

Interchange

Sharing the Best in Transportation Technology

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Baystate Roads
Program

www.mass.gov/baystateroads



U.S. Department
of Transportation
**Federal Highway
Administration**



**UMass Amherst
Transportation Center**



Advancing Sustainable Transportation

MassDOT's GreenDOT Implementation Plan

On the two-year anniversary of the adoption of the GreenDOT Policy, June 2nd, MassDOT released the Draft GreenDOT Implementation Plan (the Plan) to serve as the framework for embedding sustainability principles into the core business and culture of both municipal and state transportation within the Commonwealth. The Implementation Plan targets policies and operation procedures to deliver transportation services to the Commonwealth aligned with MassDOT's GreenDOT policy and stewardship goal.

The GreenDOT Policy contains three primary objectives:

1. Reduce Greenhouse gas emissions.
2. Promote healthy transportation options of walking, bicycling, and public transit.
3. Support smart growth development.

The Plan outlines specific goals to decrease use of scarce resources and minimize ecological impacts in seven areas: air quality, energy consumption, material procurement,

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U.S. Department of Transportation Reduces Burden on Local Governments

Final Rule Eliminates Dozens of Deadlines for Replacing Traffic Signs, Simplifies Requirements

THURSDAY, MAY 10, 2012, WASHINGTON - U.S. Transportation Secretary Ray LaHood today announced the Obama Administration is eliminating 46 regulations on traffic signs to provide more flexibility for state and local governments, including allowing communities to replace traffic signs when they are worn out rather than requiring signs to be replaced by a specific date.

"Some of these burdensome deadlines would have cost communities millions of dollars at a time when they can't afford that," said Secretary LaHood. "We spoke to state and local officials across the country, and we heard them loud and clear."

Earlier this year, President Obama called for a government-wide review of regulations in order to identify those that needed to be changed or removed because they were unnecessary, out-of-date, excessively burdensome or overly costly.

"Officials at the state and local levels are in the best position to make decisions related to sign replacement and other issues related to traffic management," said Federal Highway Administrator Victor Mendez. "These changes will give them the flexibility they need to make the best use of taxpayer dollars."

The regulations establishing deadlines for street sign replacement came from the Manual on Uniform Traffic Control Devices (MUTCD), which is a compilation of

national standards for all pavement markings, street signs and traffic signals. The Federal Highway Administration (FHWA), which has published the manual since 1971, updates it periodically to accommodate changing transportation needs and address new safety technologies, traffic control tools, and traffic management techniques.

Last August, FHWA issued a Notice of Proposed Amendments to eliminate the 46 deadlines, and a final rule has been sent to the Federal Register for publication. The final rule is available in the docket, FHWA-2010-0159, available at <http://www.regulations.gov>.

The deadlines requiring that certain street name signs be replaced by 2018 to meet minimum retroreflectivity standards and requiring larger lettering on those street name signs are among the deadlines that will be eliminated. The final rule also eliminates

deadlines for increasing the size of various traffic signs, such as 'Pass With Care' and 'Low Clearance.' Instead, communities will be able to replace and upgrade these signs when they reach the end of their useful life.

In addition to eliminating the deadlines, FHWA will allow communities to retain historic street-name signs in historic districts.

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***—Victor Mendez,
Federal Highway Administrator***

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"The DOT has retained 12 deadlines for sign upgrades that are critical to public safety. These safety-critical sign upgrades include installing ONE WAY signs at intersections with divided highways or one-way streets and requiring STOP or YIELD signs to be added at all railroad crossings that don't have train-activated automatic gates or flashing lights."



Table I-2. Target Compliance Dates Established by the FHWA

2009 MUTCD Section Number(s)	2009 MUTCD Section Title	Specific Provision	Compliance Date
2A.08	Maintaining Minimum Retroreflectivity	Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign retroreflectivity at or above the established minimum levels (see Paragraph 2)	2 years from the effective date of this revision of the 2009 MUTCD*
2A.19	Lateral Offset	Crashworthiness of sign supports on roads with posted speed limit of 50 mph or higher (see Paragraph 2)	January 17, 2013 (date established in the 2000 MUTCD)
2B.40	ONE WAY Signs (R6-1, R6-2)	New requirements in the 2009 MUTCD for the number and locations of ONE WAY signs (see Paragraphs 4, 9, and 10)	December 31, 2019
2C.06 through 2C.14	Horizontal Alignment Warning Signs	Revised requirements in the 2009 MUTCD regarding the use of various horizontal alignment signs (see Table 2C-5)	December 31, 2019
2E.31, 2E.33, and 2E.36	Plaques for Left-Hand Exits	New requirement in the 2009 MUTCD to use E1-5aP and E1-5bP plaques for left-hand exits	December 31, 2014
4D.26	Yellow Change and Red Clearance Intervals	New requirement in the 2009 MUTCD that durations of yellow change and red clearance intervals shall be determined using engineering practices (see Paragraphs 3 and 6)	5 years from the effective date of this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
4E.06	Pedestrian Intervals and Signal Phases	New requirement in the 2009 MUTCD that the pedestrian change interval shall not extend into the red clearance interval and shall be followed by a buffer interval of at least 3 seconds (see Paragraph 4)	5 years from the effective date of this revision of the 2009 MUTCD, or when timing adjustments are made to the individual intersection and/or corridor, whichever occurs first
6D.03**	Worker Safety Considerations	New requirement in the 2009 MUTCD that all workers within the right-of-way shall wear high-visibility apparel (see Paragraphs 4, 6, and 7)	December 31, 2011
6E.02**	High-Visibility Safety Apparel	New requirement in the 2009 MUTCD that all flaggers within the right-of-way shall wear high-visibility apparel	December 31, 2011
7D.04**	Uniform of Adult Crossing Guards	New requirement in the 2009 MUTCD for high-visibility apparel for adult crossing guards	December 31, 2011
8B.03, 8B.04	Grade Crossing (Crossbuck) Signs and Supports	Retroreflective strip on Crossbuck sign and support (see Paragraph 7 in Section 8B.03 and Paragraphs 15 and 18 in Section 8B.04)	December 31, 2019
8B.04	Crossbuck Assemblies with YIELD or STOP Signs at Passive Grade Crossings	New requirement in the 2009 MUTCD for the use of STOP or YIELD signs with Crossbuck signs at passive grade crossings	December 31, 2019

* Types of signs other than regulatory or warning are to be added to an agency's management or assessment method as resources allow.


** MUTCD requirement is a result of a legislative mandate.

Note: All compliance dates that were previously published in Table I-2 of the 2009 MUTCD and that do not appear in this revised table have been eliminated.

Source: 2009 Manual on Uniform Traffic Control Devices (MUTCD), Revision 2, May 2012

Burden

Continued from previous page

The DOT has retained 12 deadlines for sign upgrades that are critical to public safety. These safety-critical sign upgrades include installing ONE WAY signs at intersections with divided highways or one-way streets and requiring STOP or YIELD signs to be added at all railroad crossings that don't have train-activated automatic gates or flashing lights. 

U.S. Department of Transportation, Office of Public Affairs, Washington, D.C., www.dot.gov/affairs/briefing.htm - FHWA 22-12, Thursday, May 10, 2012



The regulations establishing deadlines for street sign replacement came from the Manual on Uniform Traffic Control Devices.



GreenDOT

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land management, transportation planning and design, waste management, and water resources. These goals include commitments to reducing greenhouse gas emissions and supporting multi-modal transportation that reinforce the GreenDOT policy. Additionally, the Plan sets requirements for MassDOT to operate as a 'Green' business through its product purchasing, material selection, contract procurement and capital investments. These changes will not only help us be more sustainable in our core business but targets life cycle costs that can save both time and money for MassDOT.

