As Chair of the National Committee on Uniform Traffic Control Devices Railroad and Light Rail Transit Technical Committee, I strongly urge FHWA and the MUTCD Team to progress the 11th Edition of MUTCD to a final rule. The 2009 Edition of MUTCD contains numerous areas where technology has made significant strides in traffic control device improvements. In Part 8, this is true in numerous sections, especially regarding preemption of traffic signals interconnected with grade crossing warning systems. In addition, the inclusion of the need for annual inspection and testing of these interconnected systems is paramount. The Federal Railroad Administration has identified the need for these inspections and has issued a Technical Bulletin to the railroads which addresses the need and the methodology for testing. Because FRA is limited to addressing regulations impacting railroads, the need for companion language in MUTCD is a critical safety concern for road users. Technology has also brought forth new solutions for grade crossing safety in the area of queue-cutter traffic signals which, when used in the proper application, can substantially reduce the cost of a project, provide the required safety and offer the least possible delays to road users. Other Part 8 changes including explanation of the Diagnostic Team process provide meaningful guidance to road authorities to initiate and implement changes in traffic control devices at or near grade crossings. Considering the proposed changes to Part 8 and the associated safety improvements, I can not encourage you enough to move forward with adoption of the 11th Edition of the MUTCD and the plan to move forward with more frequent updates.

Rick Campbell