

Transportation Commission FY 2026 Policy Agenda Recommendations

Prepared: ~~January~~ April 2025

(~~addition~~/~~deletion~~ from FY2025)

Request:

The City Council Policy Agenda Committee is required to identify items from boards and commissions to help prioritize initiatives for the FY2026 Policy Agenda. The Transportation Commission is asked to help in identifying key issues pertaining to their mission, for possible inclusion in the FY2026 Policy Agenda.

State level agenda

- Take any and all action to reduce speeds, specifically those recommended in the Transportation Commission Speed Reduction Committee Report, including
 - Advocate for the removal of the statewide minimum speed limit (25 mph), and subsequently lower Ann Arbor's speed limits.
 - Advocate for a House Bill concerning speeding in school zones.
 - Advocate for locally controlled speed limit setting along state trunklines utilizing community input and moving away from the 85th percentile rule.
- Advocate for the Michigan Department of Transportation (MDOT) to make the process easier and more accessible for local jurisdictions to request and implement crosswalks, sidewalks, bike lanes, speed reduction, bus lanes and road reconfiguration and other locally supported non-motorized or transit improvements on state roads.
- Advocate for MDOT to further define, and consistently adhere to, their Complete Streets and ~~Vision Zero~~TZD policies, including congestion pricing, tolls, or a VMT tax.
- Michigan is currently very far behind peer states in making progress on weight-based VMT fees. Consider more specific recommendations, e.g. implement a pilot program, with a clearly defined timeline.
- Advocate the State Legislature, MDOT, and rail operators to provide safe non-motorized crossings across active rail lines. If crossings (marked or unmarked) are to be eliminated, then an impact assessment or analysis should be performed before restrictions are made.
- Advocate for increased transit funding statewide.
- Advocate for risk and uncertainty reduction in federal funding. Address the impact from risks and uncertainties on project work and state policy agenda.
- Advocate for MDOT to allow bus-on-shoulder operations on key freeway segments.
- Encourage the state to consider new revenues (e.g. road-pricing, congestion pricing, weight-based taxes) to replace diminishing gas tax.
- Continue advocacy for a Transportation Commission-approved version of a statewide crosswalk law and include Transportation Commission in the advocacy plan for a statewide crosswalk law.
- Advocate for a revision to the Michigan Manual on Uniform Traffic Control Devices (MMUTCD) to expand bicyclist signage options, including R4-11R9-20 "May Use Bicycles Allowed Use of Full Lane" which is shown in the FHWA MUTCD but omitted from the Michigan MUTCD. (verify if the law passed or not)
- Advocate for legalization of video surveillance and automated tracking and notification of speeding and traffic violations and that it be accompanied with data collection to determine disparate impacts on populations. (verify if the law passed or not) Automated speed management system will be allowed in work zones on roads under the jurisdiction of MDOT.
- Allow transportation and transit agencies access to other sources of revenues beyond property tax, such as road pricing, vehicle registration, sales tax, etc. Consider equity implications of transportation

agencies accessing other sources of revenue beyond property taxes. Property taxes are some of the most progressive revenue raisers, whereas sales tax is highly regressive.

- If there is recommendation for increasing revenue from tolls, tolls should be designed in a way that makes them more equitable for low-income households, such as through discounts or exemptions.
- Move away from the ‘level of service’ as a means to assess impact of projects on the road network in favor of other metrics that don’t prioritize vehicular speed above all else, such as Vehicle Miles Traveled.
- Support the MI Drive SAFE Bills to restore the rights of everyone who would be eligible to obtain a driver’s license in Michigan, including undocumented immigrants as detailed in Senate Bills 265 and 267 of 2023 and House of Representatives Bills HB4410-4412 City Council already supported this item.
- School bond can be used for driveway but cannot be applied for school bus service. Adjust school funding policy to provide flexibility to cover school bus service.

Local agenda

- Strengthen partnerships with community stakeholders to achieve common goals. Including but not limited to MDOT, Ann Arbor Public Schools (AAPS) and the University of Michigan (UM).
- Prioritize data driven decision making at the local level by expanding use of benchmarking and statistical data collection. Consider adding detailed metrics including but not limited to bike lane blockage, winter maintenance, compliance at crosswalks, crash reporting, and speed studies.
- Use access to destinations (e.g. access to jobs, food, school, etc.) as an evaluation criterion for analysis of transportation investments.
- Improve winter sidewalk maintenance to ensure walkability and bike-ability and accessibility year-round, with emphasis on high pedestrian activity areas, in residential areas, and those needed to access bus stops.
- Advocate to continue closing sidewalk gaps, safe routes to school.
- Use bike lane and sidewalk connectivity as an important metric by which to prioritize transportation investments.
- Expand bicycle purchase incentive program, consider including non-electric bikes
- Increase the amount of funding for non-motorized and active transportation projects to better align with our climate and safety goals.
- Continue to advocate for local level policy and land use investments that encourage opportunities for transit supported development.
- Advocate for public transit becoming an increasingly competitive alternative to the car by supporting TheRide’s long-range plan for improved services (TheRide 2045) through policies/actions including:
 - Continued advocacy for local level policy and land use investments that encourage opportunities for transit supported development along high-frequency transit corridors.
 - Encouragement of all new municipal facilities for the public to be sited along existing transit routes.
 - Increasing on-time travel on bus routes with transit-only lanes, signals and other priority measures that prioritize buses. This may include restricting certain streets to transit, pedestrian, and bicycle travel only.
 - Striving to make transit-commuting faster, more convenient, and cheaper than car-commuting by restructuring parking fees and increasing bus frequency on routes at the busiest times of day.Consider phasing out monthly parking in downtown and provide bus pass as an alternative.

- As bus stops are a public good and a key element in achieving several City goals, removal of permitting fees to TheRide for the installation/modification of bus stops within City rights of way and expedition of the permitting approval process.
- Continued coordination for installation of lead walks/other concrete amenities at bus stop locations affected by City road or sidewalk reconstruction projects.
- Collaboration with the City public works group to remove, or avoid creating, piles of snow (ie windrows) along the curbs in front of bus stops as they can become impassible to riders and buses
- ~~Take enforcement action to maintain clear bike lanes. This may include launching a 'bounty' program whereby citizens can report infractions.~~
- Implement a major streets traffic calming/speed management program.
- Ensure that the traffic calming resolution passed in 2023 is put into action and that traffic calming is incorporated into all street resurfacing capital projects
- Define how transportation infrastructure is to be used and distinguish the difference between streets, roads, and "stroads." This may include development of right-of-way plans and alignment with adjacent land uses, especially TC-1.
- Expand and improve infrastructure and policy to encourage the use of clean energy vehicles.
 - More electric vehicle charge points.
 - Create policy for use of four wheeled light electric vehicles.
 - Electrification and downsizing of city-owned vehicles.
 - Improve and expand parking facilities for bikes including covered and lighted parking areas.
 - Possible incentives from the city to encourage the use of clean energy vehicles by residents and business.
- ~~Advocate to enable local power grid initiatives required by the A2Zero plan, which would allow for carbon-free EV charging~~
- ~~Improve winter sidewalk maintenance to ensure walkability and bike-ability and accessibility year-round, with emphasis on high pedestrian activity areas, in residential areas, and those needed to access bus stops.~~
- Establish partnership with micromobility service providers that prioritize user safety.