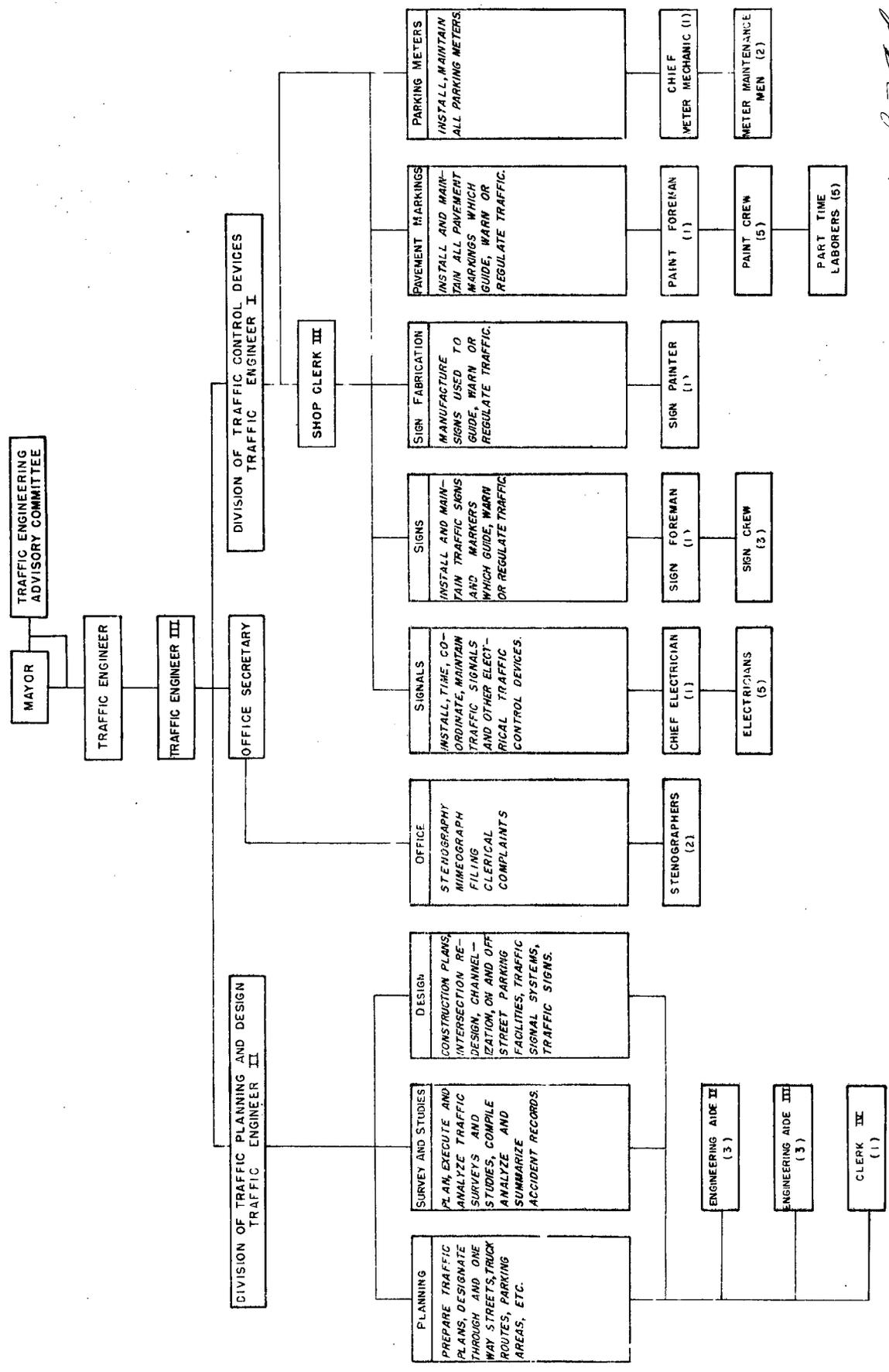
MAR 7 1963

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.


CLERK

CITY OF PROVIDENCE TRAFFIC ENGINEERING DEPARTMENT



PART I

INTRODUCTION

Continued progress has been made toward the completion of the Interstate highway system through Providence. All of the major land taking in Providence has been made, and construction is in progress on all but three sections. It is expected that these remaining sections will be put under contract during 1963.

