DIVISION OF PUBLIC UTILITIES
49 WESTMINSTER STREET
PROVIDENCE, RHODE ISLAND

Frank L. Nunes
Administrator

George A. McLaughlin
Deputy Administrator

February 25, 1966

City Council
City of Providence
City Hall
Providence, R. I.

Gentlemen:

The undersigned hereby certifies that the following railroads have substantially complied in the preceding calendar year (1965) with the Standards of Service and any modifications thereof, which were promulgated or authorized by the Public Utility Administrator pursuant to the provisions of Section 10 of Chapter 46 of the Public Laws of 1961, as amended; and accordingly, said railroads are therefore eligible for the tax relief provided for in said Chapter 46 as amended:

The New York, New Haven and Hartford Railroad

Boston and Providence Railroad

Providence and Worcester Railroad

Very truly yours,

Frank L. Nunes

Frank L. Nunes
Administrator

FLN:vf

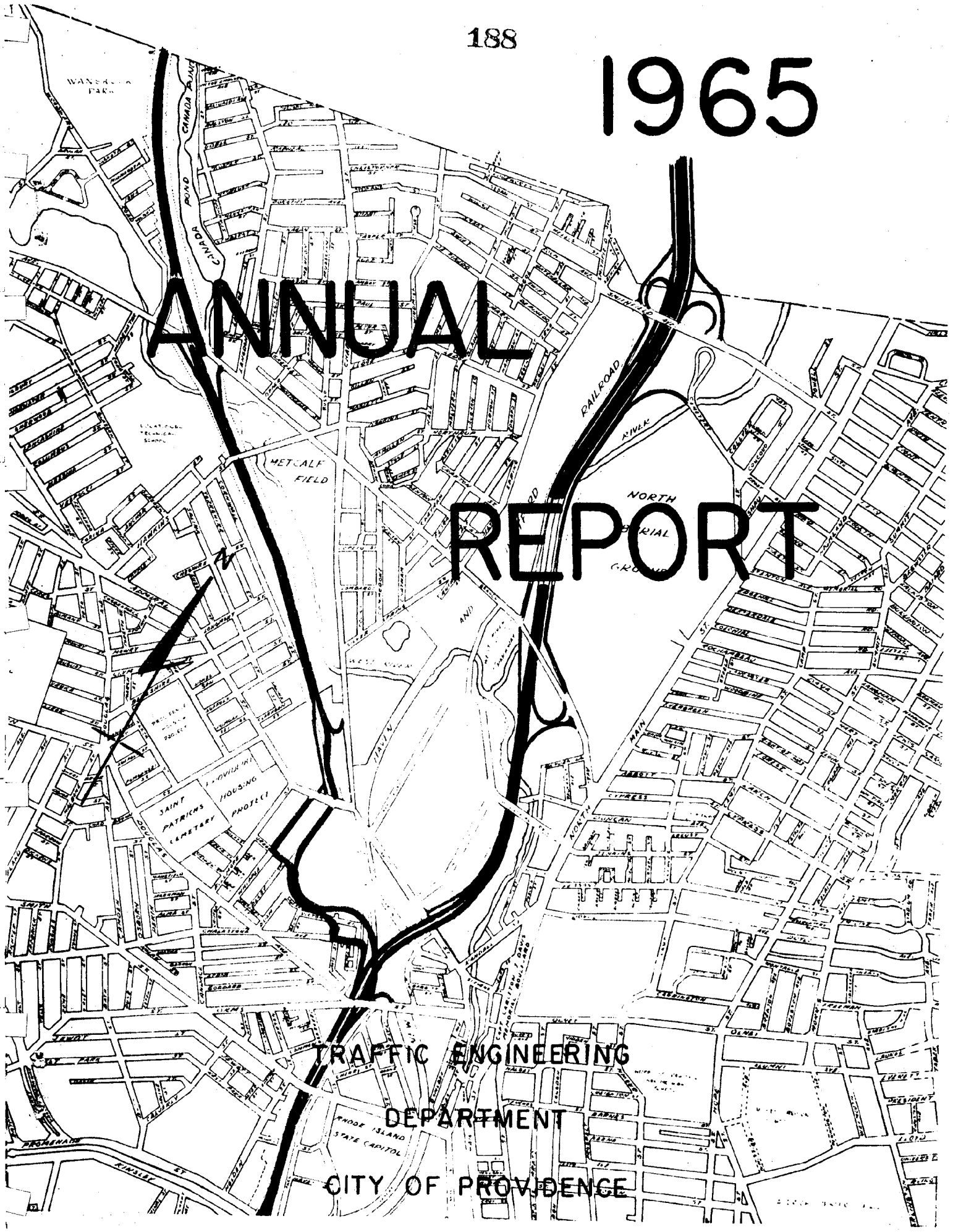
IN CITY COUNCIL
MAR 22 1966
READ:
WHEREUPON IT IS ORDERED THAT THE SAME BE RECEIVED.
Vincent Vespia
CLERK

FILED

MAR 11 2 37 PM '66

DEPT. OF CITY CLERK
PROVIDENCE, R.I.

1965 ANNUAL REPORT



TRAFFIC ENGINEERING

DEPARTMENT

CITY OF PROVIDENCE

CONTENTS

IN CITY COUNCIL
MAR 22 1966
READ:
WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.
Vincent Crespia
CLERK

City of Providence
TRAFFIC ENGINEERING DEPARTMENT
147 Fountain Street

CITY OF PROVIDENCE - - JOSEPH A. DOORLEY, JR., MAYOR

TRAFFIC ENGINEERING DEPARTMENT

JOHN I. LOGAN
Traffic Engineer
CLINTON F. ADAMS
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

February 15, 1966

The Honorable Joseph A. Doorley, Jr.
Mayor of Providence
The Honorable City Council
Providence, Rhode Island

Gentlemen:

Submitted herewith is the Annual Report of your Traffic Engineering Department for 1965.

