MASS

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Inside

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Massachusetts Department of Transportation

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Baystate Roads Program
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Moving Together for a healthier Massachusetts

This year's Moving Together conference, presented by MassDOT, will focus on "Mode Shift to a Healthier State".

Moving Together 2012 is MassDOT's annual statewide walking and bicycling conference. This year's focus is ***Mode Shift to a Healthier State***. The conference will be held Wednesday, October 17, 7:45 AM – 4:00 PM, at the Boston Sheraton Hotel, 39 Dalton Street, Boston, MA. This exciting 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. This event provides attendees an excellent

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Moving Together

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opportunity to learn about, network and collaborate on, and advocate for healthy transportation.

This year's workshop schedule is as follows: **Workshop schedule is subject to change.*

Concurrent Sessions One:

A. Improving Modal Access for People with Disabilities: MassDOT is committed to improving transportation opportunities for all. This workshop examines how MassDOT's actions are improving conditions for people with disabilities through compliance plans and other initiatives.

B. The Bay State Greenway; Mode Shift Opportunities: The Bay State Greenway (BSG) offers opportunities to impact travel choices. This statewide network of on- and off-road facilities is designed to influence and shift mode choice.

C. Shifting Modes with Complete Streets: New approaches to design and engineering can yield more pedestrian and bicycle travel. Complete Streets are especially effective at the local and regional levels.

Concurrent Sessions Two:

A. Design Guidance to Promote Mode Shift: "Positive design promotes positive behavior." Current design guidance can significantly encourage more walking and bicycling.

B. Statewide Mode Shift Initiatives: How can travelers be inspired to mode shift statewide? This workshop demonstrates how successful outreach programs are organized and operated.

C. Measuring Mode Shift: In order to assess how people are changing their travel habits, better measures of "before" and "after" behavior are required. The Household Travel Survey and other data resources provide the focus for this workshop.

Concurrent Sessions Three:

A. Making Mode Shift Safer with Innovation: The Highway Traffic Safety Plan states clearly that MassDOT and other agencies want more people to walk and bicycle safely. Innovations, such as changes to intersection design and signal timing, foster safer movement.

B. Mode Shift through Sustainable Development: The interplay of land use and transportation is vital. Smart plans and planning can yield appreciable mode shifts.

C. Urban Mode Shift Using Appropriate Resources: Private and public sector resources can effectively steer mode shift. Learn how mode shift is working at and away from the work place.

Closing Plenary:

The closing Plenary for Moving Together 2012 will be an interactive session designed to provide the Secretary of Transportation and his Division Administrators with the five most important conference recommendations on how to increase mode shift. Refreshments will be served. Please come prepared to share your recommendations so we can hear and better understand how we can all be working to achieve our statewide goal of "Mode Shift to a Healthier State."

To register for Moving Together 2012, you will be required to create an account at the Baystate Roads Program website. If you already have a username and password for the site, please go directly to the Baystate Roads Website Workshops page to sign up for Moving Together 2012 (you must first login). If you have forgotten your login username, please call 413-577-2762. If you know your username, but not your password, there is a link to reset the password on the Baystate Roads Program login page.

If you do not have a username and password for the site, please follow these steps to register for Moving Together 2012:

1. Go to http://baystateroads.eot.state.ma.us/movingtogether/registration.html and fill out the registration form.
2. You will receive a confirmation email to the email address that you

Please see MOVING TOGETHER on next page

CONFERENCE SCHEDULE

All Events on the Second Floor

7:45 am – 9:00 am Registration/Exhibits
9:00 am – 9:30 am Welcome Session
9:30 am – 9:45 am Break/Exhibits
9:45 am – 10:45 am Concurrent Sessions 1
10:45 am – 11:00 am Break/Exhibits
11:00 am – 12:00 pm Concurrent Sessions 2
12:00 pm – 12:15 pm Break/Exhibits
12:15 – 1:15 Luncheon / Keynote Address
1:15 pm – 1:30 pm Break/Exhibits
1:30 pm – 2:30 pm Concurrent Sessions 3
2:30 pm – 2:45 pm Break/Exhibits
2:45 pm – 3:45 pm Closing Plenary

Moving Together

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used to register. This email will typically arrive on the same business day, but could take up to 24 hours.

3. Once confirmed, log in to the Baystate Roads website at mass.gov/baystateroads and then navigate to the workshops page. Click on the green button that reads "Attend This Workshop".

4. You're done! We will see you in Boston at Moving Together 2012.

The cost to attend Moving Together is $75.00 per person in advance, or $100.00 if registering at the event. Advance payments must be received no later than Friday, October 12, 2012.

There is currently no option for online or credit card payments. Invoices are available upon request. After registering online, checks should be made payable to: The University of Massachusetts and mailed to: Baystate Roads Program, 214 Marston Hall, 130 Natural Resources Road, Amherst, MA 01003

If you are a person with a disability who requires accommodation, please contact the Baystate Roads Program, so that we may reserve services.

If you are interested in being an exhibitor, or have questions, please call Cindy Schaedig at 413-577-2762 or email to cindy@baystateroads.org. We welcome walking and bicycle friendly vendors, businesses, professional planning/design/engineering services, educational and non-profit advocacy groups.

Moving Together 12

Mode Shift to a Healthier State

Moving Together 2012

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**. MT12 features leaders who are advancing Healthy Transportation. JudyAnn Bigby, MD, Secretary of the Executive Office of Health and Human Services, will be the conference Keynote speaker.

MT12 offers an array of workshops geared to the central conference theme, **Mode Shift to a Healthier State**. MT12 also features a Plenary where participants will prioritize Mode Shift strategies for MassDOT's consideration.

This is the one conference you won't want to miss. REGISTER NOW!

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

In the battle against invasive species, roadsides are the frontlines

From highways to railroad tracks, transportation corridors throughout Massachusetts are vulnerable to invaders that threaten the environment, the economy, and human health: non-native plants and insects.

For transportation and municipal workers, the frontlines in the fight against invasive species are familiar territory. Now mobile technology has created a way for anyone on the job to identify and report these harmful pests with just the click of a button.

The free Outsmart Invasive Species app, available for iPhone or Android, provides a mobile guide to the "Most Wanted" invasive species in Massachusetts, and the tools needed to identify, map and report them. The best defense against these pests is getting this app in the hands of those who work in the areas most susceptible to outbreaks.

When you find a plant or insect that matches a species on the list, just use the Outsmart app to take a photo that will be automatically tagged with GPS coordinates, and then upload your observation. An expert on the Outsmart Invasive Species Project team will verify the report, and initiate the proper response.

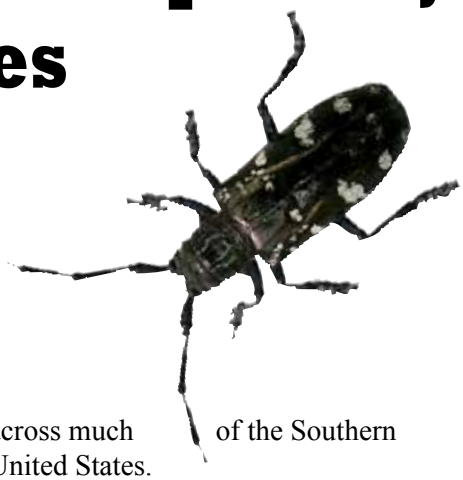
You can also use a digital camera to take a picture of a suspicious plant or insect, and then upload the photo through the Early Detection and Distribution Mapping System website (EDDMaps): http://www.eddmaps.org/outsmart/join.cfm

An incursion of Japanese Knotweed

The free Outsmart Invasive Species app, available for iPhone or Android, provides a mobile guide to the "Most Wanted" invasive species in Massachusetts, and the tools needed to identify, map and report them.

A collaborative effort between the University of Massachusetts Amherst and the Massachusetts Department of Conservation and Recreation, the project was developed to improve invasive-species management in the state. The more people in the field equipped to identify and report invasive species, the better the chances of stopping these pests before they cause serious damage.

It's a threat that has already hit close to home. An outbreak of Asian Long Horned beetle in Worcester in 2008 led to the destruction of 30,000 trees. Invasive plants can also wreak havoc, like the exotic Kudzu vine that has choked out native vegetation



across much of the Southern United States.

When an exotic species is introduced to a new ecosystem, it often has an upper hand. Without any natural predators to keep it at bay, an invasive species can easily out-compete native plants and insects for space and resources. Some exotic species are particularly successful invaders because they can take root and thrive in disturbed landscapes, as well as natural areas.

That means roadsides, highway embankments, utility right-of-ways and railroad beds are fertile ground for invasive species, and can serve as an inroad for infiltration into pristine habitat. Once non-native species become firmly established in this "edge" environment, they begin to creep into adjacent forests and wetlands.

Early detection of invasive species is critical for effective control, so the more people on the lookout the better - particularly people who are familiar with the terrain where outbreaks are likely to occur.

Transportation and municipal workers can make a huge difference in protecting the natural heritage of Massachusetts just by being on the lookout while on the job. Download the free Outsmart Invasive Species app from iTunes or Google play, or visit the project website for more information: www.masswoods.net/outsmart.

Article and images courtesy of www.Masswoods.net.

Quite a few changes here at Baystate Roads

Sue Lee

I have been remiss in not writing about Sue Lee's retirement from the Program; however, in my defense, the void she left behind was so great that it took me a long to reassemble the missing pieces. Sue retired officially in 2008, but continued to work for the Program part-time creating our newsletter and helping with other projects. Sue retired fully in January of 2011.

Sue Lee

So, it was because of Sue that I got the job and because of Sue that I succeed in the job.

Sue is one of the founders of the Baystate Roads Program. She was here in 1986 when it all began. She helped start the Program and was instrumental in helping the Program grow during her 25-year tenure. When I arrived in 1992, Sue was pretty much running daily Program operations by herself. She was acting as bookkeeper, Program Coordinator, editor of the newsletter and providing administrative support to herself. Interviews were being conducted for a new Program Manager and the story goes that Paul Shuldiner, who was the Program Director at the time, wanted the other person, but Sue told him that no, he was going to hire me. So, it was because of Sue that I got the job and because of Sue that I succeed in the job. I want to thank her for all she did to help me over the years and also for putting up with me and my car stories for all those years.

Sue is now enjoying her retirement. She was recently seen by one of our DOT contacts walking the freedom trail in Boston with her husband Richard. My belated, but heartfelt thanks to Sue and one final request that you keep enjoying your retirement.

Dan Montagna

In September, Dan Montagna left the Baystate Roads Program to pursue a career in IT consulting. Dan started with the Program in March of 2008, filling the position vacated by Matt Tassinari. Dan quickly moved the Program into the information age by creating a new website with easier access to Program news, workshop information and workshop information statistics. The new website also allowed for online workshop registration, which saves time and effort for both our customers and our office.

Dan Montagna

Working with Dan was a pleasure. We got a huge amount of work done, he always pushed for us to be a little bit better, and we almost always had fun doing it.

Highlights for me include when Dan and I hosted the 2011 National LTAP conference in Boston. All who attended will remember that conference for a long time to come. We knocked it out of the park by going far beyond what is expected at a normal LTAP conference. I will also remember being at a regional LTAP conference and realizing that people thought Dan and I were having an argument when in fact we were just having one of our typically loud, overly sarcastic and snarky conversations. Finally, I will remember talking cars with Dan, who, for those of you who don't know, is a somewhat rabid Volkswagen Diesel (Greasecar) person.

Working with Dan was a pleasure. We got a huge amount of work done, he always pushed for us to be a little bit better, and we almost always had fun doing it. Dan, you will be missed.

