



Vincent Vespia
City Clerk

474
CITY OF PROVIDENCE - RHODE ISLAND - Walter H. Reynolds, Mayor

DEPARTMENT OF CITY CLERK

CITY HALL

William H. Matthews
First Deputy
Dorothy K. McGinn
Second Deputy

MATTER FILED AS NO. 474 REMOVED, NOVEMBER 20,
1964; THE SAME HAVING BEEN FILED IN ERROR.


VINCENT VESPIA, CITY CLERK



TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
JOHN I. LOGAN
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

June 10, 1964

Committee on Public Works
Honorable City Council
City Hall

Gentlemen:

We have completed our investigation of the request to establish a truck restriction on Cumerford Street.

The trucks which are the basis for the complaint belong to the Raymond and Higgins Oil Company which is located on Judith Street off Sterling Avenue. They have 6 or 7 trailer tank trucks which leave in the morning and return in the afternoon. Their destination is Allens Avenue via the Huntington Expressway.

This company has been at this location for 24 years. It is unfortunate that their location forces them to use a residential street in order to obtain access to their property but under existing conditions they have no choice. If a truck restriction were established on Cumerford Street they would be forced to use other residential streets in the area.

Therefore, we do not recommend the establishment of a truck restriction on Cumerford Street.

Very truly yours,

Roger T. Chandler
Roger T. Chandler
Traffic Engineer

CFA:pf

IN CITY COUNCIL
JUL 2 - 1964

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

Vincent Vespa
CLERK

FILED
JUN 12 12 24 PM '64
DEPT. OF CITY CLERK
PROVIDENCE, R. I.

THE COMMITTEE ON

Paul H. W. Smith
Recommends Be Re-elected

Elizabeth C. ...
Clerk
6-19-64



TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
JOHN I. LOGAN
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

June 8, 1964

Committee on Public Works
City Hall
Providence, Rhode Island

Gentlemen:

We have studied the request to make Duxbury Street one way from Killingly Street to Plainfield Street.

At the present time Duxbury Street serves as the connecting link between Plainfield Street and Killingly Street. At the intersection of Duxbury Street and Plainfield Street there is only one conflicting traffic movement—that of the northerly bound traffic on Plainfield Street heading into Duxbury Street in conflict with the westerly to southerly bound traffic on Plainfield Street. This conflict is now controlled with a "Yield" sign which directs traffic westbound on Plainfield Street to yield to traffic northbound on Plainfield and headed toward Duxbury.

The proposed one way pattern on Duxbury Street would have eliminated this conflict. However, the large majority (70%) of the traffic headed northerly on Duxbury Street makes a left turn at Killingly Street to continue on toward Hartford Avenue. The remaining 30% turns right and then turns left into Petteys Avenue. The only alternate path for these vehicles would be to continue on Plainfield Street to Jewell Street, make a left turn on Jewell and then a left on Killingly or cross Killingly to Petteys Avenue.

As a result of this investigation, I do not recommend the establishment of Duxbury Street as a one way street for the following reasons:

1. It would substantially increase the traffic volume on Jewell Street, a residential street and a narrower street than Duxbury Street.
2. It would create the necessity for a heavy left turn at Plainfield and Jewell with no possibility for turn protection short of the installation of a full traffic signal; whereas, at Duxbury this equivalent turn is now given some protection with the "Yield" regulation.
3. It would add substantially to the volume and turning movements at the intersection of Jewell, Petteys, and Killingly. This intersection now has the poorest reported accident record of the four intersections involved. This proposed change would not improve this condition. In all probability we would experience an increased number of accidents due to the poor visibility motorists on Jewell Street have of traffic moving on Killingly Street, especially in a northwesterly direction.

IN CITY COUNCIL

JUL 2 - 1964

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

RTC:EM

Uminit Vespa
C I FRK

Very truly yours,

Roger T. Chandler
Roger T. Chandler
Traffic Engineer

THE COMMITTEE ON

Public Works

Recommends *Approval*

Adopted
by *Members*
Clerk



477
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.

June 8, 1964

Committee on Public Works
City Hall
Providence, Rhode Island

Gentlemen:

We have reviewed the traffic conditions at the intersection of Grotto Avenue and President Avenue as requested.

The volume of traffic using this intersection is quite small, the reported accident history is excellent, and the visibility or sight distance at the intersection is reasonably good.

In view of these several factors, we do not recommend any traffic control regulations at this intersection at this time.

Very truly yours,

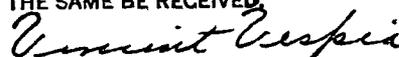

Roger T. Chandler
Traffic Engineer

RTC:EM

IN CITY COUNCIL

JUL 2 - 1964

READ:
WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED


CLERK

RESOLUTION OF THE CITY COUNCIL

No.

Approved

RESOLVED, That the Traffic Engineer is requested to investigate the necessity of the installation of "Boulevard Stop" signs on Grotto Avenue at its intersection with President Avenue, and if deemed to be necessary cause such installation.

RESOLUTION
OF THE
CITY COUNCIL

IN CITY
COUNCIL

APR 18 1984

FIRST READING
REFERRED TO COMMITTEE ON
PUBLIC WORKS.....

Richard Hoopes, CLERK

THE COMMITTEE ON

Public Works.....
Recommends
as continued

Mr. Stanley.....
by request

DEPT. OF PUBLIC WORKS
PROVIDENCE, R. I.
APR 18 11 31 AM '84

HORTON, CHURCH & GOFF INC.