The report is compiled to review the activities of the Department including physical changes that have been made in the street system, changes in traffic regulations, and a department breakdown of annual expenditures.

This past year has seen some of the most dramatic changes in the past twenty years. For the first time a freeway built through the downtown area of Providence is bypassing much of the "through" traffic that added to the congestion on our surface streets. The City can expect many advantages to its economy now that better access to the business section has been accomplished. Even with this new roadway in use, the problems of surface street activity will continue to be a major consideration of this Department; for it is only with a completely integrated highway system of freeways and City streets that the maximum benefits to the City may be realized.

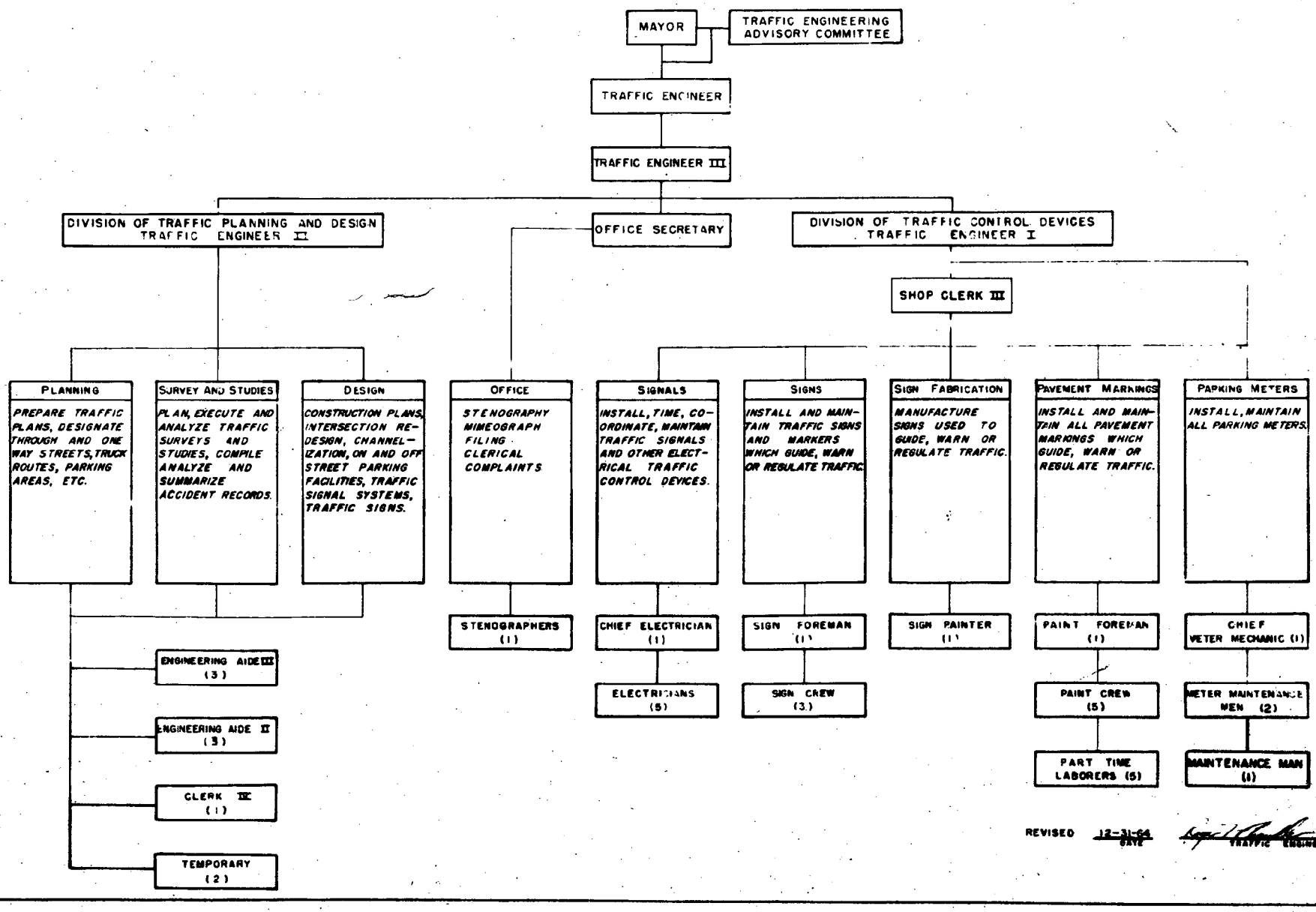
With your continued support, the best use of these and new facilities will be assured.

Very truly yours,

John I. Logan
Traffic Engineer

JIL:gd

CITY OF PROVIDENCE
TRAFFIC ENGINEERING DEPARTMENT



REVISED 12-31-64 DATE

TRAFFIC ENGINEER

PART I

INTRODUCTION

Major construction in the Rhode Island area continues to be the principal source of relief for our congested highways although it seems that as soon as one roadway is completed and opened to traffic it too becomes crowded and we must plan a second relief roadway. This would suggest that the mere creation of new highways is not the complete answer to the transportation problem. New construction is necessary, however, and much progress has been made in the city of Providence this year and will continue until our urban street pattern is complete.

Interstate Route 95, a dream for the past several years is today a reality, and is speeding traffic through some of the most congested sections of Rhode Island. Other projects remaining to complete the Freeway section of the Urban street pattern are:

(1) Interstate Route 195, the connector from Route I-95 Easterly to Massachusetts will be complete after the erection of the new Washington Bridge and the rebuilding of George M. Cohan Boulevard.

(2) New Red Bridge and River Drive connection to Route I-195

(3) Civic Center Interchange and connecting links to Route 6 West

(4) Extension of Route 6 West from Hartford Avenue to Plainfield Street

(5) Extension of the Huntington Niantic Avenue expressway from Reservoir Avenue to the Friendly Interchange.

