

TSA

TO: Select Board
FROM: Travis Ahern, Town Administrator
DATE: September 30, 2020
RE: Lowland Industrial Park Forum – Next Steps

The Lowland Industrial Park Traffic Forum on August 25th, 2020, brought in 113 participants to the remote participation format. Introductions from the Board and Rep. Dykema were followed by 29 total speakers and 26 individual callers, 23 of which were residents of Holliston. The official minutes of this meeting are available online. On the call was a representative of the Massachusetts Department of Transportation (MassDOT), who has since had a follow up call with Town representatives and will be performing a “site visit”¹ to see the area in question and provide expert feedback.

The streets that were represented by speakers at the Forum were:

- | | | |
|-----------------------|-------------------------|-----------------------|
| • Bullard Street (4) | • Fiske Street (2) | • Highland Street (1) |
| • Regal Street (4) | • Washington Street (2) | • Norland Street (1) |
| • Woodland Street (3) | • Central Street (1) | • Northway Street (1) |
| • Lowland Street (2) | | • Noel Drive (1) |

Email correspondence and traffic petitions through the Traffic Advisory Committee (TAC) webpage have also been documented and each individual has received a confirmation receipt. In some instances correspondence has been signed by multiple neighbors on the same roadway, and therefore a simple count of correspondence has not been provided here.

Additionally, the Forum received feedback from a member of the Planning Board in Sherborn (see section 3.3 regarding regional items of interest) and a resident of Medway who was raising concerns on another area of Town, the Hopping Brook Industrial Park (HBIP). Though the HBIP conversation is not expressly related to the LIP Traffic Forum, South Street (which becomes Clark Street in Medway) shares many of the themes and potential mitigation options that will be discussed below in relation to the LIP area.

No businesses used the “raise hand” function to be recognized at the LIP Traffic Forum, though there were representatives of Lowland Industrial Park businesses at the Forum. It will be the role of the Town Administrator’s Office to engage the businesses in this area in ongoing discussions. The ideas presented

¹ Action Item 1 – Site Visit for LIP Area with MassDOT

in the Forum and in this memorandum are not designed to impede the ability of companies to conduct business; the goal is to allow the businesses to thrive while setting reasonable, yet consistent, expectations for how heavy commercial vehicles use Town roads.

Further Background Information

The discussion surrounding truck traffic in the LIP area dates back decades. Prior to the public forum, the Planning Board and Select Board have undertaken discussions about controlled usage of multiple streets in the LIP area, including Woodland Street (from the intersection of Linden Street to Washington Street) and Lowland Street (between Woodland Street intersection, Upper Charles Trail Crossing and Jeffrey Avenue intersection). A summary of the discussions and a history of the development of the LIP area can be found in the [Planning Board memo to the Select Board, dated May 26, 2020](#).

Following the memo (in the link above) is background from the last significant effort to specify a route for truck traffic through the LIP area, with a Zoning Board of Appeals (ZBA) document dated December 16, 1993.

Next Steps for the Select Board to Consider

This memo is intended to summarize the overarching themes of the public comments, with proposed next steps and the partners – internal and external – that we will need to collaborate with regarding the development of solutions for the concerns of the Lowland neighborhood.

(1) Truck Routes and Restrictions

Though the layout of the Lowland Industrial Park lacks a cohesive “design” there are specific roads that were designed for commercial truck traffic. These include **Jeffrey Avenue and Whitney Street**, the latter of which connects to the state-numbered roadway that is best suited for heavy commercial vehicles: Washington Street (Route 16).

As it relates to Whitney Street being the desired entrance and exit to the LIP area for heavy commercial vehicles, it should be noted that the Town can and should pursue improvements to sight distance at Whitney Street and Washington Street (Route 16)² and the Town should determine whether the island and signage are adequate or need improvement. The Town has certain monies available related to Casella/Covantas traffic mitigation that could potentially be tapped to pursue these improvements.

This section looks at the individual streets that have been addressed by the Town previously (to varying degrees of success), the process to pursue mitigation for new individual streets, and finally, the streets that are of primary concern to residents who have reached out to the Town (via the Forum, emails and TAC submissions) to ask for help in addressing the impacts of increased truck traffic. With each roadway that is considered for any type of restriction, the analysis will have to include what impact a restriction will have on neighboring roadways.

² Action Item 2 – Pursue sight improvements at Whitney Street & Washington Street (Route 16)

It was also suggested at the Forum that a comprehensive solution to traffic issues in the LIP area could be designing a single point of entry and exit from the LIP area for heavy commercial vehicles. Should the Select Board wish to pursue this goal, we will need to work extensively with MassDOT and provide a significant amount of information that we do not currently have (see section 1.2); the streets to consider are discussed under 1.3.ii of this memorandum.

(1.1) Current Restrictions on Heavy Commercial Vehicle – Town Rules & Orders

Under the Town of Holliston's Traffic Rules and Orders, Section 19 (Operation of Heavy Commercial Vehicles), three (3) streets within the LIP area have received votes from the Select Board for restrictions on the "use and operation of heavy commercial vehicles having a carrying capacity of more than two and one-half (2 ½) tons." They include:

(1.1.i) High Street – for its entire length, twenty four (24) hours (the alternate route is Routes 16 and 126, also known as Washington Street and Concord Street, respectively). Select Board approved Feb. 26, 2002. Permit # E-B-136-7069

(1.1.ii) Locust Street – Between High Street and Washington Street (the alternate route shall be via Concord Street (Route 126) and Washington Street (Route 16)).

(1.1.iii) Lowland Street – From a point approximately 1,200 feet south of the intersection of Jeffrey Avenue at the northerly side of the bridge over Bogastow Brook running southerly a distance of approximately 1,000 feet to the intersection of Fiske Street, during the hours of 7 p.m. to 7 a.m. each day (the alternate route is Jeffrey Avenue to Rogers Road to Whitney Street to Washington Street (Route 16) to Central Street to Fiske Street. Select Board approved June 15, 1992.

All of these restrictions are being reviewed for legality and enforceability,³ as discussed below in section 1.2, an exclusion that is not approved by MassDOT is generally not considered enforceable.

(1.2) Heavy Commercial Vehicle Exclusion (HCVE) – Process for MassDOT Approval

Under Section 10 A-9 of the Manual on Uniform Traffic Control Devices (MUTCD) guidelines (January 2012) a truck exclusion from a municipal way may be authorized provided a suitable alternate route is available. ***Exemptions are mandatory under an HCVE for any heavy commercial vehicle going to or from places upon said streets for the purpose of making deliveries of goods or materials to/from abutting land or buildings or adjacent streets which access cannot otherwise be gained.***

The alternate route shall have an effective width and pavement structure which can safely accommodate the additional truck traffic. In addition, the alternate route must meet one of the following conditions:

- Lie wholly within the community making application,
- Lie partially in an adjacent community but only on State Highway, or

³ Action Item 3 – Review legality and enforceability of existing town restrictions for heavy commercial vehicles, listed in the Town's Traffic Rules and Orders

- Lie partially in an adjacent community but have the adjacent community's written approval

If the Town were to pursue an HCVE on one or more streets in the LIP (or elsewhere in Town), the Select Board would need to prove one or more of the following conditions:

- A volume of heavy commercial vehicles of at least five percent (5%) – requires traffic counts taken, generally within the last five (5) years
- The condition of the pavement structure of the route indicates further repeated heavy wheel loads will result in severe deterioration of the roadway – requires MassDOT review
- Notwithstanding the foregoing, in certain circumstances where land use is primarily residential in nature and a municipality has requested exclusion only during hours of darkness, a specific night exclusion may be granted.

The Town also must be prepared to offer data to pursue one or more exclusions, and that is where the October Special Town Meeting may be a consideration. The Town must submit all of the following data:

1. A twenty-four hour consecutive count of all vehicles using the subject street – or if the exclusion is requested for only twelve hours, a twelve hour count will suffice. The count must show all vehicles and be able to identify the number of vehicles carrying capacity over 2 ½ tons, to demonstrate the ratio.
2. A map of the area, with the excluded street marked in red, the alternate route in green.
3. Physical characteristics of excluded and alternate streets in questions.
4. Types of buildings or property abutting street (residential, business, school, etc.)
5. Zoning of street.
6. Proximity of probable alternate route to the proposed excluded route and the additional distance to be traveled using the alternate route.
7. Types of traffic control existing on street.
8. Hours during which exclusion is to be in effect.
9. A written statement from the Town as to the need for the exclusion, indicating willingness to install and maintain appropriate signage.