The Plan aims to be bold, change existing practices, and make strong policy and investment priorities toward sustainability.

MassDOT employees, contractors, partner agencies, and stakeholders will be asked to evaluate standard procedures and to make innovative strides toward environmentally sensitive business practices. MassDOT expects that the policies and best practices outlined in the Plan can also serve as models for sustainability programs at the local level, for example, providing a framework for setting municipal Complete Streets policies or promoting methods of integrated roadside vegetation management along local roadways.



The Plan establishes a set of four to six tasks to be undertaken to support each sustainability goal. The tasks are further broken down with clear time horizons of 2013, 2015, or 2020 which are assigned to the relevant

implementing divisions of

MassDOT. Many of the first set of indicators to be completed by 2013 involve taking inventory of material assets, calculating opportunities for major energy and resource savings in current operations, and prioritizing needs for new investments. Other significant immediate steps are changes in business practices to utilize environmentally preferred materials, advancing sustainable design, and focusing procurement decisions. For example,

immediate actions will include maximizing the use of warm mix asphalt and RAP, expanding recycling facilities, piloting alternative fuels, prioritizing funds toward health transportation modes, and designing zero net energy airport



MassDOT is accepting public comments on the Draft Implementation Plan through August 2nd. MassDOT is hosting a series of public open houses to discuss GreenDOT across the Commonwealth. Stay tuned to the Baystate Roads website for details on the dates, times, and locations of these open houses. To review the document and/or provide feedback, please visit: www.massdot.state.ma.us/GreenDOT/GreenDOTImplementationPlan.aspx.

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Master Roads Scholar Gerald Coppola, Town of Richmond

Jerry, a member of the Baystate Roads Program Advisory Board, was hired as a highway superintendent in 1986, and his anniversary in November will give him a total of 26 years.

He is a member of the Mass Highway Association as a past president and presently on the Board of Directors representing Berkshire County District #1 Highway Superintendent's Association, of which he was also a past president and presently the Association's secretary.

Before coming to the highway department he worked for Tri-Town Paving Inc., a paving company out of Lee, MA for 17 years as driver, laborer, equipment operator, and for the last 8 years there he was their Blaw-Know paver. Jerry has probably paved at least one road or more in just about every town in Berkshire County.


"There's no one project that I think is special to me. I think, like all small communities that are trying to complete their plans for the year with the limited funds, being able to accomplish it is what I'm proud of. We are presently

Attend 7 workshops and become a **Roads Scholar**.
Attend 22 workshops and become a **Master Roads Scholar**. Check your status at mass.gov/baystateroads



Gerry Coppola (left) receives Master Road Scholar award from Baystate Roads Program Manager Chris Ahmadjian.

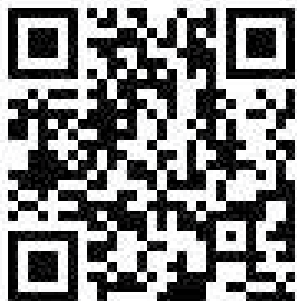
working on a long awaited STRAP grant. I would love to go out with that project completed.

I've attended the Baystate Roads workshops since Meryl Mandell was the Program Manager. Having this program available with such a wealth of knowledge and information to be at any highway department's finger tips has come a long way since the copied and stapled handouts (pothole primer). Working with Chris and Dan has been a pleasure, and I will continue to support the program." 

Moving Together



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Register Now!

Moving Together 2012: Mode Shift to a Healthier State

Wednesday, October 17, 2012

7:45 am – 4:00 pm

Boston Sheraton Hotel

39 Dalton Street, Boston, MA

Moving Together 2012, MassDOT's annual statewide walking and bicycling conference, will focus on Mode Shift to a Healthier State. GreenDOT is MassDOT's comprehensive sustainability policy that promotes the healthy transportation modes of walking, bicycling and transit. This annual conference brings together local, state, regional and national officials, community leaders, planners, engineers, landscape architects, public health experts, environmental professionals, walking and bicycling advocates, educators, and consultants from throughout Massachusetts. Don't miss out on this premier event to learn about, network and collaborate on, and advocate for healthy transportation. Register now for Moving Together 2012!

