Transportation Commission FY 2024 Policy Agenda Recommendations
Prepared: January 2023

(additions/~~deletions~~ from FY23)

Request:
The City Council Policy Agenda Committee is required to identify items from boards and commissions to help prioritize initiatives for the FY23 Policy Agenda. The Transportation Commission is asked to help in identifying key issues pertaining to their mission, for possible inclusion in the FY23 Policy Agenda.

<u>State level agenda</u>
- 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, and road reconfiguration and other locally supported non-motorized for transit improvements on state roads.
- Advocate for MDOT to further define, and consistently adhere to, their Complete Streets and Vision Zero policies, including congestion pricing, tolls, or a VMT tax.
- Advocate for MDOT and rail operators to provide safe non-motorized crossings across active rail lines.
- Advocate for increased transit funding, both local (AAATA) and regional.
- 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 (MUTCD) to expand bicyclist signage options, including R4-11 "May Use Full Lane" which is shown in the FHA MUTCD but omitted from the Michigan MUTCD.
- Advocate for legalization of video surveillance and automated tracking and notification of speeding and traffic violations.
- Amend the Regional Transit Authority (RTA) act to enable the Regional Transit Authority to proceed with a funding request/transit plan that applies to a subset of the full RTA jurisdiction, as well as to enable additional funding mechanisms beyond property taxes.
- Allow the RTA and other governmental units the ability to request a sales tax or other alternatives to a property tax.
- 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 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 433 and 434 of 2021 and House of Representatives Bills HB4835 and HB4836 of 2021

<u>Local agenda</u>
- 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).
- ~~Remove parking minimums where possible through zoning to encourage transit use, increase density, promote 20-min walkable neighborhoods, and lower reliance on privately-owned vehicles~~
- Prioritize data driven decision making at the local level by expanding use of benchmarking and statistical data collection.
- <u>Use accessibility (e.g. access to jobs, food, school, etc.) as an evaluation criteria for analysis of transportation investments.</u>
- <u>Use bikelane and sidewalk connectivity as a important metric by which to prioritize transportation investments.</u>
- Expand bicycle purchase incentive program, consider including non-electric bikes
- <u>Increase the amount of ACT-51 set-aside to the ALT fund from 5% to 20% to better align with our climate and safety goals</u>
- <u>Continue to</u> ~~A~~advocate for local level policy and land use investments that encourage opportunities for transit supported development.
- ~~Support policy, and inclusive zoning, that enables transit supported development where contextually appropriate~~
- Strive to make transit-commuting faster, more convenient, and cheaper than car-commuting by restructuring parking fees and increasing bus frequency on commuter routes at the busiest times of day.
- Increase on-time travel on bus routes with transit-only lanes and signals that prioritize buses. This may include restricting certain streets to transit, pedestrian, and bicycle travel only.
- Take enforcement action to maintain clear bike lanes. <u>This may include launching a 'bounty' program whereby citizens can report infractions.</u>
- <u>Implement</u>~~Advocate for the development of~~ a major street<u>s</u> traffic calming<u>/speed management</u> program.
- <u>Incorporate traffic calming into all street resurfacing projects</u>
- <u>Define how transportation infrastructure is to be used and distinguish the difference between streets, roads, and "stroads."</u>
- 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 accessibility year-round, with emphasis on sidewalks located downtown, in residential areas, and those needed to access bus stops.

Commented [HR1]: This is proposed for removal as this recommendation has been implemented

Commented [HR2]: This is meant to reinforce action taken by the Transportation Commission of November 2022

Commented [HR3]: This is proposed for removal as it is similar to previous bullet

Commented [HR4]: For reference, here is quick explainer on "stroads" - https://www.strongtowns.org/journal/2018/3/1/whats-a-stroad-and-why-does-it-matter