Specific to number 9 under the data – the Town is currently pursuing funding for the Traffic Advisory Committee (TAC) at the December 5, 2020, Special Town Meeting for “signs and equipment”⁴ which would help prepare public safety and public works to be able to accomplish the necessary signage required under a truck exclusion.

(1.3) Potential HCVE Exclusions in the LIP Area

The Lowland Industrial Park, through various permits and previous memorandums, has a preferred truck route that is specified to include (1) Jeffrey Avenue, (2) Whitney Street, and (3) Washington Street (Route 16). To ensure that this intended commercial vehicle route is traveled, it could be advantageous for the Town to pursue truck exclusions on adjacent

⁴ Action Item 4 – Pursue funding for TAC signs and equipment to help with enforcement and data collection.

roadways that are more residential in nature, including but not limited to (1) Woodland Street, (2) Regal Street, (3) Cranberry Lane, (4) Locust Street, and (5) High Street (which currently has an exclusion on the Town's rules, but is not enforced for reasons discussed below).

(1.3.i) Woodland Street – When exiting LIP, the intersection of Woodland Street and Washington Street (Route 16) provides a light to turn left with greater ease than if traffic were to turn left at Whitney Street. Signage exists at this intersection to direct trucks East on Washington Street (Route 16) towards Whitney Street, but this signage must be evaluated for placement and current compliance with MUTCD.

The Town currently possesses the necessary documentation to pursue MassDOT approval of a HCVE for Woodland Street, should the Select Board choose to take a vote on such an exclusion.⁵ This HCVE would be based on an alternate route of Jeffrey Avenue to Whitney Street to Washington Street (Route 16), a route that lies wholly within Holliston. The Town already has traffic counts demonstrating a volume of heavy commercial vehicles to be above five percent (5%) on Woodland Street, and a map of the area was developed by Town staff (**Attachment A**).

Woodland Street also crosses Bogastow Brook, and it should be noted that the condition of the culvert on Woodland Street may become a cost to the Town in the near future, which has an impact beyond traffic mitigation. In our discussions with MassDOT, we will also need to include a weight limit evaluation.

(1.3.ii) Other LIP Area Roadways for Discussion – In the LIP Traffic Forum, as well as in emails to the Town Administrator's Office and TAC submissions, it has become evident that truck traffic coming to and from the LIP area has been disbursed on primarily residential streets throughout Town.

Streets that have been impacted because of their connectivity or proximity to larger, more traveled roadways, include (alphabetical order):

- **Bullard Street** (connects Central Street and Fiske Street) Bullard Street is a scenic route that is thickly settled. This roadway crosses a culvert at Dirty Meadow Brook that will need to be reviewed. Pursuit of an HCVE would require counts. Review of the culvert for a weight limit may potentially divert truck traffic, though a replacement of the culvert is a potential costly outcome as well. Bullard Street is a Town-designated Scenic Road, meaning that under the current Town bylaw and Planning Board regulations, any alteration to stone walls or trees (Town-owned or shared) is regulated through a hearing process.
- **Cranberry Lane** (connects Whitney Street to Washington Street – Route 16) For trucks going East on Washington Street (Route 16) Cranberry Lane brings vehicles there quicker via GPS than continuing all the way to the end of Whitney. The Town will need counts if it would like to pursue an HCVE on Cranberry Lane.

⁵ Action Item 5 – Pursue a Heavy Commercial Vehicle Exclusion (HCVE) for Woodland Street

- **Marilyn Street** (loops from Fiske Street back to Fiske Street with Northway Street connectivity) – Does not provide a route to Washington Street (Route 16) and may be solved with signage.
- **Norland Street** (connects Regal Street to Woodland Street) Does not provide a route to Washington Street (Route 16) and may be solved with signage. Residents suggested at the Forum that the similarities in the name “Norland” and “Lowland” may be causing truck drivers to confuse the roadway.
- **Northway Street** (connects Fiske Street to Marilyn Street) – Does not provide a route to Washington Street (Route 16) and may be solved with signage.
- **Regal Street** (connects Lowland Street and Norland Street) Does not provide a route to Washington Street (Route 16) and may be solved with signage.

