

**DETROIT CHARTER REVISION COMMISSION**  
**PROPOSAL/ISSUE REVIEW SUMMARY**

**ISSUE NUMBER:** GDS 75

**ISSUE CATEGORY:** Government Department & Services

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

**RELATED CHARTER SECTIONS:** §8-101 (Comprehensive Plan)

**RELEVANT ORDINANCE SECTION:**

**RELEVANT LAW(S):**

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**ISSUE/PROPOSAL STATEMENT:** Require master plan to specifically include policies related to transportation.

**8-101 Comprehensive Plan**

The Mayor shall propose and the city council shall approve, with the modifications it deems necessary, a master plan of policies for the social, economic and physical development and conservation of the city, **and the full range of transportation, access and mobility options**, ('plan" or "master plan").

**RATIONALE:** "With respect to the City's master plan, transportation is core issue that must be accounted for in all city plans. It is frequently neglected or viewed only through the lens of automotive transportation.

"The added language provides a basis for no longer viewing DDOT as an enterprise department pursuant to GASB No. 34, paragraph 67. The enterprise classification places an expectation on DDOT that is impossible to meet. Transit systems across the country and across the world require government investment to operate. The concept of the self-funded transit system is a myth that creates an unrealistic expectation for DDOT. Transportation systems whether they are roads, airports or rail lines require government investment to exist. The classification also prevents the City from obtaining residents' input regarding how much to budget for DDOT, because the budget department starts from the premise that DDOT is self-funded. This misdesignation needs to be corrected."- *Transportation Riders United, Letter, dated December 17, 2010.*

**ANALYSIS:**

**DISPOSITION/COMMISSION ACTION:**

**NOTES:**