

**From:** FHWA, ExecSecretariat (FHWA)  
**Sent:** Wednesday, March 31, 2021 5:01 PM  
**To:** Sylvester, Kevin (FHWA) <[Kevin.Sylvester@dot.gov](mailto:Kevin.Sylvester@dot.gov)>; FHWA, NewJersey (FHWA) <[NewJersey.FHWA@dot.gov](mailto:NewJersey.FHWA@dot.gov)>  
**Cc:** Williams, Tammi (FHWA) <[Tammi.Williams@dot.gov](mailto:Tammi.Williams@dot.gov)>  
**Subject:** FW: Serious concerns about the MUTCD in its current form

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:** Katie Sal [<mailto:kms08736@gmail.com>]  
**Sent:** Wednesday, March 31, 2021 4:43 PM  
**To:** FHWA, ExecSecretariat (FHWA) <[ExecSecretariat.FHWA@dot.gov](mailto:ExecSecretariat.FHWA@dot.gov)>  
**Subject:** RE: Serious concerns about the MUTCD in its current form

**CAUTION:** This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

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, Neptune City, NJ, 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 at the county level 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 To make matters worse, much of the guidance is outdated, pseudoscientific and based on the premise that speeding cars through intersections is the most important goal.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.
- Promotes racial and socio-economic equality by including all road-users as stakeholders

**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,

**Kate Saldutti**