

Legislative Analysis



MODIFY SPEED LIMITS ON GRAVEL COUNTY HIGHWAYS

Phone: (517) 373-8080
<http://www.house.mi.gov/hfa>

House Bill 4415 as introduced
Sponsor: Rep. Michael Webber
Committee: Transportation and Infrastructure
Complete to 5-22-17

Analysis available at
<http://www.legislature.mi.gov>

SUMMARY:

House Bill 4415 would amend the Michigan Vehicle Code to put in place new provisions for revising speed limits on gravel county highways. (MCL 257.627 & 628)

Under the bill, the county road commission, the township board where the road is located, and the State Police could establish a reasonable and safe maximum or minimum speed limit on a gravel county road highway by a majority vote that includes the township board. However, if the township board does not want to participate, the speed limit would then require the vote of both the road commission and State Police. (The township board would be required to provide notice in writing to the other two entities of its lack of participation.) As now, the speed limit would become effective when the appropriate speed limit signs were erected.

The code currently specifies the same three entities must *unanimously* establish a maximum or minimum speed limit on a county highway (although that provision does not apply to trunk line highways or limited access freeways, for which speed limits are jointly established by the state Department of Transportation and the State Police.)

Under the Vehicle Code, the speed limit on all county highways with a gravel or unimproved service on which a speed limit is not otherwise fixed is 55 miles per hour; this is known as "general gravel road speed limit." In a county of one million or more, the county road commission in conjunction with the participating municipality, may lower the speed limit to 45 miles per hour.

(There is a general provision in the Vehicle Code stating that a person operating a vehicle on a highway shall operate that vehicle at a careful and prudent speed not greater than nor less than is reasonable and proper, having due regard to the traffic, surface, and width of the highway among other things.)

FISCAL IMPACT:

The bill would not have a fiscal impact on the Department of State Police or the Department of Transportation.

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