Portions of the Interstate system that were completed and opened to traffic during 1962 include:

- a. The northbound ramp at Allens Avenue and Blackstone Street connecting to the Providence River Bridge eastbound.
- b. The three bridges forming the eastbound Friendship Street ramp connecting to the Providence River Bridge.

Late in 1961 bids were solicited for leasing the block bounded by Washington, Aborn, Fountain, and Beverly Streets for the erection by private enterprise of a multi-story off-street parking garage. No bids were received. It has, therefore, become necessary to pursue other means to get this parking structure constructed. Applications have been submitted to include this project as a part of the Weybosset Hill redevelopment area and also to have this part approved for advance disposition. A separate request has been made to obtain Federal funds for the construction of this project under the Accelerated Public Works Act of 1962. It is not known at this time whether or not the appropriate agencies of the Federal Government will approve these requests.

PART II

TRAFFIC ENGINEERING DEPARTMENT ORGANIZATION

General Organization

The Traffic Engineering Department was authorized by City Council Ordinance in October, 1948, and the Department was activated on March 1, 1949, with the appointment of a Traffic Engineer, the reassignment of other maintenance personnel, and the use of a separate budget. The Traffic Engineer is appointed by the Mayor with confirmation of the City Council. To assist in forming advisory policy, the Ordinance established the Traffic Engineering Advisory Committee composed of the members of the official City family. The members include:

Mayor Walter H. Reynolds, Chairman
John J. Cashman, Finance Director
William E. McCabe, City Solicitor
Walter E. Stone, Chief of Police
Charles F. McElroy, Director of Public Works
Ralph Matera, Chairman of the City Council's
Committee on Public Works
Frank H. Malley, Director, City Plan Commission
Peter J. Hicks, Jr., Public Service Engineer

The engineers comprising the staff of the Department during 1962 were as follows:

Roger T. Chandler, Traffic Engineer
John I. Logan, Assistant Traffic Engineer
Clinton F. Adams, in charge of the Planning
and Design Division
Norman K. Kollet, in charge of the Maintenance
and Operations Division

Budget

The accompanying breakdown indicates the manner in which the money appropriated for this Department's use during the past year has been spent.

BUDGET 1961 - 1962

<u>Item</u>	<u>Original Appropriation</u>	<u>Transfer</u>	<u>Spent</u>	<u>Returned General Fund</u>
O	\$172,221.11		\$165,410.21	\$4,810.90
I	32,990.00		30,263.24	2,726.76
II	40,275.00	\$2,000.00	42,004.75	270.25
V	8,800.00		8,773.32	26.68
	<u>\$254,286.11</u>	<u>\$2,000.00</u>	<u>\$246,451.52</u>	<u>\$7,834.59</u>

BREAKDOWN OF OPERATING BUDGET

Item O - Salaries \$165,410.21

Item I - Services Other Than Personal

Narragansett Electric Company	\$22,985.24
Other	7,278.00
	<u>\$30,263.24</u>

Item II - Materials and Supplies

Stationery Supplies for Office and Shop	\$ 1,086.00
Maintenance Materials for Office and Shop	226.00
Repair Parts for Traffic Control Equipment	4,484.00
Materials for Sign Construction and Erection	12,355.00
Street Painting Materials	17,627.00
Repair Parts for Parking Meters	1,644.00
Other	4,582.75
	<u>\$42,004.75</u>

Item V - Plant Equipment

Adding Machine	\$ 175.00
Arc Welder - with accessories	430.94
Books	9.63
Portable Air Compressor	3,268.70
Stake-Dump Truck - with snow plow	4,796.54
4 Stop Watches	92.51
	<u>\$8,773.32</u>

Traffic Signal Installation Loan Account

Original Amount of Loan Account	\$400,000.00
Rebate on Interest	3,227.47
	<u>\$403,227.47</u>

Total Spent in 1962 \$292.00

Total Amount Spent to December 31, 1962 \$397,209.89

Balance \$ 6,017.58

PART III
1962 ACTIVITIES

1. Construction Activity

Construction of various parts of the Freeway system, which required the establishment of detours or scheduling of different phases of construction, continued to be of great concern to this Department. Construction contracts have been let on four adjoining sections of Interstate Route 95 and also for the hurricane barrier in the Providence River. As the work progresses on these contracts, a certain amount of coordination between contracts becomes necessary, particularly where arterial streets are involved. The resident engineers and the contractors have cooperated with the requests made by the Traffic Engineering Department so that the flow of traffic on the arterial streets has not been seriously interrupted.