The good news is that when Dan left, I didn't have to hide under my desk for long. Unlike when Sue retired, I wasn't alone. We have two new team members, who without hesitation, jumped right in and started to fill the gap.

Cindy Schaedig
Program Coordinator

Cindy comes to us from Taos, New Mexico, where she worked for the University of New Mexico managing building construction projects on the Taos branch campus. Cindy has also worked for a city public works department in Michigan. Her father worked as a county road superintendent in Michigan, and one of her brothers is a heavy equipment operator in Michigan for a county highway department. Cindy has moved into the position of Program Coordinator and is working to pull together fall and spring workshops. You will see her out at workshops and other events this fall, so be sure to say hello.

Cindy Schaedig

Aldo Villani
Marketing Coordinator

Aldo brings over 15 years of graphic design to the Baystate Roads Program. He has extensive design experience in the field of advertising and marketing and looks forward to using this experience in the marketing

Please see BAYSTATE ROADS on page 6

Accessible Pedestrian Signals (APS)

The following are highlights of MassDOT's new APS installation policy

Section 4A.02 of the Manual on Uniform Traffic Control Devices (MUTCD) defines an Accessible Pedestrian Signal (APS) as a device that communicates information about pedestrian timing in a non-visual format such as audible tones, verbal messages, and/or vibrating surfaces. The draft Public Right Of Way Accessibility Guidelines (PROWAG) definition is similar; however, under PROWAG, APS devices must include both audible and vibrotactile functions. APS devices let pedestrians who are blind or visually impaired know when the WALK interval begins and terminates. Pedestrians who know when the crossing interval begins will be able to start a crossing before turning cars enter the intersection and can complete a crossing with less delay. Audible signals can also provide directional guidance, which is particularly useful at non-perpendicular intersections and at wide multi-lane crossings.

This policy essentially requires the inclusion of APS devices as part of all new pedestrian signals installed on MassDOT projects. The policy also describes the process for considering the installation of APS devices as retrofits to existing pedestrian signals not scheduled to be replaced under an advertised MassDOT project.

This new policy must be followed for all projects that have not been submitted for review at the 25% design stage as of June 1, 2012, and should be followed for other projects that have progressed beyond the 25% design submission stage as of June 1, 2012, at the direction of the State Traffic Engineer.

A traffic signal shall be designed and equipped with APS devices for all crosswalks that are to be equipped with pedestrian signals. Installation of APS devices will not be considered at intersection approaches where an engineering study has determined that pedestrian crossings are to be prohibited. However, the designer should take into consideration that a non-visual format to prohibit pedestrian crossing (some sort of physical means of prohibiting the crossing such as railing, heavy vegetation, etc.) be provided in addition to crossing prohibition signs. Minor signal modifications, such as installation of left-turn signal heads, modification of existing signal phasing, or installation of vehicle detection systems, etc., that do not require substantial reworking of the intersection signal poles or wiring would not require a redesign of the intersection as mentioned above.

Installation of APS will be based on demonstrated need at existing traffic signals. MassDOT will consider requests to retrofit an existing traffic signal with APS devices to provide crossing assistance at MassDOT maintained signalized intersections upon a showing of demonstrated need.

To be considered for APS, the location must first meet the following criteria: (1) the intersection must already be signalized and the existing infrastructure must be readily capable (i.e., not requiring major alteration/ reconstruction), as determined by MassDOT, of being upgraded with APS devices; (2) the location must be suitable for the installation of APS devices in terms of safety; and (3) there must be a demonstrated need for an APS device (this need is demonstrated through a user request). If APS can be added with minor changes (such as simply replacing the non-APS push button with an APS push button), then this will be done under District Signal Betterment Contracts, generally within 90 days.

