



TO: Lori Shattuck, MassDOT District 3
FROM: Travis Ahern, Town Administrator
DATE: Nov. 24, 2020
RE: HCVE for Woodland Street in Holliston, MA

The Select Board of the Town of Holliston is requesting that MassDOT consider approval of a Heavy Commercial Vehicle Exclusion (HCVE) under Section 10 A-9 of the Manual on Uniform Traffic Control Devices (MUTCD) guidelines for the entire length of Woodland Street.

The need for an HCVE on Woodland Street stems from the primarily residential population between the school complex on Woodland Street and the traffic signals at Woodland Street and Washington Street (Rt. 16). Based on volume of truck traffic, the Town has been approached by residents consistently over the years regarding noise, safety and general quality of life concerns. This need was also demonstrated at a public forum on August 25th at which a representative from MassDOT was present (remotely).

Following the forum, MassDOT staff was then able to see Woodland Street firsthand on two site visits, illustrating other areas of interest such as the crossings of Holliston's well traversed Rail Trail and the serious concerns related to Safe Routes to School (SRTS) for the Miller Elementary School.

The Town is requesting that a 24 hour HCVE be approved for Woodland Street in Holliston, and the Town is prepared to purchase and install the necessary MUTCD-compliant signage, the implementation of which would be overseen by Holliston's [Traffic Advisory Committee \(TAC\)](#).

Alternate Routes & Map (Attachment 1)

The Holliston Police Department created a map outlining the area (Attachment 1). This map details the entry points to Woodland Street that the Town wishes to deter heavy commercial vehicles from using, unless they have business on Woodland Street.

The map shows alternate routes when approaching Woodland Street from the north – Washington Street (Rt. 16) – or when approaching Woodland Street from the south – Central Street and Fiske Street. The alternate routes will not add significant distance to the path of heavy commercial vehicle, but it will stop some traffic from using Woodland Street as a cut-through to avoid the intersections of Rt. 16 and Rt. 126, and Rt. 16 and Central Street.

The alternate routes lie wholly within the Town of Holliston.

Traffic Study and Exhibits (Attachments 2A & 2B)

MDM Transportation Consultants performed a traffic study in 2017-18 which demonstrated a volume of heavy commercial vehicles of 5%.

Safe Routes to School (Attachment 3)

A Safe Routes to School (SRTS) Walk Assessment was performed for Miller Elementary School in 2019 and the SRTS report specifically references the issue of: “large trucks constantly traveling on Woodland Street.” The report also recommends looking into whether “truck exclusions can be made along Woodland Street.” See page 14 of the SRTS Walk Assessment (Attachment 3).

Rail Trail Counts (Attachment 4)

The Town has a well traversed Upper Charles Rail Trail that has grown in popularity as it has developed over time. The Trail can be used for SRTS purposes to access the Miller Elementary School and for regular recreation. The Trail brings a significant amount of pedestrians to the area where Woodland Street approaches Central Street (also known as Blair Square). The Trail also crosses Woodland Street, presenting safety concerns. Attachment 4 contains counts from Eco Counter that were gathered through a joint initiative with MAPC; these counts show the significant interest and use of the Trail in this area.

Types of Zoning on Woodland Street

The southeast side from the intersection of Railroad and Linden is Village Center Commercial (#310 – 360), #163 and #300 are Industrial (Highland Labs and Holliston Oil), #248 and #260 are Residential (Boston University and Town of Holliston) and all other addresses are Agricultural-Residential B (including the Town-owned school complex).

Traffic Control on Woodland Street

Woodland Street at Washington Street (Rt. 16) has a four-way traffic light. The speed limit on Woodland Street is generally 30 mph, and in the school zone it drops to 20 mph which is demonstrated by flashing signage.

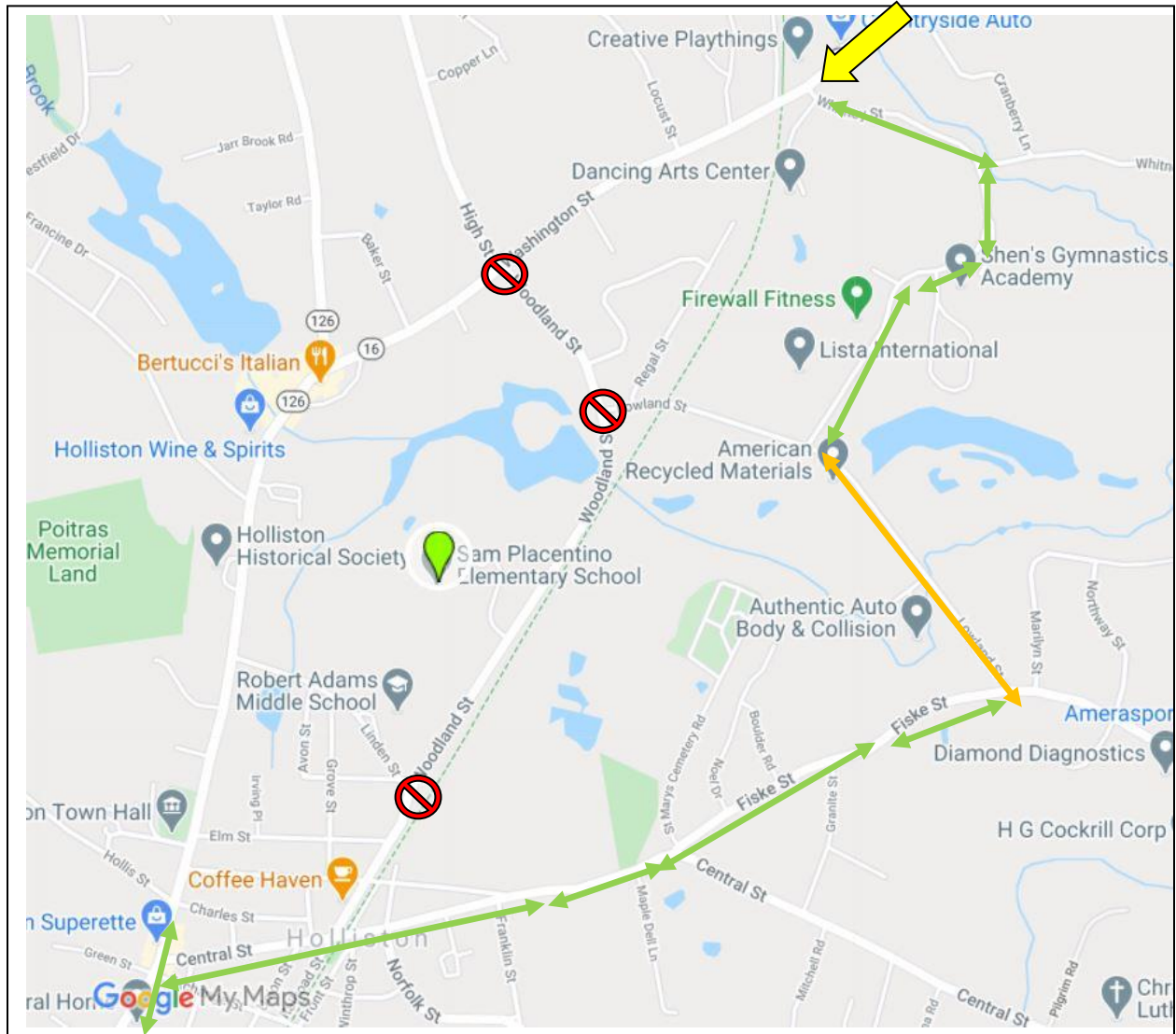
Should the HCVE be approved for Woodland Street, Holliston’s TAC would oversee the implementation of the exclusion. The Chair of TAC is the Chief of Police in Holliston.

