

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

RE: The MUTCD Needs to Change

Dear Acting Administrator Pollack and Secretary Buttigieg:

As a professional planner and a person who cares very deeply about my community and the communities I work in, I am writing to raise concerns about the current draft MUTCD under revision by the agency and to urge you to reconsider significant elements of the Manual before it is adopted. As it stands, the MUTCD is a major obstacle to implementing community-centered, people-first streets that are needed in my community and others across the U.S.

Planners and 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. Further, much of the guidance is outdated, ill-informed, and based on the premise that vehicle speed and throughput are the most important goals for our transportation system.

Along with many of my colleagues across the country, I urge FHWA to perform a comprehensive overhaul of the MUTCD, with safety, health, and equity serving as guiding principles. We need a manual that is designed to support:

- Basic and essential pedestrian infrastructure, like curb ramps, pedestrian signal heads that display “Walk” and “Don’t Walk” messages and crosswalks.
- The lived experience of local residents, giving them a voice in what kind of infrastructure is needed in their communities.
- Engineering flexibility, enabling street design that is safe for people of all ages and abilities to navigate.

I ask 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,



Chris Bongorno
Yellow Springs, Ohio