April 4, 2021

Ms. Stephanie Pollack, Administrator
Federal Highway Administration
U.S Department of Transportation
1200 New Jersey Avenue SE
Washington DC, 20590

Re: Proposed Rule: National Standards for Traffic Control Devices
FHWA Docket No. FHWA-2020-0001.

Dear Ms. Pollack,

I, a current Civil Engineering student at the University of Miami with a focus in environmental studies and conservation, am writing to you today regarding your proposed rule on new national standards for traffic control devices on the road networks throughout the country.

With an interest in transportation engineering and being currently enrolled in secondary engineering education, I am learning about many of the new technologies that are being used on the roadways today regarding traffic control. Some of these technologies seem easy to implement to existing infrastructure and others need to be planned out during the initial design process of highway or roadway construction. However, the main goal of these technologies is to reduce the amount of time one spends on the road in traffic, which has many benefits besides decreasing travel time.

This proposed rule includes a requirement for ramp signaling. The new rule would require ramp signals on every highway on-ramp that is under the control of the FHWA. The requirement is bypassed and waived if the rate of traffic flow on the mainline highway and particular on-ramp, determined by a formula, does not exceed a certain threshold, however the calculation must be shown prior to waiver from DOT.

Ramp signals are traffic signals that are installed on highway on-ramps that control the frequency in which traffic is permitted to enter the highway. As a result, backups and congestion on the highway can be reduced or eliminated if the oncoming traffic is controlled in a particular fashion. If implemented, research shows ramp signaling not only reduces travel time, but it can also have tremendous environmental and safety impacts on those that are traveling on the roadway. It is reported by the FHWA that an annual savings of 1,160 tons of

carbon emissions were saved from polluting the atmosphere when ramp signaling was in effect in Minneapolis, MN. If implemented and required in more cities around the county, carbon emissions can be reduced creating less of an environmental impact on surrounding areas.

For these reasons I support the requirement for ramp signaling on highway on-ramps as this provides many benefits to those that travel in the surrounding areas in which they are implemented, as well as impacts on carbon emissions.

Sincerely,

*Christopher Papa*

University of Miami c/o 2024
B.S Civil Engineering, Minor in Ecosystem Science and Policy