Pursuing further restrictions requires data, which is discussed below. Where signage is currently lacking and yet needed, the new process for residents to make such points is through the Traffic Advisory Committee (TAC), and as of now that group lacks specific funding to respond to resident concerns. Potential funding is also discussed below in relation to Special Town Meeting.

(2) Enforcement & Public Safety

Regulating traffic starts with controlling speed. Posted speed limits on roadways is a basic enforcement role of the Holliston Police Department (HPD), but one recent change that the Town has pursued is the adoption of **Mass. General Laws (MGL) Chapter 90, Sections 17C and 18B** which were approved by Town Meeting in May 2019. The Traffic Advisory Committee (TAC) recommended that the Select Board opt-in to 17C on a Town-wide basis, (approved on September 29, 2020, effective January 1, 2021) which will set the reasonable and proper speed on municipally-owned streets within thickly settled or business districts at 25 mph, unless otherwise posted. Other traffic calming items to pursue, such as bike lanes or walking lanes, will be coming up as the Town considers improvements under the Complete Streets policy adopted in January 2020 (see section 3.2).

Additionally, with support from the community, the HPD will begin to prepare for more active management of truck traffic as truck counts have increased throughout Holliston for various reasons related to industrial growth in Town as well as regional impacts connected to I-495 and I-90/I-95.

On August 7, 2020, HPD partnered with the **State Police Commercial Motor Vehicle Enforcement unit** and conducted 18 truck inspections, 17 out-of-service violations for serious defects, and two (2) overweight vehicle citations. Four (4) commercial vehicles were towed during this joint enforcement effort.

HPD will continue to welcome the support of the State Police, however, by pursuing the opportunity to develop its own processes and training to develop a new specific skillset for HPD personnel, HPD can prepare to enforce various restrictions (weigh limits, noise measurements, etc.) that the Department currently does not have the capacity to address. The **Traffic Safety**

Unit⁶ was established in FY21. These new enforcement mechanisms could also be used to generate fines that would support the cost of such efforts, delivering a benefit/service to the community without costing tax payers over time – the potential for a Traffic Mitigation Revolving Fund will be explored.

In the meantime, TAC is requesting capital investment in equipment for the coming Special Town Meeting. Additionally, TAC will be requesting funding for signage, and this will support the need for consistent signage throughout the LIP and all of Holliston.

(2.1) Weight Limits – Weight limits are often assigned to roadways that cross bridges or culverts which cannot handle heavy commercial vehicles. Weight limits cannot be implemented to get around the HCVE requirements, but the effect is very similar in that the most common weight restriction is 2.5 tons for a vehicle. Pursuing weight limits on streets in Holliston does potentially open the Town to costly replacement of bridges or culverts should the road be required to support truck traffic. To enforce weight limits, the Town must also be prepared with the equipment and expertise necessary to do so, or potentially rely on the State Police with some degree of frequency.

(2.2) HCVE – see above; these exclusions cannot be enforced by the Town without confirmation from MassDOT that the exclusion meets the requirements.

(2.3) Noise Complaints – Questions over who can or should enforce noise complaints is a common problem in municipalities in the Commonwealth. As a rule of thumb, if the sound source or issue is being created “on site” within a permitted business site, enforcement falls to either the Code Enforcement Officer (Buildings Inspector) or the Board of Health (Health Agent), depending on the circumstance. If the noise is being created on roadways as vehicles leave the sites, the enforcement mechanism is generally the HPD, on behalf of the Select Board, though this is also exceptionally difficult to enforce.

(2.3.i) On-Site Noise – Offensive noise levels can be enforced on the businesses that operate in open-air environments, but to do so effectively would require that a sound study be conducted by an expert. If the expert’s data reveals violations of either the local or state noise laws, the Town would be well positioned to issue an enforcement order that would hold up in court. The traffic direction provisions of certain special permits could be enforced, but the mechanism to do so can be cumbersome. First, the Building Inspector must: (1) witness the violation, (2) send a letter of notification to the owner of the property, (3) escalate through additional warnings with small level fines, and finally (4) take the violation notices to court.

Additionally, attempts to revoke a permit can often be problematic, though not impossible. The Town’s bylaw states that applicable permits may be subject to revocation if violations persist, and elsewhere, the bylaw threatens that Site Plan

⁶ Action Item 6 – Establish and support (financially, in some instances) a Traffic Safety Unit within the Holliston Police Department. Police Chief should be prepared to communicate these efforts to the public.

approval will be revoked if a site is not properly maintained or developed, though acting on this revocation usually falls flat due to MGL 40A.