Other localized construction will be undertaken as a part of Redevelopment projects scheduled throughout the City. The projects currently involving the Traffic Engineering Departments' personnel are the Central Classical project, the Weybosset Hill Project and the development of the East Side Urban Renewal Project. In all of these project areas it is the basic policy of this department to make the best use of the existing streets and highways, including portions of the freeway system that are available for use, to provide the safest and most efficient transportion system possible. As each segment or separate freeway project has progressed from site clearance, to construction involving temporary bypass roads, to final completion, many changes have been required in the traffic patterns around the construction areas.

In the next few years, changes in transportation will require all of the ingenuity that can be brought to bear on the problems including the increasing use of inadequate highways by even larger volumes of traffic. The city street system can only accomodate this excess traffic on extensive freeways or by application of sophisticated forms of traffic control.

Unquestionably in the next few years tremendous strides will be made toward the solution of man's biggest problem, transportation. Whether the "solution" will outmode immediately our present types of transportation is not known, therefore, the best possible use of our existing street system will continue to be our major goal. On-street and off-street parking, will continue to be a problem in all areas of the City until a truly adequate supply of off-street parking is made available. The off-street spaces must be of such

quantity, and the lots or garages designed in such a manner as to be compatible with the street system serving them.

Even though a great deal of progress has been accomplished indicated by increasing returns to the City and its population, much remains to be done to insure a continuation of this progress.

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 Joseph A. Doorley, Chairman
Joseph C. Keegan, Finance Director
William E. McCabe, City Solicitor
Howard A. Franklin, Chief of Police
Lawrence P. McGarry, Director of Public Works
Thomas L. Payne, 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 1965 were as follows:

John I. Logan, Traffic Engineer
Clinton F. Adams, Assistant Traffic Engineer
Albert Conca, 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 1964-1965

Item	Original Appropriation	Transfer	Spent	Returned General Fund
O	$190,021.55		$176,714.45	$6,307.10
I	32,522.00	$2,000.00	34,377.20	144.80
II	46,650.00	5,000.00	51,434.58	215.42
V	8,465.00		8,445.53	19.47
	$277,658.55	$7,000.00	$270,971.76	$6,686.79

Item O - Salaries $176,714.45

Item I- Services Other Than Personal

Narragansett Electric Company	$25,901.82
Other	8,475.38
	$34,377.20

Item II - Materials and Supplies

Stationery Supplies for Office and Shop	$ 765.00
Maintenance Materials for Office and Shop	525.00
Repair Parts for Traffic Control Equipment	14,306.00
Materials for Sign Construction and Erection	14,867.00
Street Painting Materials	14,401.00
Repair Parts for Parking Meters	1,082.00
Other	5,488.58
	$51,434.58

Item V - Plant Equipment

Filing Cabinet	$ 99.96
Publications	35.95
Truck Chassis and Cab - 1965	5,595.00
Traffic Control Equipment	2,714.62
	$8,445.53

PART III

1965 ACTIVITIES

1. Construction Activity

Completion of the portions of the Interstate system that ring the downtown area were the most important projects of the year. This construction required scheduling of the contractors' operations so that traffic using major arterial streets would not be disrupted.

During 1965, Interstate Route 95 was completed and opened to traffic completely through the City of Providence.

A. Construction Completed and Opened to Traffic

1. Broad Street Bridge (at Byfield Street)
   2 lanes . . December 30, 1964
   4 lanes . . July, 1964
2. Broad Street Bridge (at Franklin Street). . April 30, 1964
3. Smith Street Bridge . . . . . July 16, 1964
4. Orms Street Bridge . . . . . July 30, 1964
5. Eddy Street Bridge . . . . . August, 1964
6. I-95 main line
   Hayward Park to West Exchange Street . . . August 5, 1964
7. Majestic Off-Street Parking Garage . . . . August 27, 1964
8. I-95 main line
   Thurbers Avenue to Elmwood Avenue . . . . October 9, 1964
9. I-95 main line
   West Exchange Street to Orms Street .. . . October 29, 1964
10. Elmwood Avenue at Roger Williams Park
    Special left turn road (jug handle) . . . .November, 1964
11. I-95 main line
    Smithfield Avenue to Pawtucket city line . .June 8, 1965
12. I-95 main line
    Branch Avenue to Smithfield Avenue . . . . .November 11, 1965

13. main line
Elmwood Avenue to Route P-37 in Warwick December 11, 1965

B. Construction Started or Continuing

1. US-6 Hartford Avenue to City line

2. New Red Bridge and approach roads

3. Interstate Route 195 (New George M. Cohen Boulevard)

C. Street Reconstruction and Resurfacing Projects Which Required Special Handling, Such As Detours or Special Hours of Work Included:

1. Westminster Steeet (Barton to Valley)

2. Atwells Avenue relocation at Broadway

3. Broadway reconstruction (LaSalle Square to Service Rd. #8)

4. Fountain Street reconstruction (Greenman Lane to Service Road #8)

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:

	1961	1962	1963	1964	1965
1. Traffic Actuated Equipment (Vehicle actuated only)	44	44	48	51	50
2. Traffic Actuated Equipment (Vehicle and pedestrian actuated)	12	12	13	14	14
3. Fixed Time Equipment (No pedestrian signal heads)	82	80	82	93	95
4. Fixed Time Equipment (Equipped with pedestrian signal heads)	24	24	24	26	28
5. Special Pedestrian Crossings	5	5	5	5	7

	1961	1962	1963	1964	1965
6. Flashing (Red and Amber)	-	-	2	3	3
TOTALS	167	165	174	192	197

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.

