

Traffic Study Citations Referenced in [Stop Sign Myth Buster Research](#)

❖ [Multi-Way Stops—The Research Shows the MUTCD is Correct](#)

This paper reviewed over 70 technical papers covering all-way stops (or multiway stops) and their successes and failures as traffic control devices in residential areas. The research found that, overwhelmingly, multiway stop signs do not control speed except under very limited conditions.

❖ [Stop Sign Overview](#)

The Portland Bureau of Transportation outlines a few ways drivers may compensate for the felt inconvenience of coming to a stop sign.

❖ [Danger Compensation Effects of Stop Signs at Intersections](#)

This study discusses the potential for speeds to increase when stop signs are installed, although it is limited to unfamiliar drivers. That is, familiar drivers do not show the same speed increase.

❖ [Speed Control Measures in Residential Areas](#)

This study shows that stop signs reduce speed only within a limited distance near the intersection. Beyond 100-200 feet, vehicle speed typically returns to levels consistent with normal driving patterns.