

From: FHWA, ExecSecretariat (FHWA)
Sent: Wednesday, April 7, 2021 10:10 AM
To: Sylvester, Kevin (FHWA) <Kevin.Sylvester@dot.gov>
Cc: Williams, Tammi (FHWA) <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.

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Federal Highway Administration
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From: Andrew MRF Worker [<mailto:andrewindustriousmrfworker@gmail.com>]
Sent: Tuesday, April 6, 2021 11:40 PM
To: FHWA, ExecSecretariat (FHWA) <ExecSecretariat.FHWA@dot.gov>
Cc: info@americawalks.org; favela@comcast.net
Subject: RE: Serious Concerns About The MUTCD In Its Current Form

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April 6, 2021

Federal Highway Administration US Department of Transportation 1200 New Jersey Avenue
SouthEast. Washington, DC 20590

Dear Acting Administrator Pollack:

I write, as a loyal/proud supporter of America Walks, and a person who cares very deeply about all communities throughout this particular country, 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 communities throughout 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 To make matters worse, much of the guidance is outdated, pseudoscientific and based on the premise that speeding cars through intersections is the most important goal. (One of my main extremely urgent actions/priorities is addressing the speed dilemma/conundrum - all modes of transport to only, as well as always have their speedometer at a maximum of 50/55 mph, as the guaranteed safest/highest limit determined/fact checked by the crash test dummies, for everyone going forward. Experimentation also works quite well. A majority of folks will remember the classic bumper rides at various amusement parks. Where it was real fun to bump into one another's' rides. One question to add could be about implementing buffers for the maximization of safety at all times. However, again, the more speed, the greater the really unnecessary risk for all. I plead

my case that in order to really help improve our neighborhoods/communities, speedometers in every single transportation mode MUST be designed to never ever go beyond again either 50 mph or 55 mph.

I join America Walks and other groups to ask that the United States Department of Transportation perform a comprehensive overhaul of the MUTCD, centering safety, equity and accessibility. We need a rule book that is designed to always support healthier, safer communities, one that:

- • Ensures every urban and suburban signalized intersection has accessible pedestrian infrastructure, including curb ramps, audible and tactile signals, pedestrian signal heads that display “Walk” and “Don’t Walk” messages, and painted crosswalks. Perhaps more accessible pedestrian/bicyclist bridges over busy roads/highways/thoroughfares for much better, realistic, equitable access as well.
- • 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.

- • A major requirement for ALL mode of transport manufacturers to have every single speedometer 'only' implement 50/55 mph (if that is the 'maximum' speed for guaranteed pedestrian/bicyclist/motorist/passenger safety, as determined/fact checked by the crash test dummies) become a reality throughout this particular country.

I proudly/loyally 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 very much, most sincerely.

Respectfully Submitted,

Andrew