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House Bill 4206 (Substitute H-4 as passed by the House)
Sponsor: Representative Rick Johnson
House Committee: Transportation
Senate Committee: Transportation and Tourism

Date Completed: 5-15-00

CONTENT

The bill would amend the Michigan Vehicle Code to:

- Permit a township board to petition a county road commission or county board of commissioners for a change in the speed limit on a county highway under certain circumstances.
- Permit the proposed speed limit change to be approved without an engineering and traffic investigation.
- Require that the speed limit on a county highway or interconnected group of county highways of up to one mile in total length that connected with the county road system by a single entrance and exit be 25 miles per hour unless a different speed limit was fixed and posted.

Specifically, in the case of a county highway of at least one mile with residential lots with road frontage of up to 150 feet along both sides of the highway for the length of that part of the highway that was under review for a proposed change in the speed limit, the township board could petition the county road commission or in charter counties where there were no road commission but there was a county board of commissioners, the township board could petition the county board of commissioners for a proposed change in the speed limit. The county road commission, or in counties where there was no road commission but there was a county board of commissioners, the township board could petition the county board of commissioners to approve the proposed change in the speed limit without the necessity of an engineering and traffic investigation.

MCL 257.628

Legislative Analyst: L. Arasim

FISCAL IMPACT

The bill would result in administrative cost savings to local units of government and State government associated with the elimination of the requirement to conduct speed and safety studies in order to set speed limits under certain circumstances. The fiscal impact would be contingent upon the number of petitions for proposed speed limit changes contemplated by local governments that would not require engineering and traffic studies.

Fiscal Analyst: C. Thiel

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This analysis was prepared by nonpartisan Senate staff for use by the Senate in its deliberations and does not constitute an official statement of legislative intent.