During 1962 the following steps were taken toward the completion of the Freeway network and other major projects.

- a. Condemned land for I-95 Eddy to Elmwood
- b. Condemned land for I-95 Promenade to Chalkstone
- c. Condemned land for I-95 Chalkstone to City Line
- d. Construction began on I-95 Public to Thurbers
- e. Opened to traffic use
five by-pass roads on I-95
so that bridge construction
could begin Hayward Park to West Exchange
- f. Opened to traffic use Hayward Park to Public
 - 1. Friendship Street ramp bridges
 - 2. Allens Avenue northbound ramp and mainline connector
to Providence River Bridge

- g. Reconstructed Elmwood Avenue Railroad Bridge
- h. Widened Niantic Avenue in Redevelopment project area
- i. Reconstructed intersection of Cranston Street and Huntington Avenue

In addition to the above major projects, there were several other minor projects which affected the quality of traffic flow and required detours to be set up. Such projects include:

- a. Waterman Street resurfacing - North Main Street to Thayer Street
- b. Cave-in on Point Street at Eddy Street - water main leak
- c. Cave-in on Eddy Street - water main break
- d. Cave-in on Smith Street near Maude Street - water main break

2. Traffic Signals, Signs, and Pavement Markings

This Department is responsible for the installation and maintenance of all traffic control devices used on City streets.

A. Traffic Signals

The following summary indicates the type and number of signalized intersections in Providence:

	<u>1962</u>	<u>1961</u>	<u>1960</u>
1. Traffic Actuated Equipment (Vehicle actuated only)	44	44	43
2. Traffic Actuated Equipment (Vehicle and pedestrian actuated)	12	12	12
3. Fixed Time Equipment	80	82	83
4. Fixed Time Equipment (Equipped with pedestrian signal heads)	24	24	23
5. Special Pedestrian Crossings	<u>5</u>	<u>5</u>	<u>4</u>
Totals	<u>165</u>	<u>167</u>	<u>165</u>

A preventative maintenance program has been used to prolong the life of the equipment and to maintain optimum operating efficiency. This maintenance program includes the cleaning of lenses and reflectors, painting exposed equipment, periodic replacement of bulbs, testing and repair of vehicle detectors, checking time settings and adjusting controllers on the street, and periodically bringing the controllers into the shop for complete cleaning, lubrication, and repair.

One member of the crew is on stand-by duty for "trouble calls" during all non-working hours. The following summary shows the number of trouble calls for both working and non-working hours.

<u>Trouble Calls During Working Hours</u>	<u>1962</u>	<u>1961</u>	<u>1960</u>
1. Mechanical or electrical	205	179	168
2. Lamps burned out	116	72	156
3. Damage to equipment	81	55	109
4. No trouble found	<u>59</u>	<u>55</u>	<u>69</u>
	<u>461</u>	<u>361</u>	<u>502</u>
 <u>Trouble Calls During Non-Working Hours</u>			
1. Mechanical or electrical	211	219	127
2. Lamps burned out	64	47	70
3. Damage to equipment	22	27	41
4. No trouble found	37	39	46
5. Miscellaneous (bent posts, signs, etc.)	<u>91</u>	<u>68</u>	<u>75</u>
	<u>425</u>	<u>400</u>	<u>359</u>

B. Traffic Signs

The sign crews are responsible for the installation of all new signs and the maintenance of the signs that are already in use. Replacing faded signs, straightening bent posts, painting these posts, cleaning dirty signs, and the installation and repair of meter and pedestrian posts are part of the maintenance program for these crews. These crews also assist in the snow removal program for the Pershing Square Parking Lot.

On the following page is a summary of the sign crews' activities.

