



TO: Federal Highway Administration
FROM: Tim Milburn, Chicago Area Clean Cities
SUBJECT: Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) Revision Document Comments
DATE: March 14, 2021

I have reviewed the proposed changes to the MUTCD program and have a few comments, specifically related to Alternative Fuels Wayfinding Signage and the Alternative Fuel Corridor program. I am currently acting in a consulting role for Chicago Area Clean Cities to assess the readiness of the designated Alternative Fuel Corridors in the Chicago region and Illinois more broadly. Part of the study includes a review of wayfinding signage practices and policies. I have so far convened listening sessions with 32 different shareholders (fleets, retail refuelers, Interstate Authorities, utilities and subject matter experts). Signage has been a component of every discussion.

Today, I happened upon the [National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Revision](#). I reviewed it for the subjects related to wayfinding signage and want to share some of the germane feedback I received from the people with whom I have recently spoken about signage for Alternative Fuel Corridors. I hope these comments inform FHWA as you move forward with this revision.

1. There is general support around the concept of adding signs from all stakeholders. This has not yet happened in Illinois but is planned to get started in 2021, based on the [2016 MUTCD memo on Alt Fuel Corridor wayfinding signage](#).
2. The Chicago Area Clean Cities coalition always includes E85 and B20 blends as part of our outreach and education program, consistent with the national Department of Energy Clean cities program. Those fleets and refuelers engaged with these fuels feel strongly that these fuels should be added to the signage program for the current list of only 5 alt fuels (EV, CNG, LNG, Propane and Hydrogen). Ideally, these two alt fuels could be added to the Alt Fuel Corridor application process for Pending and Ready status, but at this point the target would be for inclusion in the MUTCD signage standards. As other alternative fuels may be developed, consideration might be given for amending the list (e.g., Dimethyl ether (DME) is being considered anew as an alternative fuel, as it can be produced renewably).
3. For EV charging, as the charging networks grow and the application of electrification moves up the vehicle size class hierarchy, the power level (kilowatts, kW) of the station becomes more critical to those recharging along on the corridors. A Class 8 electric truck will not be well served by a Level 2 or a Direct Current Fast Charger (DCFC) at 50 kW EV charging station. Likely, as now practiced with diesel stations, some EV charging stations will cater to the larger trucks, but some may have a range of customers. When these larger EVs



start refueling along the corridors, they will be looking for much higher power levels, perhaps 350 kW, but possibly higher. The wayfinding signage program should consider indicating the available charging power level(s), so the driver can make informed decisions. As an example, one idea would be to indicate the power level, e.g., L2, DC50 (e.g., DCFC, 50 kW), DC150, DC350, etc., perhaps with a standard color coding to go with the numerical value. If a station has Level 2 and DCFC, both should be indicated. An example of this is found in Charged EV Magazine webpage: <https://chargedevs.com/newswire/chargeway-establishes-standardized-symbols-for-ev-charging/> . This is worth considering in this current MUTCD revision.

4. For each alternative fuel, truck drivers want to be sure they know a given refueling station is suited for over the road haulers, i.e., it has appropriate capacity and access and egress for trucks. Ideally, a means of communicating this via wayfinding signs would be helpful (e.g., "Truck -friendly EV Charging/ CNG Refueling").
5. For drivers, the ability to know about the availability and an ability to reserve end-of-day parking either with real-time signage or via communications systems would be widely appreciated. (Supports revision comment 282)
6. Some of the retail refuelers said they were interested in the idea of having their station logo on exit ramp wayfinding signage, akin to gasoline, possibly with commercial support.
7. A concern was expressed by fleets and the corridor authorities about knowing when a new alt fuel station is opened or closed. How might MUTCD assist in keeping the signage current? Might there be procedures or rules to manage this?

These comments have been reviewed by John Walton, Chair of the Chicago Area Clean Cities, and he supports this kind of feedback to the FHWA as part of our ongoing contribution to support the development of Alternative Fuels in the region and beyond.

Thank you for considering these comments.

I can be reached for follow-up:

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