Next Steps

If there is any other information that MassDOT requires or if further discussion is needed, please contact the Town Administrator’s Office at (508) 429-0608. Thank you.

Travis Ahern
Town Administrator
Town of Holliston

Lowland Street Trucking Route



Suggested Truck Entrance



Proposed Truck Exclusion
Entering From Woodland Street
onto Lowland Street



Suggested Truck Route



Overnight Truck Restriction
Remains in Effect from
Lowland Street to Fiske Street.
2 1/2 Weight Limit from
7PM-7AM

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28 Lord Road, Suite 280
Marlborough, MA

WB: Lowland Street
N/S: Woodland Street
Holliston, MA

File Name : 944_Woodland_at_Lowland_1_09-26-2017
Site Code : 944
Start Date : 9/26/2017
Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks

Start Time	Woodland Street From North				Lowland Street From East				Woodland Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
07:00 AM	153	50	0	203	63	27	0	90	85	289	0	374	667
08:00 AM	162	43	0	205	53	30	0	83	75	304	0	379	667
09:00 AM	73	31	0	104	47	16	0	63	30	141	0	171	338
10:00 AM	64	34	0	98	29	24	0	53	17	90	0	107	258
11:00 AM	79	38	0	117	46	34	0	80	29	103	0	132	329
12:00 PM	89	51	0	140	52	20	0	72	30	113	0	143	355
01:00 PM	121	27	0	148	27	23	0	50	17	103	0	120	318
02:00 PM	189	38	0	227	36	24	0	60	34	153	0	187	474
03:00 PM	121	24	0	145	26	26	0	52	22	102	0	124	321
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1051	336	0	1387	379	224	0	603	339	1398	0	1737	3727
Apprch %	75.8	24.2	0		62.9	37.1	0		19.5	80.5	0		
Total %	28.2	9	0	37.2	10.2	6	0	16.2	9.1	37.5	0	46.6	
Lights	994	306	0	1300	346	199	0	545	310	1342	0	1652	3497
% Lights	94.6	91.1	0	93.7	91.3	88.8	0	90.4	91.4	96	0	95.1	93.8
Mediums	56	20	0	76	26	25	0	51	28	52	0	80	207
% Mediums	5.3	6	0	5.5	6.9	11.2	0	8.5	8.3	3.7	0	4.6	5.6
Articulated Trucks	1	10	0	11	7	0	0	7	1	4	0	5	23
% Articulated Trucks	0.1	3	0	0.8	1.8	0	0	1.2	0.3	0.3	0	0.3	0.6

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Marlborough, MA

N/S: Woodland Street
WB: Lowland Street
Holliston, MA

File Name : 944_Woodland_at_Lowland_2_09-26-2017
Site Code : 944
Start Date : 9/26/2017
Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks

Start Time	Woodland Street From North				Lowland Street From East				Woodland Street From South				Int. Total
	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	
03:00 PM	78	13	0	91	9	9	0	18	12	40	0	52	161
04:00 PM	295	61	0	356	71	97	0	168	41	167	0	208	732
05:00 PM	325	55	0	380	55	77	1	133	21	163	0	184	697
06:00 PM	209	55	0	264	38	26	0	64	17	109	0	126	454
Grand Total	907	184	0	1091	173	209	1	383	91	479	0	570	2044
Apprch %	83.1	16.9	0		45.2	54.6	0.3		16	84	0		
Total %	44.4	9	0	53.4	8.5	10.2	0	18.7	4.5	23.4	0	27.9	
Lights	897	179	0	1076	161	203	1	365	85	470	0	555	1996
% Lights	98.9	97.3	0	98.6	93.1	97.1	100	95.3	93.4	98.1	0	97.4	97.7
Mediums	10	5	0	15	9	5	0	14	5	6	0	11	40
% Mediums	1.1	2.7	0	1.4	5.2	2.4	0	3.7	5.5	1.3	0	1.9	2
Articulated Trucks	0	0	0	0	3	1	0	4	1	3	0	4	8
% Articulated Trucks	0	0	0	0	1.7	0.5	0	1	1.1	0.6	0	0.7	0.4

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Marlborough, MA

SB: Jeffrey Avenue
E/W: Lowland Street
Holliston, MA

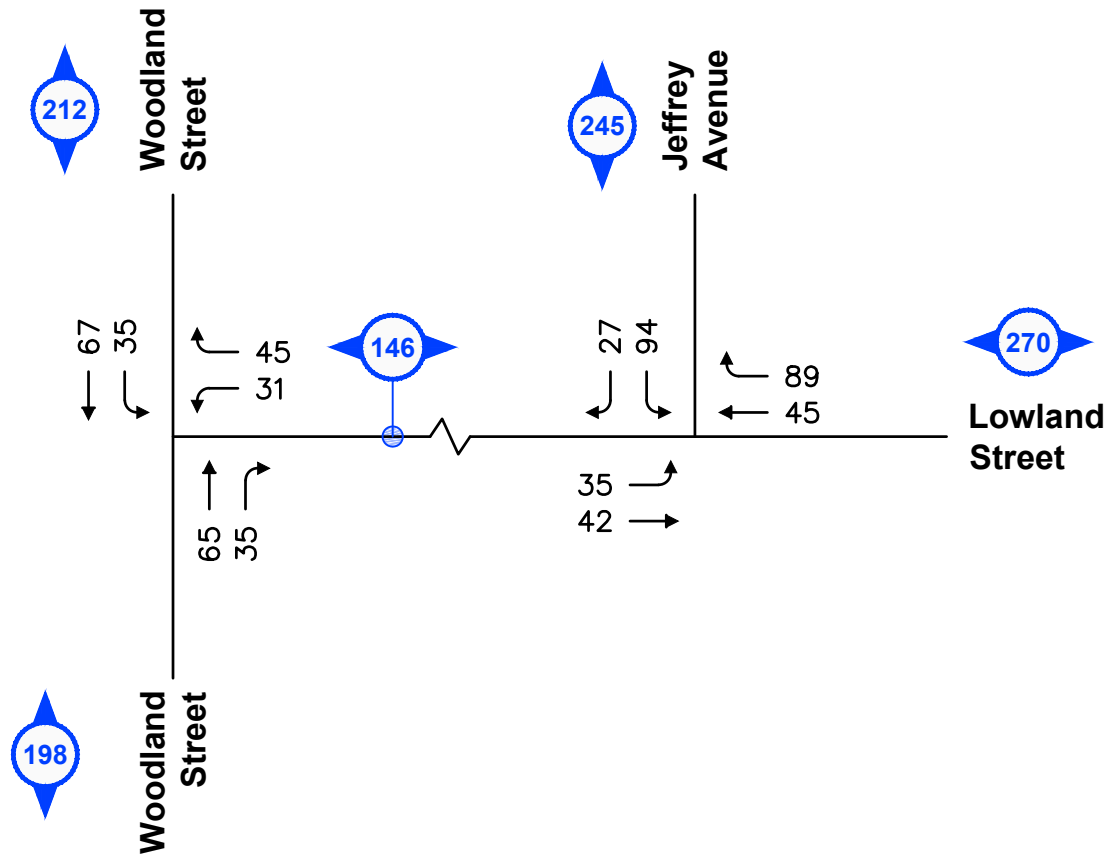
File Name : 944_Lowland_at_Jeffrey_09-26-2017
Site Code : 944
Start Date : 9/26/2017
Page No : 1

