



NATIONAL MOTORISTS ASSOCIATION

Empowering Drivers Since 1982

James C. Walker
Life Member, National Motorists Association
Board Member and Executive Director, NMA Foundation
2050 Camelot Road, Ann Arbor, MI 48104
Telephone: 734-668-7842 Email: jcwconsult@aol.com

NMA National Office
402 W. 2nd Street
Waunakee, WI 53597
Telephone: 608-849-6000
E-mail: nma@motorists.org
Website: www.motorists.org

Testimony for the Senate Transportation Committee On HB4118, June 6, 2019

Mr. Chairman and members of the committee, I ask you to consider my written testimony as we are not able to attend this hearing.

The National Motorists Association asks that you reject HB4118 because it would allow some cities to create unposted 25 mph speed traps on the collectors or arterials that run adjacent to or between residential subdivisions. This would be contrary to safety and could facilitate for-profit enforcement. By designating one or more of their collector or arterial streets as part of their Local Street System under Act 51, these main streets would become unposted 25 mph zones, even if they had previously been posted at 30, 35, or higher to match the existing and safe traffic flow speeds of most drivers.

It could void a carefully created section of the current law designed specifically to prevent unfair speed traps with artificially low speed limits on collector and arterial streets.

257.627 (5) (a) A highway segment adjacent to or lying between 2 or more areas described in subsection (2)(a), (b), (c), or (d) shall not be considered to be within the boundaries of those areas.

There are reasons to improve the definition of residential subdivisions in the current law.

257.627 (2) (d) 25 miles per hour on a highway segment within the boundaries of a residential subdivision, including a condominium subdivision, consisting of a system of interconnected highways with no through highways and a limited number of dedicated highways that serve as entrances to and exits from the subdivision.

But allowing cities to designate some main collector and arterial streets that run adjacent to or between residential subdivisions as part of their LOCAL STREET SYSTEM to become unposted 25 mph speed traps is not consistent with establishing speed limits for safety and preventing for-profit speed traps.

The NMA would be happy to work with the bill sponsors to improve the wording of 257.627 (2) (d) to make sure all residential subdivision streets are automatically 25 mph zones without the need for any engineering or speed studies.

But we ask that you reject HB4118 in its current form.

Sincerely,

James C. Walker for the National Motorists Association