If APS installation requires changes to the signal or other infrastructure work (the installation of posts, pedestrian housings, conduit systems, significant changes to the traffic signal controller assembly, right-of-way impacts, utility relocation, drainage improvements, geometric modifications, etc.), then appropriate staff from the District, Traffic Engineering, and Construction sections will conduct an engineering study of the signalized intersection. This study should be completed by staff, generally within 90 days, utilizing the NCHRP Prioritization Tool. In performing the study, staff shall coordinate with the local jurisdiction to solicit community involvement and comments on the proposed request. The engineering

Baystate Roads

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and promotion of the Baystate Roads Program. Aldo has already given our newsletter, technical notes and other publications a fresh new look. He is now concentrating on growing our social media exposure. Be sure to watch the web site for the benefits to friending us on Facebook. There will likely be a coffee mug in it for you. Aldo has also introduced me to the world of Twitter, so be sure to keep an eye out for my comments from workshops and other events.

Aldo Villani

One final comment is that Audrey Lehane our expert Accounts Administrator very recently announced her retirement date, but more on that in a later issue.

Chris Ahmadjian
Program Manager

evaluation will be used to determine a priority for the installation of APS devices by District. Where multiple requests requiring major alteration are pending, the prioritization scores should be arranged in order from the highest to the lowest. Locations with the highest scores and associated with a specific request should be considered highest priority. The goal is for all requests for APS installation to receive a fair and equal assessment and to ensure that available funds are expended in the most effective manner. The resulting prioritized schedule will be accomplished within a reasonable timeframe based on readiness of design and available funding.

The potential list ("Priority List") of locations will be routinely updated based on additional requests and locations removed from the list (due to changes to signals via scheduled projects) and will be scored using the NCHRP Prioritization Tool. APS devices will be designed and installed in order of priority depending upon the availability of funding and the complexity of the work.

The Department will publish the Priority List once a year on its website and in the Central Register for public review and comment. The Department may also schedule meetings with concerned stakeholders, including the Massachusetts Commission for the Blind, local Disability Commissions and regional Independent Living Centers, to review and prioritize intersections from the Priority List and other intersections with construction opportunities. The final list will be used by the Department to request funding for design and construction of APS. sections will conduct an engineering study of the signalized intersection. This study should be completed by staff, generally within 90 days, utilizing the NCHRP Prioritization

The complete version of the new policy is currently available at http://www.massdot.state.ma.us

Let it snow, let it snow, let it snow!

In preparation for the winter months ahead, Paul Brown, MassDOT Director of Snow & Ice Operations, has compiled a list of resources that provide valuable information for dealing with old man winter.

Snow and Ice Research Resources:

Clear Roads Pooled Fund Research Group:
www.clearroads.org
Pooled fund Research Program dedicated to improvements in Materials, Operations and Methods for Snow and Ice Community

The Salt Institute:
www.saltinstitute.com
The leading organization on "All things Salt Related"

Aurora Pooled Fund's Wiki Knowledge Base:
http://www.aurora-program.org/knowledgebase/Winter%20Operations.Default.aspx
Library of Research on RWIS and Winter Operations.

The Department of Environmental Protection:
hhttp://www.mass.gov/dep/
"Impact of Winter Operations to the Environment"

Telvent:
http://www.telvent.com
Major Weather Provider in New England.

National Weather Service:
w**ww.weather.gov**
Free Weather for the region

Pacific Northwest Snow fighters:
http://www.wsdot.wa.gov/partners/pns
National Standards for testing anti-icing and de-icing chemicals

TRB:
www.trb.org/snow and ice
Transportation Research Board Federal clearing house of information on winter operations.

SICOP:
http://www.transportation.org/Default.aspx?SiteID=88
Snow and Ice Cooperative Program; sub-committee for the TRB Committee on Maintenance

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Interchange

Mass Interchange is a quarterly newletter 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

Matt Turo

Matthew Turo, retired Mass DPW Pavement Management Engineer, passed away April 15, 2012 after a long and courageous battle with cancer. Matt was born March 1, 1947 in Worcester, MA. At the time of death he was surrounded by his family in Oregon. Matt oversaw the operation of the Baystate Roads Program since its inception in 1986 to his retirement in 2010. He was an expert on asphalt pavements and was dedicated to helping local cities and towns.