<u>Sign Installation and Maintenance</u>	<u>1962</u>	<u>1961</u>	<u>1960</u>
New installations	908	2486	757
Signs replaced	5342	2827	3229
Signs repaired	<u>331</u>	<u>257</u>	<u>306</u>
	<u>6581</u>	<u>5570</u>	<u>4292</u>
Steel posts installed	928	1052	665
Moveable standards placed	1055	911	735
Parking meter posts	138	123	104
Pedestrian posts	<u>25</u>	<u>39</u>	<u>21</u>
	<u>2146</u>	<u>2125</u>	<u>1525</u>
 <u>Signs Manufactured</u>			
Reflectorized - wood blanks	1371	1068	1195
Painted wood blanks	5103	4853	3419
Other (steel, plastic, etc.)	<u>—</u>	<u>—</u>	<u>12</u>
	<u>6474</u>	<u>5921</u>	<u>4626</u>

C. Painting

The paint crews are responsible for marking the pavement throughout the City. The painting program is carried out for the most part in June and July at night because of the heavy volume of traffic on the streets during the daytime hours.

	<u>1962</u>	<u>1961</u>	<u>1960</u>
Gallons of reflectorized paint used	4852	3832	4249
Miles of streets marked	108	108	108
Number of streets marked	141	141	141
Number of intersections marked with crosswalks (including 32 marked with Perma-Line Thermoplastic material)	734	738	730

The paint crews also prepare traffic sign blanks for processing, assist the sign and electrical crews, and are available for snow removal duty when required.

3. Complaints and Requests

Complaints and requests originating from individual citizens constitute a major part of the field investigation work of the Department. Upon receipt of either a complaint or request for some traffic control measure, a thorough field investigation is made, the results reviewed, and action taken where necessary.

The following indicates the general classification of complaints and requests received:

	<u>1962</u>	<u>1961</u>	<u>1960</u>	<u>1959</u>
Parking problem	113	133	132	118
Loading zones	36	25	25	23
Intersections studied for control by:				
Signs	41	46	54	56
Traffic signals	9	8	8	11
One-way streets	5	12	3	2
Miscellaneous	<u>58</u>	<u>37</u>	<u>40</u>	<u>53</u>
	<u>262</u>	<u>261</u>	<u>262</u>	<u>293</u>

The disposition of these investigations is indicated in the following tabulation:

	<u>1962</u>	<u>1961</u>	<u>1960</u>	<u>1959</u>
Requests granted	50%	49%	49%	47%
Requests granted in part or alternate actions	1%	1%	1%	1%
Requests denied	26%	36%	26%	31%
Requests pending	9%	8%	7%	10%
Closed by complaint	<u>14%</u>	<u>6%</u>	<u>17%</u>	<u>11%</u>
	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

4. Changes in Traffic Regulations

For 1962 a total of 275 traffic regulation changes were made on the City streets, as shown in the following list. These changes were brought about by changes in the traffic flow, and include temporary regulations established during the construction periods, as well as regulations established as a result of complaints and requests.

<u>CHANGES IN TRAFFIC REGULATIONS</u>	<u>Established</u>	<u>Rescinded</u>
Parking Prohibited in Designated Places	39	10
No Parking 8 AM to 6 PM	2	—
No Parking 8 AM to 4 PM	5	5
No Parking 8 AM to 10 AM	6	2
30 Minute Parking 8 AM to 6 PM	1	1
One Hour Parking 8 AM to 6 PM or similar time limits	8	9
Two Hour Parking 8 AM to 6 PM or similar time limits	8	2
Three Hour Parking 8 AM to 6 PM or similar time limits	1	—
No Parking to Corner	32	1
No Stopping, Standing to Corner	2	—
No Parking Between Signs	13	9
No Parking - Bus Stop	5	3
No Parking - Cab Stand	4	3
No Parking 6 PM to 9 PM or 6 PM to 10 PM	6	5
No Standing Any Time	2	—
No Standing 4 PM to 6 PM	1	1
Loading Zone	15	7
Yield Control	3	5
Stop Control	41	5
Traffic Signal Control	1	1
One Way Street	7	3
Right Turn Only	<u>1</u>	<u>—</u>
	<u>203</u>	<u>72</u>

5. Parking Meters

In May, 1962, a contract was made with the American Electronic Coin Processing Company to collect the coins from the parking meters. By changing from a manual operation of the coin doors to a semi-mechanical operation, the amount of maintenance work required on the coin door hinges, locks, and associated parts has been substantially increased. In view of the need for security of the coin compartment, this work has been given priority and has made it difficult to keep up with the regular preventative maintenance schedule on meter mechanisms.