Groups Printed- Lights - Mediums - Articulated Trucks

Start Time	Jeffrey Avenue From North				Lowland Street From East				Lowland Street From West				Int. Total
	Right	Left	U-Turn	App. Total	Right	Thru	U-Turn	App. Total	Thru	Left	U-Turn	App. Total	
07:00 AM	15	29	0	44	146	68	0	214	60	69	0	129	387
08:00 AM	15	28	0	43	104	68	0	172	38	72	0	110	325
09:00 AM	20	26	0	46	53	40	0	93	20	37	0	57	196
10:00 AM	25	30	0	55	39	24	0	63	29	18	0	47	165
11:00 AM	35	36	0	71	24	34	0	58	36	23	0	59	188
12:00 PM	22	30	0	52	40	34	0	74	37	29	0	66	192
01:00 PM	24	30	0	54	32	29	0	61	20	22	0	42	157
02:00 PM	24	51	0	75	26	29	0	55	35	31	0	66	196
03:00 PM	40	54	0	94	23	39	0	62	62	38	0	100	256
04:00 PM	87	123	0	210	28	58	0	86	86	39	0	125	421
05:00 PM	79	116	0	195	41	40	0	81	53	22	0	75	351
06:00 PM	32	55	0	87	13	23	0	36	44	16	0	60	183
Grand Total	418	608	0	1026	569	486	0	1055	520	416	0	936	3017
Apprch %	40.7	59.3	0		53.9	46.1	0		55.6	44.4	0		
Total %	13.9	20.2	0	34	18.9	16.1	0	35	17.2	13.8	0	31	
Lights	391	514	0	905	480	441	0	921	478	381	0	859	2685
% Lights	93.5	84.5	0	88.2	84.4	90.7	0	87.3	91.9	91.6	0	91.8	89
Mediums	18	80	0	98	75	37	0	112	32	21	0	53	263
% Mediums	4.3	13.2	0	9.6	13.2	7.6	0	10.6	6.2	5	0	5.7	8.7
Articulated Trucks	9	14	0	23	14	8	0	22	10	14	0	24	69
% Articulated Trucks	2.2	2.3	0	2.2	2.5	1.6	0	2.1	1.9	3.4	0	2.6	2.3

9/27/2017												
Lights	Entering From North			Entering From South			Exiting to North			Exiting To South		
	Mediums	Articulated	Lights	Mediums	Articulated	Tru Lights	Mediums	Articulated	Lights	Mediums	Articulated	Trucks
6:00 AM	0	0	0	0	1	0	0	0	0	0	1	0
7:00 AM	5	8	0	0	4	0	0	0	0	3	5	0
8:00 AM	4	8	0	0	4	0	4	5	0	0	6	0
9:00 AM	2	7	0	1	5	0	2	10	0	0	6	0
10:00 AM	3	10	0	0	5	0	1	10	0	2	3	0
11:00 AM	3	8	0	1	2	0	1	7	0	0	4	0
12:00 PM	3	8	0	0	1	0	1	7	0	1	3	0
1:00 PM	1	8	0	0	7	0	0	13	0	0	4	0
2:00 PM	1	12	0	0	5	0	1	13	0	1	4	0
3:00 PM	2	7	0	0	5	0	2	9	0	1	0	0
4:00 PM	1	3	0	0	0	0	5	6	0	0	1	0
5:00 PM	0	2	0	0	0	0	4	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
Total:	25	81	0	2	39	0	21	87	0	8	37	0

Truck Volumes		Truck Distribution	
Entering	Exiting	Left In-Right Out	Right In-Left Out
1	1	2	0
12	12	9	15
12	11	10	13
12	16	11	17
15	13	8	20
10	11	6	15
9	10	4	15
15	17	11	21
17	17	9	25
12	9	5	16
3	7	1	9
2	0	0	2
0	0	0	0
0	0	0	0
120	124	76	168



NOTES:

= Trucks

 = Truck Distribution #

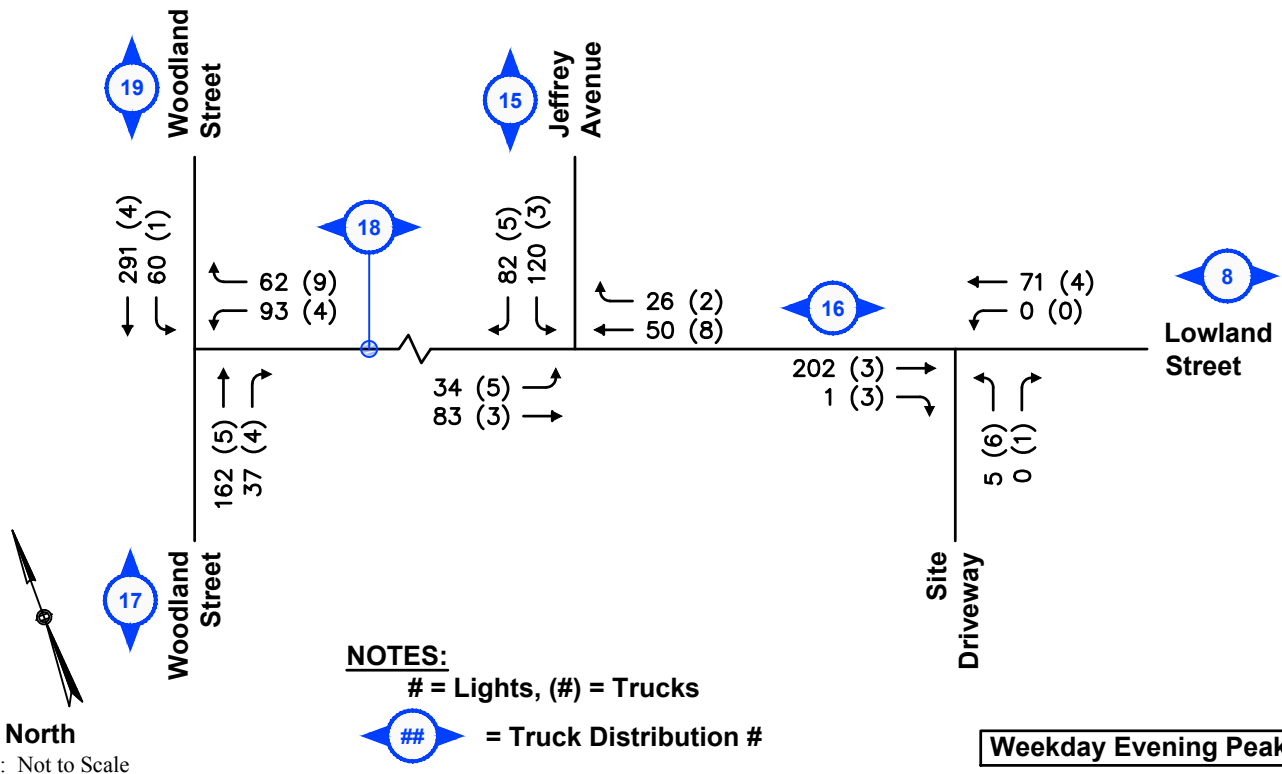
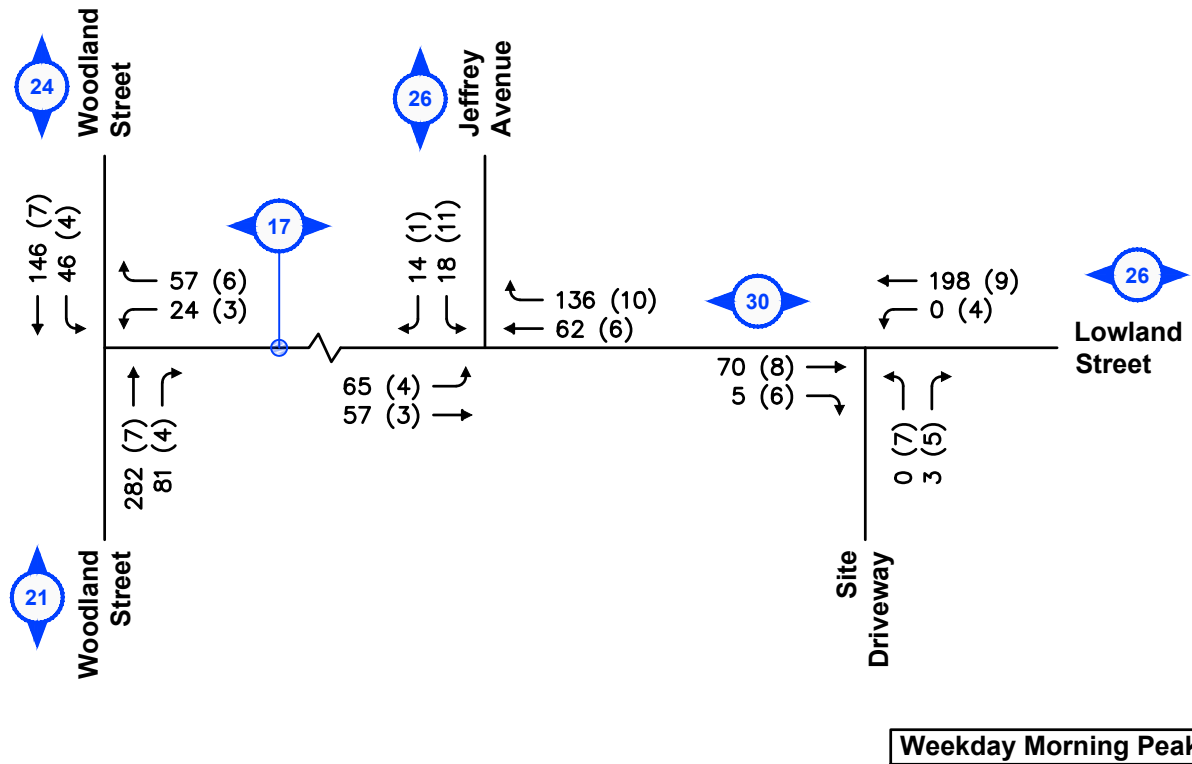
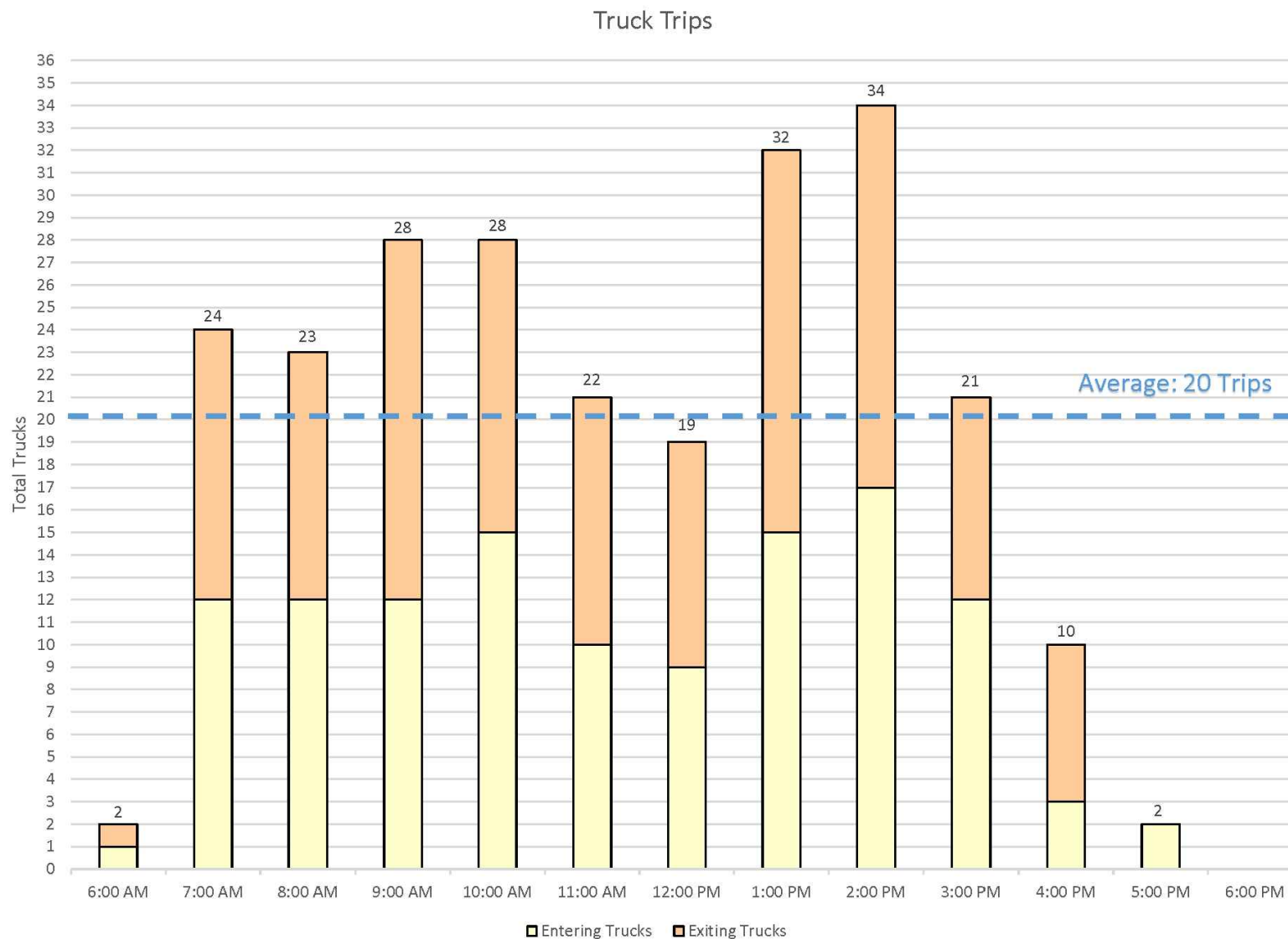


