



ZANE BISHOP, AICP
1301 N. JEFFERSON STREET
MUNCIE, INDIANA 47303

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

RE: Request for an Expedited Reframing of the MUTCD as a Proactive Safety Regulation

Dear Acting Administrator Pollack:

I respectfully **request that FHWA reframe and rewrite the MUTCD, creating a path for the creation of comprehensive safety-based guidance.** Doing so will allow FHWA and the Biden Administration to make strides towards equity, sustainability, while reducing traffic deaths and serious injuries.

Within Muncie, I serve as the Bicycle-Pedestrian Advisory Committee chair and am connected through various means first-hand to individuals and families whose lives are put at risk by dangerous streets, including my own household.

To date, the MUTCD has done little to help stem the approximately 40,000 traffic deaths the U.S. sees each year. This is due largely to the Manual's over-emphasis on motor vehicle operations and efficiency on rural highways, and neglect of other modes and contexts. To guide the development of an improved, safety-oriented document that supports the equity, safety, and sustainability vision of the Biden Administration, **I would like to call attention to the following fundamental problems that must be addressed in an updated MUTCD:**

- Continued reliance on the 85th percentile approach to setting speed limits over a safe systems approach.
- Outdated signal warrant requirements that ignore known conflicts and land use.
- The draft 11th Edition of the MUTCD, released in December 2020, introduces new barriers to implementing environmentally responsible bicycle and transit infrastructure and does little to address existing ones.
- Traffic control devices appropriate for urban contexts, such as red transit lanes and pedestrian safety measures, are subject to high standards of testing.
- Elements of the new draft, particularly a new section aimed at accommodating automated vehicles, exacerbate already prohibitive cost burdens for cities.

The issues described above are endemic to the document's underlying approach and undercut efforts to provide safe, multimodal accessibility in urban settings. The MUTCD needs holistic reframing to support cost-effective, sustainable, and equitable city street design and improve safety and accessibility for the most vulnerable users. **We respectfully request that FHWA reframe and rewrite the MUTCD, creating a path for guidance that more closely aligns with the equity, safety, and sustainability goals of American cities, as well as those of the Biden Administration.** I stand ready to work with you.

Sincerely,
Zane Bishop