

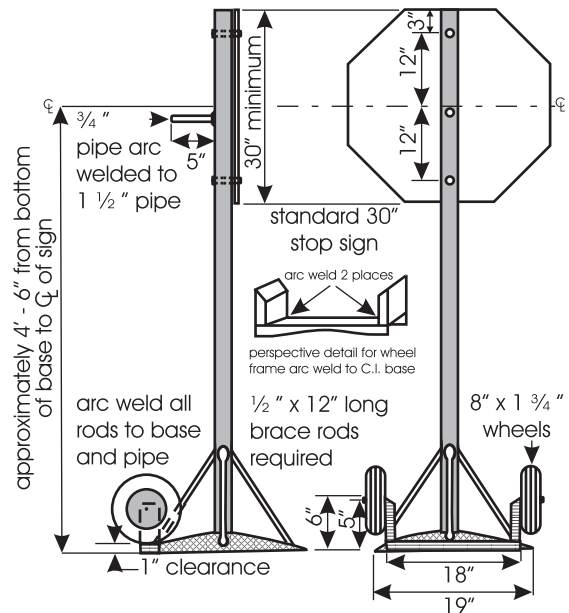
Movable Stop Signs for School Zones

Section 2B.05 of the *MUTCD* states that portable or part-time Stop signs shall not be used except for emergency and temporary traffic control purposes. However, Section 321.249 of the Iowa Code allows use of movable Stop signs in locally established school zones. Alternatives to movable signs, such as permanent Stop signs (when warranted) or the use of adult crossing guards, should be seriously considered.

Although movable Stop signs are not recommended for general use, these devices have been employed for many years in school zones across Iowa. As with other traffic control devices, judgement and prudence should be exercised with this practice, and guidelines should be followed in those instances where movable Stop signs cannot be eliminated or avoided.

These items should be considered in establishing criteria for movable stop sign use:

1. Establish a school zone as required by Iowa Code Section 321.249. This action would be taken by the governing authority, whether city or county.
2. Develop conditions for use; an agreement with the school board may be advisable detailing hours of use, responsibilities for placement and removal, and maintenance of signs and markings.
3. Consider use of trained crossing guards to supplement the signs.
4. Require removal when crossing is not in use. It is important that stop control not be employed when unnecessary throughout the day.
5. Use standard design for signs and pavement markings. The following illustration depicts one of the recommended designs.
6. Review the performance of the system on a periodic basis.



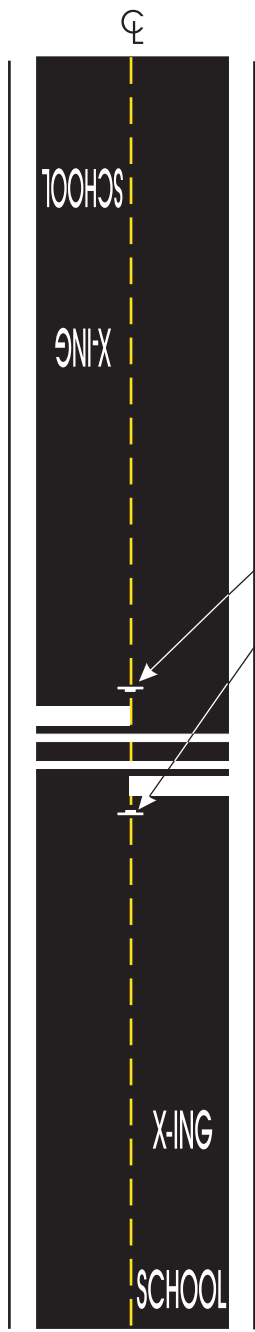
Approximate weight, cast-iron (C.I.) base : 40 pounds.
Wheel frame to be constructed of three pieces of 1" x 2" channel iron.

The 16" member cut to fit contour of base.

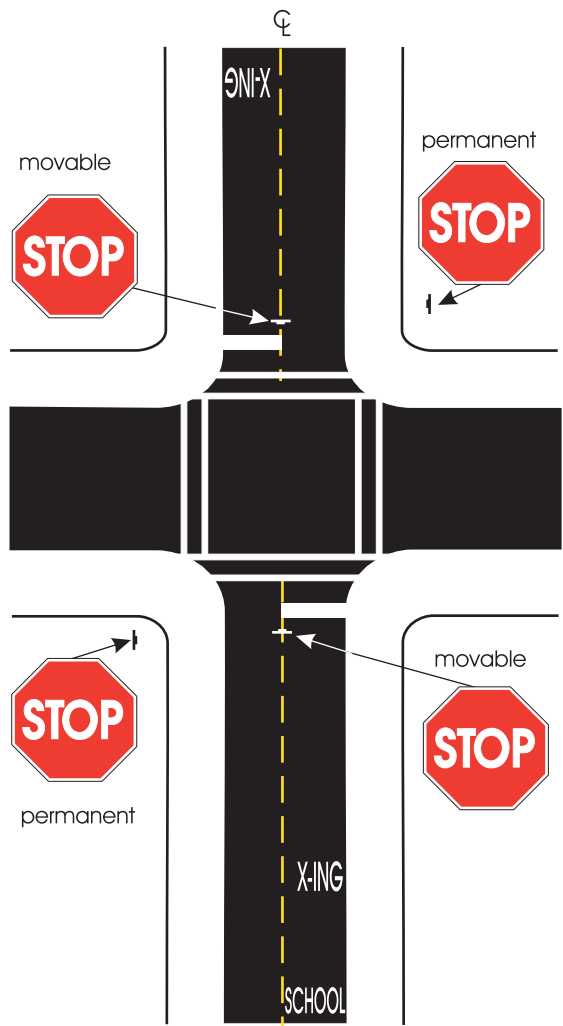
Material required:

- 1-30" standard stop sign: 1 pc. $\frac{3}{4}$ " pipe 5" long;
- 1 pc. 1 $\frac{1}{2}$ " pipe 5' - 4" long; 2 $\frac{3}{8}$ " x $\frac{1}{2}$ " long bolts with nuts;
- 4 pcs. $\frac{1}{2}$ " x 12" long rods; 1 pc. 1" x 2" x 1' - 4" long and 2 pcs. 1" x 2" x 5" channel iron;
- two-8" x 1 $\frac{3}{4}$ " wheels with axles to suit; 1 cast-iron base, 1' - 7" diameter.

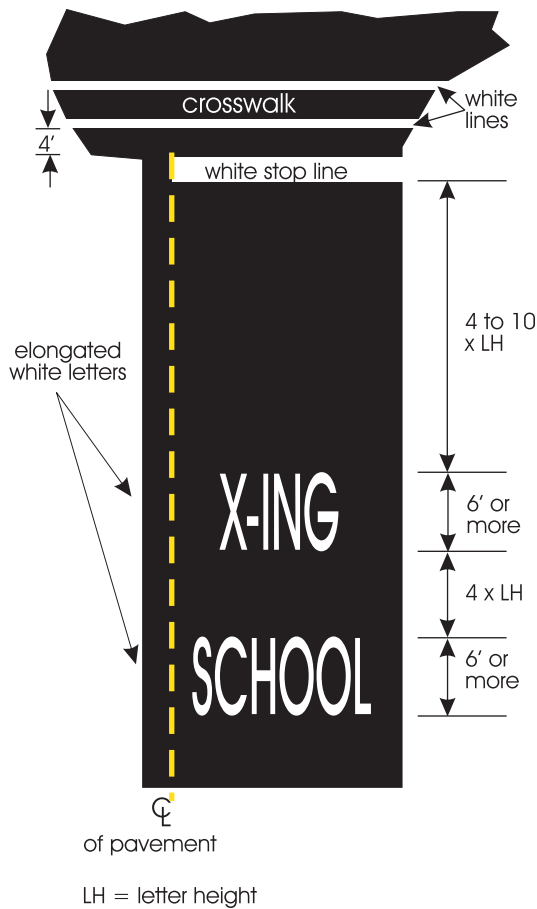
**Suggested details for movable stop signs
(other support designs also available)**



**Suggested location of movable Stop signs
Mid-block**



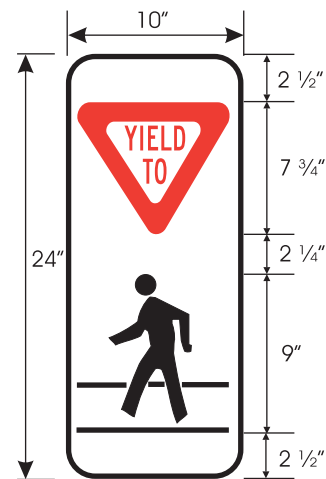
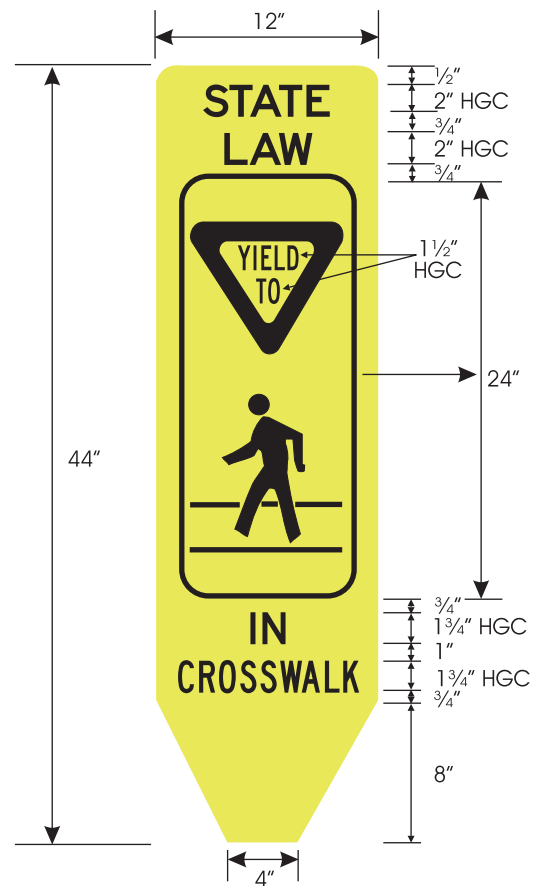
**Suggested location of movable Stop signs
Intersection**



Details for pavement markings

Alternate devices have been developed and adopted in other states to enhance driver awareness of pedestrian crosswalks. The state of New Hampshire, for example, has approved the use of a device as shown here for temporary use on the center line of roads adjacent to crosswalks.

These devices are available with either fixed or movable bases, constructed of recycled rubber and plastic, and have been tested for crashworthy characteristics. The sign panels for these devices are available in fluorescent yellow-green or conventional colors. Local jurisdictions may want to consider use of these devices in lieu of movable Stop signs.



Supplemental crosswalk identification devices