Exhibit 4

MDM TRANSPORTATION CONSULTANTS, INC.
Planners & Engineers

**2017 Baseline Condition
Weekday Peak Hour Traffic Volumes**



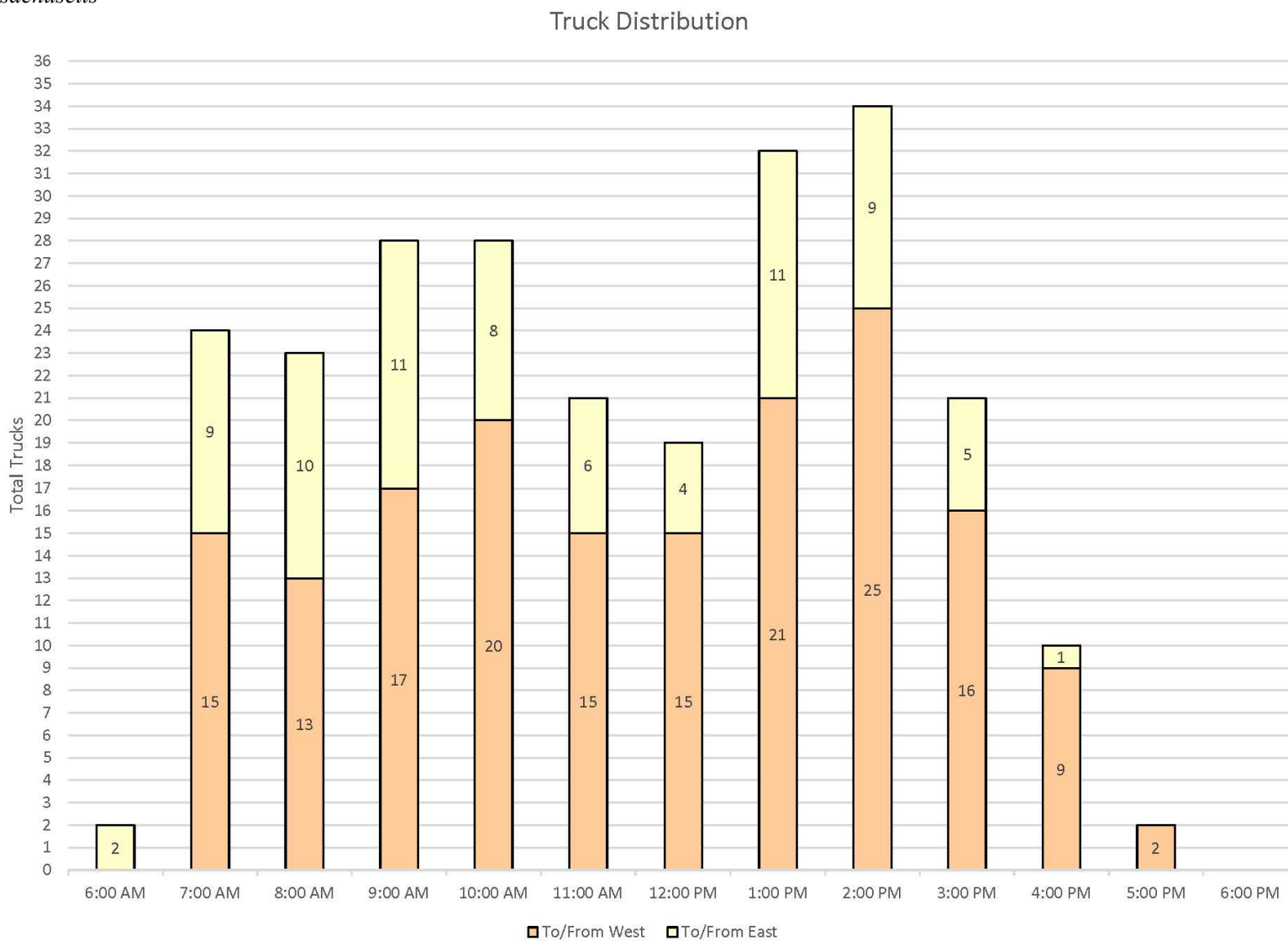


Exhibit 6

MDM TRANSPORTATION CONSULTANTS, INC.
 Planners & Engineers

**American Recycled Materials
 Truck Distribution**



Safe Routes to School Walk Assessment Existing Conditions, Findings, and Recommendations

Fred W. Miller Elementary School
Holliston Public Schools

Overview

Background

Existing Conditions

Walk Assessment Details

Assessment Findings

Recommendations

Next Steps



Background

What is a Walk Assessment?

- Evaluation of walking and biking infrastructure conditions around a school that may inform engineering and programmatic initiatives for the school and corresponding city/town

Who is Involved?

- Trained professionals, engineers, planners, school staff, volunteers, and parents/guardians

Why Miller Elementary?

- School administration found value in the SRTS Program and the community wants to increase safe walking and biking



Summary

- Walk assessment evaluated walking and biking conditions around Miller Elementary School on Monday July 22, 2019
- Focus areas identified where walking and biking conditions may be improved
- Programmatic and engineering recommendations provided for the School and Town to consider implementing



Existing Conditions

This report is for informational purposes only. These recommendations include components of the Massachusetts Safe Routes to School (SRTS) Program. Your local SRTS outreach coordinator may facilitate or take part in discussions and provide direct program offerings. Please note that your SRTS outreach coordinator cannot advocate for state or municipal policy and/or infrastructure-related work. Furthermore, your SRTS outreach coordinator cannot make direct engineering or municipal planning recommendations.



Overview

Grades Served: 3rd, 4th and 5th

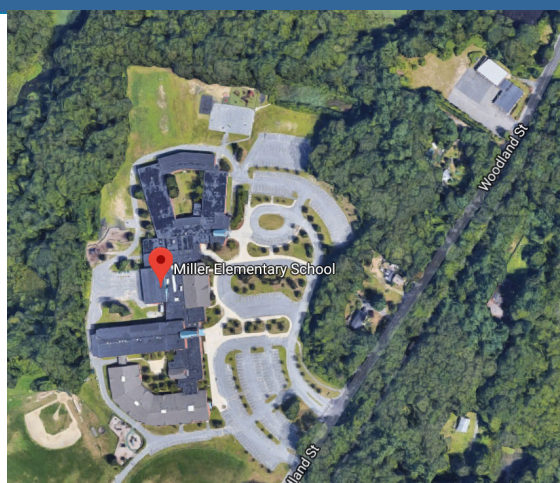
- 282 students

Arrival

- Arrival earlier than 8:10 am (classes start at 8:10 am)