Register on-line at mass.gov/baystateroads or call the Baystate Roads Program (413) 545-5403 for more information.

massDOT
Massachusetts Department of Transportation

GreenDOT

Massachusetts Rises to 3rd in National List of Bicycle-Friendly States

The Commonwealth continues to improve its “Bike-Friendliness” ranking from League of American Bicyclists



Boston – In their recently-released annual ranking, the League of American Bicyclists promoted Massachusetts from 9th to 3rd most “Bicycle Friendly State.” Last year the Commonwealth had vaulted into the Top Ten from 19th in 2010.

“Massachusetts has continued to advance through the ranks of Bicycle Friendly States,” said MassDOT Secretary Richard A. Davey. “MassDOT was recently lauded as a Bicycle Friendly Business, the first DOT in the nation to receive this recognition. These accomplishments mark our commitment to the MassDOT mission of providing safe, healthy and efficient transportation, and the importance of our innovative GreenDOT policy.”

Six municipalities in Massachusetts have also been recognized by the League of American Bicyclist in their bicycle friendly community evaluation: Arlington, Boston, Newton, Northampton, Somerville, and Salem. According to the League, “A Bicycle Friendly Community welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation.”

“When MassDOT was created in 2009, innovative policies like the Healthy Transportation Compact and Complete Streets were built right into the new agency,” said David

2012 Bicycle Friendly States Ranking



Key: The percent of total points available attained by each state



State	Rank	Scoring Criteria				
		Legislation & Enforcement	Policies & Programs	Infrastructure & Funding	Education & Encouragement	Evaluation & Planning
Washington	1					
Minnesota	2					
Massachusetts	3					
Colorado	4					
Oregon	5					
Wisconsin	6					
New Jersey	7					
Maryland	8					
Maine	9					
Delaware	10					
Illinois	11					
California	12					
Utah	13					
Arizona	14					
Pennsylvania	15					
Iowa	16					
Virginia	17					
Vermont	18					
Michigan	19					
Connecticut	20					

Watson, Executive Director of the Massachusetts Bicycle Coalition (MassBike), the statewide bicycling education and advocacy group. “MassDOT’s growing emphasis on sustainability and its strong partnership with the advocacy community have led to rapid improvements for bicycling.”

The League of American Bicyclists compares states across a set of objective scoring criteria in

the five categories: Legislation & Enforcement; Policies & Programs; Infrastructure & Funding; Education & Encouragement; and Evaluation & Planning.

The ranking highlighted MassDOT’s ambitious GreenDOT policy as contributing to its bicycle friendly success. GreenDOT calls for MassDOT to incorporate sustainability into all of its activities,

Please see BICYCLE on next page

Bicycle

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from strategic planning to project design and construction to system operation. The GreenDOT policy initiative promotes walking, bicycling, and public transit as one of its central goals as well as reaching the greenhouse gas reduction targets mandated under the Global Warming Solutions Act, signed by Governor Patrick in 2008.

Other accomplishments contributing to the Commonwealth's success include sponsoring statewide Complete Streets Trainings, integrating bicycling throughout the driver's license manual, a robust Safe Routes to School Program, the annual statewide Moving Together bicycling and walking conference, planning for the Bay State Greenway (a vision for a 788-mile network of bicycle facilities throughout the Commonwealth) and the reinvigorated State Bicycle and Pedestrian Advisory Board.

This announcement follows another successful Bay State Bike Week. During the week of May 14-20, MassDOT, working in partnership with MassBike, MassRIDES, and communities across the Commonwealth, led a weeklong celebration of bicycling.

For more information on the League of American Bicyclists and their Bicycle Friendly State ranking, please visit www.bikeleague.org/programs/bicyclefriendlyamerica/bicyclefriendlystate/.

