



MEMORANDUM

TO: JEFFREY HERCZEG, DIRECTOR OF PUBLIC WORKS
FROM: BEN CROY, CITY ENGINEER
SUBJECT: MEADOWBROOK SPEED LIMIT STUDY
DATE: JUNE 27, 2024

Per City Council's request, staff engaged AECOM, the City's traffic engineering consultant, to conduct a speed study of Meadowbrook Road between 8 Mile and 12 Mile. The speed limit along this section of Meadowbrook has been a point of discussion for many years and the intent of the study was to determine if the posted speed is artificially low based on current standards.

Speed limits are governed by the Michigan Vehicle Code (MVC) and the Michigan Manual of Traffic Control Devices (MMUTCD). The MVC provides a standard "prima facie" speed based on the number of access points on a roadway. The MVC and MMUTCD allow the local agency to adjust the speed limit based on a traffic engineering study conducted in accordance with established traffic engineering practices. The current speed limits did not follow these principles (access points and speed study).

A speed study conducted in 2009 recommended an increase of 5 MPH from 30 MPH to 35 MPH between 8 Mile and 10 Mile. Based on the findings of this study, a temporary 35 MPH speed limit was posted along this two-mile segment of Meadowbrook. However, contrary to the findings in the study, the speed limit was returned to the original limit.

Since speed studies are only valid for a few years, the attached study was conducted by AECOM in May 2024 to determine the appropriate speed limits based on current traffic patterns and motorist behavior. Similar to the 2009 study, this study also recommends an increase in the speed limit, with some variation, and includes a larger area (4 miles vs. the original 2 miles). Below is a summary of the existing and recommended speed limits for each of the four 1-mile segments studied:

Location	Existing Speed Limit	Recommended Speed Limit
8 Mile to 9 Mile	30	40
9 Mile to 10 Mile	30	35
10 Mile to 11 Mile	40	45
11 Mile to 12 Mile	40	45

The study recommends an increase of 5 MPH for each segment, except for the 8 Mile to 9 Mile segment, where a 10 MPH increase is recommended. These recommended speed

limits are supported by the number of access points and the prevailing speed of motorists along each mile segment. Additionally, the accident frequencies are lower than average for similar roadways.

Staff can pursue the recommended modifications based on the findings of the study if so desired. Prior to any modifications, a Traffic Control Order would need to be presented and approved by City Council.