

RESOLUTION OF THE CITY COUNCIL

No.

Approved

RESOLVED, That the Traffic Engineer is requested to cause the installation of Three-Way "Stop" Signs at the intersection of Courtland Street and Carpenter Street.

IN CITY COUNCIL

MAR - 4 1993

READ AND DENIED

Juan M. Angelone CLERK

IN CITY COUNCIL
NOV 1 1990
FIRST READING
REFERRED TO COMMITTEE ON
Michael R. Clement CLERK
First Deputy

PUBLIC WORKS

THE COMMITTEE ON
PUBLIC WORKS

Recommends *Be Continued*
Michael R. Clement
Feb. 6, 1991
April 28, 1992
Clerk:

THE COMMITTEE ON
PUBLIC WORKS

Recommends *Be Denied*
Barbara A. Garrow
2/24/93
Clerk:

Councilman Lombardi (By Request)

City of Providence



Rhode Island

Department of City Clerk

MEMORANDUM

DATE: November 5, 1990
TO: B. James Suzman, Traffic Engineer
SUBJECT: Various Street Matters
- CONSIDERED BY: Committee on Public Works
DISPOSITION:

Attached are copies of the subject matters for your study and report back in writing to the above-named Committee as soon as practical.

- * Whitford Avenue and Nelson Street - Four-Way Stop Sign
- ✓ Courtland and Carpenter Streets - " " " "
- Brewster and Fourth Streets - " " " "
- Douglas Avenue & Chad Brown Street - Traffic Signal Light

B. JAMES SUZMAN
TRAFFIC ENGINEER
IRENE J. TESTA
DIRECTOR



VINCENT A. CIANCI, JR.

~~JOSEPH A. CIANCI, JR.~~
MAYOR

Department of Traffic Engineering
"Building Pride In Providence"

M E M O R A N D U M

TO: Committee on Public Works
FROM: Irene J. Testa
DATE: 2/5/91
RE: PENDING MATTERS

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- 1) To Close Nelson Street during certain hours during school days.
Disposition: Granted
 - 2) Establish a 4-way STOP control at Whitford Street and Nelson Street.
Disposition: Granted.
 - 3) Install a traffic signal at Chad Brown Street and Douglas Avenue.
Disposition: This intersection meets the warrants for a traffic signal and will be placed on our priority list for signal installations. Funding is not available at this time, however, funds will be requested in departmental budget requests for Fiscal Year 1992.
 - 4) To establish Detroit Avenue as a one-way street.
Disposition: No objection.
 - 5) To establish "RESERVED FOR PRESS" signs along Moulton Lane.
Disposition: Denied. This department cannot reserve parking spaces unless it can be proven that the public's interest is best served. A loading zone area will be installed and can be properly utilized by the radio station.
 - 6) To establish 4-Way STOP controlls at the following intersections:
 - a) Almy Street & Meader Street
 - b) Chester Avenue & Taylor Street
 - c) Gay Street & Dudley Street

- d) Malloy Street and Home Avenue
- e) Brewster Street and Fourth Street

Disposition: Denied. Four-way stop controls are not warranted at the above intersections at this time. STOP control signs are not to be used to control speeding. The City could be held liable for placing a 4-way stop control where it did not meet the warrants for a four-way stop control. Where stop signs are installed as "nuisances" or "speed breakers", there is a high incidence of intentional violation. In those locations where vehicles do stop, the speed reduction is effective only in the immediate area of the stop sign, and frequently speeds are actually higher between intersections

- ✓ 7) To establish a three-way stop control at Courtland Street and Carpenter Street.

Disposition: This intersection is presently under study and a report will be made for the next scheduled meeting.

B. JAMES SUZMAN
Traffic Engineer
IRENE J. TESTA
Director



VINCENT A. CIANCI, JR.
Mayor

Department of Traffic Engineering
"Building Pride In Providence"

M E M O R A N D U M

TO: ROBERT M. CLARKIN, CHAIRMAN
COMMITTEE ON PUBLIC WORKS

FROM: B. JAMES SUZMAN

DATE: APRIL 27, 1992

RE: PENDING MATTERS

Request: That the Traffic Engineer is requested to cause the installation of three-way and four-way stop controls at the following intersections:

✓ Huron Street and Regent Avenue - denied pending further study.

