



CITY OF EAST GRAND RAPIDS

750 LAKESIDE DRIVE SE-EAST GRAND RAPIDS, MICHIGAN 49506

Policy and Guidelines for the Use of Radar Speed Feedback Signs

A. Purpose & Objective:

Radar speed feedback signs are installed to provide a real-time display of a driver's vehicular speed at a particular location where speeding has been documented to be a problem. When used in conjunction with a regulatory speed limit sign (R2-1), drivers receive immediate confirmation of their actual speed in comparison to the legal speed limit static signs. When the RSFS are activated, the display format shall not include animation, rapid flashing, or other dynamic elements as stated in Section 2A.07 *Retroreflectivity and Illumination* of the Michigan Manual on Uniform Traffic Control Devices (MMUTCD), with additional design parameters defined in Section 2B.13.19/20 of the MMUTCD. RSFS are typically used at locations where a speed limit transition occurs or in an area where driving the appropriate speed for conditions is particularly critical, such as around school zones. Because law enforcement agencies cannot be expected to constantly monitor speeds in a particular location, the RSFS serve to supplement regular enforcement of speed limits alerting drivers to specific driving behavior.

RSFS are allowed under, and guidance is provided for their use in, Part 2 of the MMUTCD.

B. Conditions for Use/Placement:

RSFS will be considered for use where the following conditions exist:

1. On PA 51 designated Major City streets or on designated Local City streets in accordance with traffic engineering judgement from a licensed traffic engineer.
2. The 85th percentile speed, as determined by 4 speed studies over a 1-year period, exceeds the posted speed limit by at least 5 MPH during the time period of concern (e.g. the ½ hour before to ½ hour after a school arrival/dismissal time or other peak traffic period). For a school zone, during operational hours, the school zone speed limit shall be used as the posted speed limit for any study.
3. Installation may also be considered for locations where crash data over a minimum span of 3-years can be consistently and clearly linked to excessive speed or other factors as determined by a licensed traffic engineer.

C. Technical Requirements:

1. The installation shall not interfere with the visibility and general effectiveness of any other signs in the area.
2. Installation shall be located adjacent to natural features or lot boundary lines as such to limit visibility from adjacent properties to the greatest extent possible in the City right-of-way.
3. All elements of the RSFS shall conform to the guidance and standards as outlined in the latest edition of the MMUTCD.

D. Installation Consideration for Reviewed Locations:

1. If criteria are not met, installation consideration will be considered concluded.
2. If criteria are met, City Staff will provide associated location, studies, and fiscal impact to the Director of Public Works or the City Commission for formal approval. If approved by the Director of Public Works or the City Commission a Traffic Control Order will be issued when installation has concluded.

E. Removal of Signs:

RSFS may be relocated or removed when the following conditions exist:

1. The 85th percentile speed, as determined by 4 speed studies over a 1-year period, is within the posted speed limit by at least 5 MPH during the time period of concern (e.g. the ½ hour before to ½ hour after a school arrival/dismissal time or other peak traffic period). These studies shall be conducted using speed data collected while the sign is not visibly operating.
2. Subject to functionality of the RSFS and budget constraints.
3. Subject to ongoing approval and design by the MMUTCD.
4. The Director of Public Works or the City Commission may authorize relocation or removal in accordance with the noted conditions.

Effective Date Approved by the City Commission:

Amended: 11.18.2024
First Adopted: 10.1.2018