



TOWN OF HANOVER
550 HANOVER STREET, SUITE 29
HANOVER, MASSACHUSETTS 02339
781-826-5000 ext. 1084

David Delaney, Chairman
John Tuzik, Vice-Chair
Brian Barthelmes
Emmanuel Dockter
Jocelyn Keegan

TRAFFIC ZONE REVIEW POLICY

POLICY 18-03

INTRODUCTION:

In response to numerous inquiries for reduced speed limits in the Town of Hanover, as well as the Hanover Police Department's duty to enhance public safety throughout the Town of Hanover, the Board of Selectmen implements the following policy upon the recommendation of the Hanover Safety Committee as to the evaluation and criteria to implement a thickly settled/Business District (25 MPH) or Safety Zone (20 MPH) in the Town of Hanover.

PURPOSE:

The Hanover Police Department is committed to continuously improving and enhancing public safety throughout the Town and to the prevention and deterrence of criminal activity. Reduced speeds on thickly settled or Business Districts streets as defined in M.G.L. c.90 s.17C or areas to be deemed to meet the criteria of a Safety Zone as defined in M.G.L. c. 90, s. 18B are seen to benefit certain streets within the Town of Hanover and enhance pedestrian and vehicular safety.

Citizen requests for reduced speed zones, i.e. thickly settled/Business District and Safety Zone will also be assessed and reviewed in accordance with this policy. After the review of such requests, a recommendation will be made either approving or denying such citizen request.

SCOPE:

This policy outlines the procedure for the evaluation of reduced speed zones throughout the Town. While the Hanover Safety Committee will make recommendations based on this policy, a multi-departmental review of the necessity of establishing a safety zone will be performed. The final authority to approve or deny the approval of a safety zone will rest with the Board of Selectmen.

EVALUATION:

The Board of Selectmen in conjunction with the Hanover Safety Committee has developed this policy to evaluate and assess the need for the implementation of a thickly settled district or a safety zone throughout the Town. The Police Department, in conjunction with the Department of Public Works, and other municipal departments as designated by the Town Manager, will evaluate and assess areas throughout the Town by identifying potential public safety risks where the adoption of the thickly settled/Business District or Safety Zones are being proposed. Citizen requests will be evaluated using established criteria. While the criterion to be used encompasses many factors, the two most important factors are the enhancement of public safety and motor vehicle crashes.


Procedure for Evaluating a Request

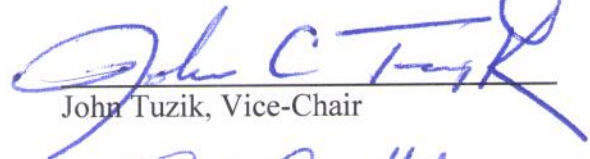
1. The thickly settled/Business District or Safety Zone request will be forwarded to the Hanover Safety Committee for review. Such requests will be reviewed within 30 calendar days of receipt of the request.
2. The Hanover Safety Committee will evaluate the following for a Safety Zone:
 - a. Review crash data in the area of the request over a five (5) year period.
 - b. Identify the proximity of bus stops on the street or streets in question.
 - c. Identify the proximity of crosswalks in the requested area.
 - d. The Hanover Safety Committee will make sure that any requests for a Safety Zone meet the following minimum criteria:
 - i. The street should be adjacent to a land use that is likely to attract vulnerable road users.
 - ii. The Safety Zone should contain one or more areas that have potential conflicts between motor vehicles and vulnerable road users that warrant a reduction in speeds such as crosswalks, driveways, or side streets.
 - iii. The minimum length of the Safety Zone should be at least one quarter (1/4) of a mile and it should not extend more than 500' beyond a side street unless an applicable land use continues along the adjacent block.
3. The Hanover Safety Committee will evaluate the following for a thickly settled or Business District:
 - a. Identify the proximity of bus stops on the street or streets in question.
 - b. Review crash data in the area of the request over a five (5) year period.
 - c. Identify the proximity of crosswalks in the requested area.
 - d. In order to declare a thickly settled or business district, the territory contiguous to any way which is built up with structures devoted to business, or the territory contiguous to any way where the dwelling houses are situated at such distances as will average less than two hundred feet between them for a distance of a quarter of a mile or over. (M.G.L. c. 90 Section 1)
4. The Hanover Safety Committee will take all of the criteria above as well as input from abutters and residents on the proposed street and then make their recommendation to the Board of Selectmen.
5. The approval or denial recommendation will be forwarded to the Board of Selectmen
6. The Board of Selectmen will advertise for each of the two weeks preceding the public hearing in a newspaper of general circulation where the proposed thickly settled/Business District or Safety Zone will be discussed with the residents of the affected street.

7. If a Safety Zone is approved by the Board of Selectmen, then in accordance with M.G.L. c. 85 Section 2, an engineering study will be ordered to validate the posting of the appropriate signage. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles. This study will also identify the proper demarcation sign locations showing where the Safety Zone begins and ends.