Trouble Calls During Working Hours	1961	1962	1963	1964	1965
1. Mechanical or electrical	179	205	305	225	175
2. Lamps burned out	72	116	164	136	168
3. Damage to equipment	55	81	19	105	91
4. No trouble found	55	59	78	64	74
	361	461	566	530	508
Trouble Calls During Non-Working Hours					
1. Mechanical or electrical	219	211	214	234	230
2. Lamps burned out	47	64	60	94	108
3. Damage to equipment	27	22	12	52	58
4. No trouble found	39	37	36	58	42
5. Miscellaneous (bent posts, signs)	68	91	176	203	123
	400	425	498	641	561

New signal construction by Department personnel included:

1. Admiral Street and Oriental Street
2. Admiral Street, Whipple Street and Louisquisset Pike Exit
3. North Main Street and Industrial Drive

Signal installations currently under construction:

1. Dorrance Street and Weybosset Street
2. Broad Street and Stewart Street

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 posting of detours and in snow removal in the Pershing Square Parking Lot.

Sign Installation and Maintenance	1961	1962	1963	1964	1965
New installations	2486	908	1581	1348	1275
Signs replaced	2827	5342	6380	4545	5489
Signs repaired	257	331	390	409	485
	5570	6581	8351	6302	6349
Steel posts installed	1052	928	1100	1017	936
Movable standards placed	911	1055	1138	1235	2425
Parking meter posts	123	138	126	164	129
Pedestrian posts	39	25	44	46	45
	2125	2146	2408	2462	3535

Signs Manufactured	1961	1962	1963	1964	1965
Reflectorized - wood blanks	1068	1371	1689	1440	1370
Painted wood blanks	4853	5103	6446	3637	3735
	5921	6474	8135	5077	5105

C. Painting

The paint crews are responsible for applying all pavement markings throughout the City. Maximum effort in painting is concentrated in June and July when the weather has become warm enough to permit night work in order to provide minimum interference to traffic.

During inclement weather the crews prepare sign blanks, construct portable sign bases, and assist the sign or signal crews. During winter months they repair the paint machines and assist in snow removal in the Pershing Square Parking Plaza in addition to the other items mentioned.

	1961	1962	1963	1964	1965
Gallons of reflectorized paint used	3832	4852	4629	4541	4296
Miles of street marked (total program)	108	108	109	114.7	114.7
Miles of street repainted this year	-	-	88	73	72
Number of streets marked (total program)	141	141	142	143	143
Number of streets repainted this year			115	100	98
Number of intersections marked with crosswalks:					
Total program	738	734	741	747	746
Repainted this year	-	-	710	680	670

3. Parking Meters and Parking Lots

The parking meter maintenance crew is responsible for the physical maintenance and repair of the meter system. All coin collection is done by a private firm under contract with the Finance Department.

During 1965 the program of overhaul and rehabilitation was continued. Under this program each meter will be completely overhauled, worn parts replaced, the housing cleaned and painted, and new instruction plates installed. This maintenance program will prolong the useful life of these meters for several years. It will become necessary to schedule a replacement of these meters, since this particular make and model is no longer being manufactured.

The following is a summary of all revenues collected from parking meters and other parking facilities by the City of Providence.

Year	Pershing Sq. Parking Lot	Street Meters	Number of Meters in Service
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	27,016.68	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
1963	24,962.21	128,293.33	1638
1964	24,824.43	121,807.35	1595
1965	22,769.39	103,111.80	1435

The City also derived income from the Park 'n Lock Lot, the Francis Street Parking Deck, the Metropolitan Parking Lot, and the Eddy Street-Fountain Street Parking Lot (old bus station).

Year	Park 'n Lock	Francis Street Parking Deck	Metropolitan Parking Lot	Eddy and Fountain Lot (Old Bus Station)
1955	$12,829.66			
1956	$20,743.60			
1957	$24,069.57			
1958	$23,002.55	$ 1,725.69 (3 months)		
1959	$17,740.48 (11 months)	$ 4,315.13 (7 months)		
1960	$24,531.99	$11,718.89		
1961	$21,761.41	$11,581.40		
1962	$21,761.41	$10,569.70	$14,214.16	
1963	$22,739.25	$ 9,032.78	$14,214.12	
1964	$23,065.42	$ 6,971.64	$13.000.00 (Estimate)	$40,000.00
1965	$24,981.73	$ 6,515.32	(Redevelopment Agency)	(Redevelopment Agency)

4. 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:

	1961	1962	1963	1964	1965
Parking problems	133	113	108	115	164
Loading zones.	25	36	14	20	23

	1961	1962	1963	1964	1965
Intersections studied for control by:					
Signs	46	41	65	74	76
Traffic Signals	8	9	6	12	19
One-way streets	12	5	12	12	10
Miscellaneous	37	58	37	52	102
	261	262	242	285	394

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

	1961	1962	1963	1964	1965
Requests granted	50%	51%	65%	71%	59%
Requests denied	36%	26%	21%	24%	26%
Requests pending	8%	9%	8%	3%	5%
Closed by complainant	6%	14%	6%	2%	10%
	100%	100%	100%	100%	100%

5. Traffic Regulations Established

For 1965 a total of 231 traffic regulations were established 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.

Parking Prohibited	45
No Parking 8 AM to 6 PM or similar time limits	2
No Parking 8 AM to 10 AM or similar time limits	5
One Hour Parking 8 AM to 6 PM or similar time limits	3
Two Hour Parking 8 AM to 6 PM or similar time limits	2

Traffic Regulations Established (continued)

Three Hour Parking 8 AM to 6 PM or similar time limits	1
No Parking to Corner	53
No Stopping, Standing to Corner	2
No Parking Between Signs	20
No Parking - Bus Stop	1
No Parking - Cab Stand	2
No Standing 4 PM to 6 PM	5
Loading Zone	14
Yield Control	10
Stop Control	40
Traffic Signal Control	6
One Way Streets	13
Turn Restrictions	3
Truck Load Limit	4
	231

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 1964 and 1965 totals of accidents reported in writing shows a total of 14 fatalities during 1965 as compared with 22

fatalities for the previous twelve-month period, a decrease of 171 in the number of reported personal injury accidents, and an increase of 495 reported property damage accidents. A summary of accident statistics for the past four years is shown in the table on the following page.

