

# Fiscal Analysis

## SETTING SPEEDLIMITS - TOWNSHIP BOARDS



**Bill/Sponsor** HOUSE BILL 4133 (H-2), Rep. Philip J. LaJoy  
HOUSE BILL 4224 (H-2), Rep. Ruth Ann Jamnick

**House Committee** Transportation

### Analysis

#### Summary

Subsection (1) of Section 628 of the Michigan Vehicle Code (MCL 257.628) establishes a process for setting speed limits on state trunkline highways and county roads. HB 4133 (H-2) would break out this subsection into 3 subsections. Amended subsection (1) would retain the current process for setting speed limits on state trunkline highways. Authority for setting speed limits on state trunkline highways resides with the state transportation commission and the director of the Michigan State Police, acting *jointly*. The process for setting speed limits on county roads, formerly contained within subsection (1) would be broken out in a new subsection (2). Under new subsection (2), authority for setting speed limits on county roads would rest with the county road commission, the township board, and the director of the Michigan State Police, acting *unanimously*. The subsection would permit a township board that did not wish to continue as part of the speed limit setting process to notify in writing the county road commission, or county board of commissions, as applicable.

Language regarding setting speed limits on roads within 1000 feet of a school, currently contained within subsection (1), would be moved to new subsection (3). The bill provides that the determination of the reasonable and safe speed – for both state trunkline highways and county roads - be based on an engineering and traffic investigation.

The only substantive change to the current subsection (1) would appear to be the inclusion of township boards in the process of setting speed limits. Under current law township boards are not among the officials with authority to set speed limits.

The bill would also amend subsection (9) to designate the maximum speed limit on freeways as 70 miles per hour. The bill would permit the state transportation department to designate no more than 170 freeway miles on which the speed limit may be less than 70 miles per hour. The bill would strike language from current law which allowed a provisional 70 mile per hour speed limit on freeways pending a study of the effect of changing freeway speed limits from 65 to 70 miles per hour. The study, conducted by the Michigan State University College of Engineering, was issued on December 9, 1996.

HB 4224 (H-2) is identical to HB 4133 (H-2) with the following exception: HB 4224 (H-2) does not include language regarding a township that did not wish to continue as part of the speed limit setting process. The two bills are tie-barred to each other.

#### Fiscal Impact

The bills have no apparent fiscal impact.

### Analyst(s)

William Hamilton

**FLOOR ANALYSIS - 3/17/03**

Mitchell Bean, Director – House Fiscal Agency  
124 N. Capitol Avenue, Lansing, MI 48909  
Phone: (517)373-8080, Fax: (517)373-5874  
<http://www.house.mi.gov/hfa>