The following is a summary of yearly parking meter revenue:

<u>Year</u>	<u>Pershing Sq. Parking Lot</u>	<u>Street Meters</u>	<u>Number of Meters in Service</u>
1947	----	\$ 41,245.20	----
1948	----	\$125,055.92	----
1949	----	\$111,656.02	----
1950	----	\$110,799.77	1121
1951	----	\$132,384.14	1621
1952	\$19,113.22	\$158,345.64	1659
1953	\$26,063.83	\$179,344.83	1774
1954	\$26,229.93	\$185,996.66	1765
1955	\$27,492.23	\$188,145.46	1851
1956	\$28,673.41	\$187,724.62	1824
1957	\$29,593.03	\$184,713.15	1845
1958	\$28,021.73	\$173,094.76	1824
1959	\$27,016.88	\$162,395.53	1813
1960	\$27,383.04	\$154,213.50	1802
1961	\$26,201.36	\$143,213.50	1728
1962	\$25,331.01	\$139,226.94	1685

The City also derived income from the Park 'n Lock Lot, the Francis Street Parking Deck, and the Metropolitan Parking Lot in the amounts indicated.

<u>Park 'n Lock</u>	<u>Francis Street Parking Deck</u>	<u>Metropolitan Parking Lot</u>
1955 - \$12,829.66		
1956 - \$20,743.60		
1957 - \$24,069.57		
1958 - \$23,002.55	1958 - \$1,725.69 (9/26/58 - 12/31/58)	
1959 - \$17,704.48	1959 - \$4,315.13 (1/1/59 - 7/30/59)	
(12/1/58 - 10/31/59)		
1960 - \$24,531.99	1960 - \$11,718.89 (8/59 - 7/60)	
(11/59 - 10/60)		
1961 - \$21,761.41	1961 - \$11,581.40 (8/60 - 7/61)	
(11/60 - 10/61)		
1962 - \$21,761.41	1962 - \$10,569.70 (8/61 - 7/62)	1962 - \$14,214.16 (12/61 - 11/62)
(11/61 - 10/62)		

6. Traffic Accident Analysis

In order to establish a priority for engineering studies, to serve as a tool in determining accident prevention methods, and provide factual information to the police as well as the public, the Traffic Engineering Department assembles and analyzes all traffic accidents reported in the City. To obtain as complete coverage as is possible, reports are obtained directly from the Providence Police Department, the Rhode Island Department of Motor Vehicles, the United Transit Company, and the Yellow Cab Company.

A comparison of the 1961 and 1962 totals of accidents reported in writing shows a total of 21 fatalities during 1962 as compared with 14 fatalities for the previous twelve-month period, a decrease of 351 in the number of reported personal injury accidents, and a decrease of 1460 reported property damage accidents. A summary of accident statistics for the past four years is shown in the table below:

<u>TYPE OF ACCIDENT</u>	<u>1962</u>	<u>1961</u>	<u>1960</u>	<u>1959</u>
Fatal	20	14	6	16
Personal Injury	2079	2430	1953	1446
Property Damage	<u>3914</u>	<u>5374</u>	<u>6902</u>	<u>6637</u>
	<u>6013</u>	<u>7818</u>	<u>8861</u>	<u>8099</u>
<u>FATALITIES</u>				
Pedestrians	12(a)	8	4(b)	14(c)
Riders	<u>9</u>	<u>6</u>	<u>2</u>	<u>2</u>
	<u>21</u>	<u>14</u>	<u>6</u>	<u>16</u>
<u>PERSONS INJURED</u>				
Pedestrians	465	463	530	461
Riders	<u>2200</u>	<u>2949</u>	<u>2155</u>	<u>1387</u>
	<u>2665</u>	<u>3412</u>	<u>2685</u>	<u>1848</u>
<u>ESTIMATED COST (d)</u>	\$7,000,000	\$7,000,000	\$6,000,000	\$5,000,000

