



The following STOP sign guidance has come from the *Manual on Uniform Traffic Control Devices*, or MUTCD. The MUTCD is a publication created by the Federal Highway Administration and adopted by the State of Illinois. It defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public traffic.

How can we get a STOP sign on our street?

When warranted, STOP signs effectively and efficiently control traffic. However, traffic studies suggest that unwarranted STOP signs can do more harm than good.

Effects of unwarranted STOP signs:

- Compliance with unwarranted STOP signs is poor. This is based upon drivers feeling little reason to yield the right-of-way because there are usually no vehicles on the approaching street. As a result, traffic/pedestrian accidents are increased
- Vehicle speeds between STOP signs increases
- Creates unnecessary delays for drivers
- Noise and air pollution are increased due to unnecessary braking and accelerating

When can a STOP sign be installed?

The MUTCD lays out specific guidelines for how and when a STOP sign should be installed and used. A STOP sign can be considered through expert judgment if one or more of the following exist:

- Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law
- Street entering a through highway or street
- Unsignalized intersection in a signalized area
- High speeds, restricted view, or crash records indicate a need for control by the STOP sign

In addition MUTCD states:

- STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop.
- The decision regarding the appropriate street to stop should be made based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

Will a STOP sign help control the speed down my street?

The MUTCD states that STOP signs should not be used for speed control. There is no real evidence to indicate that STOP signs decrease the speed of traffic. Traffic studies have shown that when STOP signs have been installed for the purpose of controlling the speed of vehicles rather than to reduce the likelihood of vehicle conflicts at intersecting roads, the vehicle speeds between the sign installations typically increase over what they were prior to the signs being erected.

Can a STOP sign help control traffic-volume?

The Institution of Transportation Engineering has collected information regarding STOP signs reducing the amount of traffic coming through a neighborhood. Overall, traffic volumes did not change. Drivers will find the best and most efficient route for a commute. STOP signs could lead to traffic being pushed to adjacent streets, through the same neighborhood.