FHWA Report on MUTCD Program

NCUTCD Meeting • June 20, 2019

Presented by Kevin Sylvester
FHWA MUTCD Team
Office of Transportation Operations
Kevin.Sylvester@dot.gov • (202) 366-2161
MUTCD Team
January 2019

Kevin Sylvester
(Team Leader)

Marty Calawa

Eric Ferron

Dave Kirschner

Duane Thomas

(Friedman)

VACANT
(evaluating candidates)
MUTCD Team
June 2019

Kevin Sylvester
(Team Leader)

Marty Calawa

Eric Ferron

Dave Kirschner

Duane Thomas

Matt Zeller

NEW!!
## MUTCD Team Technical Leads

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<td>MUTCD Rulemaking Activities  &lt;br&gt;AASHTO-CTE Support  &lt;br&gt;Traffic Control Devices Pooled-Fund Study  &lt;br&gt;MUTCD Outreach</td>
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<td><strong>Dave Kirschner</strong>&lt;br&gt;Parts 3, 9</td>
<td>Markings  &lt;br&gt;Traffic Control for Bicycle Facilities  &lt;br&gt;MUTCD Official Rulings</td>
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<td><strong>Eric Ferron</strong>&lt;br&gt;Part 6</td>
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<td><strong>Duane Thomas</strong>&lt;br&gt;Parts 4, 8</td>
<td>Traffic Signals  &lt;br&gt;Traffic Control for RR and LRT Crossings</td>
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<td><strong>Matt Zeller</strong>&lt;br&gt;Parts 2, 5, 7</td>
<td>Signs <em>(Regulatory, Warning)</em>  &lt;br&gt;Low-Volume Roads  &lt;br&gt;Traffic Control for School Areas</td>
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Getting the Word Out

Sign up!!

- e-Subscribe Service (GovDelivery)
  - Receive notice when new info on MUTCD Web site

Over 1,300 subscribed!!

eSubscribe
Receive regular email updates
- The future
  (of the past)
Official Rulings & Other Info

- Under 2009 MUTCD
  - 162 active experiments
  - 91 interpretations
“3-D” crosswalks
- New info added to FAQ (May 3)

Lane-Use Control Signal Indications for Active Traffic Management
- Official Interpretation 4(09)-70 (I) (Mar. 26)
Colored Pavement at Highway-Rail Grade Crossings
- Not under consideration

Post-Hoc Evaluation by FRA R&D
- Not consistent with MUTCD Experimentation procedures
  - No control sites
  - Multiple treatments at same location
  - No pre-installation data
  - No comparison with compliant treatments, etc.

Adequate allowable treatments available to address safety concerns
- Demonstrate inadequacy of allowable treatments before advancing to novel concepts
Rulemakings

- Pavement Markings
- Retroreflectivity Rulemaking

- On regulatory agenda
- On path to Final Rule
- Rulemaking is separate from MUTCD new edition
Rulemakings

- MUTCD New Edition
  - FHWA announced Oct. 2018
  - Expect Notice of Proposed Amendments (NPA) later this year
Rulemakings

- **MUTCD Update: Rulemaking Sequence**
  - Experiments
  - Interpretations
  - Interim Approvals
  - Change Requests
  - Research

  **Current MUTCD**

  **New MUTCD**
  - Final Rule published as Federal Register notice
  - New edition of MUTCD published
  - Effective 30 days after
  - States adopt within 2 yrs.

  **New MUTCD**
  - Publish Final Rule
  - Effective in 30 days
  - 2-year State Adoption
MUTCD Update: *Rulemaking Sequence*

- Experiments
- Interpretations
- Interim Approvals
- Change Requests
- Research

Change Requests:
- NCUTCD
- Agencies
- Organizations
- NTSB
- Public-at-large
Observations

- Want less specificity and leave details up to engineering judgment
- No authority over locals to compel compliance
- Some sections are too vague and need more specificity; spending too much time defending our position rather than doing our jobs
- Experiments and IAs take too long
- $1M to do State Supplement and training because of so many Options
Why are we here?

- Or, why does the MUTCD exist?
  - Ease of the designer?
  - Ease of agency processes?
  - Ease of construction?

- To "promote the safe and efficient utilization" of the roadway system

- For the benefit of the road user.
The Approach

- How does FHWA approach changes?
  - Uniformity is key—in design and application
  - Case for need, basis for change
  - Deliberative balance of specificity and flexibility

- 50 States...
  + 3,100 Counties...
    + 36,000 municipalities...
      (many with home rule)

- State DOT Districts/Regions...
  (many with semi- or full autonomy)
Thank You!

For your *professionalism*,
For your *cooperation*,
For your *expertise*,
For your *time*.

Kevin J. Sylvester, P.E., PTOE
FHWA Office of Transportation Operations
Kevin.Sylvester@dot.gov • (202) 366-2161