(a) Seven children under 10

(b) One child under 10

(c) Two children under 10

(d) Using current National Safety Council unit cost estimates for each year

Year	<u>Population</u>		<u>Vehicle Registration</u>		<u>Motor Fuel</u>	<u>Licensed Operators</u>
	State	Providence	State	Providence	<u>Purchased</u> (Gallons) State	
1800	69,122	7,614				
1850	147,545	41,513				
1900	428,556	175,597				
1910	542,610	224,326	5,970			7,608
1925	679,260	267,918	127,935			117,067
1930	687,497	252,981	140,092		86,606,700	159,155
1941	713,346	253,504	202,829		155,053,000	227,142
1943	---	---	177,396		89,197,000	206,093
1945	---	---	189,374		101,450,000	318,559
1950	791,896	248,674	257,024	64,000	172,155,000	309,659
1955	---	---	325,186	72,382	232,454,300	357,576
1956	---	---	333,517	74,817	236,500,000	362,545
1957	---	---	339,978	73,636	244,534,000	392,679
1958	---	---	345,620	72,469	247,779,700	397,701
1959	---	---	355,445	70,769	251,815,700	409,597
1960	859,488	207,498	363,958	71,274	256,438,195	415,792
1961	---	---	372,409	70,184	261,046,803	421,338
1962	---	---	388,885*	69,988	274,975,000*	431,000*

* December estimated

Metropolitan Providence Population:

1950	783,210
1960	816,148

Downtown Providence Cordon Summary

	Total Vehicles Entering and Leaving CBD 8 AM - 6 PM	Passenger Cars Entering and Leaving CBD 8 AM - 6 PM	Number of Persons Entering and Leaving CBD			
			Auto	Bus	Walking	Total
1945	139,500	112,500				
Aug. 1955	173,500	144,200	230,200	66,300	23,200	319,700
Dec. 1955	178,600	148,600	223,400 (71%)	70,500 (22%)	20,900 (7%)	314,800
Aug. 1957	181,700	152,600	245,900 (73%)	62,800 (19%)	27,200 (8%)	335,900
Dec. 1957	195,600	162,700	247,600 (71%)	72,800 (21%)	30,300 (8%)	350,700
Oct. 1958	187,400	158,300	234,300 (71%)	62,200 (19%)	31,000 (10%)	327,500
Oct. 1959	186,800	159,200	235,200 (74%)	57,400 (18%)	27,200 (8%)	319,800
Oct. 1960	186,200	157,200	224,500 (74%)	54,700 (18%)	24,800 (8%)	304,000
Oct. 1961	179,100	151,500	223,900 (74%)	52,100 (17%)	25,100 (9%)	301,100
Oct. 1962	161,300	136,200	197,100 (72%)	51,400 (19%)	23,800 (9%)	272,300