Dismissal

- After 3:33 pm



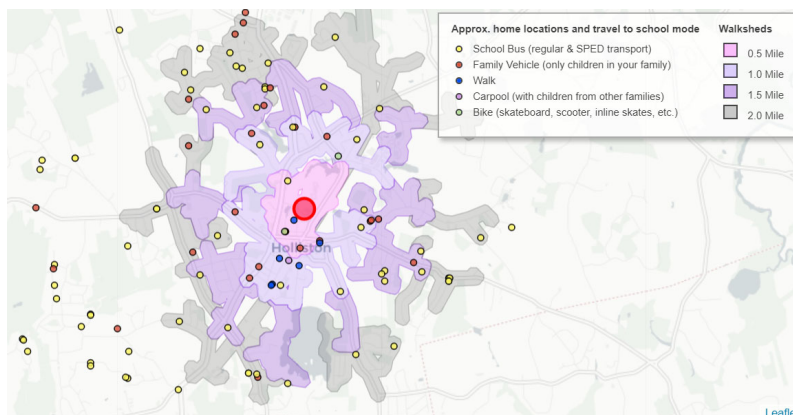
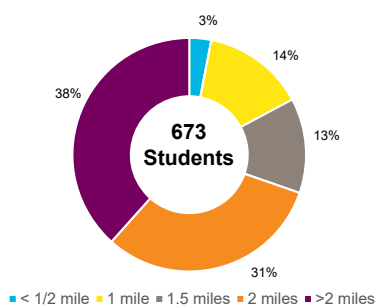
Address: 235 Woodland St, Holliston, MA 01746



Student Travel Modes

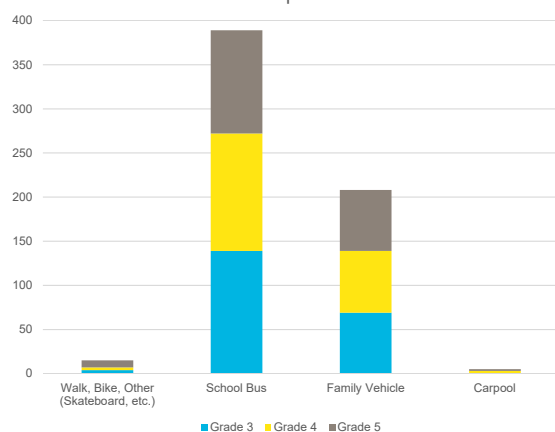
STUDENT DISTANCE FROM SCHOOL

As reported in 2019 Parent Survey (n = 121)

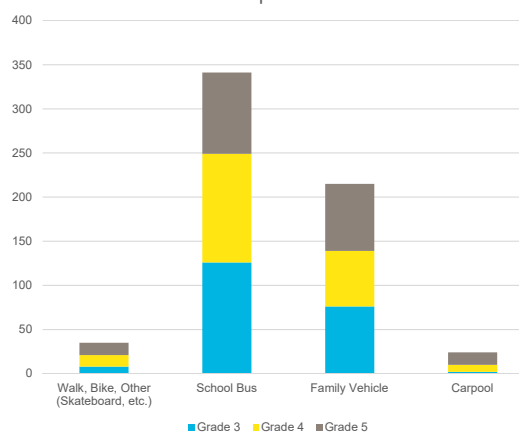


Average of “to school” and “from school” modes as reported in 2019 Student Travel Tallies.

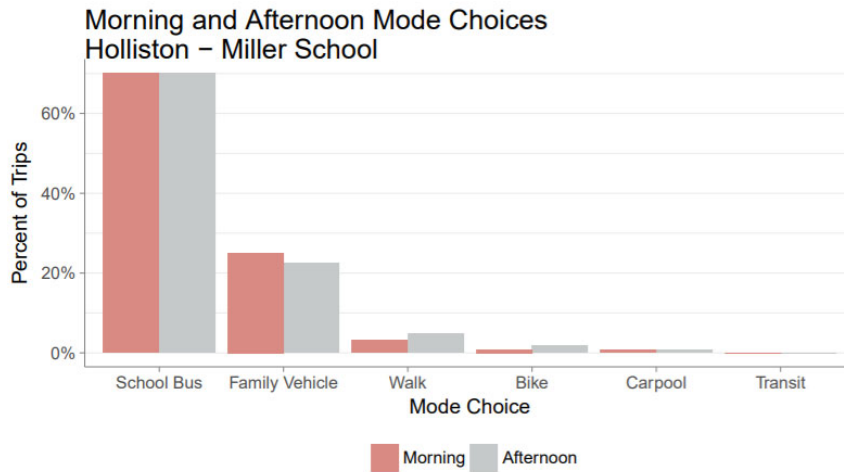
Modes of Transportation: Arrival



Modes of Transportation: Dismissal



Student Travel Modes



As reported in 2019 Parent Survey (n = 121)

Survey Dates: 1/07/19 to 1/21/19



Walk Assessment



Walk Assessment Details

Date: Monday, July 22, 2019

Observation: 9:00 – 11:00 am

Participants:

Name	Role	Organization	Email
Rachel O'Donnell	Outreach Coordinator	Massachusetts Safe Routes to School	Rachel.O'Donnell@dot.state.ma.us
Emily Budzynkiewicz	Statewide Lead	Massachusetts Safe Routes to School	Emily.Budzynkiewicz@dot.state.ma.us
Tina Hein	Selectman	Holliston Select Board	heint@holliston.k12.ma.us
David Keim	Principal	Miller Elementary School	keimd@holliston.k12.ma.us
Erica Linares	Vice Principal	Miller Elementary School	linarese@holliston.k12.ma.us
Matthew Stone	Police Chief	Holliston Police Department	stone@hollistonpolice.com
Robert Weidknecht	Chair	Holliston Trails Committee	n/a



Observations



Observations

Woodland Street

- There are no crosswalks on Woodland that connect to the bike path
- Overgrown vegetation is blocking access to the sidewalk
- There were some downed powerlines strewn across the sidewalk (unclear if live or not)

High Street (First Baptist Church is used as a park and walk location)

- The "ALL WALK" signal at the intersection of High Street, Washington Street, and Woodland Street isn't long enough to cross over both crosswalks in one cycle
- Overgrown vegetation is blocking access to the sidewalk
- There are no sidewalks on the church side of High Street (church and school are on the same side of the road)
- There are no crosswalks connecting the church parking lot with the sidewalk

Lowland Street

- Many large trucks were seen turning onto Lowland Street
- The crosswalk on Woodland Street doesn't connect to anything on Lowland Street (no sidewalks)



Observation Photos



Overgrown vegetation along Woodland Street sidewalk



Exposed telephone wires along Woodland Street sidewalk



1st proposed location of crosswalk connecting Woodland Street and bike path (by driveway of Holliston Oil Service)



Observation Photos



2nd proposed location of crosswalk connecting Woodland Street and bike path (north of the school driveway)



Bike path view of 2nd proposed location of crosswalk to connect Woodland Street and bike path



Observation Photos



Line of sight looking towards Miller at location of proposed crosswalk



Line of sight looking towards High Street at location of proposed crosswalk



Observation Photos



Trucks turning onto Lowland Street



Woodland Street crosswalk
"connecting" to Lowland Street
(no sidewalks on other side)



