

**BACKGROUND INFORMATION ON THE MICHIGAN SPEED
MEASUREMENT TASK FORCE**
Michigan Office of Highway Safety Planning
Revision 4.1

The Michigan Office of Highway Safety Planning first convened the Michigan Speed Measurement Task Force in late 1978. This task force has been an active body in studying and evaluating all of the central issues surrounding the use of radar equipment in traffic speed enforcement. And it has developed numerous sets of recommendations regarding the performance of radar equipment, the training of radar operators, and the adjudication of radar speeding cases. Despite (or perhaps because of) its accomplishments and national reputation, one question often arises regarding the Task Force: "Where does the Michigan Speed Measurement Task Force get its authority?" The answer to this question is that the Task Force was established by the Michigan Office of Highway Safety Planning (O.H.S.P.) to study and evaluate all issues surrounding the use of radar equipment as it relates to highway safety in Michigan. As such, the Task Force serves as an advisory body to O.H.S.P. The 1966 National Highway Safety Act directed the governor of each state to be directly responsible for the administration of the state's federally funded highway safety program. In 1967, the Michigan Legislature passed an implementation measure giving the Governor the power to carry out the requirements of the National Highway Safety Act. This then led to the formation of the Michigan Office of Highway Safety Planning. O.H.S.P. established priorities for allocating these funds among various types of specific highway safety activities in the state. Consequently, in 1979, O.H.S.P. established radar speed enforcement as one important focus within its program area of police traffic services. O.H.S.P.'s authority in this area was further strengthened by the 1984 PEOPLE V. FERENCY Michigan Court of Appeals ruling. In this ruling, the Court of Appeals ruled that in order to avoid any violation of the due process rights of a defendant, seven guidelines must be met in order to allow into evidence speed readings from a "moving radar speedmeter". Moreover, the Court of Appeals authenticated the recommendations of O.H.S.P. and encouraged its continued involvement in these issues to help ensure due process in the adjudication of radar speeding cases. In response to this ruling, O.H.S.P. directed the Michigan Speed Measurement Task Force to develop a comprehensive set of recommendations and to review and update these on a regular basis. The document, MICHIGAN SPEED MEASUREMENT TASK FORCE RECOMMENDATIONS, is the Task Force's response to this request.

We, in the Michigan Office of Highway Safety Planning, are extremely proud of the accomplishments of the Michigan Speed Measurement Task Force and feel that its various recommendations, standards, and training material will be useful not only to Michigan, but also to other states as they address these important issues.



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