Accident Statistics Summary

	1962	1963	1964	1965
TYPE OF ACCIDENT				
Fatal	21	13	22	14
Personal Injury	2079	1774	1659	1488
Property Damange	3914	3943	5072	5567
	6014	5730	6753	7069
FATALITIES				
Pedestrians	12(d)	11(c)	15(b)	6(a)
Riders	9	2	7	8
	21	13	22	14
PERSONS INJURED				
Pedestrians	465	385	427	385
Riders	2200	1818	1651	1472
	2665	2203	2078	1857

ESTIMATED COST (e)

1965 - $5,700,000

1964 - $5,800,000

1963 - $6,300,000

1962 - $7,000,000

(a) Three children under 10 and 1 bicyclist
(b) Two children under 10
(c) Two children under 10 and 1 bicyclist
(d) Seven children under 10
(e) Using current National Safety Council unit cost estimates for each year

Year	Population State	Population Providence	Vehicle Registration State	Vehicle Registration Providence	Motor Fuel Purchased Gallons State	Licensed Operators
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	----	----	388,735	69,988	273,001,747	430,526
1963	----	----	403,933	69,265	281,297,424	440,726
1964	----	----	424,028	71,683	288,749,593	456,600
1965	----	----	442,099	74,066	299,484,945	471,477

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%)	20,600 (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. 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
Oct. 1963	164,100	139,400	202,300 (74%)	46,700 (17%)	24,000 (9%)	273,000
Oct. 1964	162,800	138,700	199,800 (76%)	38,000 (15%)	22,800 (9%)	260,600
Oct. 1965	141,200	122,200	177,000 (73%)	41,000 (17%)	24,000 (10%)	242,000

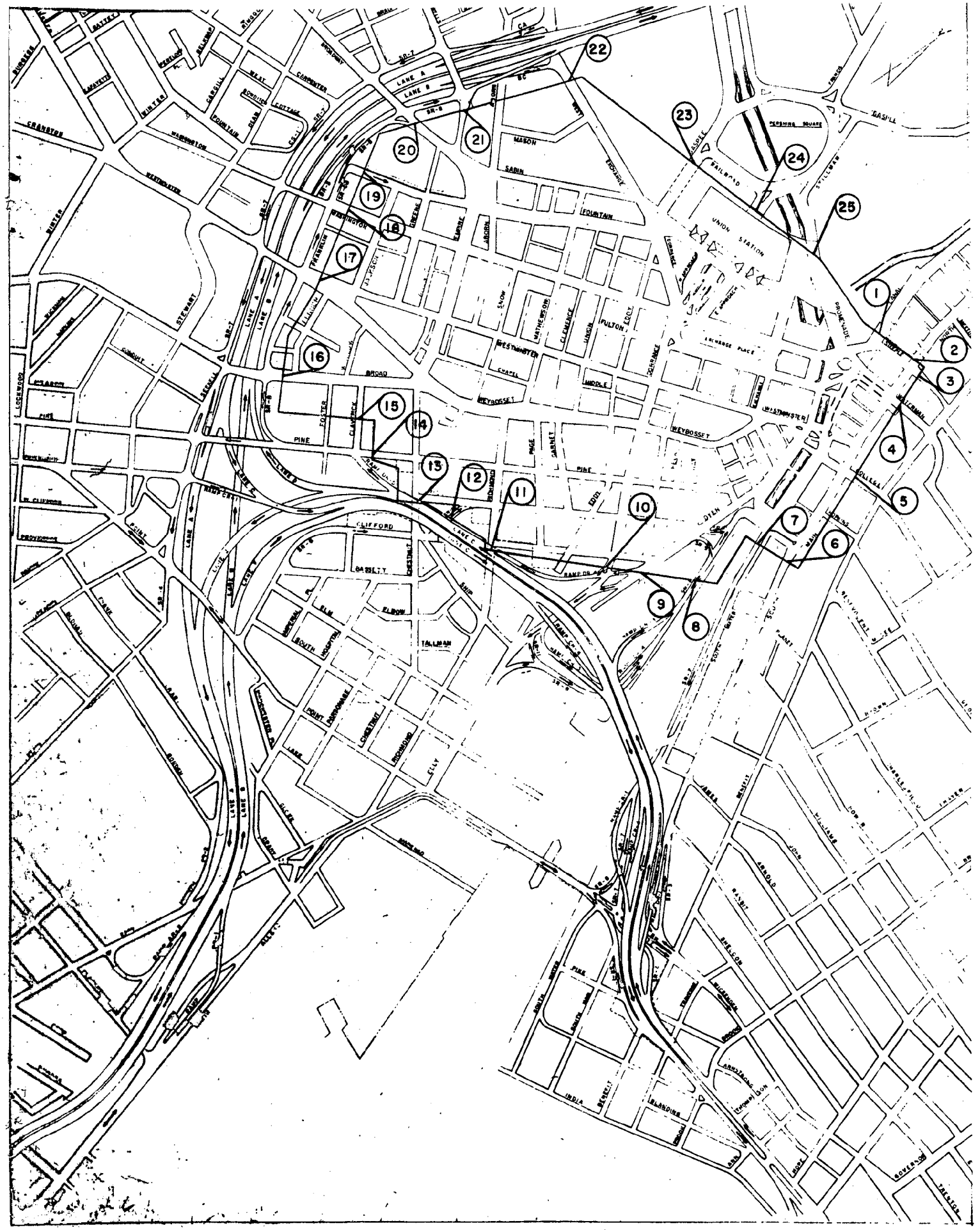
Downtown Parking Space Inventory

	Oct. 1945	Jan. 1949	Jan. 1955	Jan. 1959	Jan. 1964	Jan. 1965	Jan. 1966
Off Street Lots:							
Public	5,091	5,571	8,232	7,219	7,773	7,849	7,481
Private	706	755	1,078	1,247	1,204	1,268	1,190
Garages	825	862	812	777	1,247	1,655	1,480
TOTAL OFF STREET	6,622	7,188	10,122	9,243	10,244	10,772	10,151
TOTAL ON STREET	2,070	1,490	1,409	1,196	1,084	1,050	851
GRAND TOTAL	8,692	8,597	11,531	10,439	11,308	11,822	11,002