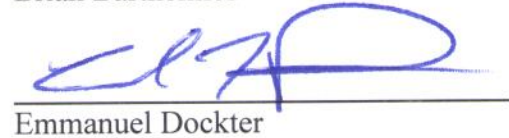
Effective Date: April 9, 2018

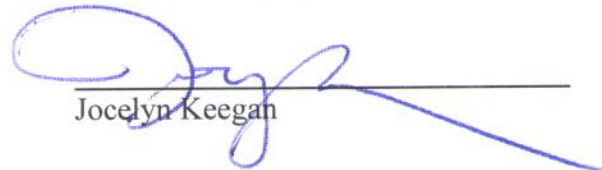
BOARD OF SELECTMEN


David Delaney, Chairman


John Tuzik, Vice-Chair


Brian Barthelmes


Emmanuel Dockter


Jocelyn Keegan

Part I ADMINISTRATION OF THE
GOVERNMENT

Title PUBLIC WAYS AND WORKS
XIV

Chapter REGULATIONS AND BY-LAWS

85 RELATIVE TO WAYS AND BRIDGES

Section TRAFFIC SIGNS OR DEVICES;
2 ERECTION AND MAINTENANCE;
RULES AND REGULATIONS

Section 2. The department of highways, in this chapter called the department, shall erect and maintain on state highways and on ways leading thereto and therefrom, and on all main highways between cities and towns, such direction signs, warning signs or lights, curb, street or other traffic markings, mechanical traffic signal systems, traffic devices, or parking meters as it may deem necessary for promoting the public safety and convenience and shall likewise install and maintain in accordance with the department's current manual on uniform traffic control devices, such curb, highway, street or other traffic markings as conditions may require or as may be necessary to carry out the provisions of other statutes pertaining to highway markings. The department may, from time to time, make, alter, rescind or add to rules and regulations relative to such signs, lights, signal systems, traffic devices, parking meters and markings, and may issue rules and regulations to direct, govern and restrict the movements of vehicles on all state highways and to carry out the purposes of section nine of chapter eighty-nine on highways, including state highways, which are designated thereunder by the department as through ways, with penalties for the violation thereof not exceeding twenty dollars for each offense. No such rule or regulation shall prohibit the use of passenger or station wagon type motor vehicles whose gross weight is less than five thousand pounds and which are registered for commercial use, on ways, parkways or boulevards where noncommercial passenger-type motor vehicles are permitted to operate. No such signs,

lights, signal systems, traffic devices, parking meters or markings shall be erected or maintained on any state highway by any authority other than the department except with its written approval as to location, shape, size and color thereof, and except during such time as said approval is in effect. The department may, after notice, revoke any approval granted under this section. Except as otherwise provided in section two E, any rule, regulation, order, ordinance or by law which excludes motor vehicles from state highways shall be invalid and of no effect. Except as hereinafter provided, any rule, regulation, order, ordinance or by-law of a city or town hereafter made or promulgated relative to or in connection with the erection or maintenance of signs, traffic control signals, traffic devices, school zones, parking meters or markings on any way within its control shall take effect without department approval provided such signs, traffic control signals, traffic devices, parking meters, school zones or markings are in conformance with the department's current manual on uniform traffic control devices and the department's sample regulation for a standard municipal traffic code; provided, however, that such rule, regulation, order, ordinance or by-law shall not take effect until approved in writing by the department, or be effective after such approval is revoked, if made or promulgated relative to or in connection with the following: (1) any way at its intersection or junction with a state highway; (2) any project which is or was federally aided, in whole or in part; (3) any traffic control signal or flasher in any city or town which does not employ a registered professional engineer in the commonwealth to design, redesign or change the timing and sequence of signal or flasher; (4) any sign excluding heavy commercial vehicles; (5) any school zone establishment or signing in relation to which the city or town intends to seek reimbursement from the commonwealth; (6) any one-way street sign not placed at an intersection of public ways; (7) any rule, regulation, order, ordinance or by-law of a city or town which when made or promulgated would exclude motor vehicle travel on any existing way which connects one city or town with another, unless such rule, regulation, order, ordinance or by-law was promulgated in compliance with the following: (a) the rule-making body of the city or town initiating such rule, regulation, order, ordinance or by-law gives written notice of such action to the chief executive officer of the abutting city, town or county into which the said way extends, and (b) a public hearing is held by the city, town or county initiating such alteration, relocation or discontinuance,

public notice of which must be published for each of the two weeks preceding such hearing in a newspaper of general circulation in the abutting city, town or county into which the said way extends, and (c) after concurrence in writing by the chief executive officer of the abutting city or town into which the said way extends or his designee. Notwithstanding the foregoing, speed control signs may be established only in accordance with the provisions of section eighteen of chapter ninety. If any city or town installs and maintains any of the aforesaid traffic control devices without either requesting or obtaining the required approval or after being notified of such disapproval, or in noncompliance with said manual, the department shall withhold or withdraw the unexpended balance of any funds assigned to the said city or town under the provisions of section thirty-four of chapter ninety or sections twenty-five and twenty-six of chapter eighty-one. Any traffic control device which has not been erected or maintained in accordance with the foregoing provisions may be removed by or under the direction of the department and be stored by the department until claimed by the owner or, if not claimed within sixty days after written notice to said owner, may be disposed of at the discretion of the department. Color and arrow indications of traffic control signals shall have the commands ascribed to them in said manual. The use of the flashing white walk pedestrian signal indication, as defined in the official standards of the department, is prohibited. The superior court shall have jurisdiction in equity to enforce the provisions of this section and section one, and also sections one and four of chapter eighty-nine and any rule or regulation made thereunder or to enjoin the violation thereof. The provisions of this section shall not apply to the installation by any city or town, on any way within its boundary, of signs warning motorists of the presence of blind, deaf or otherwise handicapped children in the vicinity.