Observation Photos



Two different styles of crosswalks (solid/maroon and ladder) at intersection of Woodland, Washington, and High Streets



Signage visibility limited due to vegetation overgrowth



Observation Photos



Vegetation on High Street blocking access to the sidewalk



No crosswalk connecting sidewalk and church on High Street



Programmatic Recommendations



Education / Communication

Recommendation	Continue Existing	Start New
Integrate the SRTS pedestrian and bicycle safety lessons into the school curriculum. Integration can involve SRTS leading lessons, or SRTS training teachers and volunteers to then lead the lessons.		✓
Incorporate SRTS-provided information about walking and bicycling to school in communications with parents/guardians.		✓
Distribute safe driving information, including directions on the arrival/dismissal policy for Miller Elementary. Information should stress the importance of driving safely in school zones and being alert for pedestrians and bicyclists during arrival and dismissal.		✓
Add SRTS policy language to existing wellness and/or transportation policy.		✓



Evaluation

Recommendation	Continue Existing	Start New
SRTS team can assist with conducting future Student Travel Tallies to get baseline data for student travel patterns and then conduct a second round at the end of the year to assess program effectiveness.	✓	
SRTS to develop in partnership with Miller Elementary staff/community to administer a supplemental parent survey that collects information on parents' attitudes towards walking and bicycling and reasons why they may or may not allow their children to walk or bike to school.		✓



Encouragement

Recommendation	Continue Existing	Start New
Participate in all SRTS flagship days (International Walk and Roll to School Day: first Wednesday of October, Winter Walk and Roll to School Day: first Wednesday of February, Massachusetts Walk, Bike and Roll to School Day: first Wednesday of May).	✓	
Parents/guardians or school staff can organize a Walking Wednesday program where students meet before, during, or after school to walk laps around their community. Students can record their progress using the SRTS-provided Walk Across America and Walk Across Massachusetts maps.	✓	
Parents/guardians can help organize and support walking schools buses. Volunteering involves committing to walking with a group of students on a pre-determined route to school.	✓	
School staff can establish a frequent walker / bicyclist program that rewards students who walk/bike to school a certain amount of times. Rewards may be a sticker, shoelaces, or extra recess.		✓
School staff to support students in the Annual Yard Sign Contest.		✓
At the end of the year, school leadership should complete the SRTS Activity Checklist and attend the awards ceremony.		✓



Enforcement

Recommendation	Continue Existing	Start New
District leadership could work with the police department to provide periodic parking and traffic enforcement near the school with an emphasis on enforcement along the Woodland Street walking school bus route.		✓
School leadership could provide Crossing Guards with SRTS training resources.		✓
Include law enforcement in safety trainings.	✓	
Facilities staff could obtain and install free "No Idling" signs through the SRTS yard sign program and MassDEP Green Team.		✓



Equity

Recommendation	Continue Existing	Start New
Incorporate resources and opportunities for students of all abilities to participate in MA SRTS.		✓
Staff to provide SRTS resources in different languages.		✓
District could adopt Wellness Policy that codifies Equity as guiding principle.		✓



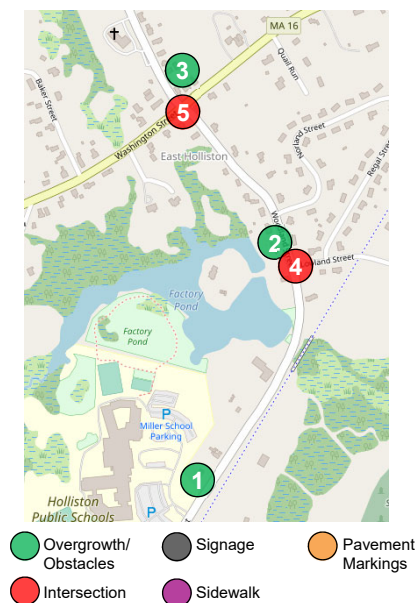
Engineering Recommendations

This report is for informational purposes only. These recommendations include components of the Massachusetts Safe Routes to School (SRTS) Program. Your local SRTS outreach coordinator may facilitate or take part in discussions and provide direct program offerings. Please note that your SRTS outreach coordinator may not advocate for state or municipal policy and/or infrastructure-related work. Furthermore, your SRTS outreach coordinator cannot make direct engineering or municipal planning recommendations and in some, if not all, cases the following recommendations might need additional study.



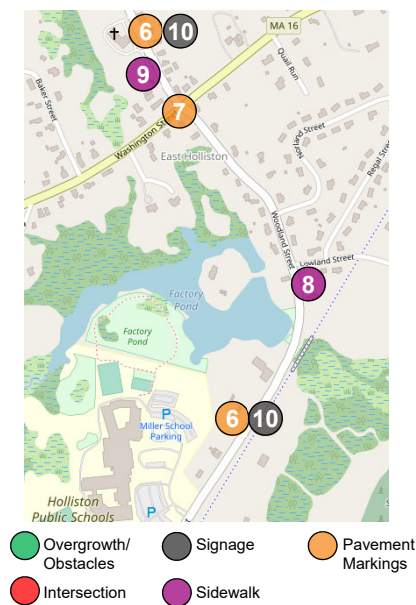
Engineering – Recommendations

Map ID	Issue	Recommendation
1	Vegetation is encroaching on sidewalk (including poison ivy).	Consider notifying the homeowner or notify DPW to trim back vegetation.
2	Telephone wires were covering the sidewalk (unclear if live or not).	Install curb bumpouts to improve visibility of walkers, reduce crossing distances, and calm traffic.
3	Overgrown vegetation blocks the sidewalk.	Consider notifying the homeowner or notify DPW to trim back vegetation.
4	Large trucks are constantly traveling on Woodland Street. Speeding occurs too.	Consult Boston Metropolitan Planning Organization to see if any truck exclusions can be made along Woodland Street
5	"All Walk" signal is not long enough to get across both sidewalks.	Consider extending the walk period for the walk signal so students can safely cross both crosswalks in one cycle.



Engineering – Recommendations

Map ID	Issue	Recommendation
6	No crosswalks to connect the park and walk location and bike path with sidewalks.	Consider painting a crosswalk by the First Baptist church to connect to the sidewalk and one by the entrance to the school to connect to the bike path.
7	Each crosswalk by High St. intersection is a different style.	Consider repainting crosswalks into a uniform ladder style for increased visibility.
8	There is not a sidewalk on Lowland Street.	Consider installing a sidewalk that connects with the "crosswalk to nowhere" on Woodland Street (would gain access to bike path too).
9	There isn't a sidewalk on the same side of High St. as the church	Consider installing a sidewalk that would allow walkers to stay on the same side of High St. as the church and school (less crossing locations).
10	No signage indicating new crosswalks.	If new crosswalks are painted, consider adding signage indicating the upcoming pedestrian zone.



