



March 11, 2021

Stephanie Pollack
Acting Administrator
Federal Highway Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Acting Federal Highway Administrator Pollack:

We write to you today to thank you for responding positively to our requests to extend the comment period for the Manual on Uniform Traffic Control Devices (MUTCD) Notice of Proposed Amendment (NPA) and to encourage you to stay the course in obtaining public comment on the NPA and expediting the issuance of a new MUTCD.

The MUTCD is a key tool utilized by practicing transportation professionals at all levels of government across the United States. Collectively, the Institute of Transportation Engineers, the American Association of State Highway and Transportation Officials and the National Committee on Uniform Traffic Control Devices represent a broad cross-section of this constituency.

With the current version of the MUTCD being more than 10 years old, the transportation community and the traveling public desperately need an update. During this decade there have been many advancements in transportation research, technology, practice, and services that are not reflected in the current Manual. These advancements, if well-integrated into the next edition, have the potential to save numerous lives and prevent serious injuries on the nation's transportation system.

We are confident that through the ongoing comment period, USDOT will obtain timely and relevant input on the proposed changes to the Manual and many suggestions on how to improve upon them, as well as ideas for rethinking and restructuring the Manual. Both are important. However, rescinding the NPA and starting over again, as some have recently suggested, risks not only negating years of important work by FHWA and countless volunteers but also misses the opportunity to save lives now.

We support a full reexamination of the structure, process, and content of the MUTCD, but not at the expense of delaying a new edition. With the rapid evolution of transportation technologies and services, the current process of creating wholly new editions every 10 years is insufficient. We must also ensure it is meeting the needs of all users of the transportation system in an equitable and consistent manner. This is a significant undertaking that should not be rushed; however, it does not need to wait until a new Manual is published to begin. We stand ready to work with USDOT in this endeavor immediately.

We appreciate your leadership and support for the transportation community and look forward to working with you on the issuance of a new MUTCD and, more broadly, on saving lives, improving the nation's transportation system, and enhancing equity.

Institute of Transportation Engineers

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Sincerely,

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Chair
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