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	1960	1963	1964	1965
1	Canal	8,350	9,750	11,100	10,950	11,250	11,200	9,100
2	North Main	7,450	10,050	10,150	12,100	10,100	10,600	7,850
3	Thomas	4,350	7,050	7,600	7,250	6,850	6,700	7,100
4	Waterman	3,300	6,100	6,150	6,050	6,050	5,750	6,200
5	College	3,900	4,050	4,050	4,250	3,250	3,550	2,700
6	South Main	5,800	12,750	6,400	7,000	7,100	6,600	5,250
7	South Water	6,100	(c)	7,550	7,800	8,300	7,500	5,350
8	Service Road #8	(a)	(a)	10,800	10,950	12,000	10,900	9,150
9	Dyer	(b)	(b)	9,600	7,900	7,300	8,200	6,350
10	Dorrance	(b)	(b)	3,250	3,600	4,450	4,500	4,300
11	Richmond	3,550	3,800	3,900	3,700	3,600	3,350	3,200
12	Service Road #12	(a)	(a)	3,050	1,400	1,700	1,700	1,600
13	Chestnut	1,750	2,100	2,900	3,050	3,050	2,450	2,050
14	Pine	2,850	3,850	4,450	3,600	3,350	3,700	3,700
15	Claverick	1,550	1,450	1,700	2,350	2,900	2,350	2,100
16	Broad	7,300	10,400	10,200	11,700	8,400	8,750	8,900
17	Westminster	6,000	9,000	9,150	8,685	10,000	6,850	7,450
18	Washington	5,500	5,100	5,150	4,350	2,600	4,850	5,300
19	Fountain	1,950	3,450	3,450	3,450	150	300	(c)
20	Broadway	8,150	9,900	10,950	9,650	10,800	11,100	(c)
21	Atwells	2,950	4,250	4,500	4,450	5,700	5,800	12,300
22	West Exchange	2,900	2,550	2,550	2,550	2,650	4,250	4,750
23	Gaspee	14,100	18,050	17,500	19,700	16,500	17,500	13,200
24	Francis	3,100	4,000	3,150	3,500	3,850	3,600	3,400
25	Promenade	8,850	10,550	10,550	10,350	10,800	9,200	8,350
	Aborn	2,100	2,400	2,400	2,350	(e)	--	--
	Beacon	3,000	5,150	6,150	4,750	(e)	--	--
	Carpenter	1,800	1,750	1,750	1,750	(e)	--	--
	Clifford	1,150	1,800	(d)	(d)	--	--	--
	Eddy	11,800	16,650	(d)	(d)	--	--	--
	Franklin	3,100	5,200	5,200	5,200	(d)	--	--
	Friendship	3,400	3,350	(d)	(d)	--	--	--
	Minor Streets (Estimated)	3,350	4,050	2,050	1,800	1,500	1,500	1,500
	TOTALS	139,450	178,550	187,350	186,150	164,200	162,750	141,150

