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April 27, 2021

Stephanie Pollack, Acting Administrator
Federal Highway Administration
US Department of Transportation
1200 New Jersey Ave S.E.
Washington, DC 20590

RE: Request to reframe the MUTCD to be a comprehensive, safety-based document for more modern road design to better accommodate non-motorized road users

Dear Acting Administrator Pollack;

The Idaho Walk Bike Alliance represents over 450 individuals, local businesses and cities throughout Idaho who care deeply about the safety of Idaho roads for everyone. Our mission is to promote active transportation as healthy, safe and reliable for all Idahoans. Our Board of Directors are located throughout the state who actively advocate for safer streets in their respective regions. [Idaho Walk Bike Alliance](http://IdahoWalkBikeAlliance.org) is the only statewide walking and bicycling organization in Idaho who advocates at the state level to improve safety on Idaho's roads.

Idaho's crash data remains a concern as our state continues to grow rapidly and the percentage of non-motorized deaths continue to climb. For the first time ever, bicycle and pedestrian fatalities jumped to 11% of total road fatalities in 2020. This is after five years of consistent 9% of total road fatalities being people who walk or bicycle. The state of Idaho commits few resources to fix this problem: only about .05% of our DOT's budget is dedicated to non-motorized facilities as part of the federal Transportation Alternatives Program. No state funds are dedicated annually to reduce these fatalities so we must encourage our Department of Transportation to design roads that are safe for all users versus their historic focus on motor vehicles.

Reframing the Manual on Uniform Traffic Control Devices (MUTCD) as a proactive safety guide will encourage Idaho Transportation Department to create more equitable and sustainable communities and roads while reducing traffic deaths and serious injuries throughout Idaho. This would finally end the Manual's over-emphasis on motor vehicle safety and efficiency at the neglect of other modes and contexts.

Idaho Walk Bike Alliance

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An ongoing concern of Idaho Walk Bike Alliance's membership is the 85th percentile approach to setting speed limits. We know the [NTSB recommended](#) to end this approach, especially as there are other tools such as [USLimits2](#) that take into account crash data, road context and the 50th percentile. **We encourage a more comprehensive approach to speed management on all roads.**

We urge FHWA to reframe the MUTCD to create guidance that more closely aligns with the safety and sustainability goals of Idaho cities and their most vulnerable populations who do not travel by motor vehicle.



Cynthia Gibson
Executive Director