Marketing
Advertising
Public Relations

800 TURKS HEAD BUILDING • PROVIDENCE 1, RHODE ISLAND • GASPEE 1-4901

April 9, 1964

Mr. Thomas W. Pearlman, Councilman
203 Blackstone Boulevard
Providence, Rhode Island

Dear Tom,

This problem may not come under your office and, if not, I hope you can refer me to the proper authorities. Briefly, it concerns the need for a traffic control -- preferably a Stop sign -- at the intersection of Grotto and President Avenues.

As you may know, both of these streets have become busy thoroughfares, particularly during the good weather months when people use them as entrances and exits to the Seekonk River "parking" area. Nights and weekends are the peak periods.

The volume of traffic through this intersection, however, is not as critical as the speeds at which many of the cars travel. Since the Boulevard is well patrolled, many of them seem to use Grotto as the alternate speedway.

Since moving to this neighborhood several years ago, we have been fearful that a bad accident will occur at this intersection; one involving not only the vehicle operator (s) but one or more of the young children from nearby homes. Within a 75 yard radius of this corner there are approximately 30 children between the ages of 3 and 14 years of age. We have two of our own in this group. All of these children play in the area and use this corner as a crossing many times a day.

Last Sunday afternoon (April 5th), we had another of a long series of accidents and near-accidents. A car filled with teenagers traveling on Grotto collided with another operated by youngsters traveling on President. Fortunately, no one was injured. A police officer was called and handled the reporting of the accident. While he was occupied with this, another "bomber" came speeding down Grotto and roared through the intersection before he could flag it down. When we questioned him as to what could be done to stop this, he agreed that we needed a stop sign and suggested "writing your councilman".

I understand that some years ago there was an effort made to have a sign installed but that nothing ever came of it. Perhaps at that time there was not enough traffic to warrant it. There certainly is now, however, and I sincerely hope that something can be done to control it before a serious accident occurs.

Mr. Thomas W. Pearlman -- page 2.

I would most appreciate your comments, Tom, and, if there is anything further I can do to help get some action on this please let me know. Thank you.

Sincerely,



James E. DuBois
Vice President & Creative Director

JED/jb

THE CITY OF PROVIDENCE
Office of the City Clerk

MEMORANDUM

Providence, R. I. ~~April 20,~~ 1964

TO: Traffic Engineer

SUBJECT: DePASQUALLE AND GROTTO AVENUES, AND KILLINGLY AND PITMAN STREETS.

CONSIDERED BY: Committee on Public Works

ACTION TAKEN: Attached are copies of Resolutions concerning Traffic Control on the above subject streets.

Veniant Vespa
City Clerk

City of Providence
DEPARTMENT OF MILK INSPECTION

C. V. Chapin Hospital
153 Eaton Street, Providence, R.I.

July 2, 1964

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

- 912 BABE'S SURPLUS
928 Broad Street
Providence, R.I.
- 913 JOYLAND TAVERN
13-15 Chaffee Street
Providence, R.I.
- 914 ECONOMY MARKET
1186 Elmwood Avenue
Providence, R.I.
- 915 AL & JOBY'S RESTAURANT
28 Rathbone Street
Providence, R.I.
- 916 JIMMY'S RESTAURANT
89 Bucklin Street
Providence, R.I.
- 917 RAE'S VARIETY
417 Orms Street
Providence, R.I.
- 918 WEINSTEIN'S LAKE PEARL MANOR, INC.
Lake Pearl
Wrentham, Mass.

IN CITY COUNCIL

JUL 2 - 1964

READ AND GRANTED

Vernon Vespia
CLERK

479
REPORT OF THE COMMITTEE
ON

CLAIMS AND PENDING SUITS

PAGE 1

TO THE HONORABLE THE CITY COUNCIL
OF THE CITY OF PROVIDENCE

Gentlemen:

Your Committee on Claims and Pending Suits respectfully reports relative to the number of cases in which settlements were recommended for the quarter ended June 30, 1964.

Your Committee has recommended settlement in thirty-nine cases.

Respectfully submitted,

For the Committee

Edward J. Loughran
EDWARD J. LOUGHRAN
Chairman

EJL/ss

IN CITY COUNCIL

JUL 2 - 1964

READ:

WHEREUPON IT IS ORDERED THAT
THE SAME BE RECEIVED.

Vincent Vespa
CLERK

REPORT OF THE COMMITTEE
ON

CLAIMS AND PENDING SUITS

PAGE 2

Agnes Martel	\$ 175.00
The Columbus National Bank of Providence	202.12
Joseph Gurland and Doris Gurland	25.00
Sadie Wing	500.00
Vincent S. Piccoli	40.00
Walter L. Carnevale	95.00
Richard A. McStay	82.95
Motors Insurance Corporation	139.80
Sherman S. Price	50.42
Mary Ann Giuliano	100.00
Emma Melei	25.00
John A. Godlewski	5.00
Lena Ackley	150.00
Arthur T. Muldowney	38.00
Sarah Rappaport	950.00
Irving Silverman	350.00
Estate of Elsie Holmes	1,250.00
Michael J. Aniki	575.00
Stanley R. Blacher	41.13
Rose W. Arnold	221.45
Elizabeth Perry	35.00
Irene Greenberg	25.00
Louis E. Downing	50.00
Mary C. Dee	300.00
State of Rhode Island	51.00
George E. Strasser	35.00
Mario Vicario	31.30
Manuel Young and Avis Young	596.50
Ruth Feld	141.00
Theresa Buonfiglio	93.00
Anthony Pettinato	100.00
Sadie Schretter	20.00
Robert J. Hynes	48.75
Raymond Valles	20.00
Motor Insurance Corporation	240.00
Ann Carnevale	100.00
John J. Ward	216.00
Catherine Gautieri	5.00
Edward Lanni	100.00
	<hr/>
TOTAL	\$7,223.42