(2.3.ii) Off-Site Noise – The most common noise complaint heard from residents at the August 25th Forum was that of “Jake Braking.” Jake Braking is a propriety term also known as “Engine Braking” and it can create excessive noise. There are “No Jake Brake Area” signs as you enter Holliston from Route 16 West through Sherborn, though this sign is not reflected in the Town’s Traffic Rules document. The Town will research ways to increase enforceability of noise on roadways,⁷ though 2.3.iii demonstrates the roadblocks we face. One partial solution could be pursuing traffic restrictions between 7 PM and 7 AM as it may be possible to address noise issues related to traffic at times when residents expect quiet. Many of the complaints at the Forum were related to the time of day that the noise occurs from trucks.

(2.3.iii) “Prohibited Uses” – Most cities and towns in Massachusetts have a “prohibited uses” section in their bylaws, as does Holliston. The Holliston bylaw does not define “offensive noise” which results in a subjective standard, so the Town has used the standards in section V-N.4 which covers “excessive noise” which has been used by code enforcement as a measurable level to stand-in for “offensive noise.” Section V-N.4 is now based on 310 CMR 7.10, so that the Holliston noise standards match the Commonwealth’s standards, with a few local exemptions added by the Town.

In researching options the Town may have to address noise issues, the Building Inspector found case law on the subject from Marblehead, Massachusetts. The Board of Health for the Town of Marblehead ordered a cease and desist on a resident’s air conditioner for noise levels over 10 decibels above ambient, but the order was annulled because the town conducted several errors when measuring and recording sound levels, though there were other issues with the interpretation and execution of 310 CMR 7.10. For this reason, the Building Inspector came to the conclusion that if the Town of Holliston were to desire enforcement of “offensive” or “excessive” noise, it would be best for the Town to hire a professional to conduct a sound study.⁸ In section V-N.1, the bylaw authorizes the Building Inspector to obtain expert advice which the Town is responsible to pay for if no violation is found, but the violator is obligated to pay if the violation is established.

(2.4) Nominal Width – One potential impediment to heavy commercial vehicles using the preferred Jeffrey Avenue route to Whitney Street has been past practice of some businesses parking their trucks on Jeffrey Avenue for extended periods of time while waiting to make deliveries to loading docks, making two-way traffic a challenge. The Town Administrator’s Office will reach out to the businesses in the area to discuss the issue,⁹ as communication will be a key component with our business community.

⁷ Action Item 7 – Town to research ways to increase enforceability of noise issues; may require bylaw changes

⁸ Action Item 8 – Town will look at feasibility of hiring or contracting with a sound engineer to address complaints

⁹ Action Item 9 – Town Administrator to engage the businesses in LIP to increase communication

(3) Regional Collaboration

(3.1) MassDOT – Our partners at MassDOT have been engaged from the beginning of our LIP Traffic Forum and are committed to understanding the Town’s issues and working towards solutions. A MassDOT traffic engineer was on the Forum call and has since initiated a follow up call with MassDOT staff and Rep. Dykema, the Chair of the Select Board, Town Administrator, DPW Director, Police Chief, Fire Chief and Town Planner. That will be followed up with a site visit in early October.

In all, MassDOT is both a resource to the Town in helping to provide solutions to the residents of the LIP area that are concerned with truck traffic, and also the oversight authority that will require the Town to have all the necessary information in line before pursuing exclusions or restrictions on our roadways. We also expect discussion on LIP to extend to other areas of concern in Town, such as South Street.

(3.2) Other Partners (Incl. the Commonwealth) – Through the offices of Rep. Dykema and Sen. Spilka, we will continue to pursue solutions from other state and quasi-state agencies¹⁰. We are represented by Select Board Vice Chair Tina Hein on the MetroWest Regional Collaborative (MWRC) a sub region of the Metropolitan Area Planning Council (MAPC) and we may be able to accomplish some of the data collection and planning expertise that we will need through this partnership.