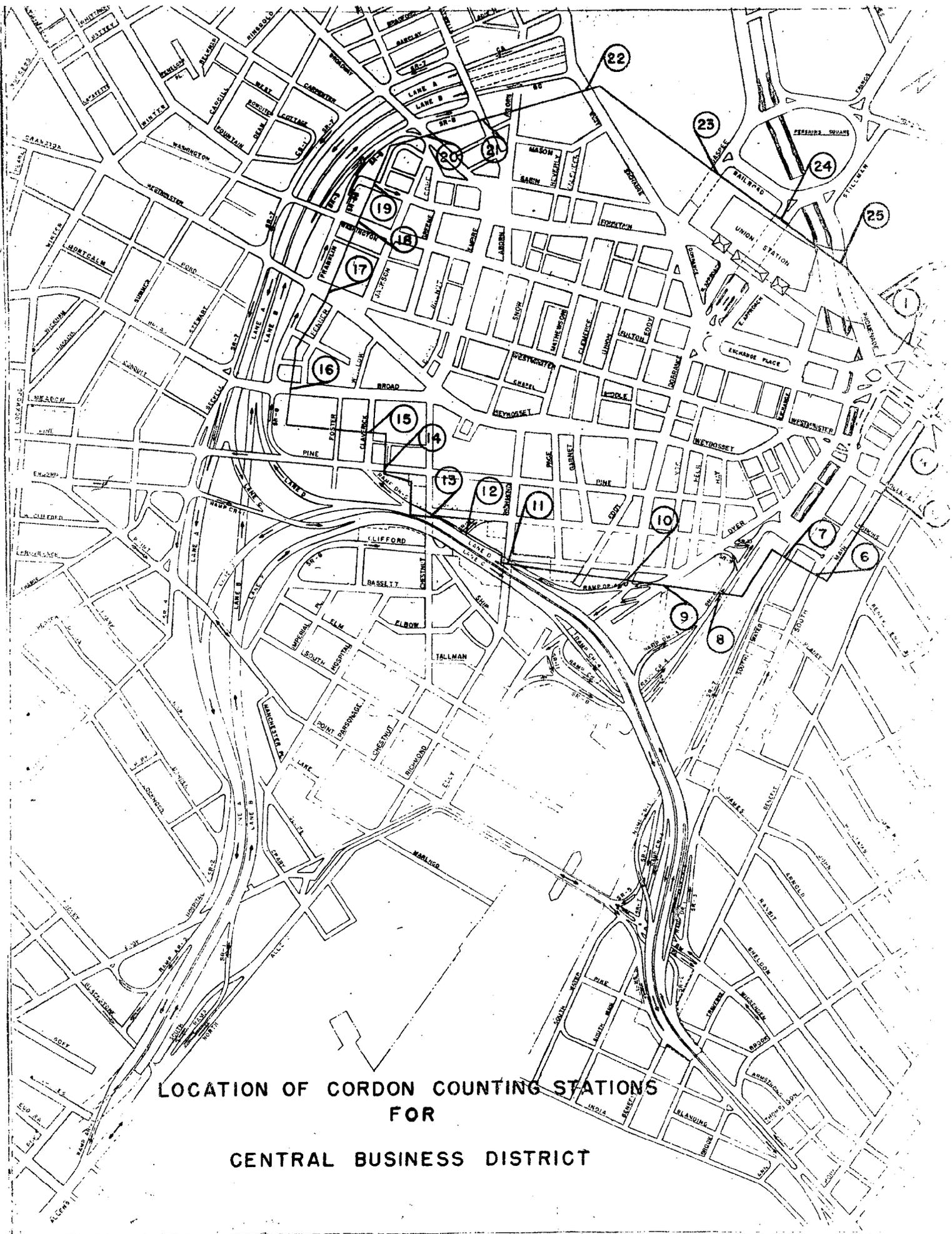
Downtown Parking Space Inventory

	Oct. 1945	Jan. 1949	Jan. 1955	Jan. 1959	Jan. 1961	Jan. 1962	Jan. 1963
Off Street Lots:							
Public	5,091	5,571	8,232	7,219	7,233	7,676	7,759
Private	706	755	1,078	1,247	1,231	1,151	1,169
Garages	825	862	812	777	777	797	797
TOTAL OFF STREET	6,622	7,188	10,122	9,243	9,241	9,624	9,725
TOTAL ON STREET	2,070	1,409	1,409	1,196	1,174	1,153	1,114
GRAND TOTAL	8,692	8,597	11,531	10,439	10,415	10,777	10,839

Number of Vehicles Entering and Leaving the Central Business District
on a Weekday Between 8 a.m. and 6 p.m. at Downtown Cordon Stations

Station No. (f)	Street	1945	1955	1958	1959	1960	1961	1962
1	Canal	8,350	9,750	11,100	11,100	10,950	10,900	10,550
2	North Main	7,450	10,050	10,150	12,350	12,100	11,050	11,100
3	Thomas	4,350	7,050	7,600	7,900	7,250	7,400	6,150
4	Waterman	3,300	6,100	6,150	6,100	6,050	6,100	5,450
5	College	3,900	4,050	4,050	4,050	4,250	4,250	3,500
6	South Main	5,800	12,750	6,400	6,800	7,000	6,500	6,550
7	South Water	6,100	(c)	7,550	7,250	7,800	8,050	8,000
8	Service Road #8	(a)	(a)	10,800	10,800	10,950	10,000	11,000
9	Dyer	(b)	(b)	9,600	7,150	7,900	6,150	7,150
10	Dorrance	(b)	(b)	3,250	3,150	3,600	3,700	3,850
11	Richmond	3,550	3,800	3,900	3,750	3,700	4,000	4,150
12	Service Road #12	(a)	(a)	3,050	2,750	1,400	1,550	1,650
13	Chestnut	1,750	2,100	2,900	2,950	3,050	3,300	2,900
14	Pine	2,850	3,850	4,450	3,750	3,600	3,400	3,450
15	Claverick	1,550	1,450	1,700	2,000	2,350	2,350	3,450
16	Broad	7,300	10,400	10,200	11,650	11,700	11,200	9,050(d)
17	Westminster	6,000	9,000	9,150	9,150	8,650	8,100	10,450(d)
18	Washington	5,500	5,100	5,150	4,800	4,350	6,000	2,150
19	Fountain	1,950	3,450	3,450	3,450	3,450	3,450	(c)
20	Broadway	8,150	9,900	10,950	10,150	9,650	10,300	10,500
21	Atwells	2,950	4,250	4,500	4,650	4,450	4,350	5,450
22	West Exchange	2,900	2,550	2,550	2,550	2,550	2,550	2,800
23	Gaspee	14,100	18,050	17,500	18,150	19,700	17,300	16,200
24	Francis	3,100	4,000	3,150	3,450	3,500	3,700	3,750
25	Promenade	8,850	10,550	10,550	10,300	10,350	10,400	10,550
	Aborn	2,100	2,400	2,400	2,350	2,350	2,350	(e)
	Beacon	3,000	5,150	6,150	5,250	4,750	4,000	(e)
	Carpenter	1,800	1,750	1,750	1,750	1,750	(e)	---
	Clifford	1,150	1,800	(d)	---	---	---	---
	Eddy	11,800	16,650	(d)	---	---	---	---
	Franklin	3,100	5,200	5,200	5,200	5,200	5,200	(d)
	Friendship	3,400	3,350	(d)	---	---	---	---
	Minor Streets (Estimated)	<u>3,350</u>	<u>4,050</u>	<u>2,050</u>	<u>2,050</u>	<u>1,800</u>	<u>1,500</u>	<u>1,500</u>
	TOTALS	<u>139,450</u>	<u>178,550</u>	<u>187,350</u>	<u>186,750</u>	<u>186,150</u>	<u>179,100</u>	<u>161,300</u>