MassBike is the Bay State's only statewide bicycling advocacy organization, and has been working toward better biking for 35 years. MassBike promotes a bicycle-friendly environment and encourages bicycling for fun, fitness and transportation. For more information about MassBike please visit www.MassBike.org, "like" MassBike on Facebook or follow MassBike on Twitter at @massbike.



Governor:	Deval Patrick
DOT Commissioner:	Richard Davey
Bicycle/Pedestrian Coordinator:	Josh Lehman
State Advocacy Group:	MassBike

Massachusetts

BFS Report Card

RANKING # 3 REGIONAL RANKING **NORTHEAST: #1**

Category Scores		Scoring: 5 = High 1 = Low
4	Legislation and Enforcement	
5	Policies and Programs	
2	Infrastructure and Funding	
4	Education and Encouragement	
4	Evaluation and Planning	

One Bicycle Friendly Success
 MassDOT's Green DOT policy sets ambitious goals to promote healthy transportation modes through investment and initiatives.

Top Tip for Improvement
 Adopt a vulnerable road user law that includes a minimum safe passing distance and stricter consequences for violations.

Top 10 Signs of Success

- People Commuting by Bike (More than 1%)
- Safe Passing/Vulnerable Road User Law
- Complete Streets Policy
- Dedicated State Funding
- Active State Advocacy Group
- State Bicycle Plan (Adopted 2002 or later)
- Share the Road Campaign
- Bicycle Education for Police
- Bicycle Safety Emphasis in Strategic Highway Safety Plan
- Top 10 State for Congestion Mitigation and Air Quality Spending

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks 50 questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth as bicycle friendly states. For more information, visit www.bikeleague.org/rankings or contact Matt Wernke at (202) 822-1111 or matt@bikeleague.org.



For transportation news and updates visit MassDOT at our website: www.mass.gov/massdot, blog: www.mass.gov/blog/transportation, or follow MassDOT on twitter at www.twitter.com/massdot.



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Interchange

Mass Interchange is a quarterly newsletter published by The Baystate Roads Program. The Baystate Roads Program is a Technology Transfer (T2) Center created under the Federal Highway Administration's (FHWA) Local Technical Assistance Program (LTAP). This newsletter is prepared in cooperation with the Massachusetts Department of Transportation (MassDOT) and the United States Department of Transportation Federal Highway Administration. FHWA is joined by MassDOT, UMass Transportation Center at the University of Massachusetts/Amherst, and local public works departments in an effort to share and apply the best in transportation technologies. In addition to publishing Mass Interchange, the Baystate Roads Program facilitates information exchange by conducting workshops, providing reports and publications and videotapes on request, and offering one-to-one technical assistance on specific roadway issues. Because the program relies on input from many sources, inquiries, articles and ideas are encouraged.

LTAP Local Technical Assistance Program

To contact the Baystate Roads Program call
(413) 545-2604 or FAX 413-545-6471
mass.gov/baystateroads

GreenDOT

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terminals. More far reaching tasks to be implemented by 2015 and 2020 involve vehicle fleet replacement, retrofitting existing facilities from buildings to culverts, and major new investments in renewable energy.

The Plan is a living document designed to be easy to use and adaptable during the application of its sustainability goals. The structure of this Plan was developed to feed into the performance management efforts of MassDOT. Thus, in addition to setting MassDOT on the course towards becoming the most sustainable DOT in the nation, the Plan represents a key step in transportation reform, as a policy setting document applicable to all of the Commonwealth's transportation operations.

The Implementation Plan has been developed based on innovations across the Commonwealth, national best practices of sustainability at state DOT's, transit agencies and municipal governments as well as research and policy recommendations from the Transportation Research Board. It also encompasses tasks to support the multiple environmental initiatives of the Commonwealth and to provide MassDOT, as well as regional agencies and municipalities, with a usable guide toward the sustainability and livability vision of our organization. 