

From: FHWA, ExecSecretariat (FHWA)
Sent: Tuesday, March 23, 2021 12:09 PM
To: Sylvester, Kevin (FHWA) <Kevin.Sylvester@dot.gov>
Cc: Williams, Tammi (FHWA) <Tammi.Williams@dot.gov>
Subject: FW: Request for Revision of serious concerns with MUTCD recommendations

FOR APPROPRIATE HANDLING:

Please see the below inquiry received in the official FHWA ExecSecretariat Mailbox.

Janet L. Hanley
Federal Highway Administration
1200 New Jersey Ave.
Washington, DC 20590
(202) 366-9233

From: Raquel Ramos [<mailto:raquelmallie@gmail.com>]
Sent: Tuesday, March 23, 2021 3:11 AM
To: FHWA, ExecSecretariat (FHWA) <ExecSecretariat.FHWA@dot.gov>
Subject: Request for Revision of serious concerns with MUTCD recommendations

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

RE: Serious concerns about the MUTCD in its current form

Dear Acting Administrator Pollack and Secretary Buttigieg:

I write, as a supporter of America Walks, and a person who cares very deeply about my community, **Castro Valley, CA**, to raise serious concerns about the current draft MUTCD under revision by the agency. The MUTCD, an obscure technical document, is a major obstacle to the kind of humane, activity-supporting street level changes that are needed in my community and others across the United States.

Grassroots advocates like myself have valuable local knowledge that is too often brushed aside by traffic engineers based on the rule-bound dictates of the MUTCD. To make matters worse, much of the guidance is outdated, pseudoscientific and based on the premise that speeding cars through intersections is the most important goal.

I join America Walks and other groups to ask that U.S. DOT perform a comprehensive overhaul of the MUTCD, centering safety and equity. We need a rule book that is designed to support healthier safer communities, one that:

- Ensures every urban and suburban signalized intersection has basic pedestrian infrastructure, like curb ramps, pedestrian signal heads that display “Walk” and “Don’t Walk” messages and crosswalks.
- Set speed limits based on safety, not based on how fast cars are driving on the road
- Gives local residents a voice in what kind of infrastructure is needed.
- Gives engineers flexibility to design urban streets that are safe enough for children to navigate.
- Adopt a similar outlook as the Finish, who decided to stop ignoring traffic deaths instead of changing the system to prevent them. <https://visionzeronetwork.org/about/what-is-vision-zero/>
- As the mother of a child with special needs, we are more than capable of coming up with better ways to keep everyone safe while trying to cross an intersection and requiring more time than what is usually allowed.
- Our community lost a middle school student last year and our public works agency continues to apply band aids with signs drivers do not pay attention to. No one should ever have to go through what that family has suffered, but the intersection light system remains the same even over a year later.
- Please help us stop Google Maps from making our streets thoroughfares for traffic that is irresponsible, consistently speeding or obstructing traffic.

I join America Walks in asking 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.

Thank you,

Raquel Ramos, RN BSN PHN CWO CN