Additionally, State programs like Safe Routes to Schools (SRTS) and Complete Streets are potential options to provide the Town with funding or resources to pursue improved pedestrian safety in the LIP area and throughout Holliston. Access to the Placentino/Miller and Adams school complex from the LIP area could use significant safety upgrades,¹¹ including but not limited to protected walkability along Lowland Street and Woodland Street. The Town’s Complete Streets policy was approved in January 2020, and should be applied to any decisions that are made to improve roadways in the LIP area; options to improve safety are protected bike lanes, crosswalks and walking pathways or sidewalks.

In addition to providing safety to those walking or biking to school, we also must monitor the safety of those accessing the Rail Trail, which intersects at multiple points with roadways in the LIP area. Were the Town looks to push heavy commercial vehicles to the Whitney Street intersection of Washington Street (Route 16) it must also be considered that a Rail Trail crossing¹² at Washington Street (Route 16) is approximately 100 yards away. Holliston’s Community Farm is also located in the LIP area and could use improved signage for the driveway due to sight distance issues.

(3.3) Neighboring Towns – A key insight that came from the LIP Traffic Forum was by a member of the Town of Sherborn’s Planning Board, John Higley. Sherborn had recently reviewed permitting for a company that included language which specified that the company’s trucks could not use Western Avenue which runs South through Sherborn and reaches Washington

¹⁰ Action Item 10 – Pursue solutions through State programs to offset or defray costs for the Town

¹¹ Action Item 11 – Prioritize Safe Routes to Schools (SRTS) for residents of LIP area to the school complex

¹² Action Item 12 – Review current safety issues with access points to Rail Trail and safety of crossings; consider any impacts to Rail Trail access when pursuing traffic mitigation in the LIP area

Street (Route 16) in the border area of Sherborn and Holliston. Should that permitting direction push heavy commercial vehicles onto many of the roads have been discussed in relation to the LIP Traffic Forum, the Town should be prepared to take action or consider these trends in the decision making. This may also impact the traffic discussions that take place by the Holliston Planning Board as it pertains to future applications for the same company to occupy space in the Lowland Industrial Park.

Working with neighboring towns¹³ is also important elsewhere throughout Holliston and specifically as it relates to South Street (Holliston) and Clark Street (Medway) which has generated similar calls for mitigation by residents that have reached out to the Select Board's Office.

Conclusion – Final Thoughts

Positive steps have occurred simply by hearing from residents on August 25th – new information was presented, there was a sharing of ideas and expectations from the residents, and the Forum represented the beginning of a collaborative process with our partners at the State.