- Notes:
- (a) not existing at this time
 - (b) not a cordon line station at this time
 - (c) closed due to construction at time of count
 - (d) cordon line changed due to Freeway construction
 - (e) street permanently closed due to Freeway construction
 - (f) see map - opposite page



LOCATION OF CORDON COUNTING STATIONS
FOR
CENTRAL BUSINESS DISTRICT

Average Daily Volumes of Traffic
Entering and Leaving the City of Providence
on Arterial Routes

No. (a)	Street	1951-52	1959	1960	1961	1962
1	Red Bridge	27,300	28,300	26,000	23,100	22,200
2	G. M. Cohan Blvd.	35,500	52,000	44,500	55,800	55,500
3	Narragansett Blvd.	19,400	20,600	22,600	24,300	24,000
4	Broad Street	16,100	16,400	19,500	21,700	22,000
5	Elmwood Avenue	17,400	17,100	15,600	16,100	16,000
6	Narragansett Avenue	3,100	4,100	4,200	5,000	4,200
7	Pontiac Avenue	5,400	6,200	6,500	7,000	5,800
8	Reservoir Avenue	20,900	29,400	34,500	35,900	36,000
9	Cranston Street	16,000	19,000	16,000	14,600	13,000
10	Webster Avenue	8,000	9,700	10,000	6,200	6,000
11	Laurel Hill Avenue	3,200	3,400	3,600	3,800	3,300
12	Pocasset Avenue	6,400	8,400	8,500	8,800	9,000
13	Plainfield Street	4,700	7,600	7,800	9,800	10,000
14	Sunset Avenue	2,200	3,000	2,800	3,000	3,000
15	Hartford Avenue	13,600	17,100	13,200	14,700	12,000
16	Killingly Street	6,600	6,100	6,500	7,500	5,600
17	Manton Avenue	6,100	10,400	10,000	7,900	10,000
18	Fruit Hill Avenue	4,600	7,600	8,000	6,900	6,900
19	Smith Street	13,200	12,300	16,800	17,800	15,800
20	Admiral Street	1,700	2,100	3,000	2,600	6,000
21	Douglas Avenue	5,700	5,500	6,700	6,200	4,600
22	Louisquisset Pike	(b)	9,400	13,400	10,800	11,000
23	Charles Street	9,400	5,300	6,000	6,400	6,000
24	Smithfield Avenue	11,000	10,300	10,000	12,600	12,900
25	North Main Street	29,500	32,600	34,000	32,500	34,000
26	Hope Street	8,900	12,300	13,300	12,100	12,800
	TOTALS	<u>295,900</u>	<u>356,200</u>	<u>363,000</u>	<u>373,100</u>	<u>367,600</u>

Notes: (a) see Map on opposite page
(b) not existing at this time

