

# Michigan

## Speed Limits: 1994 and 2004

| State    | Limited Access Rural Interstates |      | Limited Access Urban Interstates |      | Other Limited Access Roads |      | Truck Speed (Y or N) |
|----------|----------------------------------|------|----------------------------------|------|----------------------------|------|----------------------|
|          | 1994                             | 2004 | 1994                             | 2004 | 1994                       | 2004 |                      |
| Michigan | 65                               | 70   | 55                               | 70   | 55                         | 70   | Y                    |

With the exception of a limited number of urban freeway miles, state law sets maximum speed limits on U.S., interstate and state highway routes at 70 mph. In densely populated (urban) areas where there are many exit and entrance ramps constructed close together, the speed limit is held to 55 mph. The speed limit for commercial trucks on all highways is never higher than 55 mph. Vehicles of 10,000 pounds or more, a truck tractor with a trailer or a combination of these vehicles is limited to 55 mph on all roads, including freeways, and limited to 35 mph when reduced loading is enforced during the spring (when daily temperature fluctuations cause buckling of roadway beds - often referred to as Frost Laws.)

### Speeding-related Data

Michigan collects speeding-related crash data. Police officers code hazardous actions on the motor vehicle crash report form, including excessive speed, through the speed too fast data element. The form does not distinguish whether speed was in excess of the posted limit, violation of basic speed rule, too fast for conditions and so forth. Michigan does not collect speeding-related citation data. The state police only collect data on hazardous or non-hazardous action citations. It is not clear whether the state has citation data beyond what individual courts have for their jurisdictions, as there is no central depository for court citation data.

Michigan does not define aggressive driving except for the hazardous action code on crash reports. Some hazardous actions could be interpreted as such, or in combination with other factors, but a specific aggressive driving state statute is still in the discussion stage.

### Proportion Speeding-related Crashes

The following chart depicts the number and percentage of drivers involved in each category of crash, not the number of crashes. Hazardous action is coded by driver, not by crash. Specific state police citation data is not available.

| Year | Drivers in Fatal Crashes "Speed too Fast" (percent) | Drivers in Injury Crashes "Speed too Fast" (percent) |
|------|---|--|
| 2003 | 248 (13.1%)   | 10,505 (7.7%)  |
| 2002 | 242 (12.7%)   | 9,882 (6.6%)   |
| 2001 | 262 (13.2%)   | 9,551 (6.3%)   |

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### Efforts to Reduce Speed

Michigan includes speeding as a component in other programs and activities, but has not had programs devoted specifically to reducing excessive speed in fiscal years (FY) 2003, 2004, or 2005. Programs often address a wide variety of unsafe driving behavior, including speeding.

The state highway safety office reported that it has not committed funds specifically to reducing speeding, and no Selective Traffic Enforcement Program (STEP) funds are used specifically for speeding-related enforcement. Speeding-related enforcement is a requirement of all grant-funded enforcement activities.

Michigan reported the following impact of speed and/or aggressive driving programs, representing the number of crashes with “excessive speed.”

| Crash Data |                           |
|------------|---------------------------|
| Year       | Speeding crash percentage |
| 1999       | 18.4%                     |
| 2000       | 16.8%                     |
| 2001       | 16.6%                     |
| 2002       | 16.7%                     |
| 2003       | 18.2%                     |