



TOWN OF HANOVER
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TRAFFIC ZONE REVIEW POLICY

POLICY 18-XX

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 a streetlight 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 the prevention of crime.

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 the public meeting where the proposed thickly settled/Business District or Safety Zone will be discussed to all of the residents on 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

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