✓ Carpenter Street and Courtland Street - approved

Chester Avenue and Taylor Street - denied

Almy Street and Meader Street - denied

Highland Avenue and Ninth Street - denied

Udike Street and Daboll Street - denied pending further study.

Parkman Street and Sinclair Avenue - denied

Bowlet Street and Barbara Street - denied

Fairview Street and Leah Street - denied

Sharon Street and Stonelaw Avenue - denied

Nelson Street and Salter Street - denied

Cumberland Street and Sandringham Avenue - denied

Disposition: Four way stop controls requested above and denied for the following reasons. THE CITY SOLICITOR'S DEPARTMENT HAS ADVISED THIS DEPARTMENT THAT REQUESTS FOR MULTI-WAY STOP SIGNS SHOULD BE SOLELY DETERMINED ON THEIR MEETING FEDERAL (STATE) WARRANTS in order to minimize liability to the City for both maintenance and improper approval of multi-way stop requests.

The above denied intersections DO NOT MEET THE MINIMUM REQUIREMENTS AS SET FORTH IN THE FEDERAL HIGHWAY ADMINISTRATOR'S MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (COPY ENCLOSED) PURSUANT TO R.I. GENERAL STATUTES TITLE 39, CHAPTER 13, SECTION 1 (39-13-1) (COPY ENCLOSED).

Request: To establish Niagara Street between Early Street and Detroit Avenue a NO PARKING ANY TIME area.

Disposition: Approved.

Request: To establish Corinth Street as a one-way Street.

Disposition: Approved. Corinth Street shall be established as a one-way Street in an easterly direction from Niagara Street to Broad Street.

Request: To install a traffic signal control at the intersection of Cypress Street and Hope Street.

Disposition: Denied. This intersection does not meet the minimum warrants for a traffic signal control device as set forth in the Manual on Uniform Traffic Control Devices. We have requested \$250,000.00 in Fiscal Year 1993's Budget for traffic signal signalization. If this request is funded in full, we probably can install a flashing beacon at this location.

Request: To establish Kossuth Street as a one-way street.

Disposition: No objection - approved.

Request: To add a left turn directional signal at the traffic light presently located at the interseciton of Plainfield Street, Hartford Avenue and Manton Avenue.

Disposition: The intersection in question is actually Westminster Street and Manton Avenue. The present system's program cannot accept an additional phase for advanced green time for east bound on Westminster Street turning left onto Manton Avenue. The cost of upgrading the traffic signal controller is over \$2,000.00 and would have to be performed by a qualified factory representative. We have requested \$250,000.00 in Fiscal Year 1993's Budget for traffic signal signalization. If this request is funded, we will advertise for bids to upgrade this intersection.

Chairman Robert M. Clarkin
April 27, 1992
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Request: Installation of four-way stop controls at the following intersections:

Lenox Avenue and Hamilton Street

Laura Street and Hamilton Street

Lenox Avenue and Niagara Street

Disposition: The above intersections are included in the Elmwood Avenue Traffic Plan and will be further studied with the requests to make Ontario Street one-way from Elmwood Avenue to Broad Street and to make Congress Avenue one-way from Broad Street to Elmwood Avenue. Enclosed is a copy of a memorandum dated 8/29/85 concerning the old Elmwood Avenue Traffic Plan that I repealed. This area has long been an area of controversy and no changes should be made until the effects of changing traffic patterns can be proven to cause no detrimental effects to the community. A meeting should be held with the Councilperson, State representatives, Police and Fire officials, this department and a representation from the neighborhood. I am, therefore, requesting the Councilperson Nolan to set up a meeting to discuss this matter in more detail. A copy of my 8/29/85 is enclosed for review.