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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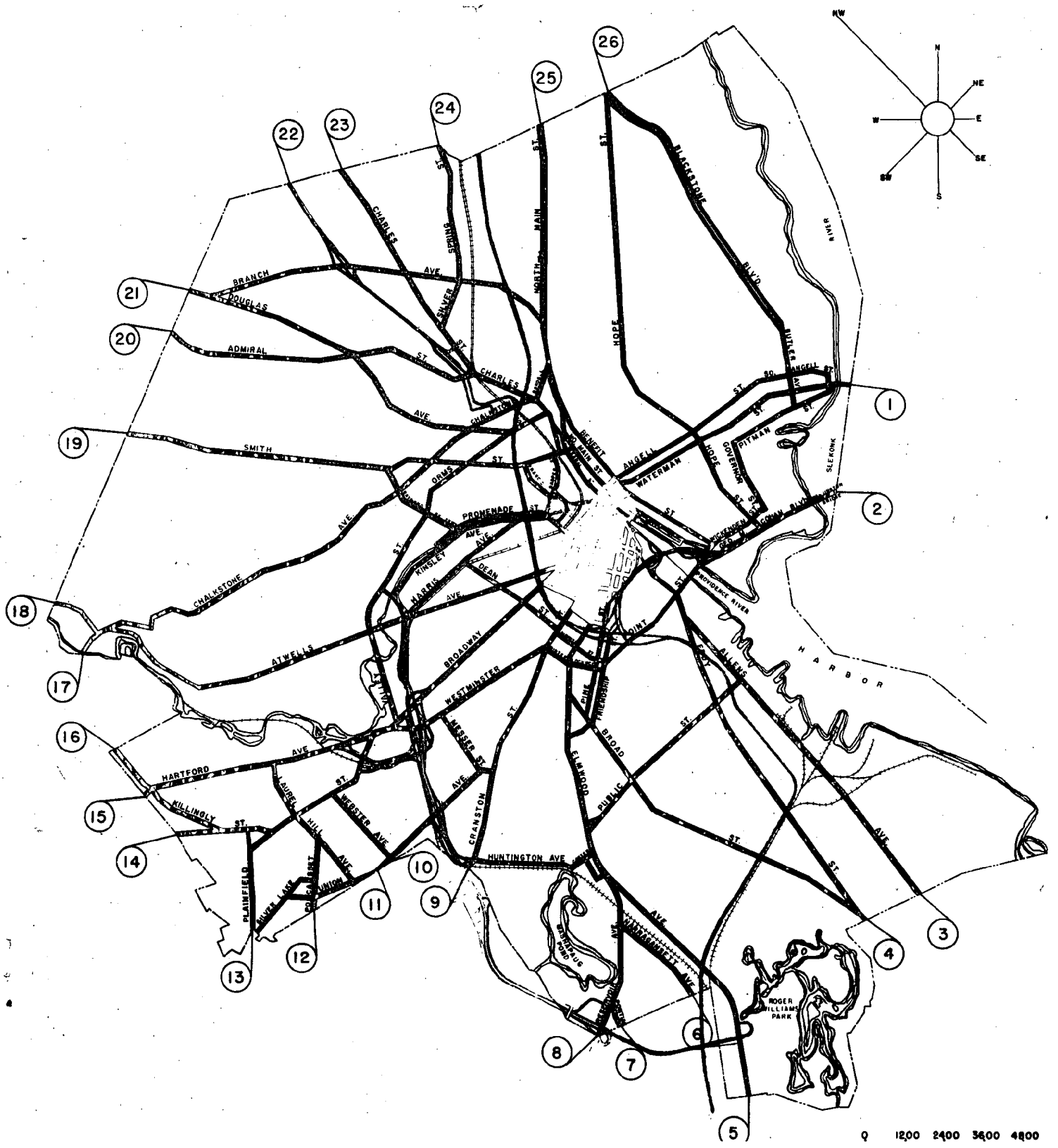
UNION STATION
PERSHING SQUARE
GASPEE
RAILROAD
STILLMAN
PROMENADE
EXCHANGE PLACE
WESTMINSTER
WEYBOSSET
PINE
BROAD
CHAPEL
MIDDLE
FOUNTAIN
SABIN
MASON
EMPIRE
ABORN
GREENE
WASHINGTON
FRANKLIN
SNOW
MATHEWSON
CLEMENCE
UNION
FULTON
EDDY
DORRANCE
GARNET
PAGE
FOSTER
CLAVERICK
CLIFFORD
BASSETT
CHESTNUT
RICHMOND
SHIP
ELBOW
TALLMAN
ELM
SOUTH
HOSPITAL
POINT
PORTLAND
ELLY
LANE A
LANE B
LANE C
SR-1
SR-7
SR-8
RAMP CR-1
CARPENTER
BROADWAY
CRANSTON
WESTMINSTER
WINTER
DUDLEY
STEWART
LOCKWOOD
PROVIDENCE
HUDSON
WICKENDEN
SHELDON
ARNOLD
JAMES
BENEFIT
WILLIAMS
JOHN
TRANSIT
INDIA
BLANDING
PIKE
SOUTH WATER
SOUTH MAIN
PLANET
BENEVOLENT
COLLEGE
MAIN
NORTH MAIN
STEEPLE
ELLERY
WEST
CADY
PEARL
ATLANTIC
BUGBEE
POND
ALLENS
GRAVES
ROCKLAND
BRIDGE
THOMPSON
GOVERNOR
TRAVERS
HOPE
ANN
WARREN

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

No. (a)	Street	1951-52	1962	1963	1964	1965
1	Red Bridge	27,300	22,200	21,300	22,000	29,300
2	G. M. Cohan Blvd.	35,500	55,500	57,000	65,000	70,000
3	Narragansett Blvd.	19,400	24,000	22,900	19,300	20,900
4	Broad Street	16,100	22,000	20,500	21,700	17,500
5	Elmwood Avenue	17,400	16,000	16,400	24,000	18,700
6	Narragansett Avenue	3,100	4,200	4,200(c)	3,700	3,500
7	Pontiac Avenue	5,400	5,800	6,700	6,900	5,300
8	Reservoir Avenue	20,900	36,000	36,800	42,000	42,600
9	Cranston Street	16,000	13,000	17,300	13,200	13,800
10	Webster Avenue	8,000	6,000	6,200	6,100	3,900
11	Laurel Hill Avenue	3,200	3,300	3,400	3,600	2,200
12	Pocasset Avenue	6,400	9,000	10,100	10,000	10,900
13	Plainfield Street	4,700	10,000	11,700	12,600	11,600
14	Sunset Avenue	2,200	3,000	4,000	4,000	3,900
15	Hartford Avenue	13,600	12,000	17,400	20,600	22,100
16	Killingly Street	6,600	5,600	6,700	6,900	7,900
17	Morton Avenue	6,100	10,000	10,000	14,300	12,500
18	Fruit Hill Avenue	4,600	6,900	8,900	8,100	3,600
19	Smith Street	13,200	15,800	17,400	19,900	13,300
20	Admiral Street	1,700	6,000	5,200	5,700	4,200
21	Douglas Avenue	5,700	4,600	6,800	7,600	7,600
22	Louisquisset Pike	(b)	11,000	10,000	13,000	16,600
23	Charles Street	9,400	6,000	5,300	5,500	7,000
24	Smithfield Avenue	11,000	12,900	14,400	12,400	15,700
25	North Main Street	29,500	34,000	28,500	32,000	29,000
26	Hope Street	8,900	12,800	13,500	13,800	10,800
		295,900	367,600	382,600	412,900	404,400

Notes: (a) See map on opposite page
(b) Not existing at this time
(c) Estimated figure

AVERAGE DAILY VOLUMES OF TRAFFIC
ENTERING AND LEAVING
THE
CITY OF PROVIDENCE
ON
ARTERIAL ROUTES



City of Providence

DEPARTMENT OF MILK INSPECTION

153 Eaton Street, Providence, R. I.

March 17, 1966

To the Honorable, The City Council of the City of Providence,
Gentlemen:

The following list of individuals, firms, companies, corporations, etc., with the approval of the Inspector of Milk, respectfully request licenses to sell milk, cream and skimmed milk in the City of Providence.

