

# Neighborhood Transportation Plan Program

## *Discouraged Tools*

### **Children At Play Signage**

These types of signs, both official and those sold in retail stores, are discouraged. Research<sup>1</sup> indicates little change in driver behavior due to these signs. These signs contribute to driver confusion, disregard of excessive signage and a false sense of security. Children should feel safe to use the street for transportation purposes, including biking and walking, but play should occur outside of the street. Existing “Slow Down For Our Children’s Sake” signage will be not be removed as part of this program.



### **Stop Signs**

Research shows that when stop signs are installed without meeting engineering warrants there is an increase in driver disregard for signage, and a false sense of security. Intersections should meet thresholds for traffic volume on both crossing streets or have limits on sight distance to require a stop sign. Research indicates a trend for higher speeds in between stop signs when

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<sup>1</sup> Wisconsin DOT, 2007 report “Effectiveness of Children at Play Warning Signs”

placed in short intervals<sup>2</sup>. Stop signs which meet the described engineering warrants will be considered under the program.



### **20 Miles Per Hour Speed Limits**

Without accompanying enforcement and roadway changes, lowered posted speed limits are not effective in addressing vehicle speed concerns. Research has shown speeds of drivers are governed by the physical environment of a street, rather than posted limits<sup>3</sup>. An unrealistic speed limit invites violations and does not result in slowing of the 85<sup>th</sup> percentile speeds<sup>4</sup>.



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<sup>2</sup> Beaubien, *Controlling Speeds on Resident Streets*, ITE Journal, April 1989

<sup>3</sup> FHWA Publication FHWA-RD-97-084, *Effects of Raising and Lowering Speed Limits on Selected Roadway Segments*, 1997

<sup>4</sup> 85<sup>th</sup> percentile speeds are an engineering roadway design threshold. This is the speed at which 85 percent of vehicles are at or below. This limit is used to set and evaluate speed limits on roads of all types and volumes.