

Hanover Route 139 Action Committee Meeting Notes March 23, 2023
Meeting called to order at 4:00 PM by Committee Chair David Swain

Present:

David Sawin

Robert Stevens

Viola Ryerson

Joanna Doherty

Kurt Kelly DPW

John Pelletier

Derek Richards HPD

Craig Ingrams

Minutes of February 16, 2023, meeting was accepted.

Future Meetings are scheduled for March 16, April 27, May 18, and June 15

Agenda Items and discussions

Ma DOT progress was reported by chair. The chair stated he has repeatedly attempted liaison with DOT and that there appears to be a low priority status for this project.

Future request to address present passing lanes and speed limits as part of the overall traffic plan were discussed and will be noted at future meetings with Tigh and Bond, Inc. who are the town's state designated firm for the Hanover Town Center, Route 139 Road Access Re-design. In 1998, two preliminary suggestions have been offered by the state for review. One involves a rotary. The other involves closing off egress to the roadway that is on the Briggs' gifted baseball field side of the Hanover Congregational Church. Both designs were rejected at Town meeting that year.

There is a planned meeting at which Senator Keating, Rhonda Nyman, Rob Stevens and David Sawin will discuss funding options to purchase pedestrian controls on Route 139.

The committee asked Rob Steven's to work with the state to attain historically appropriate lighting, signage and traffic utility poles for our Hanover Historic District as found in Hingham and other towns.

Funding mechanisms continue to be a challenge as we approach a 25% design point in the entire Route 139, Circuit Street and Town Center traffic mitigations planning stage.

The need for a traffic analysis was discussed as the rails for trails part of the planning progresses. RFT Project Manager, Kurt Kelly will continue to address this. Pedestrian safety including handicapped considerations was also considered a priority as is effective traffic stoppage for pedestrian crossing at all angles at Circuit Street. Curb cuts design to allow large industrial/ commercial trucks and cars to pass safely at the Circuit Street intersection have been approved by the state as have diagonal crosswalks by the state DOT.

Public inclusion at meetings continues to be encouraged with the posting of the next meeting to include noting part of that meeting to be held outside the town hall doors to view traffic challenges firsthand.

A sub- committee for study of the Hanover Historical District as impacted by traffic was assigned with Joanna Doherty and Vi Ryerson. The committee reiterated concern for maintaining the integrity of this district against increased future traffic use and spillover from Route 53 commercial growth.

The West Hanover part of the Route 139 project continues to be viewed as uniquely separate from the Town Hall Center/Main Street intersection. Each is considered equally important by the committee and each unique in design to insure safe use of the Route 139 corridor.

The meeting adjourned at 5:15 PM