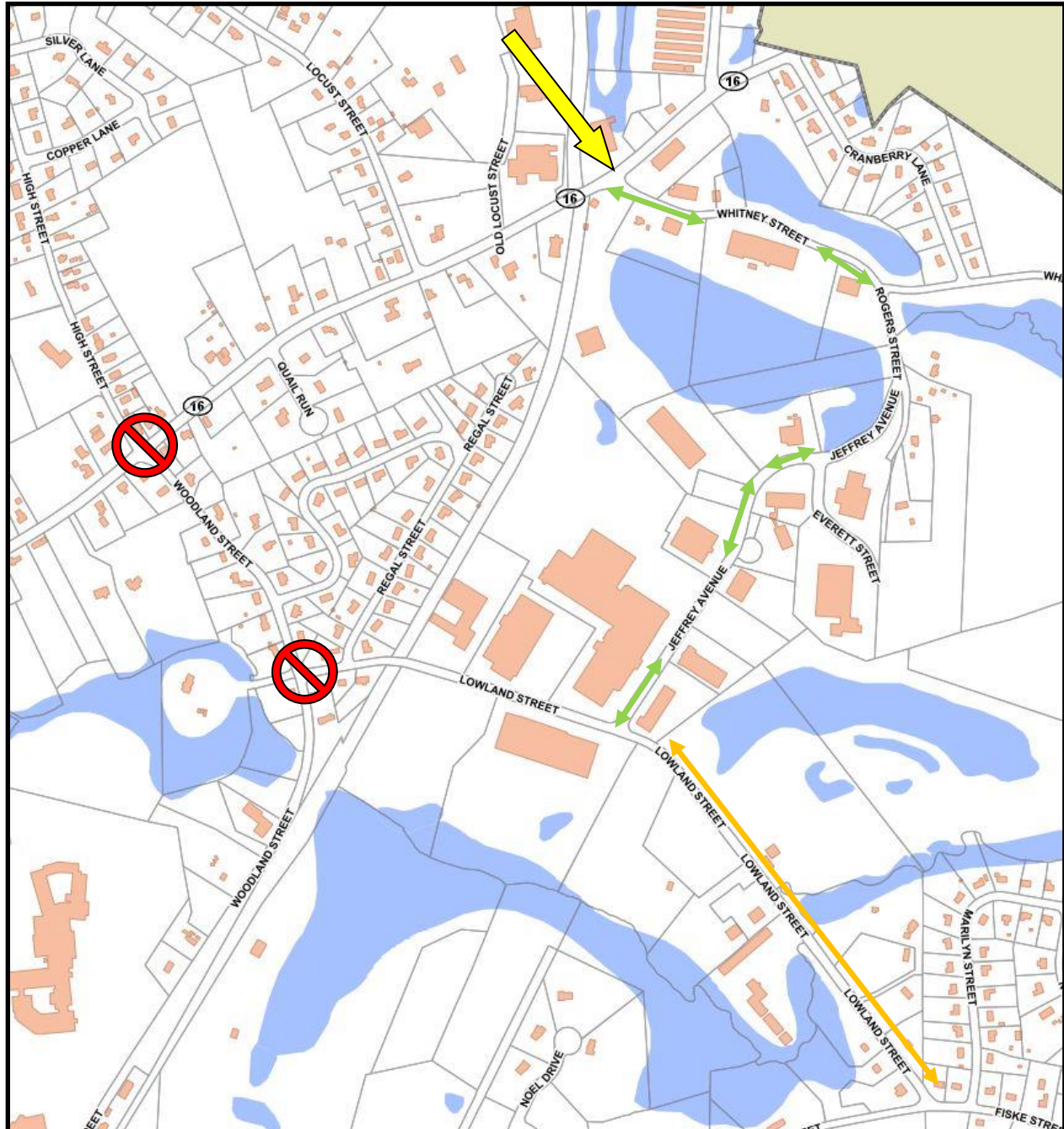
Below is a summary of the action items identified in this memorandum and the Town Administrator's Office will be prepared to pursue any direction the Select Board wishes.

¹³ Action Item 13 – The Town will need to work with Sherborn to review impacts of decisions from the Sherborn Planning Board; the Town will also need work with Medway on potential solutions for South Street / Clark Street

Action Item Summary:

1. *Complete LIP site visit and review with MassDOT*
2. *Pursue sight improvements at Whitney Street & Washington Street; potentially tap Casella/Covantas mitigation monies*
3. *Review legality and enforceability of existing Town restrictions on heavy commercial vehicles listed in the Town's Traffic Rules and Orders*
4. *Fall Special Town Meeting – Pursue funding for TAC initiatives, specifically signs and equipment, to help with clarifying best routes for heavy commercial vehicles and begin to collect data for analysis; pursue traffic engineering studies as a secondary proposed Warrant article*
5. *Pursue HCVE on roadway(s) in LIP area at direction of the Select Board; with Woodland Street being the first possible application*
6. *Establish and support a Traffic Safety Unit within the HPD, most likely through adjustments in the FY2022 budget; effectively communicate the goals and expectations of said Unit*
7. *Town to research ways to increase enforceability of noise issues; may require bylaw changes*
8. *Town to look at feasibility (partially related to cost) of hiring or contracting with a sound engineer to help with enforcement of noise infractions*
9. *Town Administrator to engage the businesses in LIP to increase communication and work on solutions*
10. *Pursue solutions through State programs to offset or defray costs to the Town*
11. *Prioritize Safe Routes to Schools (SRTS) for residents in the LIP area*
12. *Review current safety issues with access points to Rail Trail and safety of crossings; consider any impacts to Rail Trail access when pursuing traffic mitigation in LIP area*
13. *Town to work with Sherborn to review impacts of decisions from the Sherborn Planning Board; Town will also work with Medway on potential solutions for South Street/Clark Street*

Lowland Street Trucking Route



Suggested Truck Entrance



Suggested Truck Route



Proposed Truck Exclusion
Entering From Woodland Street
onto Lowland Street



Overnight Truck Restriction
Remains in Effect from
Lowland Street to Fiske Street.
2 ½ Weight Limit from
7PM-7AM