Resources

Massachusetts Safe Routes to School

<https://www.mass.gov/safe-routes-to-school>

Safe Routes to School National Partnership

<https://www.saferoutespartnership.org/>

MassDOT Municipal Resource Guide for Walkability

https://www.mass.gov/files/documents/2018/09/17/MunicipalResourcesGuideForWalkability_2018-08-24.pdf

MassDOT Complete Streets Program

<https://www.mass.gov/complete-streets-funding-program>

Mass DEP Green Team

<https://thegreenteam.org/>

EOPPS Grants

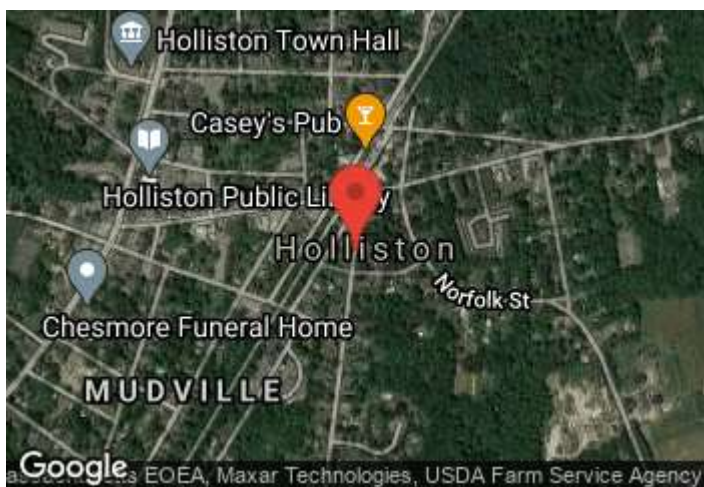
<https://www.mass.gov/orgs/executive-office-of-public-safety-and-security>





Blair Square: YPI16039509

Period Analyzed: Tuesday, September 01, 2020 to Tuesday, October 06, 2020

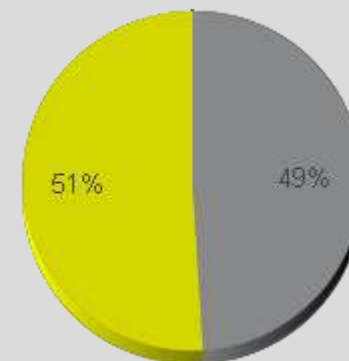


Key Figures

- Total Traffic for the Period Analyzed: 23,325
- Daily Average: 648
Weekdays: 529 / Weekend days: 956
- Busiest Day of the Week: Saturday
- Busiest Days of the Period Analyzed:
 1. Monday, September 07, 2020 (1,383)
 2. Sunday, October 04, 2020 (1,104)
 3. Saturday, October 03, 2020 (1,096)
- Distribution by Direction:

■ IN: 51%

■ OUT: 49%



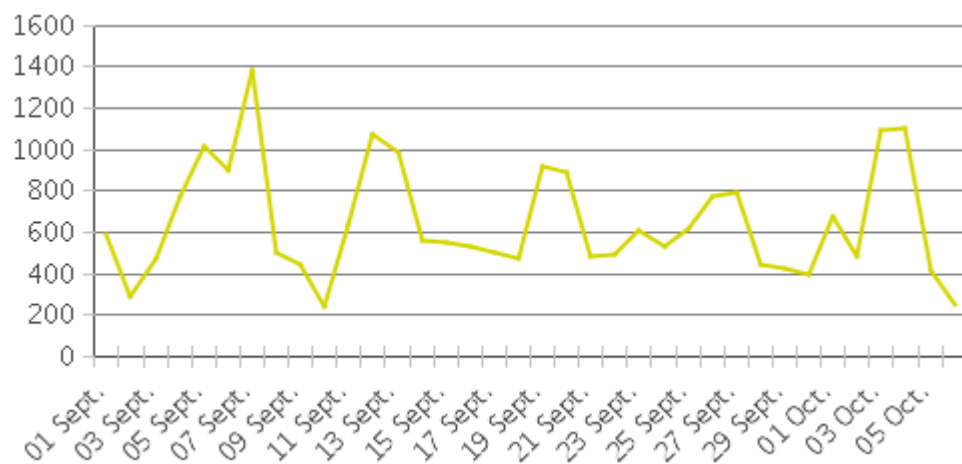


YPI16039509

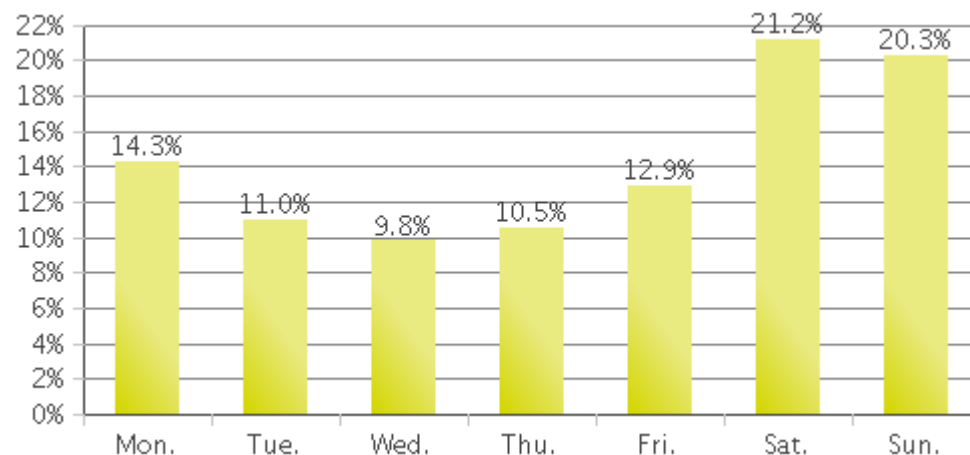
Period Analyzed: Tuesday, September 01, 2020 to Tuesday, October 06, 2020



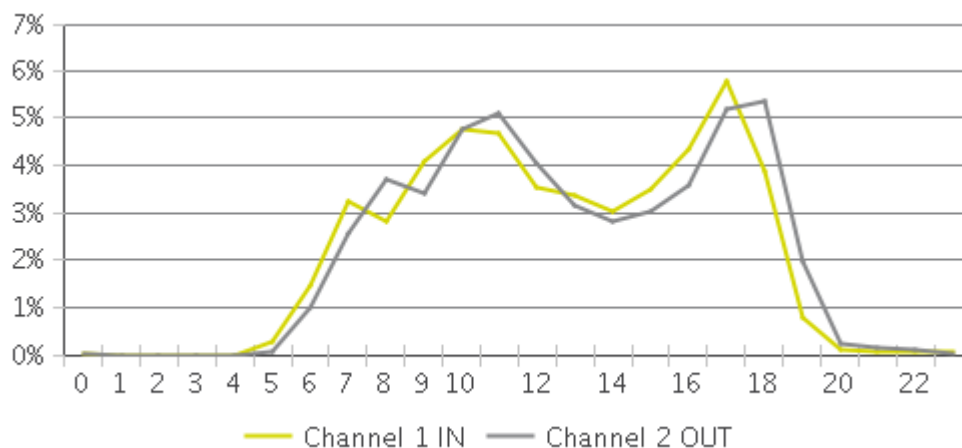
Daily Data



Weekly Profile



Hourly Profile during Weekdays



Hourly Profile during the Weekend