Respectfully submitted,
Richard S. McKenzie
Richard S. McKenzie,
Deputy Inspector of Milk

IN CITY COUNCIL
MAR 22 1966
READ AND GRANTED
Vincent Vespia
CLERK

47 Farmers Dairy, Inc.
275 Hartford Ave.
Prov., R. I.

48 LEDGE DAIRY
76 PAYTON AVENUE
WARWICK, R.I.

49 LYNCH DAIRY
81 RIVER AVENUE
PROVIDENCE, R.I.

50 MAPLEHURST FARMS, INC.
365 RIVER ROAD
LINCOLN, R.I.

51 MELLO'S DAIRY
19 LARCH STREET
EAST PROVIDENCE, R.I.

52 Thomas A. Ruotolo
150 Simmonsville Ave.
Johnston, R. I.

53 ROGER WILLIAMS DAIRY
33 Barrows Street
Providence, R. I.

54 RUSSO BROS. DAIRY FARM
315 Morgan Avenue
Johnston, R.I.

55 SMITHFIELD DAIRY FARM
154 DOUGLAS PIKE
ESMOND 17, R.I.

56 SUNCREST DAIRY, INC.
275 HARTFORD AVENUE
PROVIDENCE, R.I.

FILED

MAR 11 9 07 AM '66

DEPT. OF CITY CLERK
PROVIDENCE, R.I.

CITY OF PROVIDENCE

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

The Board of Commissioners of Sinking Funds make this their 347th. Quarterly Report for the quarter ended December 31, 1965.

SINKING FUNDS

BONDS	DUE	RATE	BONDED DEBT	SEPTEMBER 30, 1965	DECEMBER 31,1965	INCREASE + DECREASE -
WATER	1/3/68	4%	$1,500,000.00	$1,500,000.00	$1,500,000.00	---
SINKING FUND RESERVES			---	645,374.18	648,355.43	$2,981.25 +
REDEMPTION CITY DEBT WATER			---	12,752.00	12,752.00	---
REDEMPTION CITY DEBT GENERAL			---	200.00	200.00	---
TOTALS			$1,500,000.00	$2,158,326.18	$2,161,307.43	$2,981.25 +

FUNDS HELD IN TRUST BY THE COMMISSIONERS OF SINKING FUNDS

NAME OF FUND	FUND BALANCES SEPTEMBER 30, 1965	DECEMBER 31, 1965	INCREASE + DECREASE -
PREMIUM ON BONDS	$ 16,406.00	$ 16,406.00	
VALLEY VIEW HOUSING RESERVE	267,071.44	280,945.89	$13,874.45 +
NO.BURIAL GRD.PER.CARE FUND	650,276.52	651,855.36	1,578.84 +
NO.BURIAL GRD.PER.CARE FUND-INCOME	29,109.12	23,068.36	6,040.76 -
FIRE INSURANCE FUND	54,313.32	54,313.32	---
WATER WORKS DEP. & EXT. FUND	595,191.70	595,191.70	---
TOTALS	$1,612,368.10	$1,621,780.63	$ 9,412.53 +

IN CITY COUNCIL
MAR 22 1966
READ:
WHEREUPON IT IS ORDERED THAT THE SAME BE RECEIVED.
Vincent Vespia
CLERK

Respectfully submitted by request of the Board of Commissioners Sinking Funds;

Joseph A. Doorley Jr.
Mayor and Chairman

MAR 9 10 45 AM '66
OFFICE OF THE CLERK
PROVIDENCE, R.I.

CITY OF PROVIDENCE

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

The Board of Commissioners of Sinking Funds make this their 346th. Quarterly Report for the quarter ended September 30, 1965.

BONDS	DUE	RATE	BONDED DEBT	SINKING FUNDS JUNE 30, 1965	SINKING FUNDS SEPTEMBER 30, 1965	INCREASE + DECREASE -
WATER	7/1/65	4%	$2,500,000.00	$2,500,000.00	--- --	$2,500,000.00 -
WATER	1/3/68	4%	1,500,000.00	1,500,000.00	$1,500,000.00	--- --
SINKING FUND RESERVES				641,029.18	645,374.18	4,345.00 +
REDEMPTION CITY DEBT WATER				--- --	12,752.00	12,752.00 +
REDEMPTION CITY DEBT GENERAL				--- --	200.00	200.00 +
TOTALS			$4,000,000.00	$4,641,029.18	$2,158,326.18	$2,482,703.00 -

FUNDS HELD IN TRUST BY THE COMMISSIONERS OF SINKING FUNDS

NAME OF FUND	FUND BALANCES JUNE 30, 1965	FUND BALANCES SEPTEMBER 30, 1965	INCREASE + DECREASE -
PREMIUM ON BONDS	$ 16,406.00	$ 16,406.00	--- --
VALLEY VIEW HOUSING RESERVE	260,751.12	267,071.44	$ 6,320.32 +
NO. BURIAL GRD.PER.CARE FUND	647,118.02	650,276.52	3,158.50 +
NO. BURIAL GRD.PER.CARE FUND-INCOME	31,208.68	29,109.12	2,099.56 -
FIRE INSURANCE FUND	42,499.26	54,313.32	11,814.06 +
WATER WORKS DEP.& EXT. FUND	342,189.32	595,191.70	253,002.38 +
TOTALS	$1,340,172.40	$1,612,368.10	$272,195.70 +

Respectfully submitted by request of the Board of Commissioners Sinking Funds;

Joseph A. Doorley Jr.
Mayor and Chairman

IN CITY COUNCIL
MAR 22 1966
READ:
WHEREUPON IT IS ORDERED THAT THE SAME BE RECEIVED.
Vincent Cegles
CLERK

MAR 9 10 49 AM '66
DEPT. OF ACCOUNTS
PROVIDENCE, R.I.