



Hanover Route 139 Corridor Study

Project Status – February 2020

Update to Hanover Traffic Safety Committee
February 4, 2020

Hanover Route 139 Corridor Study – Project Scope

- Geographic Scope: Route 139 (Hanover Street and Rockland Street), from Rockland Town Line to Washington Street (Route 53)
- Timeline: October 2019 through May 2020 (anticipated completion)
- Provide comprehensive assessment of existing conditions (traffic volumes and speed, congestion levels (level of service), pavement conditions, lighting, signage, sidewalks and other pedestrian infrastructure, bicycle capacity, and crash history and crash rates)
- Forecast future conditions based on both baseline growth and anticipated development
- Identify deficiencies, and work with stakeholders (Town and MassDOT) on improvement opportunities
- Prepare Final Report detailing findings from Study and recommendations

Hanover Route 139 Corridor Study – Completed to Date

- Traffic data collection (volumes, speeds, and vehicle classification) from Route 139 and side streets, and peak hour turning movement counts at intersections
- Existing morning and afternoon Level of Service (measure of delay) analysis at intersections
- Calculation of existing crash rates (crashes per million entering vehicles), Crash Data 2017 through 2019
- Presentation of Old Colony Joint Transportation Committee (JTC) and Old Colony Metropolitan Planning Organization (MPO)

Hanover Route 139 Corridor Study – Existing Mainline Traffic Conditions

| | <u>Average Daily Volume</u> | | | | <u>85th Percentile Speed</u> | | | <u>% Heavy Vehicles</u> | | |
|-----------------------------------|-----------------------------|-------|--------|-------------|------------------------------|--------|----------|-------------------------|-------|----------|
| Location | EB | WB | Total | Speed Limit | EB | WB | Combined | EB | WB | Combined |
| Route 139, at Rockland Town Line | 5,424 | 5,310 | 10,734 | 35 MPH | 44 MPH | 45 MPH | 44 MPH | 12.6% | 13.4% | 13.0% |
| Route 139, west of Plain Street | 5,350 | 5,301 | 10,651 | 45 MPH | 43 MPH | 42 MPH | 42 MPH | 7.1% | 6.2% | 6.7% |
| Route 139, east of Plain Street | 4,887 | 4,850 | 9,737 | 45 MPH | 47 MPH | 48 MPH | 47 MPH | 16.7% | 14.4% | 15.0% |
| Route 139, west of Grove Street | 4,904 | 4,807 | 9,711 | 40 MPH | 45 MPH | 44 MPH | 44 MPH | 13.7% | 5.4% | 9.6% |
| Route 139, east of Grove Street | 6,433 | 6,168 | 12,601 | 40 MPH | 43 MPH | 44 MPH | 43 MPH | 6.1% | 5.6% | 5.9% |
| Route 139, west of Main Street | 8,433 | 8,429 | 16,862 | 40 MPH | 38 MPH | 40 MPH | 39 MPH | 12.2% | 12.3% | 12.2% |
| Route 139, east of Main Street | 7,245 | 7,825 | 15,070 | 40 MPH | 43 MPH | 42 MPH | 42 MPH | 10.5% | 10.2% | 10.4% |
| Route 139, east of Hanover Street | 6,745 | 6,471 | 13,216 | 45 MPH | 44 MPH | 44 MPH | 44 MPH | 5.6% | 7.0% | 6.8% |

Hanover Route 139 Corridor Study – Existing Intersection Conditions

| Intersection | Average Daily Entering Volume | AM Peak LOS | PM Peak LOS | Crash Rate (Crashes/MEV) |
|--|----------------------------------|----------------|----------------|-----------------------------|
| Route 139 at Pleasant Street and Circuit Street | 23,167 | F | F | 0.55 |
| Route 139 at Plain Street | 12,078 | F | F | 0.76 |
| Route 139 at Circuit Street | 13,756 | C | C | 0.07 |
| Route 139 at Grove Street | 14,967 | F | F | 0.73 |
| Route 139 at Center Street | 18,611 | F | D | 0.05 |
| Route 139 at Center Street / Town Hall Drive | 18,611 | F | F | 0.15 |
| Route 139 at Main Street | 22,356 | F | F | 0.33 |
| Route 139 at Spring Street | 16,933 | D | D | 0.16 |
| Route 139 at Hanover Street | 16,133 | B | C | 0.45 |
| Route 53 at Route 139 | 32,789 | D | E | 0.50 |

*Crash rate based on MassDOT Crash Data from January 1, 2017 through January 31, 2019.
Regional MassDOT District 5 average crash rates are 0.75 for signalized intersections and
0.57 for un-signalized intersections*

Hanover Route 139 Corridor Study – Happening Now and Next Steps

- Engage Public and Solicit Input
- Forecast/project future volumes and traffic operations based on no-build and build scenarios
- Work with Town on identification of preferred improvement options and scenarios
 - Hanover Town Center
- Consultation with Massachusetts Department of Transportation (MassDOT)
 - Corridor is under jurisdiction of MassDOT
- Development and Presentation of Report

Questions/Thoughts/Suggestions?

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Thank
you!