

DETROIT CHARTER REVISION COMMISSION
PROPOSAL/ISSUE REVIEW SUMMARY

ISSUE NUMBER: GDS 72

ISSUE CATEGORY: Government Department & Services

SOURCE: Patty Fedewa, Bd. Member,
Transportation Riders United, Letter,
12/17/10

RELATED CHARTER SECTIONS:§7-1401 ([Transportation] Department)

RELEVANT ORDINANCE SECTION:

RELEVANT LAW(S): Home Rule City Act, MCL 117.4f(a)

ISSUE/PROPOSAL STATEMENT: Add language recognizing authority to become part of regional transportation systems and providing maximum latitude in doing so; give transportation department power to control signage, bus shelter and facilities location, installation and maintenance; allow transportation department to perform its own human resources function; implement and enforce parking policies; eliminate minimum parking requirements.

Sec. 7-1401. Department.

Except where the city, as authorized by the mayor and city council, becomes a party to a regional transportation system, joint operating agreement or regional authority, the transportation department shall:

1. Own, maintain, and operate a public transportation system above, on, or below the surface of the ground, or in any combination thereof, utilizing technology known or to be developed;
2. Operate the system within the city and to a distance outside the city as permitted by law;
3. Exercise ~~or recommend the exercise of~~ other functions and powers provided by law or ordinance, **including the power to:**
 - (A) ~~the specific powers of the city to~~ finance transportation under sections 8-401, 8-503(4), and 8-602 of the Charter.
 - (B) control the location and installation and maintenance of its own signage, bus shelters, and facilities.**
 - (C) perform any aspects of the human resources functions as necessary to the efficient and effective delivery of transportation services without being subject to Section 6-501 et seq. (Human Resources Department).**
 - (D) implement and enforce parking policies including but not limited to fines and penalties. No minimal parking requirements will be permitted.**

RATIONALE: “Please note that the proposed changes to the introductory statement are similar to those of city council, but includes the phrase “regional authority” for clarity, and anticipate that both the Mayor and City Council would have agreed to Detroit participation in a regional transportation system, joint operating agreement or regional authority. It is TRU’s intent that the Department of Transportation retain maximum flexibility in how it cooperates with other entities to form a viable partnership for the delivery of efficient, effective rapid transit in the City and throughout the Region.

“Section three has been expanded to provide DDOT more independence. Currently, DPW installs DDOT’s signage and bus shelters and other the general services department has provided security guards for the Rosa Parks Transit Center. Oftentimes, these other departments do not understand the purposes or the importance of DDOT’s facilities. DDOT needs to have control over its own facilities in order to provide the best, most efficient service to the City.

“Similarly, DDOT needs to be able to manage its own employees who understand transit rather than be subject to the bumping that requires DDOT to accept employees with incompatible skills. This provision would permit DDOT to establish its own civil service process, making it more compliant with Section 117.4f(a) of the Home Rule Cities Act. This section provides after the acquisition of a public transportation utility: is acquired, “a system of civil service for the selection and retention of its employees shall be established.”

“DDOT also needs control over the City’s Parking Violations Bureau. Parking and transit policies need to be coordinated in order for both to be effective. Both transit and car storage operations within the City are key components of an effective transportation system.”- *Transportation Riders United, Letter, dated December 17, 2010.*

ANALYSIS:

DISPOSITION/COMMISSION ACTION:

NOTES: