

# City of Detroit

## CITY COUNCIL



**Mary Sheffield**  
President

**James Tate**  
President Pro Tem

Scott Benson  
Fred Durhal, III  
Latisha Johnson  
Gabriela Santiago-Romero  
Mary Waters  
Angela Whitfield Calloway  
Coleman A. Young, II  
  
**Janice Winfrey**  
City Clerk

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Committee of the Whole Room • 1340 Coleman A. Young Municipal Center • (313) 224-3443 • Detroit, MI 48226

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**"A QUORUM OF THE DETROIT CITY COUNCIL MAY BE PRESENT"**

### **PUBLIC HEALTH AND SAFETY STANDING COMMITTEE**

To attend by phone only, call one of these numbers: +1 929 436 2866, +1 312 626 6799, +1 669 900 6833, +1 253 215 8782, +1 301 715 8592, +1 346 248 7799 - Enter Meeting ID: 85846903626

With advance notice of seven calendar days, the City of Detroit will provide interpreter services at public meetings, including American Sign Language, language translation and reasonable ADA accommodations. Please contact the Civil Rights, Inclusion and Opportunity Department at (313) 224-4950, through the TTY number 711, or email [crio@detroitmi.gov](mailto:crio@detroitmi.gov) to schedule these services.

**COUNCIL MEMBER GABRIELA SANTIAGO-ROMERO, CHAIRPERSON**

**COUNCIL MEMBER SCOTT BENSON, VICE CHAIRPERSON**

**COUNCIL MEMBER MARY WATERS**

**COUNCIL PRESIDENT MARY SHEFFIELD, EX-OFFICIO**

**Monday, November 21, 2022, 10:00 A.M.**

**Mrs. Millicent G. Winfrey**  
**Assistant City Council Committee Clerk**

1. **ROLL CALL**
2. **APPROVAL OF MINUTES**
3. **CHAIR REMARKS**
4. **PUBLIC COMMENT**
5. **UNFINISHED BUSINESS**
  - 5.1. **Status of Marguerite Maddox complaint**

Relative to driveway at McDonald's restaurant on West Grand Boulevard. Ms. Maddox has been complaining about the repairs of the sidewalks in the area of West Grand Boulevard for years now. **(BROUGHT BACK AS DIRECTED ON 11-14-22)**

**5.2. Status of Council Member Mary Waters**

Submitting memorandum relative to Property Management Companies and Rental Certificates of Compliance. **(BROUGHT BACK AS DIRECTED ON 11-14-22)**

**5.3. Status of Council Member Mary Waters**

Submitting memorandum relative to Establishing an organization to protect renters in the City of Detroit. **(BROUGHT BACK AS DIRECTED ON 11-14-22)**

**5.4. Status of Council Member Mary Waters**

Submitting memorandum relative to Demolition contracts. **(BROUGHT BACK AS DIRECTED ON 11-14-22)**

**5.5. Status of Council President Pro-Tem James Tate**

Submitting memorandum relative to Speed Hump Concerns by Engine 54. **(BROUGHT BACK AS DIRECTED ON 11-14-22).**

**5.6. Status of Council Member Angela Whitfield-Calloway**

Submitting memorandum relative to Requesting Financial Assessment for Mom and Pop Lead Abatement. **(BROUGHT BACK AS DIRECTED ON 11-14-22)**

**5.7. Status of the Office of Contracting and Procurement**

Submitting reso. auth. **Contract No. 6004591** - 100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: BBK Towing & Recovery, Inc. – Location: 1821 Trombly Street, Detroit, MI 48211 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00. **(CONTRACT HELD BY COUNCIL MEMBER GABRIELA SANTIAGO- ROMERO AND ANGELA WHITFIELD-CALLOWAY DURING THE RECESS PERIOD OF AUGUST 9, 2022)** **(BROUGHT BACK AS DIRECTED ON 11-7-22)**

**5.8. Status of the Office of Contracting and Procurement**

Submitting reso. auth. **Contract No. 6004593** - 100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: Wayne's Service, Inc. – Location: 20495 Sherwood, Detroit, MI 48234 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00. **(CONTRACT HELD BY COUNCIL MEMBER GABRIELA SANTIAGO- ROMERO AND ANGELA WHITFIELD-CALLOWAY DURING THE RECESS PERIOD OF AUGUST 9, 2022)**

**(BROUGHT BACK AS DIRECTED ON 11-7-22)**

**5.9. Status of the Office of Contracting and Procurement**

Submitting reso. autho. **Contract No. 3060779** - 100% City Funding – To Provide Services to Crack Basement Slab to Create Drainage and Backfill with Limestone Aggregate Located at 3471 Mt. Elliott. – Contractor: Adamo Demolition Company – Location: 320 East Seven Mile Road, Detroit, MI 48203 – Contract Period: Notification of Emergency through October 27, 2023 – Total Contract Amount: \$19,180.16. **CITY DEMOLITION (BROUGHT BACK AS DIRECTED ON 11-7-22)**

**5.10. Status of the Office of Contracting and Procurement**

Submitting reso. autho. **Contract No. 6004592** - 100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: 7 D’S Towing & Storage, Inc. – Location: 5700 E. Nevada, Detroit, MI 48234 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00. **(CONTRACT HELD BY COUNCIL MEMBER GABRIELA SANTIAGO- ROMERO AND ANGELA WHITFIELD-CALLOWAY DURING THE RECESS PERIOD OF AUGUST 9, 2022) (BROUGHT BACK AS DIRECTED ON 11-7-22)**

**5.11. Status of the Office of Contracting and Procurement**

Submitting reso. autho. **Contract No. 6004594** -100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: Troy’s Towing, Inc. – Location: 9615 Grinnell, Detroit, MI 48213 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00. **(CONTRACT HELD BY COUNCIL MEMBER GABRIELA SANTIAGO- ROMERO AND ANGELA WHITFIELD-CALLOWAY DURING THE RECESS PERIOD OF AUGUST 9, 2022) (BROUGHT BACK AS DIRECTED ON 11-7-22)**

**5.12. Status of the Office of Contracting and Procurement**

Submitting reso. autho. **Contract No. 6004597** - 100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: Goch & Sons Towing, Inc. – Location: 750 S. Deacon, Detroit, MI 48217 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00. **(CONTRACT HELD BY COUNCIL MEMBER GABRIELA SANTIAGO- ROMERO AND ANGELA WHITFIELD-CALLOWAY DURING THE RECESS PERIOD OF AUGUST 9, 2022) (BROUGHT BACK AS DIRECTED ON 11-7-22)**

**5.13. Status of the Office of Contracting and Procurement**

Submitting reso. autho. **Contract No. 6004595** - 100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: ABA Impound, Inc. – Location: 14201 Joy Road, Detroit, MI 48228 – Contract Period: Upon City Council Approval through

July 31, 2027 – Total Contract Amount: \$187,500.00. **(CONTRACT HELD BY COUNCIL MEMBER GABRIELA SANTIAGO- ROMERO AND ANGELA WHITFIELD-CALLOWAY DURING THE RECESS PERIOD OF AUGUST 9, 2022) (BROUGHT BACK AS DIRECTED ON 11-7-22).**

**5.14. Status of Council Member Scott Benson**

Submitting memorandum relative to Opinion on update of Sgt. Elaine Williams ordinance to comply with changes in federal law. **(BROUGHT BACK AS DIRECTED ON 11-7-22)**

**5.15. Status of the Law Department**

*Submitting report and Proposed Ordinance To amend Chapter 8 of the 2019 Detroit City Code, Building Construction and Property Maintenance, Article XV, Property Maintenance Code by amending Section 8-15-11, Civil fines for violation of article, and Section 8-15-49, Costs of abatement; collection of costs for City abatement of public nuisances, to provide for increased fines for non-compliance and to identify collection methods to be used by the City for unpaid costs of abatement. (FOR INTRODUCTION AND SETTING OF A PUBLIC HEARING?) (BROUGHT BACK AS DIRECTED ON 10-31-22).*

**5.16. Status of the Office of Contracting and Procurement**

Submitting reso. autho. **Contract No. 3051456** - 100% Grant Funding – To Provide Shelter and Quarantine for Covid-19 Positive Individuals Experiencing Homelessness. – Contractor: Roberts Riverwalk Hotel – Location: 1000 River Place Drive, Detroit, MI 48207 – Contract Period: Upon City Council Approval through January 8, 2022 – Total Contract Amount: \$119,040.00. **HEALTH (BROUGHT BACK AS DIRECTED ON 10-24-22).**

**5.17. Status of Council President Mary Sheffield**

Submitting memorandum relative to Request for 2022 Demolition Records by District. **(BROUGHT BACK AS DIRECTED ON 10-24-22).**

**5.18. Status of the Office of Contracting and Procurement**

Submitting reso. autho. **Contract No. 6004598** - 100% Towing Revenue Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: Bobby's T.C.B. Towing Service – Location: 10401 Lyndon, Detroit, MI 48238 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00. **POLICE (BROUGHT BACK AS DIRECTED ON 10-17-22)**

**5.19. Status of the Office of Contracting and Procurement**

Submitting reso. autho. **Contract No. 6003846** - 100% City Funding – AMEND 1 – To Provide an Extension of Time and an Increase of Funds to Study Fees for Appropriateness and Recommend Changes for Charges to Customers for Buildings Inspection and Related

Services. – Contractor: Matrix Consulting Group – Location: 1650 S Amphlett Boulevard, Suite 213, San Mateo, CA 94402 – Contract Period: September 1, 2022 through August 31, 2023 – Contract Increase Amount: \$81,250.00 – Total Contract Amount: \$181,250.00 (Original Contract Period: November 23, 2021 through August 31, 2022) FIRE (CONTRACT HELD BY COUNCIL MEMBER GABRIELA SANTIAGO- ROMERO DURING THE RECESS PERIOD OF AUGUST 2, 2022).

## 6. NEW BUSINESS

### OFFICE OF CONTRACTING AND PROCUREMENT

#### 6.1. Submitting reso. autho.

**Contract No. 3061129** - 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 7183 Mackenzie. – Contractor: Inner City Contracting, LLC – Location: 18715 Grand River, Detroit, MI 48223 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$21,500.00 **CITY DEMOLITION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

#### 6.2. Submitting reso. autho.

**Contract No. 3061187** - 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 3258 Clements. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$31,025.00 **CITY DEMOLITION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

#### 6.3. Submitting reso. autho.

**Contract No. 3061189** - 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 3287 Grand. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$32,095.00 **CITY DEMOLITION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

#### 6.4. Submitting reso. autho.

**Contract No. 3061197** - 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 11351 Camden. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$21,105.00 **CITY DEMOLITION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.5. Submitting reso. autho.**

**Contract No. 3061199** - 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 9339 Birwood. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$18,193.00 **CITY DEMOLITION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.6. Submitting reso. autho.**

**Contract No. 3061200** - 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 14843 Prest. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$22,651.00 **CITY DEMOLITION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.7. Submitting reso. autho.**

**Contract No. 3061298** - 100% City Funding – To Provide an Emergency Alteration for the Commercial Property, 12130 Woodrow Wilson. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$138,585.00 **CITY DEMOLITION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.8. Submitting reso. autho.**

**Contract No. 6004361** - 100% City Funding – To Provide Animal Shelter Staffing Services. – Contractor: Premier Staff Services – Location: 29481 5 Mile Road, Livonia, MI 48154 – Contract Period: Upon City Council Approval through June 30, 2023 – Total Contract Amount \$284,004.00 **HEALTH (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.9. Submitting reso. autho.**

**Contract No. 3061304** - 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 8236 Marcus. – Contractor: Inner City Contracting, LLC – Location: 18715 Grand River, Detroit, MI 48223 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$23,100.00 **CITY DEMOLITION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.10. Submitting reso. autho.**

**Contract No. 6003779 - amended - 100% City Funding – AMEND 1 - To Provide Bay Floor Cleaning Services. – Contractor: T & N Services, Inc. – Location: 2940 E Jefferson Avenue, Detroit, MI 48207 – Contract Period: Upon City Council Approval through August 22, 2023 – Total Contract Increase Amount: \$96,728.00. - Total Contract Amount: \$329,736.00 TRANSPORTATION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.11. Submitting reso. autho.**

**Contract No. 6004552 - 100% City Funding – AMEND 1 – To Provide an Increase of Funds Only to Add a Mobile Application Feature for Paratransit Dispatch Software and Services. – Contractor: Ecolane USA, Inc. – Location: 940 West Valley Road, Suite 1400, Wayne, PA 19087 – Contract Period: June 29, 2022 through June 30, 2027 – Contract Increase Amount: \$74,614.50 – Total Contract Amount: \$866,565.75 TRANSPORTATION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.12. Submitting reso. autho.**

**Contract No. 6003853 - 100% City Funding – AMEND 1 – To Provide an Increase of Funds and an Additional Scope to Include Sampling and Analysis of Fill Material for Environmental Supportive Services. – Contractor: DLZ Michigan, Inc. – Location: 607 Shelby Street, Suite 650, Detroit, MI 48226 – Contract Period: Upon City Council Approval through September 30, 2024 – Contract Increase Amount: \$225,000.00 – Total Contract Amount: \$1,375,000.00. CITY DEMOLITION (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.13. Submitting reso. autho.**

**Contract No. 6004773 - 55% Solid Waste and 45% Major Street Funding – To Provide Fleet Management Software, Dashboard Camera Equipment and GPS Tracking for DPW Fleet, via MiDeal Agreement #071B6600110. – Contractor: CDW Government, LLC – Location: 230 N. Milwaukee Avenue, Vernon Hills, IL 60061 – Contract Period: Upon City Council Approval through October 31, 2025 – Total Contract Amount: \$490,683.00 PUBLIC WORKS (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

**6.14. Submitting reso. autho.**

**Contract No. 6004895 - 100% City Funding – To Provide Concrete Work as Needed at All DDOT Facilities and Bus Stops. – Contractor: The Diamond Firm – Location: 19115 West Eight Mile Road, Detroit, MI 48219 – Contract Period: Upon City Council Approval through November 28, 2025 – Total Contract Amount: \$421,350.00 PLANNING AND DEVELOPMENT (REFERRED TO THE PLANNING AND ECONOMIC DEVELOPMENT STANDING COMMITTEE ON 11-17-22)**

## DEPARTMENT OF PUBLIC WORKS

### 6.15. Submitting reso. autho.

Petition of Giffels Webster (#2022-266), request to convert the traffic operations of the following streets from one-way to two-way traffic: 1. 14<sup>th</sup> Street from W. Fisher Service Drive to Dalzelle Street, 2. Dalzelle Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street and 3. Marantette Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street. **(On August 22, 2022, the Department of Public Works (DPW), Traffic Engineering Division (TED) received the above petition from the City Clerk's Office for our investigative report regarding the subject matter.) (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

### 6.16. Submitting reso. autho.

Petition of State Fair Partners, LLC (#2022-124), request to dedicate land for the use of public right of way within the property commonly known as the State Fair Grounds. Also requesting the acceptance of utility encroachments constructed as part of site design. **(All other involved City Departments, and privately owned utility companies have reported no objections. Provisions protecting utility installations are part of the attached resolution.) (REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

## DEPARTMENT OF TRANSPORTATION

### 6.17. Submitting reso. autho.

DDOT Public Transportation Agency Safety Plan. **(REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

## MISCELLANEOUS

### 6.18. Council Member Angela Whitfield-Calloway

Submitting memorandum relative to Analysis of Transportation Innovation Zone (TIZ). **(REFERRED TO THE PUBLIC HEALTH AND SAFETY STANDING COMMITTEE ON 11-21-22)**

## 7. MEMBER REPORTS

### 8. 1:30 PM - DANGEROUS BUILDINGS - RE:

1. 3589 28<sup>TH</sup>
2. 4666 30<sup>TH</sup>
3. 19306 ALBANY
4. 13626 APPOLINE

5. 9279 AUBURN
6. 17754 BEVERLAND
7. 15799 BELDEN
8. 4417 BERKSHIRE
9. 15437 BURGESS
10. 3041 BURLINGAME

**9. 1:30 PM - DANGEROUS BUILDINGS - RE:**

1. 2930 CALVERT
2. 3109 E CANFIELD
3. 13695 CAPITOL
4. 9244 CARLIN
5. 13681 CASTLETON
6. 11042 CLOVERLAWN
7. 12116 CORBETT
8. 1637 CORTLAND
9. 2638 CORTLAND
10. 3309 CORTLAND

**10. 1:30 PM - DANGEROUS BUILDINGS - RE:**

1. 14226 DALE
2. 9107 DEARBORN
3. 19751 DRESDEN
4. 6062 EPWORTH
5. 17544 EVERGREEN
6. 15833 FAIRFIELD
7. 19727 FAUST
8. 20717 FENKELL
9. 3439 FISCHER
10. 14572 FORRER

**11. 1:30 PM - DANGEROUS BUILDINGS - RE:**

1. 7831 E FORT
2. 17216 GITRE
3. 1606 GLADSTONE
4. 2261 GLADSTONE
5. 19361 GLASTONBURY
6. 12805 GLENFIELD
7. 2932 GLYNN
8. 19633 GOULBURN
9. 19136 GRANDVILLE
10. 2003 GRATIOT

**12. 1:30 PM - DANGEROUS BUILDINGS - RE:**

1. 13432 GREINER
2. 20284 HAMBURG
3. 14800 HAZELRIDGE
4. 3117 HELEN
5. 14901 HOUSTON WHITTIER
6. 18516 ILENE
7. 14175 KENTFIELD
8. 15910 KENTFIELD
9. 15782 KENTUCKY
10. 22190 KESSELER

**13. 1:30 PM - DANGEROUS BUILDINGS - RE:**

1. 4115 LAKEWOOD
2. 22510 LEEWIN
3. 16659 LILAC
4. 5732 LINWOOD
5. 13303 LONGVIEW

6. 12589 MAIDEN
7. 12731 MAIDEN
8. 13445 MAIDEN
9. 18667 MANSFIELD
10. 85 E MARGARET

**14. 1:30 PM - DANGEROUS BUILDINGS - RE:**

1. 2921 W MCNICHOLS
2. 19109 MCNICHOLS
3. 9415 MCQUADE
4. 11333 MENDOTA
5. 17344 MEYERS
6. 6400 MT ELLIOTT
7. 19133 MT ELLIOTT
8. 15051 MUITLAND
9. 9722 NARDIN
10. 5108 NEFF

**15. 1:30 PM - DANGEROUS BUILDINGS - RE:**

1. 12110 NORTHLAWN
2. 20443 NORWOOD
3. 14268 OHIO
4. 15850 PARKSIDE
5. 14899 PATTON
6. 8284 PENROD
7. 15348 PETOSKEY
8. 16312 PLYMOUTH
9. 14298 PROMENADE
10. 2903 RICHTON

**16. 1:30 PM - DANGEROUS BUILDINGS - RE:**

1. 23321 S RIVERDALE
2. 15417 ROCKDALE
3. 563 ROSEDALE CT
4. 17166 RYAN
5. 10334 SECOND
6. 2957 SEYBURN
7. 10105 SHOEMAKER
8. 17480 ST AUBIN
9. 5764 ST CLAIR
10. 19934 STAHELIN

**17. 1:30 PM - DANGEROUS BUILDINGS - RE:**

1. 7545 TAPPAN
2. 9088 THADDEUS
3. 8005 TOWNSEND
4. 8464 TRINITY
5. 4034 VINEWOOD
6. 11283 WAYBURN
7. 3210 WEBB
8. 11716 WINTHROP
9. 14768 WOODMONT
10. 6426 WOODWARD

**18. 1:30 PM- DANGEROUS BUILDINGS - RE: (BRING BACKS)**

1. 2308 CORTLAND
2. 2547 ELMHURST
3. 16255 GRAND RIVER
4. 2701 JOY
5. 4741 MCNICHOLS
6. 17600 CHESTER
7. 18919 DALE

8. 13008 FRANKFORT
9. 3827 GARLAND
10. 18912 HUNTINGTON
11. 8041 JOHN R
12. 12135 KENTUCKY
13. 12840 KILBOURNE
14. 5834 NORTHFIELD
15. 2631 STURTEVANT
16. 14912 WYOMING

**MONDAY, NOVEMBER 14, 2022 – LINE ITEM  
PUBLIC HEALTH AND SAFETY STANDING COMMITTEE**

**UNFINISHED BUSINESS**

**RE:** Status of Marguerite Maddox's complaint on issue of sidewalk repairs need to be prioritized. The driveway at McDonald's restaurant on West Grand Boulevard; Ms. Maddox has been complaining about the repairs of the sidewalks in the area of West Grand Boulevard for years now. **(NOTE: EMAILS WERE SENT TO CITY COUNCIL MEMBERS REGARDING THIS ISSUE.) (MS. MADDOX SPOKE DURING PUBLIC COMMENTS ON 11-01-2022 FORMAL SESSION – BROUGHT BACK AS DIRECTED.) (NOTHING SUBMITTED TO CLERK.)** (MS/FD/mgw)



## CITY OF DETROIT

Choose an item.

Choose an item.

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# MEMORANDUM

**To:** Click here to enter text.

**Through:** Click here to enter text.

**From:** Choose an item.

**Date:** 9/17/2020

**RE:** Click here to enter text.

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### SUMMARY:

Click or tap here to enter text.

### DEPARTMENTAL CONTACT:

**Name:** Click or tap here to enter text.

**Position:** Click or tap here to enter text.



# City of Detroit Detroit City Council

FROM THE DESK OF  
Mary Waters, Member At-Large  
2 Woodward Avenue, Suite 1340 Detroit, MI 48226

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## MEMORANDUM

**To:** David Whitaker, Legislative Policy Division

**Through:** Mary Sheffield, City Council President

**Also Through:** Gabriela Santiago-Romero, Chair, Public Health and Safety

**Date:** 10/3/22

**RE:** Property Management Companies and Rental Certificates of Compliance

Please prepare a report containing the following information:

1. Please provide a list of residential property management companies that operate units within the 144 square miles of Detroit.
2. Of those property management companies, please provide:
  - a. the number of their total housing units each company holds
  - b. the number of those total units that are registered as rentals, with a valid certificate of compliance.

Please provide a written response to this inquiry by **October 31, 2022**.



## DEPARTMENTAL SUBMISSION

DEPARTMENT: Council Member Mary Waters

FILE NUMBER:

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**\* ITEM TYPE:**

CORRESPONDENCE:

**\* Council Member:**

**Council Member Mary Waters**

**Correspondence relative to (summary below):**

**\* SUMMARY:**

Request to draft resolution establishing renters protection organization

**\* RECOMMENDATION:**

Refer to LPD

**\* COMMITTEE REFERRED TO:**

**Neighborhood and Community Services**

**\* DEPARTMENTAL CONTACT:**

Name: Thomas Choske, [Thomas.Choske@detroitmi.gov](mailto:Thomas.Choske@detroitmi.gov)

Position: Policy and Communications Analyst

**\*= REQUIRED**



## City of Detroit Detroit City Council

FROM THE DESK OF  
Mary Waters, Member At-Large  
2 Woodward Avenue, Suite 1340 Detroit, MI 48226

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**TO:** David Whitaker, Director – Legislative Policy Division  
**THROUGH:** Mary Sheffield, City Council President  
**FROM:** Mary Waters, Councilmember, At-Large  
**RE:** Establishing an organization to protect renters in the City of Detroit

Our office would like to have a resolution drafted to establish an official entity (taskforce/commission/board based on LPD's recommendation) to achieve the following goals:

- Improve conditions for renters in the City of Detroit to lower the eviction rate below the current 20% annual average
- Advise City Council on:
  - To reduce the eviction rate by preventing evictions below the current 1/5 rate.
  - Establish and protect tenants' rights in Detroit
  - Ensure quality and affordable rentals available
  - Support tenant associations
  - Establish a reporting mechanism for landlord violations
  - Advise on future housing developments in the City
- Cover the entirety of the City of Detroit
- Be established with 9 members, including members from all areas of the City



## DEPARTMENTAL SUBMISSION

DEPARTMENT: Council Member Mary Waters

FILE NUMBER:

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**\* ITEM TYPE:**

CORRESPONDENCE:

**\* Council Member:**

**Council Member Mary Waters**

**Correspondence relative to (summary below):**

**\* SUMMARY:**

Memo RE Demolition Contracting

**\* RECOMMENDATION:**

Refer to department

**\* COMMITTEE REFERRED TO:**

**Public Health and Safety**

**\* DEPARTMENTAL CONTACT:**

Name: Thomas Choske, [Thomas.choske@detroitmi.gov](mailto:Thomas.choske@detroitmi.gov)

Position: Policy and Communications Analyst

**\*= REQUIRED**



## City of Detroit Detroit City Council

FROM THE DESK OF  
Mary Waters, Member At-Large  
2 Woodward Avenue, Suite 1340 Detroit, MI 48226

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### Memorandum

**TO:** Office of the Chief Financial Officer  
**THROUGH:** Mary Sheffield, City Council President  
**FROM:** Mary Waters, Councilmember At-Large  
**DATE:** 10/28/2022  
**RE:** Questions RE Demolition Contracts

Our office would like to understand the current system for demolition contracts:

- How many Detroit Demolition Headquarters Businesses do we have?
- How many are certified as Micro Business?
- How much work has been awarded to Detroit Headquarters and Micro Businesses under Proposal N?
- How many new demolition companies do we have?
- How do we separate 'small business' from 'micro businesses' and new 'startup businesses' regarding bonding capacity? Can this be re-organized to lend support?
- Can we eliminate contractors from bidding who have over 100 or more houses from bidding on small emergency work?
- What measures do we have in place to support Detroit Headquartered and Based business to help them obtain Proposal N work? This is a measure that was voted on by Detroit taxpayers.

CC: Honorable Body



## CITY OF DETROIT

JAMES TATE

COUNCIL PRESIDENT PRO -TEM

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# MEMORANDUM

**To: Ron Brundidge, Director, Department of Public Works**  
**Through: Public Health and Safety Standing Committee**  
**From: Council Pro Tem James Tate submitting memorandum relative to**  
**Date: 11/3/2022**  
**RE: Speed Hump Concerns by Engine 54**

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### SUMMARY:

I have received concerns regarding speeds from Sergeant Vincent Ticconi with Engine 54 and residents on the 17000 block of Pierson St, between Pickford St and Santa Clara St. The traffic calming concrete speed humps on this street have been a challenge to emergency response fire trucks. We have learned from Sergeant Ticconi that Trinity St was the primary fire route, until asphalt speed humps were installed. Pierson St. became the secondary route and speed humps were installed there as well. Engine 54 and Detroit Fire Department (DFD) Chief James Harris shared asphalt speed humps reduce response time and force fire trucks to find additional alternative route.

Given the concerns, please address the following questions:

1. Can the asphalt speed humps be replaced with rubber speed humps around Engine 54?
2. What is the process for this request to commence?

**DEPARTMENTAL CONTACT:**

**Name:** Jai Singletary

**Position:** Policy Analyst



## CITY OF DETROIT

Choose an item.

Choose an item.

---

## MEMORANDUM

**To:** Click here to enter text.

**Through:** Click here to enter text.

**From:** Choose an item.

**Date:** 9/17/2020

**RE:** Click here to enter text.

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### SUMMARY:

Click or tap here to enter text.

### DEPARTMENTAL CONTACT:

**Name:** Click or tap here to enter text.

**Position:** Click or tap here to enter text.



City of Detroit  
Detroit City Council  
Council Member Angela Whitfield Calloway  
District 2

## MEMORANDUM

---

TO: David Whitaker, Legislative Policy Division

FROM: Council Member Angela Whitfield-Calloway *AWC*

DATE: August 25, 2022

RE: Requesting Financial Assessment for Mom and Pop Lead Abatement

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According to the recent Detroit Future City report “Understanding the Rental Landscape” the largest percentage of (70%) of landlords in the city (29,410) are small landlords owning no more than two properties (40% of rental properties, 30% of rental units) in the city of Detroit. Our office for future intents and purposes will classify this group as “Mom and Pop” landlords.

One of the most significant barriers to compliance for “Mom and Pop” property owners is the cost for mandated lead abatement. As most homes in Detroit were built before 1970, before the transition from lead-based systems, it would mean that most landlords in the city would have to abate for lead if they have not done so already. Abatement of this scale is not only important to the physical health of our residents but the general health of an ecosystem that supports responsible homeownership, especially as it pertains to Landlord-Tenant relations. Yet the reality is that the cost of lead abatement would have significant financial burden on our “Mom and Pop” landlords.

As a measure toward finding solutions – as there are local, county, state, and federal grants to provide funding assistance for lead abatement – our office would like to request a financial assessment of the approx. cost to cover abatement for the approximate 43,018 “Mom and Pop” properties/units in the City of Detroit.

Cc: Gail Fulton, City Council Liaison

Please contact our office if you have any questions or concerns – Ramses Dukes,  
[ramses.dukes@detroitmi.gov](mailto:ramses.dukes@detroitmi.gov)

**OFFICE OF CONTRACTING  
AND PROCUREMENT**

August 3, 2022

HONORABLE CITY COUNCIL:

The Purchasing Division of the Finance Department recommends a Contract with the following firm(s) or person(s):

6004591      100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: BBK Towing & Recovery, Inc. – Location: 1821 Trombly Street, Detroit, MI 48211 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00 **POLICE**

Respectfully submitted,

Boysie Jackson, Chief Procurement Officer  
Office of Contracting and Procurement

**BY COUNCIL MEMBER SANTIAGO-ROMERO**

**RESOLVED**, that Contract No. 6004591 referred to in the foregoing communication dated August 3, 2022, be hereby and is approved.

**OFFICE OF CONTRACTING  
AND PROCUREMENT**

August 3, 2022

HONORABLE CITY COUNCIL:

The Purchasing Division of the Finance Department recommends a Contract with the following firm(s) or person(s):

6004593      100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: Wayne’s Service, Inc. – Location: 20495 Sherwood, Detroit, MI 48234 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00 **POLICE**

Respectfully submitted,

Boysie Jackson, Chief Procurement Officer  
Office of Contracting and Procurement

**BY COUNCIL MEMBER SANTIAGO-ROMERO**

**RESOLVED**, that Contract No. 6004593 referred to in the foregoing communication dated August 3, 2022, be hereby and is approved.



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement

FILE NUMBER: OCFO-Office of Contracting &

Procurement-1682

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**RE:**

Submitting Reso. Autho. Contract No. 3060779

**SUMMARY:**

3060779 100% City Funding – To Provide Services to Crack Basement Slab to Create Drainage and Backfill with Limestone Aggregate Located at 3471 Mt. Elliott. – Contractor: Adamo Demolition Company – Location: 320 East Seven Mile Road, Detroit, MI 48203 – Contract Period: Notification of Emergency through October 27, 2023 – Total Contract Amount: \$19,180.16. **CITY DEMOLITION**

*Waiver of Reconsideration Requested*

**RECOMMENDATION:**

3060779 100% City Funding – To Provide Services to Crack Basement Slab to Create Drainage and Backfill with Limestone Aggregate Located at 3471 Mt. Elliott. – Contractor: Adamo Demolition Company – Location: 320 East Seven Mile Road, Detroit, MI 48203 – Contract Period: Notification of Emergency through October 27, 2023 – Total Contract Amount: \$19,180.16. **CITY DEMOLITION**

*Waiver of Reconsideration Requested*

**BY** Choose an item.

Sandra Yu Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3060779 referred to in the foregoing communication dated October 20, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Alexandria Vaughn-Powe  
Position: Procurement Assistant

**OFFICE OF CONTRACTING  
AND PROCUREMENT**

August 3, 2022

HONORABLE CITY COUNCIL:

The Purchasing Division of the Finance Department recommends a Contract with the following firm(s) or person(s):

6004592      100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: 7 D’S Towing & Storage, Inc. – Location: 5700 E. Nevada, Detroit, MI 48234 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00 **POLICE**

Respectfully submitted,

Boysie Jackson, Chief Procurement Officer  
Office of Contracting and Procurement

**BY COUNCIL MEMBER SANTIAGO-ROMERO**

**RESOLVED**, that Contract No. 6004592 referred to in the foregoing communication dated August 3, 2022, be hereby and is approved.

**OFFICE OF CONTRACTING  
AND PROCUREMENT**

August 3, 2022

HONORABLE CITY COUNCIL:

The Purchasing Division of the Finance Department recommends a Contract with the following firm(s) or person(s):

6004594      100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: Troy’s Towing, Inc. – Location: 9615 Grinnell, Detroit, MI 48213 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00  
**POLICE**

Respectfully submitted,

Boysie Jackson, Chief Procurement Officer  
Office of Contracting and Procurement

**BY COUNCIL MEMBER SANTIAGO-ROMERO**

**RESOLVED**, that Contract No. 6004594 referred to in the foregoing communication dated August 3, 2022, be hereby and is approved.

**OFFICE OF CONTRACTING  
AND PROCUREMENT**

August 3, 2022

HONORABLE CITY COUNCIL:

The Purchasing Division of the Finance Department recommends a Contract with the following firm(s) or person(s):

6004597      100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: Goch & Sons Towing, Inc. – Location: 750 S. Deacon, Detroit, MI 48217 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00 **POLICE**

Respectfully submitted,

Boysie Jackson, Chief Procurement Officer  
Office of Contracting and Procurement

**BY COUNCIL MEMBER SANTIAGO-ROMERO**

**RESOLVED**, that Contract No. 6004597 referred to in the foregoing communication dated August 3, 2022, be hereby and is approved.

**OFFICE OF CONTRACTING  
AND PROCUREMENT**

August 3, 2022

HONORABLE CITY COUNCIL:

The Purchasing Division of the Finance Department recommends a Contract with the following firm(s) or person(s):

6004595      100% City Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: ABA Impound, Inc. – Location: 14201 Joy Road, Detroit, MI 48228 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00  
**POLICE**

Respectfully submitted,

Boysie Jackson, Chief Procurement Officer  
Office of Contracting and Procurement

**BY COUNCIL MEMBER SANTIAGO-ROMERO**

**RESOLVED**, that Contract No. 6004595 referred to in the foregoing communication dated August 3, 2022, be hereby and is approved.



## CITY OF DETROIT

SCOTT BENSON

COUNCIL MEMBER

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# MEMORANDUM

**To:** Conrad Mallett, Corporation Counsel

**Through:** Hon. Mary Sheffield, City Council President

**From:** Council Member Scott Benson submitting memorandum relative to

**Date:** 7/11/2022

**RE:** OPINION ON update OF SGT Elaine Williams ordinance to comply with changes in federal law

---

### SUMMARY:

In 2021 the Detroit City Council approved and implemented the Sgt Elaine Williams Ordinance, which mirrors federal law by prohibiting those convicted of misdemeanor domestic violence crimes from owning or possessing guns. President Joe Biden recently signed into law the Bipartisan Safer Communities Act and closed the “Boyfriend Loophole.” Please review the new federal law to see if the Detroit City ordinance should be/needs to be strengthened to comply with the federal law changes.

**Please provide the responses to the requested opinion by 1 August 2022.** If you have any questions do not hesitate to contact my office at, 313-224-1198.

srb

**DEPARTMENTAL CONTACT:**

**Name:** Teri Bright

**Position:** Policy Analyst



**MEMORANDUM**

**TO:** Conrad Mallett, Corporation Counsel

**FROM:** Hon. Scott Benson, City Council District 3

**CC:** Hon. Gabriela Santiago-Romero, Chair, Public Health and Safety Standing Committee  
Hon. Janice Winfrey, City Clerk  
David Whitaker, Director, LPD  
Gail Fulton, City Council Liaison

**VIA:** Hon. Mary Sheffield, City Council President

**DATE:** 11 July 22

**RE:** **OPINION ON UPDATE OF SGT ELAINE WILLIAMS  
ORDINANCE TO COMPLY WITH CHANGES IN FEDERAL LAW**

In 2021 the Detroit City Council approved and implemented the Sgt Elaine Williams Ordinance, which mirrors federal law by prohibiting those convicted of misdemeanor domestic violence crimes from owning or possessing guns. President Joe Biden recently signed into law the Bipartisan Safer Communities Act and closed the “Boyfriend Loophole.” Please review the new federal law to see if the Detroit City ordinance should be/needs to be strengthened to comply with the federal law changes.

**Please provide the responses to the requested opinion by 1 August 2022.** If you have any questions do not hesitate to contact my office at, 313-224-1198.  
srb



## ORDINANCE SUBMISSION

DEPARTMENT: Law  
FILE NUMBER: Law-1603

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**ITEM TYPE:  
ORDINANCE**

**RE:**

Submitting report and Proposed Ordinance: to amend Chapter 8 of the 2019 Detroit City Code,

**SUMMARY:**

*Building Construction and Property Maintenance, Article XV, Property Maintenance Code by amending Section 8-15-11, Civil fines for violation of article, and Section 8-15-49, Costs of abatement; collection of costs for City abatement of public nuisances, to provide for increased fines for non-compliance and to identify collection methods to be used by the City for unpaid costs of abatement.*

**COMMITTEE REFERRED TO:**

**Public Health and Safety**

**DEPARTMENTAL CONTACT:**

Name: Vie Serifovski  
Position: Serifovski



**LAW DEPARTMENT**

Coleman A. Young Municipal Center  
2 Woodward Avenue, Suite 500  
Detroit, Michigan 48226-3437

Phone 313•224•4550  
Fax 313•224•5505  
www.detroitmi.gov

October 21, 2022

Detroit City Council  
1340 Coleman A. Young  
Municipal Center  
Detroit, Michigan

Re: Ordinance to amend Chapter 8 of the 2019 Detroit City Code, *Building Construction and Property maintenance*, Article XV, *Property Maintenance Code*, by amending Section 8-15-11, *Civil fines for violation of article*, and 8-15-49, *Costs of abatement; collection costs for City abatement of public nuisances*.

Honorable City Council:

Member Durhal has requested that the Law Department prepare an ordinance to amend Chapter 8 of the 2019 Detroit City Code, *Building Construction and Property maintenance*, Article XV, *Property Maintenance Code*, by amending Section 8-15-11, *Civil fines for violation of article*, and 8-15-49, *Costs of abatement; collection costs for City abatement of public nuisances*. A copy of the ordinance which has been approved as to form is attached for your review and consideration.

We are available to answer any questions that you may have regarding this proposed ordinance.

Respectfully submitted,

*Tonja R Long*

Tonja R. Long  
Chief Administrative Corporation Counsel

*Enclosure*

cc: Gail Fulton, City Council Liaison

## SUMMARY

This ordinance amends Chapter 8 of the 2019 Detroit City Code, *Building Construction and Property Maintenance*, Article XV, *Property Maintenance Code*, by amending Section 8-15-11, *Civil fines for violation of article*, and Section 8-15-49, *Costs of abatement; collection of costs for City abatement of public nuisances*, to provide for increased fines for non-compliance and to identify collection methods to be used by the City for unpaid costs of abatement.

1 **BY COUNCIL MEMBER \_\_\_\_\_ :**

2 **AN ORDINANCE TO AMEND** This ordinance amends Chapter 8 of the 2019 Detroit  
3 City Code, *Building Construction and Property Maintenance*, Article XV, *Property Maintenance*  
4 *Code*, by amending Section 8-15-11, *Civil fines for violation of article*, and Section 8-15-49, *Costs*  
5 *of abatement; collection of costs for City abatement of public nuisances*, to provide for increased  
6 fines for non-compliance and to identify collection methods to be used by the City for unpaid costs  
7 of abatement.

8 **IT IS HEREBY ORDAINED BY THE PEOPLE OF THE CITY OF DETROIT**  
9 **THAT:**

10 **Section 1.** That Chapter 18 of the 2019 Detroit City Code, *Fire Prevention and Protection*,  
11 be amended by amending Section 8-15-11 and Section 8-18-49 to read as follows:

12 **CHAPTER 8. BUILDING CONSTRUCTION AND PROPERTY MAINTENANCE**

13 **ARTICLE XV. PROPERTY MAINTENANCE CODE**

14 **Sec. 8-15-11. Civil fines for violations of article.**

15 (a) The following schedule of civil fines shall be assessed and paid at the Department of  
16 Appeals and Hearings for the specified violations of this article:

	First Offense	Second Repeat Offense	Third and Subsequent Repeat Offense
I. Failure to meet a requirement of this article, except as otherwise specified in this section:			
One- or two-family dwelling	\$50.00	\$100.00	\$200.00
All other structures, except buildings with five or more stories	\$100.00	\$200.00	\$500.00

Buildings with five or more stories	\$200.00	\$500.00	\$1,000.00
Collection Boxes	\$200.00	\$500.00	\$1,000.00
<b>II. Failure to comply with an emergency or imminent danger order concerning an emergency condition, an imminent danger, an unsafe or unsanitary condition, or unlawful occupancy.</b>			
One- or two-family dwelling	\$500.00	\$1,000.00	\$1,500.00
All other structures, except buildings with five or more stories	\$1,000.00	\$1,500.00	\$2,000.00
Buildings with five or more stories	\$1,500.00	\$3,000.00	\$5,000.00
Collection Boxes	\$1,500.00	\$3,000.00	\$5,000.00
<b><u>III. Failure to provide proper notice or notarized statement in accordance with the requirements of Section 8-15-25 of this Code.</u></b>			
<u>One- or two-family dwelling</u>	\$100.00	\$250.00	\$500.00
<u>All other structures, except buildings with five or more stories.</u>	\$100.00	\$250.00	\$500.00
<u>Buildings with five or more stories</u>	\$500.00	\$750.00	\$1,000.00
<b><u>IV. Failure of the owner to obtain a Certificate of Compliance in violation of Section 8-15-35 of this Code.</u></b>	\$250.00	\$500.00	\$1,000.00
<b><u>V. Failure of the owner to obtain a Certificate of Registration for Vacant Property in violation of Section 8-15-45 of this Code.</u></b>	\$250.00	\$375.00	\$500.00
<b><u>VI. Failure of the owner to obtain a Certificate of Registration of Rental Property in violation of Section 8-15-81 of this Code.</u></b>	\$250.00	\$350.00	\$500.00
<b><u>VII. Failure to obtain a Lead Clearance for Rental Property in violation of Section 8-15-83 of this Code.</u></b>			
One- or two-family dwelling	\$500.00	\$1,000.00	\$2,000.00

All other structures, except buildings with five or more stories	\$1,000.00	\$2,000.00	\$4,000.00
Buildings with five or more stories	\$2,000.00	\$4,000.00	\$8,000.00
<b><u>VIII.</u> Failure to obtain a lead clearance for rental property in violation of Section 8-15-83 of this Code, and tenant under six years of age with Elevated Blood Level as determined by the Detroit Health Department or Michigan Department of Health and Human Services.</b>			
One- or two- family dwelling	\$2,500.00	\$3,500.00	\$4,500.00
All other structures, except buildings with five or more stories	\$3,500.00	\$4,500.00	\$5,500.00
Buildings with five or more stories	\$4,500.00	\$7,500.00	\$10,000.00
<b><u>IX.</u> Failure to remove snow or ice in violation of Section 8-15-103 of this Code.</b>			
One- or two-family dwelling	\$50.00	\$125.00	\$250.00
All other buildings, premises, or structures	\$100.00	\$250.00	\$500.00
<b><u>X.</u> Weeds or plant growth in violation of Section 8-15-104 of this Code.</b>	\$50.00	\$125.00	\$250.00
<b><u>XI.</u> Rodent harborage in violation of Section 8-15-105 of this Code.</b>	\$100.00	\$250.00	\$500.00
<b><u>XII.</u> Failure to remove inoperable or unlicensed motor vehicle from premises in violation of Section 8-15-110 of this Code.</b>	\$100.00	\$250.00	\$500.00
<b><u>XIII.</u> Failure to maintain a vacant building or structure in accordance with the requirements of Section 8-15-113 of this Code.</b>			
One- or two-family dwelling	\$500.00	\$750.00	\$1,000.00
All other structures, except buildings with five or more stories	\$750.00	\$1,250.00	\$1,500.00
Buildings with five or more stories	\$1,000.00	\$2,000.00	\$3,000.00

<u>XIV.</u> Failure to maintain a collection box or related premises in accordance with the requirements of Section 8-15-521 of this Code.	\$1,000.00	\$2,000.00	\$3,000.00
<u>XV.</u> Failure to obtain a Certificate of Collection Box Maintenance in violation of Section 8-15-531 o this Code.	\$250.00	\$500.00	\$1,000.00
<u>XVI.</u> Failure of the owner to obtain a Certificate of Registration of Waterbody Barrier in violation of Section 8-15-522 of this Code.	\$250.00	\$500.00	\$1,000.00

1

2 (b) In the case of a firm or a partnership, the civil fine may be imposed upon the  
3 partnership or members thereof, and in the case of a corporation, the civil fine may be imposed  
4 upon the officers thereof.

5 (c) The imposition of a civil fine, or the payment of the same, under this section shall  
6 not be construed as excusing or permitting the continuance of any violation of this article.

7 (d) A civil fine that is paid before the administrative hearing date shall be reduced by  
8 ten percent.

9 (e) A civil fine that is paid after the administrative hearing date shall be increased by  
10 ten percent.

11 (f) A civil fine that is paid on the administrative hearing date neither shall be reduced  
12 nor shall be increased.

13 (g) Pursuant to Section 4q(13) of the Michigan Home Rule City Act, being MCL  
14 117.4q(13), and Section 3-2-52 (a)(6) of the 2019 Detroit City Code, Blight Administrative  
15 Hearings Bureau hearings officers shall impose a justice system assessment fee for each blight  
16 violation determination.

1 (h) Pursuant to Section 3-2-55 (b) of the 2019 Detroit City Code, each blight violation  
2 notice shall be subject to an administrative processing and adjudication fee, established by the  
3 Director of the Department of Appeals and Hearings and approved by the City Council.

4 (i) Pursuant to Section 4q(3) of the Michigan Home Rules City Act, being MCL  
5 117.4q(3), and Section 3-2-52 (4) of the 2019 Detroit City Code, a hearings officer at the Blight  
6 Administrative Hearings Bureau may waive a fine for a blight violation at an owner-occupied  
7 dwelling, or for an owner who is verified as "low income," provided, that such owner is a first-  
8 time violator of the Code and the violator has corrected the circumstances of the violation. For  
9 purposes of this subsection, an owner shall qualify as "low income:"

10 (1) Where the owner establishes that his or her household income is at or below fifty  
11 percent of the median household income for the City of Detroit as determined by  
12 the most recent United States Census;

13 (2) Where the owner has been granted eligibility for the Detroit Homeowners Property  
14 Tax Assistance Program; or

15 (3) Where the owner meets criteria that the Director of the Buildings Safety  
16 Engineering, and Environmental Department may promulgate, in his or her  
17 discretion, in accordance with Section 2-111 of the Charter.

18 **Sec. 8-15-49. Costs of abatement; collection of costs for City abatement of public**  
19 **nuisances.**

20 (a) The entire cost of abatement actions taken, or caused to be taken, pursuant to  
21 Section 8-15-48 of this Code shall be paid by the owner. The City's costs, including administrative  
22 fees, labor and materials, to secure compliance with a blight violation order or to abate a public  
23 nuisance under this article may be included in a blight violation determination. In accordance with

1 Section 8-15-12 of this Code, the City may use all available remedies to secure compliance and  
2 payment, except where limited or prohibited by law.

3 (b) Costs incurred in abatement under this section shall be paid by the City and  
4 recovered from the owner, or owners or the agents or assignees of the owner, or owners. The  
5 Corporation Counsel may institute appropriate legal action for the recovery of all costs incurred in  
6 the performance of such work.

7 (c) Where the cost of abatement is not paid to the City by the owner, or owners:

8 (1) The amount of the costs shall be forwarded by the Buildings, Safety Engineering,  
9 and Environmental Department to the Board of Assessors for assessment on the  
10 subject property and recorded as a lien against real property in accordance with  
11 state law, the Charter, and this Code; and

12 (2) Liens assessed pursuant to this section shall be enforced in the manner prescribed  
13 in state law, the Charter, and this Code for the enforcement of special assessment  
14 liens or tax liens.

15 **Section 2.** This ordinance is hereby declared necessary to preserve the public peace, health,  
16 safety, and welfare of the People of the City of Detroit.

17 **Section 3.** All ordinances, or parts of ordinances, that conflict with this ordinance are  
18 repealed.

1           **Section 4.** Where this ordinance is passed by a two-thirds majority of City Council  
2 Members serving, it shall be given immediate effect and shall become effective upon publication  
3 in accordance with Section 4-118(1) of the 2012 Detroit City Charter. Where this ordinance is  
4 passed by less than two-thirds majority of City Council Members serving, it shall become effective  
5 30 days after publication in accordance with Section 4-118(2) of the 2012 Detroit City Charter.

Approved as to form:



Conrad L. Mallett  
Corporation Counsel



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement

FILE NUMBER: OCFO-Office of Contracting &

Procurement-1671

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**RE:**

Submitting Reso. Autho. Contract No. 3051456

**SUMMARY:**

3051456 100% Grant Funding – To Provide Shelter and Quarantine for Covid-19 Positive Individuals Experiencing Homelessness. – Contractor: Roberts Riverwalk Hotel – Location: 1000 River Place Drive, Detroit, MI 48207 – Contract Period: Upon City Council Approval through January 8, 2022 – Total Contract Amount: \$119,040.00.  
**HEALTH**

**RECOMMENDATION:**

3051456 100% Grant Funding – To Provide Shelter and Quarantine for Covid-19 Positive Individuals Experiencing Homelessness. – Contractor: Roberts Riverwalk Hotel – Location: 1000 River Place Drive, Detroit, MI 48207 – Contract Period: Upon City Council Approval through January 8, 2022 – Total Contract Amount: \$119,040.00.  
**HEALTH**

**BY** Choose an item.

Sandra Yu Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3051456 referred to in the foregoing communication dated October 13, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Alexandria Vaughn-Powe  
Position: Procurement Assistant



# City of Detroit

CITY COUNCIL

**MARY SHEFFIELD**  
CITY COUNCIL PRESIDENT  
DISTRICT 5

## MEMORANDUM

**TO:** LaJuan Counts, Director, Detroit Demolition Department  
**FROM:** Mary Sheffield, President, Detroit City Council  
**DATE:** October 17, 2022  
**RE:** Request for 2022 Demolition Records by District

---

The Demolition Department handles vacant Landbank owned properties throughout the City and, using discretion, decides which properties to demolish based on their condition and salvageability. As we near the end of 2022, I am seeking information on the contracted demolitions over since the beginning of this year. I would specifically like to know how many demolitions were done in each of Detroit's 7 districts this year. Please provide this list at your earliest convenience.

Please contact Yvonne Ragland from my office at [yvonne.ragland@detroitmi.gov](mailto:yvonne.ragland@detroitmi.gov) if you have any questions.

**Cc:** Honorable Colleagues  
City Clerk



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1579

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**RE:**

Submitting Reso. Autho. Contract No. 6004598

**SUMMARY:**

6004598 100% Towing Revenue Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: Bobby’s T.C.B. Towing Service – Location: 10401 Lyndon, Detroit, MI 48238 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00. **POLICE**

**RECOMMENDATION:**

6004598 100% Towing Revenue Funding – To Provide Towing and Recovery Services for Police Authorized Tows. – Contractor: Bobby’s T.C.B. Towing Service – Location: 10401 Lyndon, Detroit, MI 48238 – Contract Period: Upon City Council Approval through July 31, 2027 – Total Contract Amount: \$187,500.00. **POLICE**

**BY** Choose an item.

Boysie Jackson, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 6004598 referred to in the foregoing communication dated September 8, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Alexandria Vaughn-Powe  
Position: Procurement Assistant





## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement

FILE NUMBER: OCFO-Office of Contracting &

Procurement-1771

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### RE:

Submitting reso. autho. Contract No. 3061129

### SUMMARY:

3061129 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 7183 Mackenzie. – Contractor: Inner City Contracting, LLC – Location: 18715 Grand River, Detroit, MI 48223 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$21,500.00

### RECOMMENDATION:

Submitting reso. autho. Contract No. 3061129

3061129 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 7183 Mackenzie. – Contractor: Inner City Contracting, LLC – Location: 18715 Grand River, Detroit, MI 48223 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$21,500.00

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3061129 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

### DEPARTMENTAL CONTACT:

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1772

---

**RE:**

Submitting reso. autho. Contract No. 3061187

**SUMMARY:**

3061187 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 3258 Clements. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$31,025.00

**RECOMMENDATION:**

Submitting reso. autho. Contract No. 3061187

3061187 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 3258 Clements. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$31,025.00

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3061187 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement

FILE NUMBER: OCFO-Office of Contracting &

Procurement-1773

---

### RE:

Submitting reso. autho. Contract No. 3061189

### SUMMARY:

3061189 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 3287 Grand. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$32,095.00

### RECOMMENDATION:

Submitting reso. autho. Contract No. 3061189

3061189 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 3287 Grand. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$32,095.00

**BY**Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3061189 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

### DEPARTMENTAL CONTACT:

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1774

---

**RE:**

Submitting reso. autho. Contract No. 3061197

**SUMMARY:**

3061197 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 11351 Camden. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$21,105.00

**RECOMMENDATION:**

Submitting reso. autho. Contract No. 3061197

3061197 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 11351 Camden. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$21,105.00

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3061197 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1775

---

**RE:**

Submitting reso. autho. Contract No. 3061199

**SUMMARY:**

3061199 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 9339 Birwood. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$18,193.00

**RECOMMENDATION:**

Submitting reso. autho. Contract No. 3061199

3061199 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 9339 Birwood. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$18,193.00

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3061199 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement

FILE NUMBER: OCFO-Office of Contracting &

Procurement-1776

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**RE:**

Submitting reso. auth. Contract No. 3061200

**SUMMARY:**

3061200 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 14843 Prest. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$22,651.00

**RECOMMENDATION:**

Submitting reso. auth. Contract No. 3061200

3061200 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 14843 Prest. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$22,651.00

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3061200 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement

FILE NUMBER: OCFO-Office of Contracting &

Procurement-1777

---

**RE:**

Submitting reso. autho. Contract No. 3061298

**SUMMARY:**

3061298 100% City Funding – To Provide an Emergency Alteration for the Commercial Property, 12130 Woodrow Wilson. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$138,585.00

**RECOMMENDATION:**

Submitting reso. autho. Contract No. 3061298

3061298 100% City Funding – To Provide an Emergency Alteration for the Commercial Property, 12130 Woodrow Wilson. – Contractor: Gayanga Co. – Location: 1120 W Baltimore Suite 200, Detroit, MI 48202 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$138,585.00

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3061298 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Ericka Crawford  
Position: Procurement Assistant



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1780

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**RE:**

Submitting reso. autho. Contract No. 6004361

**SUMMARY:**

6004361 100% City Funding – To Provide Animal Shelter Staffing Services. – Contractor: Premier Staff Services – Location: 29481 5 Mile Road, Livonia, MI 48154 – Contract Period: Upon City Council Approval through June 30, 2023 – Total Contract Amount: \$284,004.00

**RECOMMENDATION:**

Submitting reso. autho. Contract No. 6004361

6004361 100% City Funding – To Provide Animal Shelter Staffing Services. – Contractor: Premier Staff Services – Location: 29481 5 Mile Road, Livonia, MI 48154 – Contract Period: Upon City Council Approval through June 30, 2023 – Total Contract Amount: \$284,004.00

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 6004361 referred to in the foregoing communication dated November 9, 2022 by hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement

FILE NUMBER: OCFO-Office of Contracting &

Procurement-1778

---

**RE:**

Submitting reso. autho. Contract No. 3061304

**SUMMARY:**

3061304 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 8236 Marcus. – Contractor: Inner City Contracting, LLC – Location: 18715 Grand River, Detroit, MI 48223 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$23,100.00

**RECOMMENDATION:**

Submitting reso. autho. Contract No. 3061304

3061304 100% City Funding – To Provide an Emergency Demolition for the Residential Property, 8236 Marcus. – Contractor: Inner City Contracting, LLC – Location: 18715 Grand River, Detroit, MI 48223 – Contract Period: Notification of Emergency through December 31, 2023 – Total Contract Amount: \$23,100.00

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 3061304 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1768

---

**RE:**

Submitting reso. autho. Contract No. 6003779 Amend 1

**SUMMARY:**

6003779 100% City Funding – AMEND 1 - To Provide Bay Floor Cleaning Services. – Contractor: T & N Services, Inc. – Location: 2940 E Jefferson Avenue, Detroit, MI 48207 – Contract Period: Upon City Council Approval through August 22, 2023 – Total Contract Increase Amount: \$96,728.00. - Total Contract Amount: \$328,736.00

**RECOMMENDATION:**

Submitting reso. autho. Contract No 6003779 Amend 1

6003779 100% City Funding – AMEND 1 - To Provide Bay Floor Cleaning Services. – Contractor: T & N Services, Inc. – Location: 2940 E Jefferson Avenue, Detroit, MI 48207 – Contract Period: Upon City Council Approval through August 22, 2023 – Total Contract Increase Amount: \$96,728.00. - Total Contract Amount: \$328,736.00

**BY**Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 6003779 Amend 1, referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Ericka Crawford  
Position: Procurement Assistant V

COLEMAN A. YOUNG MUNICIPAL CENTER  
2 WOODWARD AVENUE, SUITE 1008  
DETROIT, MI 48226  
PHONE: (313) 224-4600  
FAX: (313) 628-1160  
E-MAIL: PURCHASING@DETROITMI.GOV



CITY OF DETROIT  
OFFICE OF THE CHIEF FINANCIAL OFFICER  
OFFICE OF CONTRACTING & PROCUREMENT

November 15, 2022

**TO: HONORABLE CITY COUNCIL**

Re: Contracts and Purchase Orders Scheduled to be Considered for the Formal Session on November 15, 2022

Please be advised that the Contract listed was submitted on November 9, 2022 for the City Council Agenda for November 15, 2022 and has been amended as follows:

1. The **Total Contract Amount** was Submitted Incorrectly by the Office of Contracting and Procurement. Please see the correction(s) below:

**Submitted as:**

**Page 3**

TRANSPORTATION

6003779 100% City Funding – AMEND 1 – To Provide Bay Floor Cleaning Services. – Contractor: T & N Services, Inc. – Location: 2940 E Jefferson Avenue, Detroit, MI 48207 – Contract Period: Upon City Council Approval through August 22, 2023 – Total Contract Increase Amount: \$96,728.00. – **Total Contract Amount: \$328,736.00.**

**Should read as:**

**Page 3**

TRANSPORTATION

6003779 100% City Funding – AMEND 1 – To Provide Bay Floor Cleaning Services. – Contractor: T & N Services, Inc. – Location: 2940 E Jefferson Avenue, Detroit, MI 48207 – Contract Period: Upon City Council Approval through August 22, 2023 – Total Contract Increase Amount: \$96,728.00. – **Total Contract Amount: \$329,736.00.**

Respectfully Submitted,

DocuSigned by:

333671204FFE45A...  
Sandra Yu Stahl

Chief Procurement Officer  
Creator: Alexandria Vaughn-Powe



CITY OF DETROIT  
OFFICE OF THE CHIEF FINANCIAL OFFICER  
OFFICE OF CONTRACTING & PROCUREMENT

Coleman A. Young Municipal Center  
2 Woodward Avenue, Suite 1008  
Detroit, MI 48226  
Phone: (313) 224-4600  
Fax: (313) 628-1160  
E-Mail: purchasing@detroitmi.gov

BY COUNCIL MEMBER: \_\_\_\_\_

RESOLVED, that **Contract #6003779-A1** referred to in the foregoing communication dated November 15, 2022 be hereby and approved.



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1769

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### RE:

Submitting reso. autho. Contract No. 6004552 Amend 1

### SUMMARY:

6004552 100% City Funding – AMEND 1 – To Provide an Increase of Funds Only to Add a Mobile Application Feature for Paratransit Dispatch Software and Services. – Contractor: Ecolane USA, Inc. – Location: 940 West Valley Road, Suite 1400, Wayne, PA 19087 – Contract Period: June 29, 2022 through June 30, 2027 – Contract Increase Amount: \$74,614.50 – Total Contract Amount: \$866,565.75.

### RECOMMENDATION:

Submitting reso. autho. Contract No. 6004552 Amend 1

6004552 100% City Funding – AMEND 1 – To Provide an Increase of Funds Only to Add a Mobile Application Feature for Paratransit Dispatch Software and Services. – Contractor: Ecolane USA, Inc. – Location: 940 West Valley Road, Suite 1400, Wayne, PA 19087 – Contract Period: June 29, 2022 through June 30, 2027 – Contract Increase Amount: \$74,614.50 – Total Contract Amount: \$866,565.75.

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 6004552 Amend 1 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

### DEPARTMENTAL CONTACT:

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1781

---

**RE:**

Submitting Reso. Autho. Contract No. 6003853-A1

**SUMMARY:**

6003853 100% City Funding – AMEND 1 – To Provide an Increase of Funds and an Additional Scope to Include Sampling and Analysis of Fill Material for Environmental Supportive Services. – Contractor: DLZ Michigan, Inc. – Location: 607 Shelby Street, Suite 650, Detroit, MI 48226 – Contract Period: Upon City Council Approval through September 30, 2024 – Contract Increase Amount: \$225,000.00 – Total Contract Amount: \$1,375,000.00. **CITY DEMOLITION**

**RECOMMENDATION:**

6003853 100% City Funding – AMEND 1 – To Provide an Increase of Funds and an Additional Scope to Include Sampling and Analysis of Fill Material for Environmental Supportive Services. – Contractor: DLZ Michigan, Inc. – Location: 607 Shelby Street, Suite 650, Detroit, MI 48226 – Contract Period: Upon City Council Approval through September 30, 2024 – Contract Increase Amount: \$225,000.00 – Total Contract Amount: \$1,375,000.00. **CITY DEMOLITION**

**BY** Choose an item.

Sandra Yu Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 6003853-A1 referred to in the foregoing communication dated November 10, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Alexandria Vaughn-Powe  
Position: Procurement Assistant



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1790

---

**RE:**

Submitting reso. autho. Contract No. 6004773

**SUMMARY:**

6004773 55% Solid Waste and 45% Major Street Funding –To Provide Fleet Management Software, Dashboard Camera Equipment and GPS Tracking for DPW Fleet, via MiDeal Agreement #071B6600110. – Contractor: CDW Government, LLC – Location: 230 N. Milwaukee Avenue, Vernon Hills, IL 60061 – Contract Period: Upon City Council Approval through October 31, 2025 – Total Contract Amount: \$490,683.00

**RECOMMENDATION:**

Submitting reso. autho. Contract No. 6004773

6004773 55% Solid Waste and 45% Major Street Funding –To Provide Fleet Management Software, Dashboard Camera Equipment and GPS Tracking for DPW Fleet, via MiDeal Agreement #071B6600110. – Contractor: CDW Government, LLC – Location: 230 N. Milwaukee Avenue, Vernon Hills, IL 60061 – Contract Period: Upon City Council Approval through October 31, 2025 – Total Contract Amount: \$490,683.00

**BY**Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 6004773 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

**DEPARTMENTAL CONTACT:**

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: OCFO-Office of Contracting & Procurement  
FILE NUMBER: OCFO-Office of Contracting &  
Procurement-1770

---

### RE:

Submitting reso. autho. Contract No. 6004895

### SUMMARY:

6004895 100% City Funding – To Provide Concrete Work as Needed at All DDOT Facilities and Bus Stops. – Contractor: The Diamond Firm – Location: 19115 West Eight Mile Road, Detroit, MI 48219 – Contract Period: Upon City Council Approval through November 28, 2025 – Total Contract Amount: \$421,350.00.

### RECOMMENDATION:

Submitting reso. autho. Contract No 6004895.

6004895 100% City Funding – To Provide Concrete Work as Needed at All DDOT Facilities and Bus Stops. – Contractor: The Diamond Firm – Location: 19115 West Eight Mile Road, Detroit, MI 48219 – Contract Period: Upon City Council Approval through November 28, 2025 – Total Contract Amount: \$421,350.00.

**BY** Choose an item.

Sandra Stahl, Chief Procurement Officer  
Office of Contracting and Procurement Office

**RESOLVED:** that Contract No. 6004895 referred to in the foregoing communication dated November 9, 2022 be hereby and is approved.

### DEPARTMENTAL CONTACT:

Name: Ericka Crawford  
Position: Procurement Assistant V



## DEPARTMENTAL SUBMISSION

DEPARTMENT: Public Works - Administration  
FILE NUMBER: Public Works - Administration-0040

---

**\* RE:**

Submitting resolution for Petition 2022-266, Giffels Webster, two-way conversion of 14th St.

**\* SUMMARY:**

Petition #2022-266, Giffels Webster, request to convert the traffic operations of the following streets from one-way to two-way traffic:

1. 14<sup>th</sup> Street from W. Fisher Service Drive to Dalzelle Street
2. Dalzelle Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street and
3. Marantette Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street.

**\* RECOMMENDATION:**

DPW is in agreement to recommend two-way conversion of the above three referred street segments.

**\* DEPARTMENTAL CONTACT:**

Name: LaDiva Holman  
Position: Executive Administrative Asst.

**\*=REQUIRED**



August 28, 2022

Honorable City Council:

Re: Petition #2022-266, Giffels Webster, request to convert the traffic operations of the following streets from one-way to two-way traffic:

1. 14<sup>th</sup> Street from W. Fisher Service Drive to Dalzelle Street
2. Dalzelle Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street and
3. Marantette Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street.

On August 22, 2022, the Department of Public Works (DPW), Traffic Engineering Division (TED) received the above petition from City Clerk's office for our investigative report regarding the subject matter. Upon the receipt of the request, TED conducted review of the above request under petition #2022-266, and below are our findings and recommendations.

#### **Background information**

The General Service Department (GSD) as part of the Roosevelt Park unification in the proximity of the Ford Michigan Central Autonomous Vehicle research Center, is requesting conversion of traffic operations of the above three street segments from one-way to two-way traffic to improve traffic flow and access to the Roosevelt Park and Ford Facility. Giffels Webster representing local property owners, businesses, and stakeholders submitted this petition through the offices of Detroit City Clerk. These streets conversion request is supported by all businesses located in the impacted area.

#### **Existing and Proposed conditions:**

##### **1. 14<sup>th</sup> Street from W. Fisher Service Drive to Dalzelle Street**

###### ***Existing Condition:***

14<sup>th</sup> street from W. Fisher Service Drive to Dalzelle Street is 1,300 feet long has a right of way of 80 feet with a pavement width varies from 46 feet to 54 feet. Generally parking is permitted on both sides of the street and is operating as one-way (southbound) traffic. 14<sup>th</sup> street is operating as two-way south of Dalzelle to Bagley Avenue.

###### ***Proposed condition:***

14<sup>th</sup> street from W. Fisher Service Drive to Dalzelle Street is recommended to convert into two-way traffic operation. Pavement will be widened (within the existing right of way) on the west side of the street between Dalzelle and Michigan Avenue to provide dedicated parking for Roosevelt Park patrons. The proposed configuration will help to improve traffic circulation and will provide direct access to Westbound Fisher Service drive from Bagley

Avenue. Proposed configuration will provide two lanes each direction with center left turn lane.

## **2. Dalzelle Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street**

### ***Existing Condition:***

Dalzelle street from 15<sup>th</sup> street to 14<sup>th</sup> street is 300 feet long (one block) has a right of way of 50 feet with a pavement width of 36 feet. Generally parking is permitted on both sides of the street and is operating as one-way (westbound) traffic. Dalzelle street ends at 15<sup>th</sup> street.

### ***Proposed condition:***

Dalzelle street from 15<sup>th</sup> street to 14<sup>th</sup> street is recommended to convert into two-way traffic operation within the existing right of way of 50 feet and pavement width of 36 feet. Parking will be permitted on both sides of the street.

## **3. Marantette Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street**

### ***Existing Condition:***

Marantette street from 15<sup>th</sup> street to 14<sup>th</sup> street is 300 feet long (one block) has a right of way of 60 feet with a pavement width of 36 feet. Generally parking is permitted on both sides of the street and is operating as one-way (eastbound) traffic. Marantette street ends at 15<sup>th</sup> street.

### ***Proposed condition:***

Marantette street from 15<sup>th</sup> street to 14<sup>th</sup> street is recommended to convert into two-way traffic operation within the existing right of way of 60 feet and pavement width of 36 feet. Parking will be permitted on both sides of the street.

## **Recommendation**

DPW is in agreement to recommend two-way conversion of the above three referred street segments:

- 1 14<sup>th</sup> Street from W. Fisher Service Drive to Dalzelle Street**
- 2 Dalzelle Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street and**
- 3 Marantette Street from 15<sup>th</sup> Street to 14<sup>th</sup> Street.**

Our recommendation is based on the fact that this recommended roadway traffic operation modification will improve traffic flow and provide better access to the Roosevelt Park, Ford Michigan Central Autonomous Vehicle research Center, and other businesses in this neighborhood. Also, these traffic flow modifications will not adversely impact the on-street parking facilities as parking will be maintained wherever feasible.

The Traffic Engineering Division (TED) of Department of Public Works (DPW) has met with the stakeholders and development team to discuss the request and the impact of the changes. These proposed changes will require modification to the traffic signal at the intersection of Michigan Avenue and 14<sup>th</sup> street as well as pavement marking and signage revisions along the street segments. City will be responsible for bearing all expenses related to the above-mentioned changes.

Respectfully Submitted,

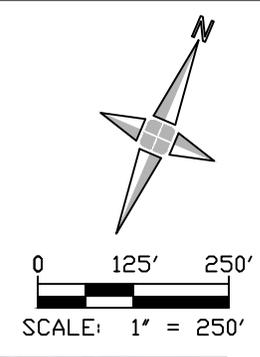
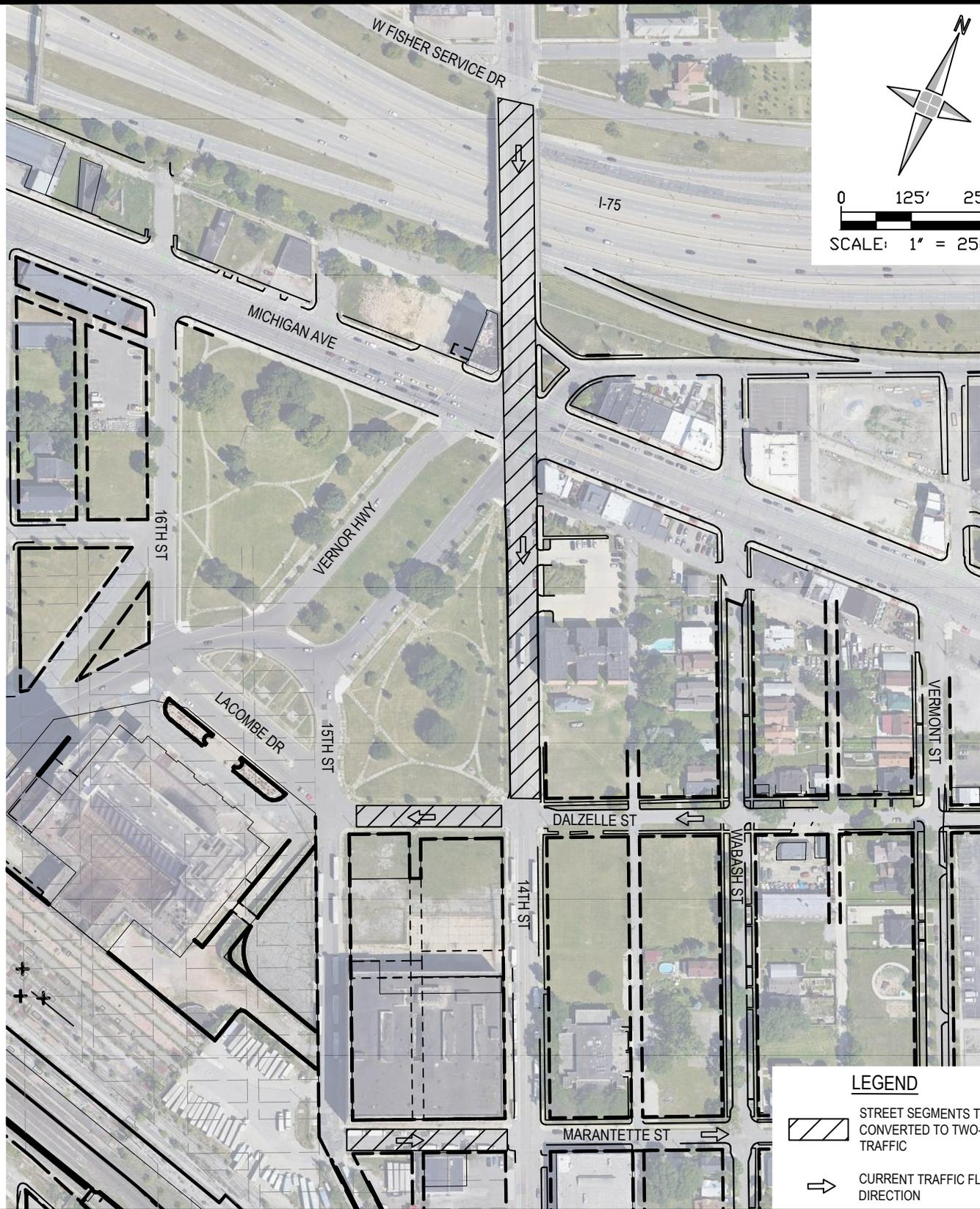


Ron Brundidge, Director  
Department of Public Works

Attachment

CC: Gail Fulton, Mayor's Office  
Oladayo Akinyemi, DPW  
James Hannig, DPW Complete Streets  
Sunny Jacob, DPW Traffic Engineering

V:\19563-12D Michigan Central Site\Permits\Two-Way Conversions\GW Petition Materials\CAD\MCSC Two-Way Conversions Exhibit.dwg



**LEGEND**

-  STREET SEGMENTS TO BE CONVERTED TO TWO-WAY TRAFFIC
-  CURRENT TRAFFIC FLOW DIRECTION

Detroit General Services Department      City of Detroit, Wayne County, Michigan      Two-Way Conversion Petition

**giffels webster**  
 Engineers Surveyors Planners  
 Landscape Architects

28 West Adams Road  
 Suite 1200  
 Detroit, MI 48226  
 p (313) 962-4442  
 f (313) 962-5068  
 www.giffelswebster.com

Executive:	MM
Manager:	LE
Designer:	AG
Quality Control:	AN

Developed For:  
 General Services Department  
 City of Detroit  
 18100 Meyers Rd, Detroit, MI

DATE:	ISSUE:
3/28/2022	City Clerk's Review

Date:	03.28.2022
Scale:	1"=250'
Sheet:	SK 01
Project:	19563.12D

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 without the prior written consent of  
 Giffels Webster.



## DEPARTMENTAL SUBMISSION

DEPARTMENT: Public Works - City Engineering  
FILE NUMBER: Public Works - City Engineering-0246

---

**\* RE:**

Submitting reso. autho. Petition No. x2022-124 – State Fair Partners, LLC, request to dedicate land for the use of public right of way within the property commonly known as the State Fair Grounds. Also requesting the acceptance of utility encroachments c

**\* SUMMARY:**

The request is made as part of the development plans for the State Fair Grounds.

**\* RECOMMENDATION:**

Approve

**\* DEPARTMENTAL CONTACT:**

Name: Jered Dean  
Position: Manager II

**\*=REQUIRED**



CITY OF DETROIT  
DEPARTMENT OF PUBLIC WORKS  
CITY ENGINEERING DIVISION

COLEMAN A. YOUNG MUNICIPAL CENTER  
2 WOODWARD AVE. SUITE 601  
DETROIT, MICHIGAN 48226  
PHONE: (313) 224-3949 • TTY: 711  
FAX: (313) 224-3471  
WWW.DETROITMI.GOV

November 9th, 2022

Honorable City Council:

**RE: Petition No. x2022-124 – State Fair Partners, LLC, request to dedicate land for the use of public right of way within the property commonly known as the State Fair Grounds. Also requesting the acceptance of utility encroachments constructed as part of site design.**

Petition No. x2022-124 – State Fair Partners, LLC, request to dedicate land for the use of public right of way within the property commonly known as the State Fair Grounds. Also requesting the acceptance of utility encroachments constructed as part of site design

The petition was referred to the City Engineering Division – DPW for investigation (utility review) and report. This is our report.

The request is made as part of the development plans for the State Fair Grounds.

The request was approved by the Solid Waste Division – DPW, and Traffic Engineering Division – DPW, and City Engineering - DPW.

Detroit Water and Sewerage Department (DWSD) has no objection provided certain provisions are met. The DWSD provisions are a part of the attached resolution.

All other involved City Departments, and privately owned utility companies have reported no objections. Provisions protecting utility installations are part of the attached resolution.

I am recommending adoption of the attached resolution.

Respectfully submitted,

Richard Doherty, P.E., City Engineer  
City Engineering Division – DPW

/JK

Cc: Ron Brundidge, Director, DPW  
Mayor's Office – City Council Liaison

BY COUNCIL MEMBER \_\_\_\_\_

**RESOLVED**, that that your Honorable Body authorize the acceptance of the following described properties owned by the City of Detroit for public street purposes:

1. Land within the Northwest  $\frac{1}{4}$  of Section 2, Township 01 South, Range 11 East, City of Detroit, Wayne County, Michigan, being described as: Commencing at the Northwest corner of said Section 2, thence South 02 degrees 34 minutes 24 seconds East, 33 ft. along the West line of said Section 2 to the South right-of-way line of Eight Mile Road (width varies), being the North line of German's Montrose-Park Subdivision as shown in Liber 29, Page 83 of Plats, Wayne County Records; thence North 87 degrees 11 minutes 23 seconds East 1323.68 ft. along said South right-of-way line of Eight Mile Road and the North line of said German's Montrose-Park Subdivision to the Point of Beginning; thence continuing along said south right-of-way line North 87 degrees 11 minutes 23 seconds East, 98.18 ft., thence South 58 degrees 57 seconds West, 43.84 ft., thence South 02 degrees 30 minutes 30 seconds East, 333.13 ft., thence South 25 degrees 01 minutes 03 seconds East, 61.25 ft., thence South 70 degrees 02 minutes 10 seconds East, 61.25 ft., thence North 87 degrees 27 minutes 18 seconds East, 187.63 ft., thence North 42 degrees 49 minutes 12 seconds East, 43.56 ft., thence South 01 degrees 48 minutes 52 seconds East, 90.6 ft., thence South 87 degrees 27 minutes 18 seconds West, 357.58 ft., thence North 02 degrees 30 minutes 30 seconds West, 494.27 ft. along the east line of said German's Montrose Park Sub, to the Point of Beginning.
2. Land within the Northwest  $\frac{1}{4}$  of Section 2, Township 01 South, Range 11 East, City of Detroit, Wayne County, Michigan, being described as: Commencing at the Northwest corner of said Section 2, thence South 02 degrees 34 minutes 24 seconds East, 33 ft., along the West line of said Section 2 to the South right-of-way line of Eight Mile Road (width varies), being the North line of German's Montrose-Park Subdivision as shown in Liber 29, Page 83 of Plats, Wayne County Records; thence North 87 degrees 11 minutes 23 seconds East 1611.26 ft., along said South right-of-way line of Eight Mile Road to the Point of Beginning; thence continuing along said south right-of-way line North 87 degrees 11 minutes 23 seconds East 215.01 ft., thence South 64 degrees 59 minutes 27 seconds West, 40.9 ft., thence South 31 degrees 35 minutes 17 seconds West, 53.4 ft., thence South 01 degrees 48 minutes 52 seconds East, 100.69 ft., thence South 05 degrees 01 minutes 42 seconds West, 100.72 ft., thence South 01 degrees 48 minutes 52 seconds East, 608.05 ft., thence South 07 degrees 54 minutes 11 seconds East, 75.43 ft., thence South 01 degrees 48 minutes 52 seconds East, 10.61 ft., thence South 46 degrees 48 minutes 51 seconds East, 82.73 ft., thence North 88 degrees 11 minutes 08 seconds East, 1099.76 ft., thence North 80 degrees 18 minutes 51 seconds East 103.16 ft., thence North 70 degrees 22 minutes 21 seconds East, 38.62 ft., thence North 20 degrees 16 minutes 24 seconds East, 59.63 ft., thence North 57 degrees 57 minutes 24 seconds East, 67 ft., thence South 32 degrees 02 minutes 36 seconds East, 161.92 ft., along the west line of the CN Railroad; thence South 57 degrees 57 minutes 24 seconds West 64.17 ft., thence North 49 degrees 50 minutes 13 seconds West 33.63 ft., thence South 80 degrees 29 minutes 47 seconds West, 47.66 ft.,

thence South 71 degrees 21 minutes 57 seconds West, 53.36 ft., thence South 82 degrees 34 minutes 44 seconds West, 34.8ft., thence South 88 degrees 11 minutes 08 seconds West, 1313.66 ft., thence North 01 degrees 48 minutes 52 seconds West, 1005.65 ft., thence North 35 degrees 57 minutes 58 seconds West, 56.14 ft., thence North 70 degrees 07 minutes 04 seconds West, 47.86 ft. to the Point of Beginning.

3. Land within the Northwest  $\frac{1}{4}$  of Section 2, Township 01 South, Range 11 East, City of Detroit, Wayne County, Michigan, being described as: Commencing at the Northwest corner of said Section 2, thence South 02 degrees 34 minutes 24 seconds East, 33 ft. along the West line of said Section 2 to the South right-of-way line of Eight Mile Road (width varies), being the North line of German's Montrose-Park Subdivision as shown in Liber 29, Page 83 of Plats, Wayne County Records; thence North 87 degrees 11 minutes 23 seconds East, 1611.26 ft., along said South right-of-way line of Eight Mile Road thence South 70 degrees 07 minutes 04 seconds East, 47.86 ft., thence South 35 degrees 57 minutes 58 seconds East, 56.14 ft., thence South 01 degrees 48 minutes 52 seconds East, 1005.65 ft. to the Point of Beginning; thence North 88 degrees 11 minutes 08 seconds East 204.1 ft., thence South 82 degrees 03 minutes 59 seconds West, 75.43 ft., thence South 88 degrees 11 minutes 08 seconds West, 10.61 ft., thence South 43 degrees 11 minutes 08 seconds West, 82.73 ft., thence South 01 degrees 48 minutes 52 seconds East, 683.1 ft., thence South 87 degrees 31 minutes 34 seconds West, 194.96 ft., thence South 81 degrees 26 minutes 16 seconds West, 75.43 ft., thence South 47 degrees 14 minutes 31 seconds West 90.6 ft., thence South 02 degrees 33 minutes 07 seconds East, 289.34 ft., thence South 08 degrees 38 minutes 26 seconds East, 75.43 ft., thence South 02 degrees 33 minutes 07 seconds East 158.15 ft., thence South 15 degrees 11 minutes 34 seconds West, 26.25 ft., thence South 02 degrees 33 minutes 07 seconds East, 144.21 ft., thence South 87 degrees 45 minutes 39 seconds West, 60 ft. along the North line of West State Fair Avenue (66 ft. wide); thence North 02 degrees 33 minutes 07 seconds West, 614.01 ft., thence North 08 degrees 38 minutes 26 seconds West, 75.43 ft., thence North 02 degrees 33 minutes 07 seconds West, 10.61 ft., thence North 47 degrees 30 minutes 47 seconds West, 82.67 ft., thence South 87 degrees 31 minutes 34 seconds West, 526.55 ft., thence North 02 degrees 26 minutes 39 seconds West 60 ft., thence North 87 degrees 31 minutes 34 seconds East 874.96 ft., thence North 42 degrees 52 minutes 33 seconds East, 82.23 ft., thence North 01 degrees 48 minutes 52 seconds West, 632.54 ft. to the Point of Beginning.

PROVIDED, that the entire work in constructing the new streets is to be performed in accordance with plans and specifications approved by City Engineering Division – DPW (CED) and constructed under the inspection and approval of CED; and further

POVIDED, that all taxes with respect to property of which the dedication area is a part shall be paid and proof thereof furnished to the Law Department; and

PROVIDED, that all pre-existing encroachments into the proposed right of way dedication are disclosed prior of the acceptance of this deed, and that State Fair Partners, LLC shall maintain said encroachments as part of this resolution; and be it further

PROVIDED, that the petitioner obtains Traffic Engineering Division, signature of approval on the final design and plans for the construction of the streets; and be it further

**RESOLVED**, that the four (4) new public street rights-of-way, dedicated (roadways) in this resolution are hereby named as follows:

1. Ralston Street, being a north-south street, various width, extending from East 8 Mile Road south where West Remington Avenue (proposed in this resolution) dead-ends, and continues south, after a jog to the west of approx. 200 ft., to West State Fair Street.
2. Ralston Court, being a north-south and east-west street, various width, extending from East 8 Mile Road south 494.27 ft. along the westerly line and pivoting east 357.58 ft. along the southerly line to Ralston Street (proposed in this resolution).
3. West Winchester Avenue, being an east-west avenue, various width, extending from Ralston Street (proposed in this resolution) westerly of the boundary of the Grand Trunk Western Railroad.
4. West Remington Avenue, being an east-west avenue, various width, extending from Woodward Avenue east to Ralston Street (proposed in this resolution).

**RESOLVED**, that the Department of Public Works, City Engineering Division hereby authorizes the acceptance of the utility encroachments constructed by, and to be maintained by, State Fair Partners, LLC or their assigns within the land proposed in this resolution for public right of way, said utility encroachments are further described as:

1. 15' wide Storm Sewer Easement for 60" Sewer, being located within the proposed West Remington Avenue, west of Ralston Street. Said location is a 15' wide easement extending north-south across Remington Avenue, full width, described as beginning at a point along the north line of the proposed Remington Avenue, further described as commencing from a point along the east side of Woodward Avenue, thus South 69 degrees 44 minutes 28 seconds East, 56.74 ft.; thus North 87 degrees 31 minutes 34 seconds East 892.77 ft. to the point of beginning.
2. 15' wide Storm Sewer Easement for 60" Sewer, being located within the proposed West Winchester Avenue, east of Ralston Street. Said location is a 15' wide easement extending north-south across West Winchester Avenue, full width, described as beginning at a point along the north line of the proposed West Winchester Avenue, further described as commencing from a point along the south side of West 8 Mile Road, thus South 64 degrees 59 minutes 27 seconds West, 40.90 ft.; thus South 31 degrees 35 minutes 17 seconds West 53.40 ft.; thus South 01 degrees 48 minutes 52 seconds East, 100.69 ft.; thus South 05 degrees 01 minutes 42 seconds West 100.72 ft.; thus South 01 degrees 48 minutes 52 seconds East, 608.05 ft.; thus South 07 degrees 54 minutes 11 seconds East 75.43 ft.; thus South 01 degrees 48 minutes 52 seconds East, 10.61 ft.; thus South 46 degrees 48 minutes 51 seconds East 82.73 ft.; thus North 88 degrees 11 minutes 08 seconds East, 478.30 ft. to the point of beginning.
3. 15' wide Storm Sewer Easement for 72" Sewer, being located within the proposed Ralston Street, south of Remington Avenue. Said location is a 15' wide easement extending east-west across Ralston Street, full width, described as beginning at a point along the west line of the proposed Ralston Street, further described as commencing from a point along the north side of West State Fair Avenue, thus North 02 degrees 33 minutes

07 seconds West, 614.01 ft.; thus North 08 degrees 38 minutes 26 seconds West 31.78 ft. to the point of beginning.

4. Electrical Conduit Duct Bank, being located within the proposed West Winchester Avenue, east of Ralston Street. Said location is a 15' wide easement extending north-south across West Winchester Avenue, full width, described as beginning at a point along the north line of the proposed West Winchester Avenue, further described as commencing from a point along the south side of West 8 Mile Road, thus South 64 degrees 59 minutes 27 seconds West, 40.90 ft.; thus South 31 degrees 35 minutes 17 seconds West 53.40 ft.; thus South 01 degrees 48 minutes 52 seconds East, 100.69 ft.; thus South 05 degrees 01 minutes 42 seconds West 100.72 ft.; thus South 01 degrees 48 minutes 52 seconds East, 608.05 ft.; thus South 07 degrees 54 minutes 11 seconds East 75.43 ft.; thus South 01 degrees 48 minutes 52 seconds East, 10.61 ft.; thus South 46 degrees 48 minutes 51 seconds East 4.1 ft. to the point of beginning.

PROVIDED, that if there is any cost for the removing and/or rerouting of any utility facilities, it shall be done at the expense of the petitioner and/or property owner; and be it further

PROVIDED, that access is maintained to all fire department connections, and be it further

PROVIDED, that by approval of this petition the Detroit Water and Sewerage Department (DWSD) does not waive any of its rights to its facilities located in the right-of-way, and at all times, DWSD, its agents or employees, shall have the right to enter upon the right-of-way to maintain, repair, alter, service, inspect, or install its facilities. All costs incident to the damaging, dismantling, demolishing, removal and replacement of structures or other improvements herein permitted and incurred in gaining access to DWSD's facilities for maintenance, repairing, alteration, servicing or inspection caused by the encroachment shall be borne by the petitioner. All costs associated with gaining access to DWSD's facilities, which could normally be expected had the petitioner not encroached into the right-of-way, shall be borne by DWSD; and be it further

PROVIDED, that all construction performed under this petition shall not be commenced until after (5) days written notice to DWSD. Seventy-two (72) hours' notice shall also be provided in accordance with P.A. 53 1974, as amended, utilizing the MISS DIG one call system; and be it further

PROVIDED, that construction under this petition is subject to inspection and approval by DWSD forces. The cost of such inspection shall, at the discretion of DWSD, be borne by the petitioner; and be it further

PROVIDED, that if DWSD facilities located within the right-of-way shall break or be damaged as the result of any action on the part of the petitioner, then in such event the petitioner agrees to be liable for all costs incident to the repair, replacement or relocation of such broken or damaged DWSD facilities; and be it further

PROVIDED, that the petitioner shall hold DWSD harmless for any damages to the encroaching device constructed or installed under this petition which may be caused by the failure of DWSD's facilities; and be it further

PROVIDED, State Fair Partners, LLC or their assigns shall apply to the Buildings and Safety Engineering Department for a building permit prior to any construction. Also, if it becomes necessary to open cut public streets, bore, jack, occupy or barricade city rights-of-way for maintenance of encroachments such work shall be according to detail permit application drawings submitted to the City Engineering Division – DPW prior to any public right-of-way construction; and further

PROVIDED, that the necessary permits shall be obtained from the City Engineering Division – DPW and the Buildings and Safety Engineering Department. The encroachments shall be constructed and maintained under their rules and regulations; and further

PROVIDED, that all cost for the construction, maintenance, permits and use of the encroachments shall be borne by State Fair Partners, LLC or their assigns, and further

PROVIDED, that all costs incurred by privately owned utility companies and/or city departments to alter, adjust, and/or relocate their existing utility facilities located in close proximity to the encroachments shall be borne by State Fair Partners, LLC or their assigns. Should damages to utilities occur State Fair Partners, LLC or their assigns shall be liable for all incidental repair costs and waives all claims for damages to the encroaching installations; and further

PROVIDED, that no other rights in the public streets, alleys or other public place shall be considered waived by this permission which is granted expressly on the condition that said encroachments shall be removed at any time when so directed by the City Council, and the public property affected shall be restored to a condition satisfactory to the City Engineering Division – DPW; and further

PROVIDED, that State Fair Partners, LLC or their assigns shall file with the Department of Public Works – City Engineering Division an indemnity agreement in form approved by the Law Department. The agreement shall save and protect the City of Detroit from any and all claims, damages or expenses that may arise by reason of the issuance of the permits and the faithful or unfaithful performance of State Fair Partners, LLC or their assigns of the terms thereof. Further, State Fair Partners, LLC or their assigns shall agree to pay all claims, damages or expenses that may arise out of the use, repair and maintenance of the proposed encroachments; and further

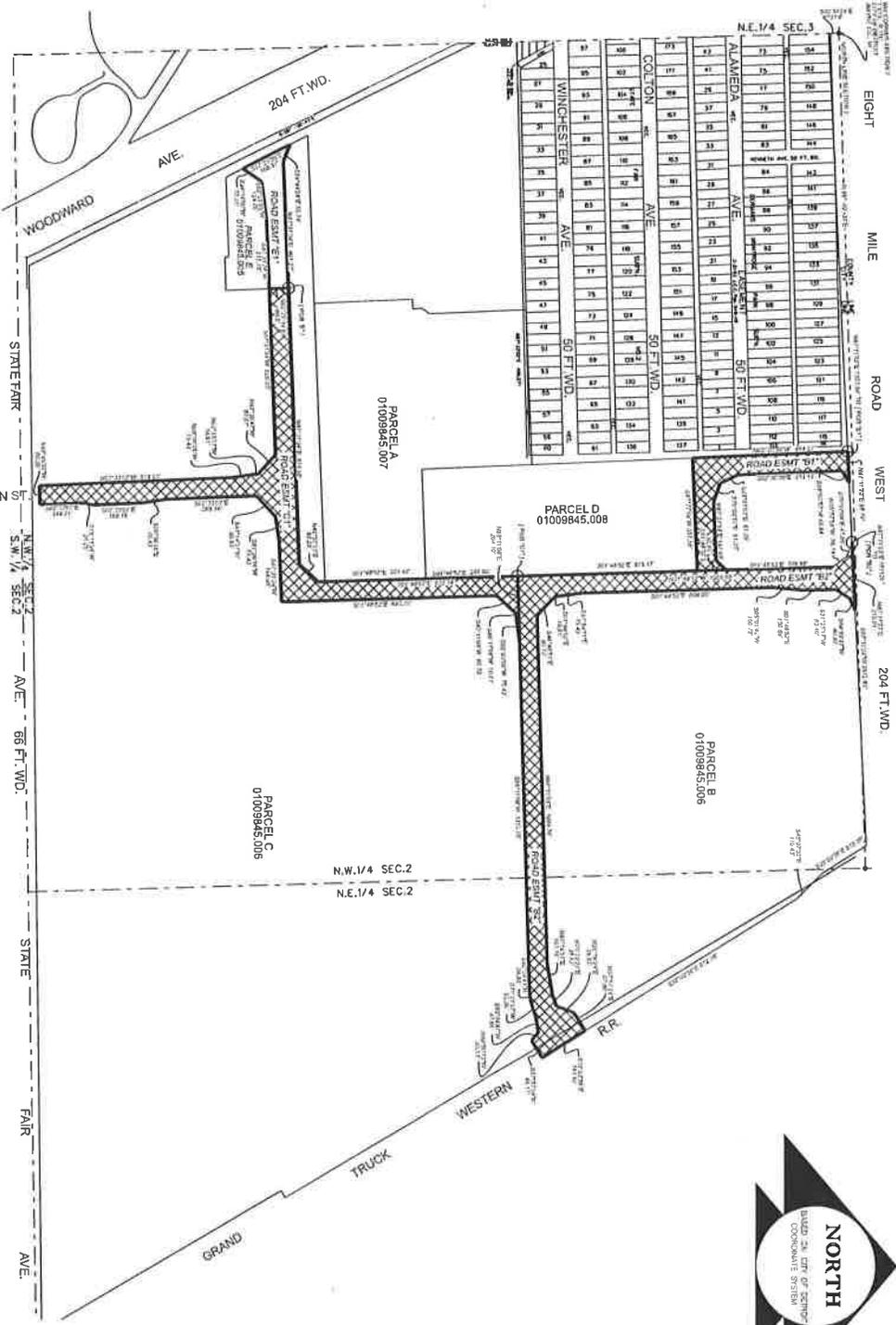
PROVIDED, that construction of the encroachments shall constitute acceptance of the terms and conditions as set forth in this resolution; and be it further

PROVIDED, this acceptance of the utility encroachments described herein and the permit authorized hereby are revocable at the will, whim or caprice of the City Council, and State Fair Partners, LLC acquires no implied or other privileges hereunder not expressly stated herein; and further

PROVIDED, that the encroachment permits shall not be assigned or transferred without the written approval of the City Council; and be it further

PROVIDED, That the City Clerk shall within 30 days record a certified copy of this resolution with the Wayne County Register of Deeds.

# MAP-22-1



- REQUEST STREET DEDICATION

(FOR OFFICE USE ONLY)

CARTO:  
27 A & 37 C

## REQUEST DEDICATION OF THE ROW FOR THE STATE FAIRGROUNDS DEVELOPMENT.

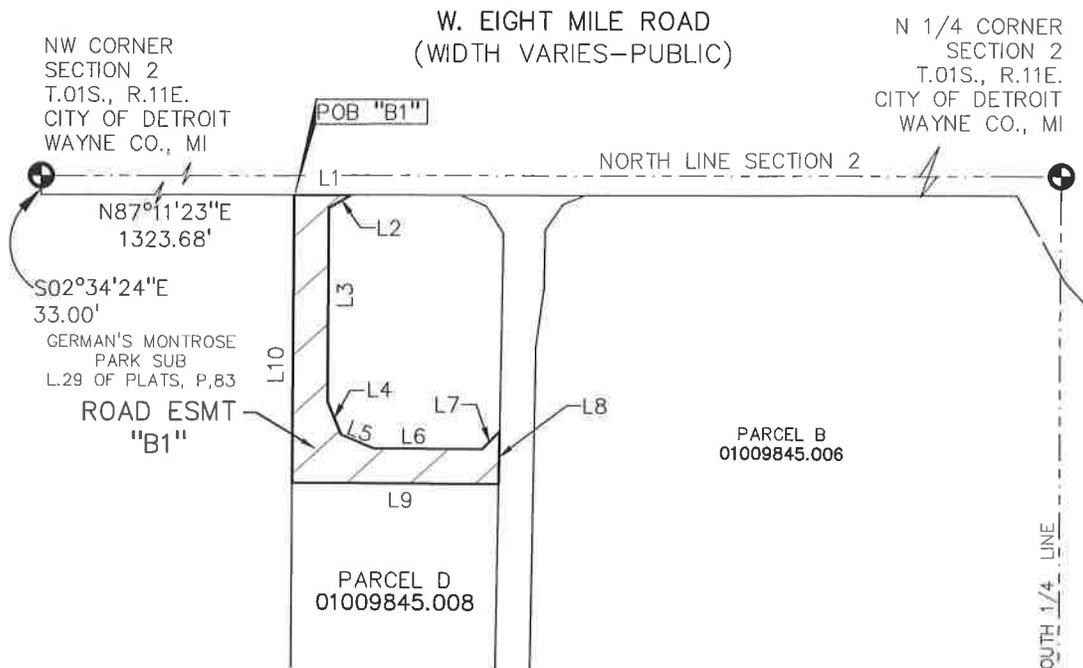
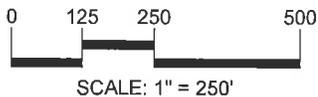
B	DESCRIPTION	DRAWN	CHECKD	APPD	DATE
A	REVISIONS				

DATE 02-01-2022 APPROVED JD

CITY OF DETROIT  
CITY ENGINEERING DIVISION  
SURVEY BUREAU

JOB NO. 01-01  
DRWG. NO.

# ROADWAY EASEMENT



Line Table		
Line #	Direction	Length
L1	N87°11'23"E	98.18'
L2	S58°00'57"W	43.84'
L3	S02°30'30"E	333.13'
L4	S25°01'03"E	61.25'
L5	S70°02'10"E	61.25'
L6	N87°27'18"E	187.63'
L7	N42°49'12"E	43.56'
L8	S01°48'52"E	90.60'
L9	S87°27'18"W	357.58'
L10	N02°30'30"W	494.27'

## LEGAL DESCRIPTION

### ROAD EASEMENT "B1"

A variable width easement for ingress and egress in a part of the Northwest Quarter of Section 2, Township 01 South, Range 11 East, City of Detroit, Wayne County, Michigan, being described as:

Commencing at the Northwest corner of said Section 2, thence South 02 degrees 34 minutes 24 seconds East, 33.00 feet along the West line of said Section 2 to the South right-of-way line of Eight Mile Road (width varies), being the North line of GERMAN'S MONTROSE-PARK SUBDIVISION as shown in Liber 29 of Plats, page 83 of the Wayne County Records; thence North 87 degrees 11 minute 23 seconds East 1323.68 feet along said South right-of-way line of Eight Mile Road and the North line of said GERMAN'S MONTROSE-PARK SUBDIVISION to the POINT OF BEGINNING; thence continuing along said south right-of-way line N87°11'23"E, 98.18 feet; thence S58°00'57"W, 43.84 feet; thence S02°30'30"E, 333.13 feet; thence S25°01'03"E, 61.25 feet; thence S70°02'10"E, 61.25 feet; thence N87°27'18"E, 187.63 feet; thence N42°49'12"E, 43.56 feet; thence S01°48'52"E, 90.60 feet; thence S87°27'18"W, 357.58 feet; thence N02°30'30"W, 494.27 feet along the east line of said German's Montrose Park Sub. to the POINT OF BEGINNING

**HILLWOOD ENTERPRISES, L.P.**  
9550 W. HIGGINS RD., SUITE 425  
ROSEMONT, IL 60018

**SHEET 2 OF 9**  
JUNE 7, 2022  
2020-0149

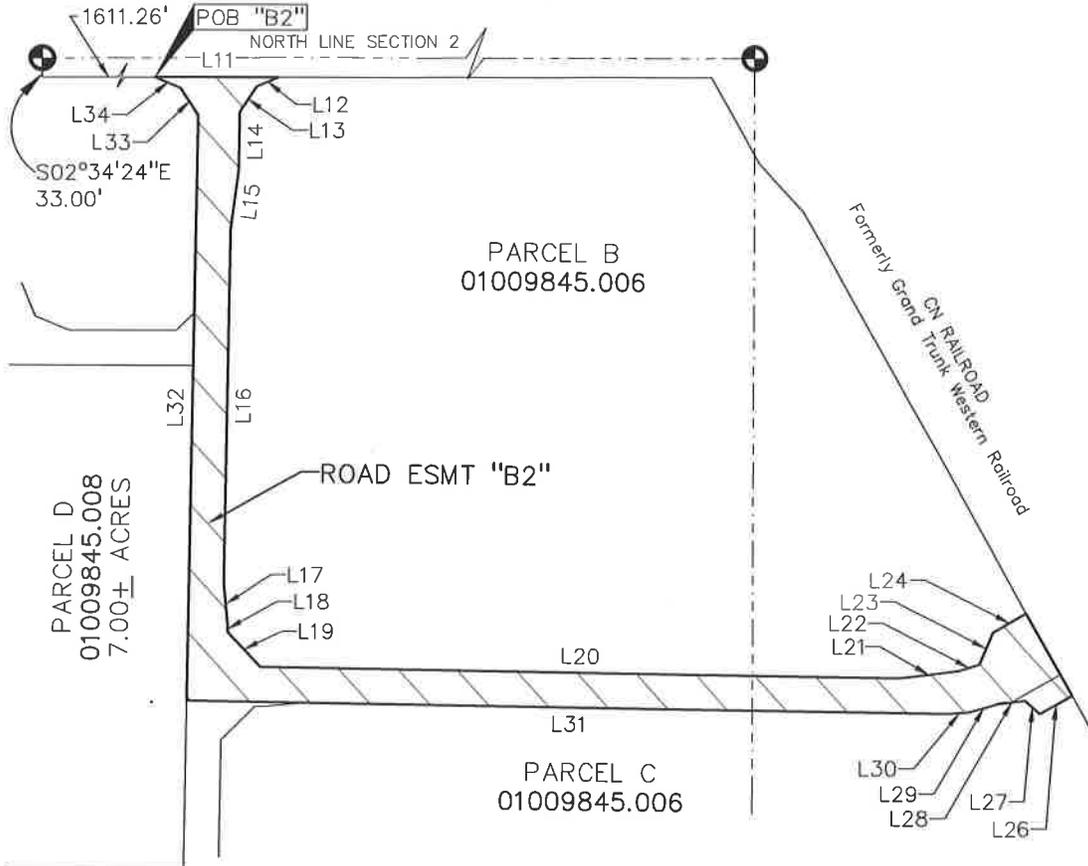
**PEA GROUP**

t: 844.813.2949  
www.peagroup.com

# ROADWAY EASEMENT

NW CORNER SECTION 2  
T.01S., R.11E.  
CITY OF DETROIT  
WAYNE CO., MI  
N87°11'23"E

N 1/4 CORNER SECTION 2  
T.01S., R.11E.  
CITY OF DETROIT  
WAYNE CO., MI  
W. EIGHT MILE ROAD  
(WIDTH VARIES—PUBLIC)



Line Table		
Line #	Direction	Length
L11	N87°11'23"E	215.01'
L12	S64°59'27"W	40.90'
L13	S31°35'17"W	53.40'
L14	S01°48'52"E	100.69'
L15	S05°01'42"W	100.72'
L16	S01°48'52"E	608.05'
L17	S07°54'11"E	75.43'
L18	S01°48'52"E	10.61'
L19	S46°48'51"E	82.73'
L20	N88°11'08"E	1099.76'
L21	N80°18'51"E	103.16'
L22	N70°22'21"E	38.62'

Line Table		
Line #	Direction	Length
L23	N20°16'24"E	59.63'
L24	N57°57'24"E	67.00'
L25	S32°02'36"E	161.92'
L26	S57°57'24"W	64.17'
L27	N49°50'13"W	33.63'
L28	S80°29'47"W	47.66'
L29	S71°21'57"W	53.36'
L30	S82°34'44"W	34.80'
L31	S88°11'08"W	1313.66'
L32	N01°48'52"W	1005.65'
L33	N35°57'58"W	56.14'
L34	N70°07'04"W	47.86'

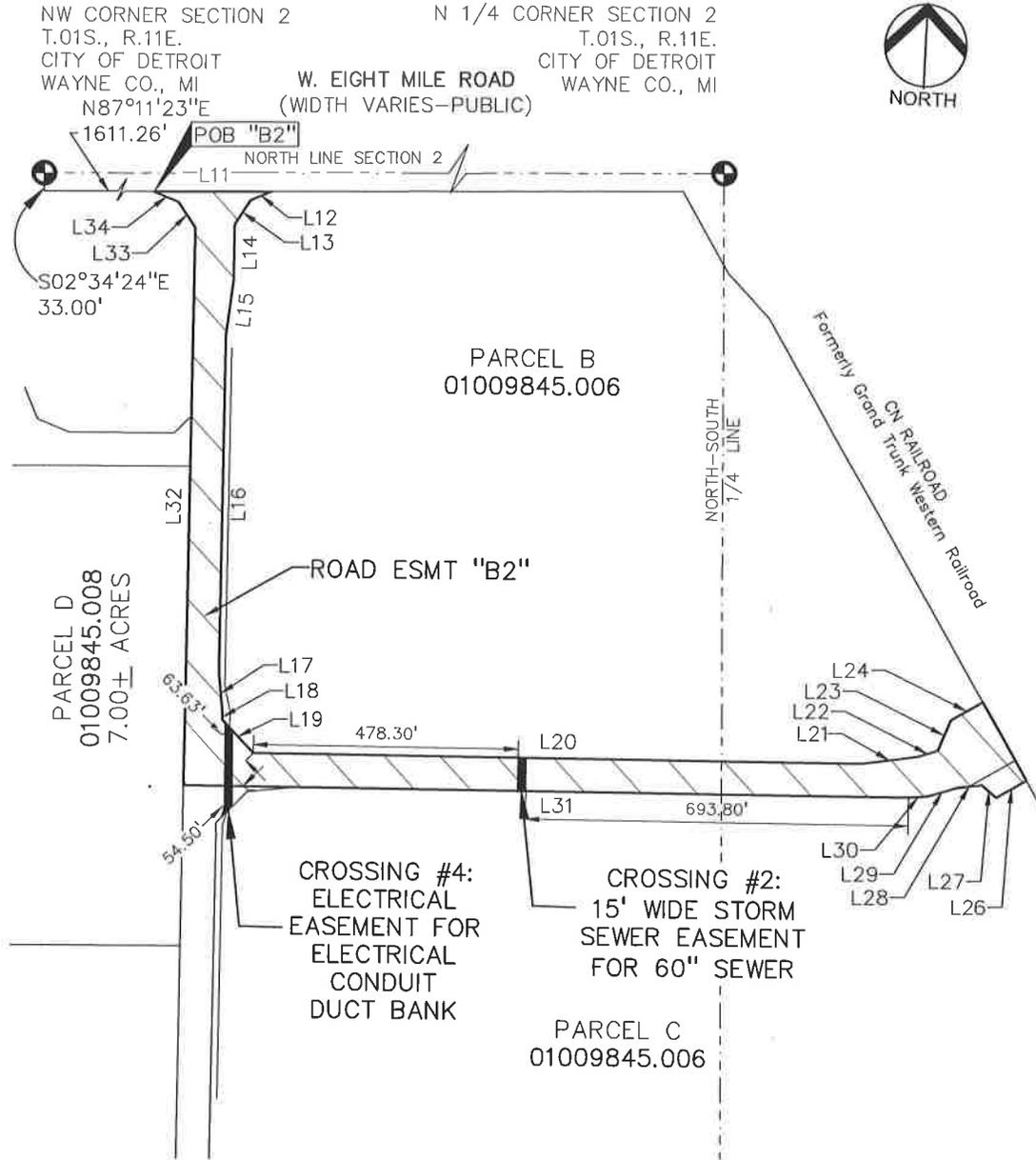


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ROSEMONT, IL 60018

**SHEET 3 OF 9**  
JUNE 7, 2022  
2020-0149

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# UTILITY CROSSING EXHIBIT



UTILITY CROSSING NO.	ROAD F.G. ELEV. (FT.)		T/PIPE (FT.)		PIPE INV. (FT.)		B/PIPE (FT.)		PIPE SIZE
	START	END	START	END	START	END	START	END	
#2	641.49	641.39	635.09	635.03	629.59	629.53	629.09	629.03	60"
#4	636.82	638.00	635.35	635.35	N/A	N/A	632.35	632.35	3'H x 4'W DUCT BANK

NOTE: CROSSINGS #2 AND #4 START ON THE NORTH SIDE OF THE ROAD EASEMENT AND END ON THE SOUTH SIDE.



**HILLWOOD ENTERPRISES, L.P.**  
9550 W. HIGGINS RD., SUITE 425  
ROSEMONT, IL 60018

**SHEET 9 OF 9**  
JUNE 7, 2022  
2020-0149

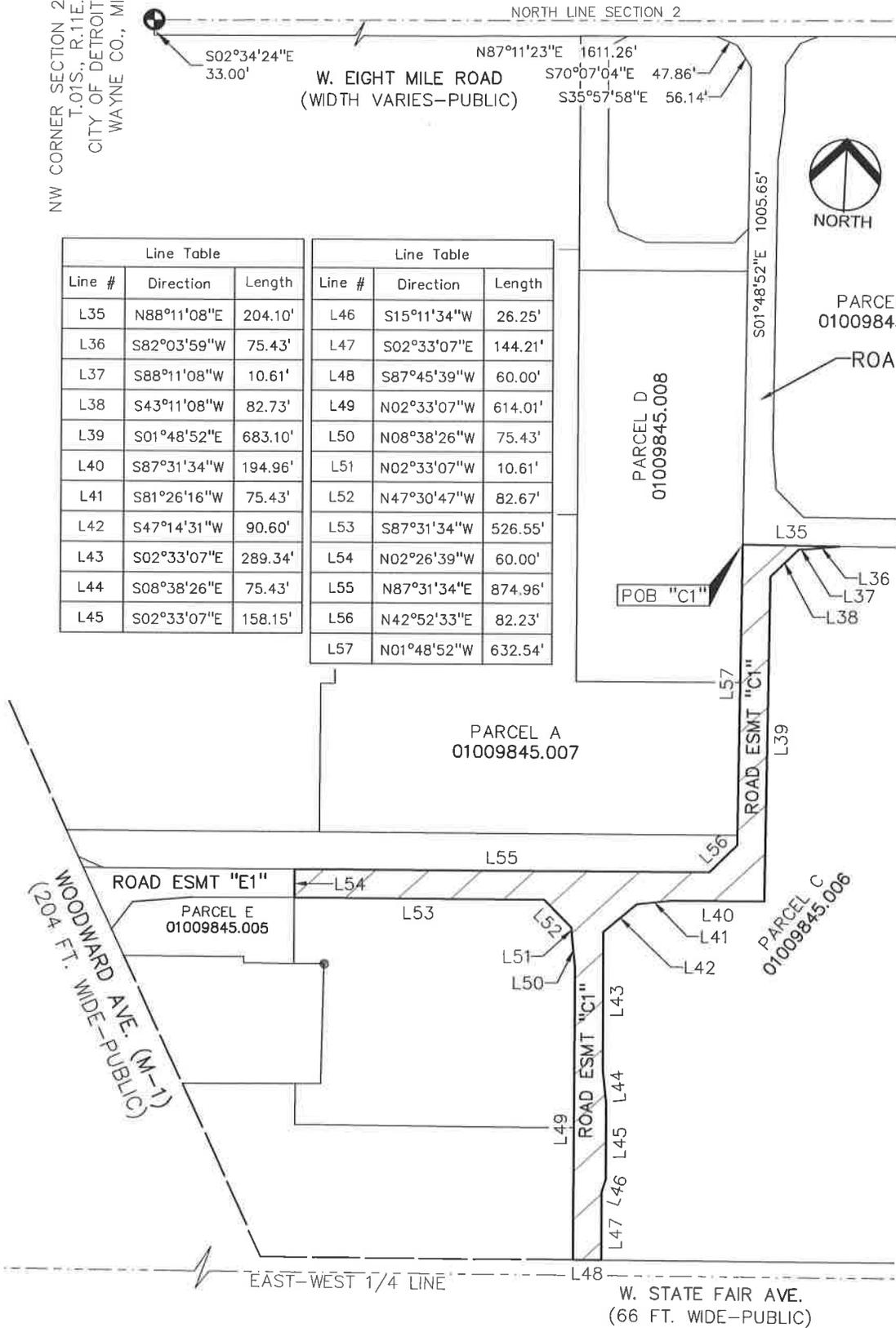
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# ROADWAY EASEMENT

NW CORNER SECTION 2  
T.01S., R.11E.  
CITY OF DETROIT  
WAYNE CO., MI

NORTH LINE SECTION 2



Line Table		
Line #	Direction	Length
L35	N88°11'08"E	204.10'
L36	S82°03'59"W	75.43'
L37	S88°11'08"W	10.61'
L38	S43°11'08"W	82.73'
L39	S01°48'52"E	683.10'
L40	S87°31'34"W	194.96'
L41	S81°26'16"W	75.43'
L42	S47°14'31"W	90.60'
L43	S02°33'07"E	289.34'
L44	S08°38'26"E	75.43'
L45	S02°33'07"E	158.15'

Line Table		
Line #	Direction	Length
L46	S15°11'34"W	26.25'
L47	S02°33'07"E	144.21'
L48	S87°45'39"W	60.00'
L49	N02°33'07"W	614.01'
L50	N08°38'26"W	75.43'
L51	N02°33'07"W	10.61'
L52	N47°30'47"W	82.67'
L53	S87°31'34"W	526.55'
L54	N02°26'39"W	60.00'
L55	N87°31'34"E	874.96'
L56	N42°52'33"E	82.23'
L57	N01°48'52"W	632.54'

WOODWARD AVE. (M-1)  
(204 FT. WIDE-PUBLIC)

EAST-WEST 1/4 LINE

W. STATE FAIR AVE.  
(66 FT. WIDE-PUBLIC)

0 125 250 500

SCALE: 1" = 250'

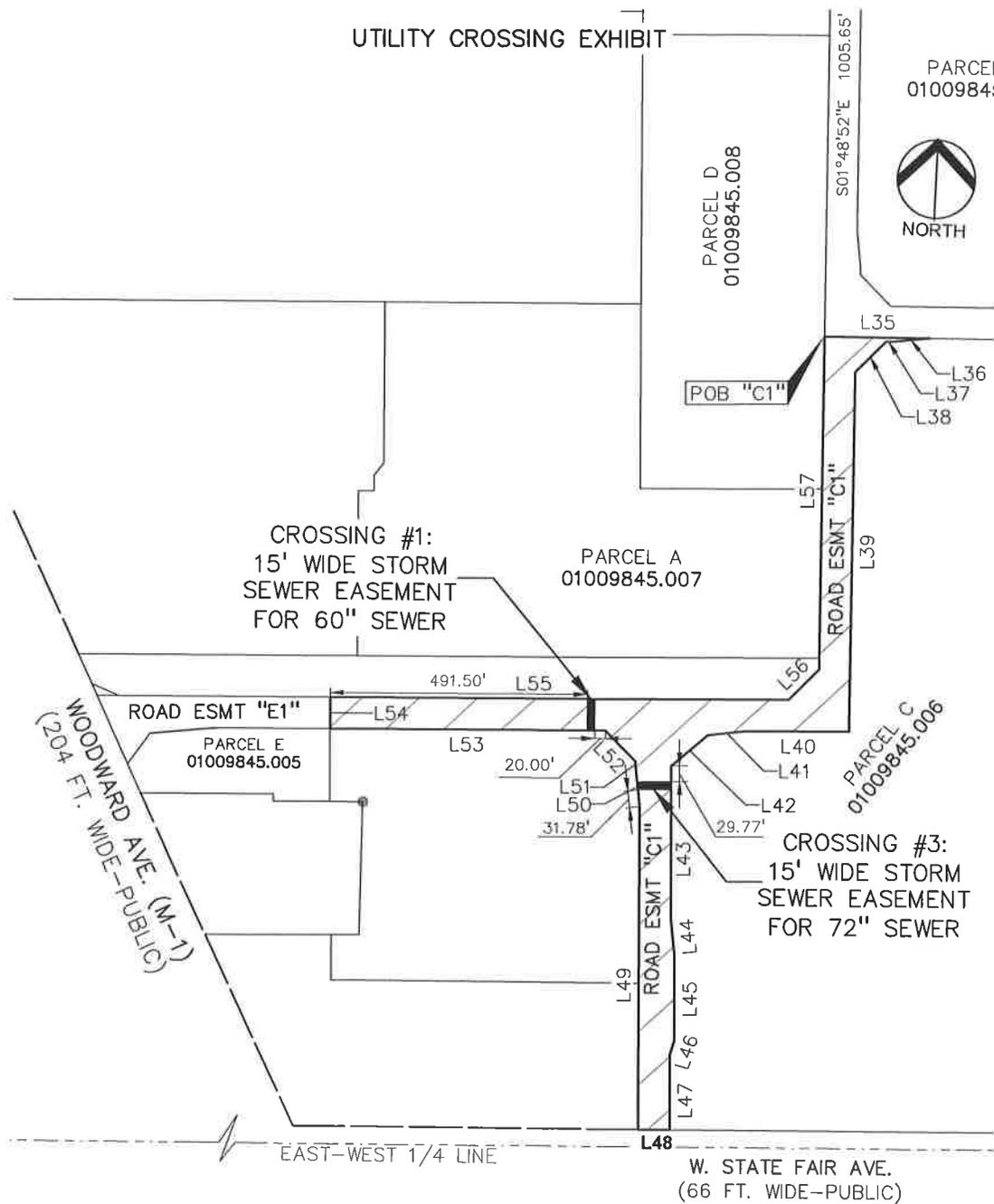
HILLWOOD ENTERPRISES, L.P.  
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ROSEMONT, IL 60018

SHEET 4 OF 9  
JUNE 7, 2022  
2020-0149

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UTILITY CROSSING EXHIBIT



UTILITY CROSSING NO.	ROAD F.G. ELEV. (FT.)		T/PIPE (FT.)		PIPE INV. (FT.)		B/PIPE (FT.)		PIPE SIZE
	START	END	START	END	START	END	START	END	
#1	638.53	638.53	632.60	632.56	627.10	627.06	626.60	626.56	60"
#3	638.40	638.00	633.59	633.47	627.00	626.88	626.42	626.30	72"

NOTE: CROSSING #1 STARTS ON THE NORTH SIDE OF THE ROAD EASEMENT AND ENDS ON THE SOUTH SIDE. CROSSING #3 STARTS ON THE EAST SIDE OF THE ROAD EASEMENT AND ENDS ON THE WEST SIDE.

HILLWOOD ENTERPRISES, L.P.  
9550 W. HIGGINS RD., SUITE 425  
ROSEMONT, IL 60018



SHEET 8 OF 9  
JUNE 7, 2022  
2020-0149



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## DEPARTMENTAL SUBMISSION

DEPARTMENT: [eSCRIBE Department]

FILE NUMBER: Mayor's Office - Legislative Liaison-0220

---

**\* RE:**

Submitting reso. autho.

**\* SUMMARY:**

Click or tap here to enter text.

**\* RECOMMENDATION:**

Click or tap here to enter text.

**\* DEPARTMENTAL CONTACT:**

Name: Click or tap here to enter text.

Position: Click or tap here to enter text.

**\*=REQUIRED**



DETROIT DEPARTMENT OF TRANSPORTATION

# **PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)**

Version 2022

POC is the DDOT Chief Safety Officer

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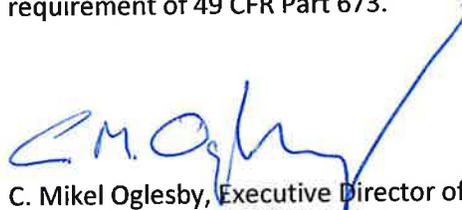
## Revision History

<b>Date</b>	<b>Revision</b>	<b>Description of Revision</b>
September 14, 2020	0	Initial issuance of PTASP
October 21, 2022	2022	Addition of BIL requirements

## Agency Safety Plan Development, Approvals, & Certification

“This certifies that the Detroit Department of Transportation has established a Public Transportation Agency Safety Plan meeting the requirement of 49 CFR Part 673.”

**Signature of Accountable Executive/Certification of Compliance**



C. Mikel Oglesby, Executive Director of Transit  
Detroit Department of Transportation

10/19/2022

Date Signed

**Signature of the Acting Chief Safety Officer**



Richard W Czeck, Chief Safety Officer  
Detroit Department of Transportation

10/17/2022

Date Signed

**Approval by the Detroit City Council**

This Agency Safety Plan was approved by the Detroit City Council.

Date Approved

**Entity that Drafted this Agency Safety Plan**

Detroit Department of Transportation

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## TERMS, ACRONYMS, & ABBREVIATIONS

**Table 1. Definitions of Terms Used in PTASP**

Term	Definition
Accident	An event that involves any of the following: a loss of life; a report of a serious injury to a person; a collision of transit vehicles; an evacuation for life safety reasons; at any location, at any time, whatever the cause.
Accountable Executive	A single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Safety Management System, Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.
Agency Leadership and Executive Management	Members of agency leadership or executive management (other than an Accountable Executive, CSO, or SMS Executive) who have authorities or responsibilities for day-to-day implementation and operation of an agency's SMS.
Agency Safety Plan	The documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and 49 CFR 673.
Chief Safety Officer	An adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in 49 CFR 673, or a public transportation provider that does not operate a rail fixed guideway public transportation system.
Collision	<p>A vehicle accident in which there is an impact of a transit vehicle with:</p> <ul style="list-style-type: none"> <li>• Another transit vehicle</li> <li>• A non-transit vehicle</li> <li>• A fixed object</li> <li>• A person(s) (suicide/attempted suicide included)</li> <li>• An animal</li> <li>• A rail vehicle</li> </ul>
Consultants/ Contractors	An individual who is compensated by the transit agency for directly operated (DO) services, the labor expense for the individual is reported in object class 501 labor, or for purchased transportation (PT) service, the labor expense for the individual meets the same criteria as object class 501 labor.
Designated Personnel	Employees and contractors identified by a recipient whose job function is directly responsible for safety oversight of the public transportation system of the public transportation agency.
Event	An accident, incident, or occurrence.
Fatality	A death or suicide confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes.

<b>Term</b>	<b>Definition</b>
Fire	Uncontrolled combustion made evident by flame that requires suppression by equipment or personnel or removal of the fuel source or removal of oxygen.
Federal Transit Administration	Federal Transit Administration (FTA) is an operating administration within the United States Department of Transportation.
Hazard	Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
Incident	An event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
Injury	Any damage or harm to persons because of an event that requires immediate medical attention away from the scene.
Investigation	The process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
Major Mechanical Failures	Failures caused by vehicle malfunctions or subpar vehicle condition which requires that the vehicle be pulled from service.
National Transit Database	National Transit Database (NTD) is a reporting system that collects public transportation financial and operating information.

Term	Definition
Near miss	An incident where no property was damaged and no personal injury was sustained but, where given a slight shift in time or position, damage and/or injury easily could have occurred.
Occurrence	An event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
Other Safety Occurrences Not Otherwise Classified	<p>Other Safety Occurrences Not Otherwise Classified (OSONOC) and not specifically listed as a Reportable Event, but that meet a reportable threshold. Includes (but not limited to):</p> <ul style="list-style-type: none"> <li>• Slips</li> <li>• Trips</li> <li>• Falls</li> <li>• Electric shock</li> <li>• Smoke or the odor of smoke/chemicals noticed in a transit vehicle or facility</li> </ul>
Passenger	A person, other than an operator, who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.
Performance Measure	An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Performance Target	A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a period required by the FTA.
Reportable Events	A safety or security event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a transit maintenance facility, during a transit related maintenance activity or involving a transit revenue vehicle that results in one or more of the following conditions: <ul style="list-style-type: none"> <li>• A fatality confirmed within 30 days of the event</li> <li>• An injury requiring immediate medical attention away from the scene for one or more person(s)</li> <li>• Property damage equal to or exceeding \$25,000</li> <li>• Collisions involving transit revenue vehicles that require towing away from the scene for a transit roadway vehicle or other non-transit roadway vehicle</li> <li>• An evacuation for life safety reasons</li> </ul>
Risk	The composite of predicted severity and likelihood of the potential effect of a hazard
Risk Mitigation	A method or methods to eliminate or reduce the effects of hazards.
Safety Committee	A committee composed of representatives of frontline employees and management that is responsible for identifying, recommending, and analyzing the effectiveness of risk-based mitigations or strategies to reduce consequences identified in the agencies' safety risk assessment.
Safety Event	A collision, fire, hazardous material spill, act of nature (Act of God), evacuation, or OSONOC occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle and meeting established NTD thresholds
Safety Performance	An organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.
Safety Performance Indicator	A data-driven, quantifiable parameter used for monitoring and assessing safety performance.

Safety Performance Measure	An expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
Safety Performance Monitoring	Activities aimed at the quantification of an organization's safety effectiveness and efficiency during service delivery operations, through a combination of safety performance indicators and safety performance targets.
Safety Performance Target (SPT)	A quantifiable level of performance or condition, expressed as a value for a given performance measure, achieved over a specified timeframe related to safety management activities.
Safety Risk	The assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome
Serious Injury	Any injury that: (1) Requires hospitalization for more than 48 hours, commencing within seven days from the date the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second- or third-degree burns, or any burns affecting more than five percent of the body surface
System Reliability	The safety performance measure System Reliability means the distance in miles between major mechanical failures. A reportable major mechanical failure is defined in the National Transit Database Glossary as "a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns." System Reliability is determined by dividing the number of annual vehicle revenue miles by the number of major mechanical failures, by mode.

Transit Asset Management Plan	The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.
Vehicle Revenue Miles (VRM)	The miles that vehicles are scheduled to or travel while in revenue service. Vehicle revenue miles include layover/recovery time and exclude deadhead; operator training; vehicle maintenance testing; and school bus and charter services.

**Table 2. Definitions of Acronyms and Abbreviations Used in PTASP**

<b>Acronym/ Abbreviation</b>	<b>Definition</b>
PTASP	Agency Safety Plan
CSO	Chief Safety Officer
DDOT	Detroit Department of Transportation
FTA	Federal Transit Administration
MPO	Metropolitan Planning Organization
NTD	National Transit Database
OSONOC	Other Safety Occurrences Not Otherwise Classified
SMS	Safety Management Systems
TAM	Transit Asset Management Plan

## **DETROIT DEPARTMENT OF TRANSPORTATION SYSTEM DESCRIPTION**

The Detroit Department of Transportation (DDOT) is the largest public transit provider in Michigan and serves the City of Detroit, surrounding suburbs, and neighboring cities, including Highland Park and Hamtramck. DDOT prides itself on providing reliable, clean, safe, and efficient service to an average of 31,000 rides daily, based on 2022 data. DDOT's total service area is 144 square miles on a hub and spoke system. DDOT directly operates 292 buses over 37 routes, with 24-hour service on 9 routes. The fleet is comprised of approximately 95 percent 40-foot buses, with the remainder being 60-foot buses. DDOT's Main Office, at 100 Mack Avenue, Detroit, MI 48201, houses administrative offices. Two bus operating facilities, Shoemaker, and Gilbert, serve as bus terminal operations and daily bus maintenance. A third bus operating facility, Coolidge, is currently inactive; however, it is in the rebuild design phase. Heavy Maintenance, Plant Maintenance, and Materials Management reside at 1301 E. Warren Ave. DDOT maintains the daily operation of the Rosa Parks Transit Center, which is a passenger facility servicing over 5,000 customers a day prior to the COVID-19 pandemic. DDOT is currently building a new State Fair Transit Center at the prior Michigan State Fairgrounds to replace the current State Fair Transit Center. DDOT's 2022 budget includes 978 full-time equivalent employees, of which 547 are operators, 100 are mechanics and 331 are administrative.

In addition to operating fixed-route bus service as described above, DDOT also contracts its on-demand paratransit service to provide wheelchair accessible vehicles. DDOT's contracted paratransit services provide 74 vehicles and a call center for scheduling and dispatching rides. DDOT intended to bring Paratransit in-house beginning January 1, 2023.

This PTASP applies to both fixed-route and demand response modes operated by the Detroit Department of Transportation and its paratransit contractor.

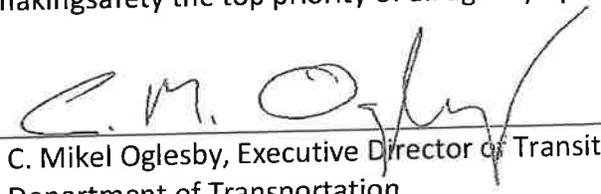
## **DETROIT DEPARTMENT OF TRANSPORTATION SAFETY MANAGEMENT POLICY STATEMENT (Signed)**

The Detroit Department of Transportation recognizes management of safety as a core agency function and is dedicated to planning, designing, constructing, operating, and maintaining transportation systems that optimize the safety of passengers, employees, consultants, contractors, emergency responders, and the public.

Accountability for safety begins with the Accountable Executive and permeates all levels of employees. The following safety objectives reflect the agency’s overarching safety goals and demonstrate commitment to establishing, implementing, and continually improving Safety Management Systems (SMS):

- Integrate safety management into the primary responsibilities of all employees;
- Support safety management through the allocation of resources and promotion of a safety culture that facilitates safe practices and effective employee safety reporting and communication;
- Define roles and responsibilities for all employees that contribute to safety performance and SMS;
- Implement risk-based hazard management consistent with risk acceptance levels;
- Operate an employee safety reporting program that ensures no action will be taken against any employee who discloses a safety concern unless disclosure indicates beyond reasonable doubt an illegal act, gross negligence, or a deliberate disregard of regulations or procedures;
- Comply with or exceed legislative and regulatory requirements and industry standards;
- Ensure systems and services that support operations meet or exceed agency safety standards;
- Provide safety information and training to ensure all employees are competent in safety management for tasks allocated to them;
- Establish and measure safety performance against data-driven safety performance targets; and
- Continually improve safety performance and implementation of SMS.

By applying SMS as outlined above and detailed in this PTASP, DDOT is committed to making safety the top priority of all agency operations.

  
C. Mikel Oglesby, Executive Director of Transit, Detroit  
Department of Transportation

10/21/2022  
Date

# 1 GENERAL

## 1.1 Safety Management System Overview

Safety Management Systems (SMS) is a formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of safety risk mitigation. SMS includes systematic and proactive procedures, practices, and policies for managing risks and hazards. By bringing employees together from all levels of the agency to manage risk, SMS helps agencies detect and address safety problems earlier, share and analyze data more effectively, and measure safety performance more precisely.

Four main components make up SMS:

- Safety Management Policy (Section 2) is DDOT’s documented commitment to safety. The policy defines DDOT’s safety objectives and the safety accountabilities and responsibilities of its employees.
- Safety Risk Management (Section 3) is the process for identifying hazards and analyzing, assessing, and mitigating safety risk.
- Safety Assurance (Section 4) is the processes that ensures the implementation and effectiveness of safety risk mitigation and ensures that the agency meets or exceeds its safety objectives through the collection, analysis, and assessment of safety data.
- Safety Promotion (Section 5) is a combination of safety training and communication applied to the agency’s transportation system to support SMS.

## 1.2 Plan Applicability & Scope

### 1.2.1 Applicability

Recipients and sub-recipients of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. § 5307 are required to comply with the Public Transportation Agency Safety Plan (PTASP) Final Rule<sup>1</sup>. The Regional Transit Authority of Southeast Michigan (RTA) is the designated recipient for the Detroit, MI Urbanized Area and is responsible for sub-allocating FTA Section 5307 formula funds and for Bus and Bus Facilities formula grant funds provided under 49 U.S.C. § 5339(a). DDOT and its transportation contractors meet their Public Transportation Agency Safety Plan (PTASP) requirements under 49 CFR Part 673 through participation in this ASP.

### 1.2.2 Scope

DDOT’s PTASP meets all the requirements under 49 CFR part 673 and encompasses the equipment, facilities, plans, procedures, operation, and maintenance as they relate to a bus system. The PTASP is scaled to the size, scope, and complexity of DDOT.

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<sup>1</sup> FTA deferred the applicability of the PTASP requirements for small operators who receive funds through FTA’s Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program under 49 U.S.C. § 5310 and for Formula Grants for Rural Areas Program under 49 U.S.C. § 5311.

## 1.3 Plan Goals, Objectives, & Purpose

### 1.3.1 Goals

The overarching goal of this PTASP is to enhance all aspects of safety within DDOT by guiding effective and proactive management of safety risks in the system and prioritizing capital investments using performance-based planning.

### 1.3.2 Objectives

The overarching objective of this PTASP is to establish processes and procedures to support the implementation of SMS that meets Federal Transit Administration (FTA)-mandated requirements under the PTASP Final Rule (49 CFR Part 673).

### 1.3.3 Purpose

This PTASP formalizes the SMS principles and strategies for demonstrating Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion through all operational and maintenance activities. The PTASP defines the process for identifying, evaluating, and resolving hazards associated with operations of a bus system involved in revenue service. This process helps achieve the highest practical level of operational safety for the riding public, employees, and anyone encountering the systems operated by DDOT.

## 1.4 Plan Review & Modification

The DDOT PTASP will be reviewed at least annually and updated as necessary to ensure that it remains current and consistent with FTA guidance and industry best practice. Additionally, when a significant change occurs within DDOT, the agency will consider if any updates to the PTASP are needed. The PTASP will also be updated as necessary following any PTASP audit to ensure the SMS remains current and applicable. If revised, the PTASP will be re-issued to all PTASP recipients. DDOT is responsible for updating the PTASP in partnership with any transportation contractors to whom the PTASP applies.

### 1.4.1 Document Control

The current version of the PTASP is saved in DDOT's internal electronic file sharing system. All deputy directors, assistant directors and managers are provided with copies of the current PTASP. All DDOT employees have access to an electronic version of the PTASP in DDOT's internal electronic file sharing system. DDOT also makes printed copies of the PTASP available to employees, upon request.

The document's disclaimer statement (below) informs users of the control parameters as follows:

The information contained in the PTASP may change without notice and may have been altered or changed if you have received it from a source other than DDOT and/or if the

document has been printed. Any printed copy is obsolete or uncontrolled unless verified against the controlled copy in DDOT's internal electronic file sharing system.

#### 1.4.2 Update Process

DDOT will review this PTASP at least annually and will update the ASP as necessary to ensure that it remains current and consistent with FTA guidance and industry best practice. DDOT's Chief Safety Officer will initiate this review and will include all relevant staff in this process, to include Labor.

Additionally, when a significant change occurs within DDOT or the Metropolitan Planning Organization (MPO), DDOT's Chief Safety Officer will update the PTASP with applicable changes. The PTASP will also be updated as necessary following any PTASP audit to ensure the SMS remains current and applicable. If revised, the PTASP will be re-issued to the MPO and the updated version of the PTASP will be posted on DDOT's internal website. DDOT is responsible for updating the PTASP in partnership with all applicable transportation contractors.

The annual review will include the PTASP and supporting documents (Standard Operating Procedures [SOP], Policies, Manuals, etc.) that are used to fully implement all the processes used to manage safety at DDOT. All changes will be noted, and the Executive Director of Transit will sign and date the title page of the document and provide documentation of approval. As processes are changed to fully implement SMS or new processes are developed, DDOT will track those changes for use in the annual review.

The implementation of SMS is an ongoing and iterative process, and, as such, this PTASP is a working document. Therefore, a clear record of changes and adjustments is kept in the PTASP for the benefit of safety plan performance management and to comply with Federal statutes.

DDOT will hold staff meetings to review Agency Operations from February 1 to March 30. Management, key personnel, and the CSO will review SMS documentation from March 1 to April 30. DDOT will hold a staff meeting to review previous targets and set or continue targets from April 1 to May 30. The Accountable Executive, CSO, and key staff will report targets to NTD and the MPO from June 1 to June 30. DDOT will hold a staff meeting to discuss any necessary adjustments to the PTASP from July 1 to August 30. From August 30 to September 30, the Executive Director of Transit will review changes and sign and date the document. The document will be submitted for approval and adoption. Instruction-Led Training will be provided to all employees informing them of any changes.

<b>Task</b>	<b>Responsibility</b>	<b>Target Date</b>
Send out draft copy to division leads for review and redlines	CSO	December 1
Receive feedback from division leads	Leads	December 30
Determine if PTASP requires revision based on internal review comments	CSO	December 30
Incorporate feedback, if necessary	CSO	January 30
Upon document signature, transmit copies of document to division leads	CSO	Upon document signature

## **2 SAFETY MANAGEMENT POLICY (SMS Pillar 1)**

### **2.1 Safety Management Policy**

DDOT recognizes management of safety as a core agency function and is dedicated to planning, designing, constructing, operating, and maintaining transportation systems that optimize the safety of passengers, employees, consultants, contractors, emergency responders, and the public.

Accountability for safety begins with the Accountable Executive and permeates all levels of employees. The following safety objectives reflect the agencies' overarching safety goals and demonstrate commitment to establishing, implementing, and continually improving the SMS:

- Integrate safety management into the primary responsibilities of all employees, to include union and non-union;
- Support safety management through the allocation of resources and promotion of a safety culture that facilitates safe practices and effective employee safety reporting and communication;
- Define roles and responsibilities for all employees that contribute to safety performance and SMS;
- Implement risk-based hazard management consistent with risk acceptance levels;
- Operate an employee safety reporting program that ensures no action will be taken against any employee who discloses a safety concern unless disclosure indicates beyond reasonable doubt an illegal act, gross negligence, or a deliberate disregard of regulations or procedures;
- Comply with or exceed legislative and regulatory requirements and industry standards;
- Ensure systems and services that support operations meet or exceed agency safety standards;
- Provide safety information and training to ensure all employees are competent in safety management for tasks allocated to them;
- Establish and measure safety performance against data-driven safety performance targets; and
- Continually improve safety performance and implementation of SMS.

By applying SMS as outlined above and detailed in this PTASP, DDOT is committed to making safety the top priority of all operations.

### **2.2 Safety Accountability & Responsibilities**

Identified positions have specific responsibilities under SMS. Table 3 identifies individuals within DDOT who have safety responsibilities.

**Table 3. Safety Accountabilities and Responsibilities**

Roles & Responsibility	Executive Director of Transit and SMS Accountable Executive	Chief Safety Officer (CSO)	Regulatory and Compliance Manager	Deputy Director of Operations	Deputy Director of Vehicle Maintenance	Assistant Deputy Director of Operations	Superintendent for Training	Data and Reporting Manager	Marketing Manager	City Law Department	Senior Service Guards	Department Division Heads
Safety Management Policy (Includes Annual PTASP updates)	A	P	O									R
Safety Risk Management (Hazard ID/Mitigation)	A	P	O								S	R
Safety Assurance (Audits/Inspections)	A	P	O	S	S							
Safety Promotion (Communication/Training)	A	P	O	S	S	S	P		P			
Hazard Identification & Safety Risk Assessment		P								S	S	R
Safety Reporting & Follow-up	A	P	O									
Safety Performance Targets & Measurement	A	S	O					P				
Accident Investigation		P		S							S	

Key: A = Approval, O = Oversight, P = Primary role, S = Secondary role/Support, R = Review/Comment.

### 2.2.1 Accountable Executive

The Accountable Executive is a single, identifiable person who has ultimate responsibility and accountability for implementing and maintaining the SMS and PTASP. This is the same person responsible for carrying out the Transit Asset Management (TAM) Plan. The Accountable Executive has control or direction over the human and capital resources needed to develop and maintain the

PTASP and the TAM Plan. The Accountable Executive is also responsible for ensuring action istaken, as necessary, to address substandard performance in the SMS. This individual is the primary decision-maker who is ultimately responsible for both safety and the TAM.

### 2.2.2 Chief Safety Officer

The Chief Safety Officer has the authority and responsibility for day-to-day implementation and operation of the SMS and must have a direct line of reporting to their Accountable Executive. DDOT’s Chief Safety Officer has a direct line of reporting to DDOT’s Accountable Executive.

### 2.2.3 All Employees

All DDOT employees, including agency leadership, executive management, and key staff with safety accountabilities and responsibilities (Table 3), are responsible for safety. Each employee is required to work safely, correct unsafe behavior, identify, and report safety hazards, and abstain from performing any task that the person feels could injure themselves or others.

#### Safety Management System Accountable Executive

C. Mikel Oglesby  
*Executive Director of Transit*

#### Safety Management System Chief Safety Officer

Richard W. Czeck  
*Chief Safety Officer*

#### Who is responsible for safety at DDOT?

All DDOT employees (to include union management) are responsible for safety

In addition to the Accountable Executive and Chief Safety Officer, DDOT has identified those with authority and responsibility for day-to-day implementation and operation of the agency's SMS (Table 3).

#### 2.2.4 Joint Safety Committee

DDOT's Joint Safety Committee is convened by the Safety Department and Chaired the CSO. The Safety Committee include key staff with safety accountabilities and responsibilities (Table 3) and union representation. The DDOT Joint Safety Committee serve as the basic forum to review safety issues and hazards, safety inspection reports, accident investigations and corrective actions. Safety Committee Representatives communicate safety concerns from their work areas to the Safety Committee, and report back to their colleagues. The Safety Committee meet monthly to support the SMS by identifying safety issues and hazards, tracking and monitoring hazards and mitigation, addressing safety issues assigned to it by the agency's leadership, communicating safety issues and hazards to all employees and elevating safety issues as warranted to the executive team.

The CSO distributes meeting agendas prior to each meeting. Regular agenda items include, but are not limited to:

- Status of action items from previous meeting and person responsible for action item
- Facilities issues
- Discussion of accidents and incidents
- Review of safety issues reported through the employee safety reporting system
  - all major accidents/incidents, hazards, and internal safety issues are reviewed and resolved
  - unacceptable hazardous conditions to DDOT executive management as soon as possible
- Develop corrective actions that result from accident/incident investigations, hazard analyses, and safety reviews and audits, and tracking corrective actions through fruition to ensure all identified deficiencies are adequately eliminated or mitigated
- Ensure recommendations are followed upon and corrected
- Review, approve, or recommend changes to DDOT safety rules and procedures established to implement the requirements and programs defined in the PTASP
- Safety Key Performance Indicators to include Preventable Collision Rate, Injury Rate, and data related to Operator Assaults.
- Other safety concerns

Action items from current meeting, plan for addressing action item and person responsible for action item. The CSO will distribute meeting notes via email to committee members and the executive team.

Further information on this committee can be found in the DDOT Executive Safety Committee Charter.

#### 2.2.4.1 Garage Safety Committees

The primary objective of the local Garage Safety Committee is to provide support to enhance DDOTs Public Transportation Agency Safety Plan (PTASP). In addition to this primary mission, the Garage Safety Committees encourage employees to participate in the safety process for the betterment of all concerned.

The Garage Safety Committees will be comprised of DDOT employees, at a minimum.

- A DDOT Safety employee
- Garage Operations Superintendent
- Union Safety representatives assigned to each respective garage
- The garage Vehicle Maintenance Manager

#### 2.2.4.2 Preventable Review Committee

The primary objective of the Detroit Department of Transportation (DDOT) Preventable Review Committee (PRC) is to provide support to enhance DDOTs Public Transportation Agency Safety Plan (PTASP). In addition to this primary mission, the employees, and its service providers to participate in the safety process for the betterment of all concerned.

The PRC will be comprised of DDOT employees and service providers as follows:

- Chief Safety Officer (Chair)
- Safety Manager (Co-Chair)
- A rotating DDOT Bus Training employee
- A rotating DDOT Operations Management team member
- A rotating STSI (union) employee

Further information on this committee can be found in the DDOT Preventable Review Committee Charter.

### 2.3 Employee Safety Reporting

DDOT supports the safety management system through the allocation of resources and promotion of a safety culture that facilitates safe practices and effective employee safety reporting and communication. DDOT operates an employee safety reporting program that ensures no action will be taken against any employee who discloses a safety concern unless disclosure indicates beyond reasonable doubt an illegal act, gross negligence, or a deliberate disregard of regulations or procedures. DDOT utilizes a software system to include the ability of

employees to report safety hazards. All employees will be able to access to an electronic form in the software system to identify hazards. The Chief Safety Officer manages the process for tracking hazards that are identified through the employee safety reporting system Risks and Hazards can also be reported by name or anonymously via the Safety Hotline at (313)833-9829. The hotline is checked daily Monday-Friday. Hazards can also be reported via a paper form that can be submitted to the DDOT Safety Department. Additionally, if immediately dangerous to life and health, any employee can directly call the CSO or any DDOT Safety Staff or visit DDOT Safety workspace.

DDOT will ensure that all employees are encouraged to report safety conditions directly to senior management or their direct supervisor for elevation to senior management.

## 2.4 Integration with Public Safety and Emergency Management

DDOT is supported by full-time service guards for buildings and facilities; these service guards ultimately report to CSO, but their most direct supervisors are the Senior Service Guards and the DDOT Safety Manager. Detroit Transit Police are dedicated to DDOT through a memorandum of agreement with the Detroit People Mover (Detroit Transportation Corporation) to respond to public safety incidents that occur on DDOT's bus operations. They are notified of events through dispatch and respond as needed to support DDOT operations. Detroit Transit Police officers have access to video from on-board cameras. The Detroit Police Department can access the videos via request to DDOT.

DDOT is a department operating within the City of Detroit governmental framework. Therefore, the agency is part of and follows the City's Emergency Operations Plan. DDOT has internal Emergency Response Plans for 100 Mack Ave, 1301 E. Warren (to include the rear Maintenance and Materials areas), Shoemaker Garage, Gilbert Garage, and Rosa Parks Transit Facility. The Plans include information related to tornado response, fire safety, emergency responsibilities of employees, rally points, and other useful information.

## 2.5 Safety Performance Targets

DDOT has established targets that represent a quantifiable, measurable safety performance or condition. DDOT's Accountable Executive and City Council will regularly monitor the performance of its system to ensure the agency is meeting targets and improving safety outcomes. DDOT's CSO will provide data on achievement of performance targets monthly. At least annually, no later than December 31 each calendar year, when reviewing and updating the PTASP, DDOT will evaluate their safety performance to determine whether they should change their safety performance targets. Safety performance targets are categorized below by safety performance measures:

- Performance Measure – Fatalities: Total number of reportable<sup>2</sup> fatalities and rate per total unlinked passenger trips, by mode.
- Performance Measure – Injuries: Total number of reportable injuries and rate per total unlinked passenger trips, by mode.
- Performance Measure – Safety Events: Total number of reportable events and rate per total vehicle miles, by mode.
- Performance Measure – System Reliability: Mean distance between failures, by mode.

DDOT's safety performance targets, for DDOT's fixed-route service and demand response service, are documented in Table 4 and Table 5, respectively.

DDOT will provide the safety performance targets to and coordinate with the Southeast Michigan Council of Governments (SEMCOG), as applicable, to aid in the planning process. To the extent practicable, DDOT will coordinate with the State and MPOs in the selection of State and MPO safety performance targets.

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<sup>2</sup> The thresholds for "reportable" fatalities, injuries, and events are defined in the National Transit Database Safety and Security Reporting Manual, available at <https://www.transit.dot.gov/ntd/2019-ntd-safety-and-security-policy-manual>.

**Table 4. Safety Performance Targets – Fixed Route**

Year	Annual Vehicle Revenue Miles* (VRM)	Number of Fatalities	Rate of Fatalities Per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100K VRM	Preventable Collision Rate Per 100K VRM	Recordable Injury Rate Per 200K Hours Worked	Total Major Mechanical Failures	Miles Between Major Mechanical Failures (System Reliability)
2021	11,000,351	1	0.01	107	0.93	71	0.62	1.34	9.30	984	11,179
2022		0	0	102	0.88	68	0.59	1.27	8.84		
2023		0	0	97	0.84	64	0.56	1.21	8.39		
2024		0	0	92	0.79	61	0.53	1.15	7.97		
2025		0	0	87	0.75	58	0.50	1.09	7.57		

**Table 5. Safety Performance Targets – Demand Response**

Year	Annual Vehicle Revenue Miles* (VRM)	Number of Fatalities	Rate of Fatalities Per 100K VRM	Number of Injuries	Rate of Injuries Per 100K VRM	Number of Safety Events	Rate of Safety Events Per 100K VRM	Total Major Mechanical Failures	Miles Between Major Mechanical Failures (System Reliability)
2021	2,176,481	0	0.00	1	0.04	12	0.45	11	197,862
2022		0	0.00	1	0.04	11.4	0.42		
2023		0	0.00	0.9	0.03	10.8	0.40		
2024		0	0.00	0.9	0.03	10.3	0.38		
2025		0	0.00	0.8	0.03	9.8	0.36		

Additionally, DDOT has published an RFP for a risk reduction, artificial intelligence technology for operators to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the national transit database (NTD). Risk reduction program targets will be set using a three-year rolling average of the submissions to NTD.

## 2.6 SMS Documentation & Records

At all times, DDOT will maintain documents related to the implementation of its SMS and resulting from SMS processes and activities. DDOT will maintain documents that are included in whole, or by reference, that describe the programs, policies, and procedures that it uses to carry out its PTASP. These documents will be made available upon request by the FTA or other federal entity. DDOT will maintain these documents for a minimum of three years after they are created. These documents include:

- Safety Bulletins
- Safety SOPs
- Security SOPs
- Safety Administrative Procedures
- Safety Policies
- Joint Safety Committee Charter
- Preventable Review Committee and Accident Review Board Charter
- Safety Administrative Procedures
- *DDOT Safety Rule Book*
- Joint Safety Committee and local Garage Safety Committee slide decks and agendas
- Safety Incident/Accident/Injury Investigative Reports
- SMARTLOG that contains all open and closed Corrective Actions Plans for each year.
- SMARTSHEET log of all employee-submitted hazards and risks
- *Quarterly DDOT Safety Report* (provided to City Legal, DDOT Executive management, City Risk Management, and unions)
- *Non-Punitive Hazard Reporting Policy*

### 3 SAFETY RISK MANAGEMENT

Safety Risk Management (SRM) includes the activities that a public transportation agency or contractor undertakes to control the probability or severity of the potential consequence of hazards. Major SRM sub-components include Hazard Identification and Analysis and Safety Risk Evaluation and Mitigation. The six basic steps of SRM that DDOT follows are described below.

1. Define the System or Asset
  - Define the physical and functional characteristics and understand and evaluate the people, procedures, facilities, equipment, and environment.
2. Identify Hazards
  - Identify hazards and incidents or undesired events
  - Determine the causes of hazards
3. Assess Hazards
  - Determine probability
  - Determine the severity without controls
  - Decide to accept risk or eliminate/control
4. Resolve or Mitigate the Hazards
  - Assume risk, or
  - Implement corrective action
    - Eliminate
    - Control
5. Reassess Hazard
  - Assess mitigation or control for effectiveness
  - Apply additional mitigation or controls if risk is not within acceptable levels
6. Follow-up
  - Monitor for effectiveness
  - Monitor for unexpected hazards

#### 3.1 Define the System or Asset

The first step in a hazard analysis is defining the systems and sub-systems subject to hazards, followed by identifying specific physical and procedural hazards related to the identified systems and subsystems.

The Detroit Department of Transportation (DDOT) is the largest public transit provider in Michigan and serves the City of Detroit, surrounding suburbs, and neighboring cities, including Highland Park and Hamtramck. DDOT prides itself on providing reliable, clean, safe, and efficient service to an average of 31,000 rides daily, based on 2022 data. DDOT's total service area is 144 square miles

on a hub and spoke system. DDOT directly operates 292 buses over 37 routes, with 24-hour service on 9 routes. The fleet is comprised of approximately 95 percent 40-foot buses, with the remainder being 60-foot buses. DDOT's Main Office, at 100 Mack Avenue, Detroit, MI 48201, houses administrative offices. Two bus operating facilities, Shoemaker, and Gilbert, serve as bus terminal operations and daily bus maintenance. A third bus operating facility, Coolidge, is currently inactive; however, it is in the rebuild design phase. Heavy Maintenance, Plant Maintenance, and Materials Management reside at 1301 E. Warren Ave. DDOT maintains the daily operation of the Rosa Parks Transit Center, which is a passenger facility servicing over 5,000 customers a day prior to the COVID-19 pandemic. DDOT is currently building a new State Fair Transit Center at the prior Michigan State Fairgrounds to replace the current State Fair Transit Center. DDOT's 2022 budget includes 978 full-time equivalent employees, of which 547 are operators, 100 are mechanics and 331 are administrative.

In addition to operating fixed-route bus service as described above, DDOT also contracts its on-demand paratransit service to provide wheelchair accessible vehicles. DDOT's contracted paratransit services provide 74 vehicles and a call center for scheduling and dispatching rides. DDOT intended to bring Paratransit in-house beginning January 1, 2023.

This PTASP applies to both fixed-route and demand response modes operated by the Detroit Department of Transportation and its paratransit contractor.

### 3.2 Safety Hazard Identification

A safety hazard is:

- Any real or potential condition that can cause personal injury or death or damage to or loss of equipment or property,
- A condition that may be a prerequisite to an accident, or
- Is a situation that has the potential to do harm.

Hazards are identified through a variety of sources, including those listed below. In addition, SMS enables every employee to identify hazards through a non-punitive employee safety and hazard reporting. Additionally, Safety Promotion efforts also help identify hazards, as described further in Section 5.

- FTA's Hazard Analysis Guideline for Transit Projects (January 2000)
- Accident/incident data and experience
- Accident/incident data from other bus systems with similar characteristics
- Hazard scenarios
- Applicable industry standards
- Field assessments and surveys
- Project-specific design data and drawings, reviews, testing, and start-up activities

The following tools and techniques may be used for hazard identification and analysis:

- Preliminary Hazard Analysis (PHA)
- Operational Hazard Assessment (OHA)
- Accident/Incident Analysis
- Job Hazard Analysis (JHA)

### 3.2.1 Infectious Disease

DDOT will take the necessary steps to safeguard employees' health and well-being during widespread outbreaks of infectious bacterial or viral diseases, while ensuring DDOT's ability to maintain essential operations and provide necessary services to customers.

According to the federal Centers for Disease Control (CDC), emerging infectious diseases are new infections resulting from changes or evolution of existing organisms, known infections spreading to new geographic areas or populations, previously unrecognized infections appearing in areas undergoing ecologic transformation, old infections that are reemerging because of antimicrobial resistance in known agents, or breakdowns in public health measures. These include influenza, staph infections, and Coronavirus.

DDOT takes several steps to minimize, to the extent practicable, exposure to infectious diseases at the workplace. As appropriate, DDOT recommends measures that employees can take to protect themselves outside the workplace and encourages employees to discuss their specific needs with a physician or other appropriate health or wellness professional.

DDOT expects employees who contract an infectious disease or are exposed to infected family members or other persons to stay home and seek medical attention if needed. DDOT also expects these employees to notify DDOT as soon as possible of their exposure or illness.

DDOT approves the installation or use, wherever possible, of improved equipment or cleaning methods to guard against the spread of infection at the workplace.

DDOT-provided training will address issues such as the availability of vaccines; symptoms, treatment, and appropriate medical care; steps to take if exposure is suspected; proper use of DDOT-provided personal protection equipment; and proper hygiene in the workplace and at home.

DDOT will follow the appropriate CDC, Transportation Safety Administration, and FTA guidance and directives for any new infectious diseases.

DDOT shares office space (same building) as the City of Detroit Health Department and frequently communicates with Health on best paths forward regarding health and infectious disease matters. Further information can be found by contacting the Detroit Health Department at 313-230-0505.

### 3.3 Safety Risk Assessment

After identifying system-specific hazards, SRM assesses safety risk by first identifying the potential to do harm in the system and then analyzing options to mitigate the hazard to an acceptable level. The process seeks to identify and define as many hazardous conditions as possible and initiate the safety risk mitigation process before those conditions or associated activities cause an accident.

The methodology for analyzing safety risk has two elements: evaluating hazard severity and evaluating hazard probability. The US Department of Defense’s Standard Practice for System Safety, MIL-STD-882E, establishes system safety criteria guidelines for determining hazard severity and probability. This PTASP adapts the MIL-STD-882E Risk Assessment and Hazard RiskIndex matrixes to the transit environment for use in DDOT’s safety risk assessment process.

#### 3.3.1 Hazard Severity

Hazards are rated in terms of their effect on transit customers, employees, the public, and the operating system. Hazard severity is a subjective measure of the worst credible case consequence that results from design inadequacies, component failure or malfunction, human error, environmental conditions, operating or maintenance practice, and/or procedure deficiencies. The hazard severity definitions are shown in Table 6. The categorization of hazards is consistent with risk-based criteria for severity and reflects the principle that not all hazards pose an equal amount of risk.

**Table 6. Hazard Severity Definitions**

SEVERITY	CHARACTERISTICS			
	People	Equipment/Services	Financial	Reputational
<b>Catastrophic</b>	Several deaths and/or numerous severe injuries <i>(per event)</i>	Total loss of equipment or system interruption, requiring months to repair	Estimated loss from the incident in excess of \$500,000	Ongoing media coverage, irreparable reputational damage, government intervention <i>(weeks to months)</i>
<b>Critical</b>	Low number of deaths and/or serious injury* <i>(per event)</i>	Significant loss of equipment or system interruption, requiring weeks to repair	Estimated loss from the incident in excess of \$100,000-\$499,999	Prolonged media campaign, serious reputational damage, sustained government involvement <i>(days to weeks)</i>
<b>Moderate</b>	Minor injury and possible serious injury <i>(per event)</i>	Some loss of equipment or system interruption, requiring seven or less days to repair	Estimated loss from the incident in excess of \$10,000-\$99,999	Adverse media coverage, reputational damage, government involvement
<b>Minor</b>	Possible minor injury <i>(per event)</i>	Some loss of equipment, no system interruption, less than 24 hours to repair	Estimated loss from the incident in excess of \$1,000-\$9,999	Local media coverage and some reputational damage
<b>Insignificant</b>	No injury	Minor damage to equipment no system interruption, no immediate repair necessary	Estimated loss from the incident is likely less than \$1,000	No adverse media coverage or reputational damage

\*Per 49 CFR 673, serious injury: 1) Requires hospitalization for more than 48 hours, commencing within seven days from the date of the injury was received; 2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); 3) Causes severe hemorrhages, nerve, muscle, or tendon damage; 4) Involves any internal organ; or 5) Involves second or third-degree burns, or any burns affecting more than five percent of the body surface.

### 3.3.2 Hazard Probability

The probability that a hazard will occur during the planned life expectancy of the system element, sub-system or component is described qualitatively, in potential occurrences per unit of time, events, population, items, or activity. A qualitative hazard probability is derived from research, analysis, evaluation of safety data from the operating experience of the agency or historical safety data from similar bus systems, and from expert opinion. Table 7 summarizes the hazard probability categories.

**Table 7. Hazard Probability Categories**

Probability Level	Specific Individual Item	Fleet or Inventory	Frequency
<b>Frequent A</b>	Likely to occur frequently in the life of an item	Continuously experienced	> 1 event / month
<b>Probable B</b>	Will occur often in the life of an item	Will occur frequently in the system	> 1 event / year
<b>Occasional C</b>	Likely to occur sometime in the life of an item	Will occur several times	>1 event / 10 year
<b>Remote D</b>	Unlikely, but possible to occur in the life of an item	Unlikely, but can be expected to occur	> 1 event / 20 years
<b>Improbable E</b>	So unlikely, it can be assumed occurrence may not be expected	Unlikely to occur, but possible	< 1 event during 30 years

### 3.3.3 Risk Analysis

Together, hazard severity and probability measure a hazard’s magnitude and priority for applying the control measures. Hazards are then examined, qualified, addressed, and resolved based on the severity of a potential outcome and the likelihood that such an outcome will occur. The value derived by considering a hazard’s severity and probability is the Hazard Risk Index. The resulting risk index is a measure of the acceptability or undesirability of the hazard and is applied to the Risk Assessment Index.

Assignment of a Hazard Risk Index enables DDOT management to properly understand the amount of risk involved by accepting the hazard relative to what it would cost (schedule, dollars, operations) to reduce the hazard to an acceptable level.

Table 8 identifies the Hazard Risk Index, based upon hazard severity and probability, and outlines the criteria for further action and decision authority based on each index category. The Hazard Risk Index is used to assist the decision-making process in determining whether a safety risk should be eliminated, controlled, or accepted. This helps prioritize hazardous conditions and focus available resources on the most serious hazards requiring resolution while effectively managing available resources.

For example, if the potential for an accident/incident reveals a Category 1 (catastrophic) occurrence with a Level A (frequent) probability, the assessed level of risk is unacceptable, and the system safety effort is directed toward eliminating the hazard or at the very least to implementing redundant hazard control measures. A Category 1 (catastrophic) or Category 2 (critical) safety risk may be tolerable if it can be demonstrated that its occurrence is highly improbable. This approach provides a basis for logical management decision-making that considers the hazard’s severity and probability.

**Table 8. Hazard Risk Index**

HAZARD RISK INDICES					
Frequency Or Probability	Severity Category				
	1 Catastrophic	2 Critical	3 Moderate	4 Minor	5 Insignificant
(A) Frequent	1A	2A	3A	4A	5A
(B) Probable	1B	2B	3B	4B	5B
(C) Occasional	1C	2C	3C	4C	5C
(D) Remote	1D	2D	3D	4D	5D
(E) Improbable	1E	2E	3E	4E	5E

**LEGEND**

-  **Unacceptable** - Cannot be accepted as is, must be mitigated
-  **Undesirable** - Acceptable with Executive-level signoff
-  **Acceptable w/ Review** - Acceptable Operational-level signoff
-  **Acceptable** - Can be accepted as is

### 3.4 Safety Risk Mitigation – Resolve or Mitigate the Hazards

As safety risks are identified, whether through a formal risk assessment or informally such as through employee reporting mechanisms, hazards can be resolved by deciding to either assume the risk associated with the hazard or to eliminate or control the risk. Mitigation to bring a hazard to an acceptable level of risk is applied in the following order of precedence, listed from most effective at the top of the list to least effective mitigations at the bottom:

- Avoidance
- Elimination
- Substitution
- Engineering Controls
- Warnings
- Administrative Controls such as Operations and Maintenance Procedures
- Personal Protective Equipment and Guards

Once mitigations are agreed upon for identified hazards, DDOT’s safety committee, under leadership of the CSO, will track mitigations through the safety verification process to ensure all concerns raised have been addressed and mitigated properly. The safety committee and CSO will use the hazard tracking software for the hazard tracking and safety verification process. This program will allow for updating if changes occur that impact the findings of the safety

analysis. DDOT's safety committee, under the leadership of the CSO, will document and track hazards from analysis through implementation.

### 3.5 Reassess the Hazard

After applying mitigations or controls to reduce the risk of the identified hazard, DDOT will review the risk presented by the hazard to confirm the reduction of risk is appropriate and meets the risk criteria and DDOT's risk tolerance. If the risk has not been appropriately reduced, DDOT will identify and apply additional mitigations.

### 3.6 Follow-up

DDOT will review the hazards being tracked through this process to confirm that the mitigations applied continue to be effective over time and to check if additional hazards have been created by the mitigations. Mitigation effectiveness can be impacted due to program or outside changes, requiring vigilance to maintain risk at the reduced level. If the mitigations are determined ineffective or less effective than necessary, DDOT will repeat the hazard management process to review the changed circumstances and revise the mitigations.

### 3.7 Corrective Action Plans

If a hazard requires action to be taken, it will be formalized as a Corrective Action Plan (CAP). The CAP is a plan to correct a deficiency that has an action, a person assigned to complete the action as well as a due date. DDOT Safety also maintains a "SMARTLOG", which is a database that contains all CAPs. CAPs will be reviewed by the Executive Safety Committee.

## 4 SAFETY ASSURANCE

Safety assurance includes safety reviews, evaluations, audits, and inspections, as well as data tracking and analysis and investigations. Safety assurance encompasses the processes within the DDOT's SMS that ensures the implementation and effectiveness of SRM and ensures that DDOT meets or exceeds its safety objectives through the collection, analysis, and assessment of information. DDOT will conduct an annual review of the effectiveness of its safety risk mitigations through its safety assurance and safety verification efforts and report the results of the review to the Accountable Executive.

### 4.1 Safety Performance Monitoring and Measurement

SMS generates data and information that senior management need to evaluate whether implemented safety risk mitigations are appropriate and effective, and how well an agency's safety performance fits with their established safety objectives and safety performance targets. DDOT's contracted paratransit provider will be required to provide safety performance data monthly, at a minimum, to support DDOT's achievement of its performance targets. Safety performance monitoring will occur through routine monitoring of operations and maintenance activities. It also includes risk monitoring to track implementation and success of mitigations and controls put in place to manage risk.

DDOT will audit and evaluate safety in compliance with this PTASP and SMS. The audit process will include the following activities:

- Monitor compliance and sufficiency of procedures for operations and maintenance
- Monitor operations to identify ineffective, inappropriate, or unimplemented safety risk mitigations
- Conduct investigations of safety events, accidents, and incidents to identify causal factors to improve the safety culture. These investigations will be a joint effort between safety and other disciplines, as need, to provide for a robust investigation.
- Monitor information from safety reporting systems, including the employee safety reporting system
- Document audit outcomes
- Collect and track safety data

Additionally, DDOT will communicate to all staff the outcomes and lessons learned to improve the safety performance of the agency.

### 4.2 Management of Change

DDOT will evaluate safety when significant change occurs within the organization. These changes are evaluated during DDOT's executive team meetings, and may include but are not limited to:

- New contractor providing service or substantive amendment to contract provisions
- New buses brought into fleet
- New or changed routes
- Other changes that might have a safety impact

If the change has a safety impact, DDOT's CSO will be responsible to initiate the process to evaluate the risk associated with the change, and document and treat the risk. If the change does not have a safety impact, no further steps will be taken, but the analysis shall be documented.

#### 4.3 Continuous Improvement

DDOT will evaluate its SMS program annually to identify areas of improvement. Evaluation of DDOT's SMS program is necessary to ensure that it effectively and efficiently allows the agency to meet safety objectives and performance targets. DDOT will use the data and information gathered while conducting safety performance monitoring to address any identified weaknesses in DDOT's organizational structures, processes, and resources in a timely manner.

An integral part of Continuous Improvement is the yearly DDOT Safety Culture Survey, available to all DDOT employees, to include union and non-union. Participation is vital across all levels of DDOT to understand the safety culture and safety attitudes of DDOT employees. The annual survey is anonymous and conducted by the DDOT Safety Department.

## 5 SAFETY PROMOTION

This plan enables DDOT to utilize safety promotion to communicate and disseminate safety information to strengthen DDOT's safety culture. Safety promotion includes safety lessons learned, reporting systems, recommendations based on safety metrics, and safety training. The goal is to foster a positive safety culture where employees receive ongoing training and updates of safety progress; feel comfortable reporting safety issues or concerns; and understand why safety is important and how they impact safety.

### 5.1 Safety Communication & Culture

DDOT will communicate the safety management policy, objectives, and safety performance information throughout the organization. DDOT will communicate information on hazards and safety risks relevant to employees' roles and responsibilities and inform employees of safety actions taken in response to reports submitted through the employee safety reporting program.

DDOT will review lessons learned from incidents, accidents and reported hazards and provide feedback to employees regarding findings. This communication is an important step in letting employees know that they are important to the organization.

Methods of communication include but are not limited to:

- New Employee Orientation
- Driver's Training
- Internal Marketing Strategies
- Instructor-Led Training
- Safety Meetings
- Safety Bulletins
- Staff Meetings
- Department bulletin boards
- Employee handbooks
- Safety plans and strategies are communicated throughout the organization to all personnel
- Significant events and investigation outcomes associated with the organization are communicated to all personnel, including contracted organizations where appropriate.

In addition, DDOT will review current communications strategies and determine any additional methods that may be needed.

## 5.2 Competencies & Training

DDOT has a comprehensive safety training program incorporating SMS principles into training materials for all employees and contractors directly responsible for safety in the public transportation system. The training program will include annual SMS training and will include refresher training, as necessary. DDOT will include safety training as part of new-hire training and specific job safety training. DDOT will document and track training and competencies of all staff. Safety training either given by DDOT or required by DDOT to be offered by the agency's contract paratransit provider are listed below.

- Courses that DDOT offers to employees, operators (TAPTCO training), and mechanics:
  - New Transit Operator training
  - Operator refresher training
  - Accident prevention training
  - Distracted driving training
- Courses that DDOT requires its contracted paratransit provider to offer:
  - Community Transportation Association of America (CTAA) training
  - CTAA refresher training
  - CTAA Accident prevention module
  - CTAA Distracted driving training
  - Passenger Safety and Sensitivity (PASS) training

When contracting for services that have a safety component and/or may impact safety or assessed risk, procurement language and specification requirements will be included, as applicable. Contractors to DDOT will demonstrate job-appropriate competencies and training that meet or exceed the requirements of the agency. The DDOT CSO, or designee, will audit its contracted paratransit provider's compliance with the training requirements on annual basis. Contract documentation between DDOT and its contracted paratransit provider will be modified to address DDOT's PTASP requirements.

## Appendix A: Supporting Documents by Reference in PTASP

- Safety Bulletins: DDOT Safety is authorized to distribute Bulletins that will eliminate or reduce the risk to DDOT personnel, DDOT property, and traveling public due to matters that affect life, limb, eyesight, and protection of property, or to adjust procedures that are deemed no longer to be effective.
- Safety SOPs: Documents detailing the steps to take regarding various activities.
- Security SOPs; Documents detailing steps to take regarding various activities related to ensure a secure working environment.
- Safety Administrative Procedures: Documents detailing certain Safety processes.
- Safety Policies: Documents that detail what is acceptable work behavior.
- *Joint Safety Committee Charter*: Document that details the actions and duties of the Joint Safety Committee.
- *Preventable Review Committee and Accident Review Board Charter*: Document that details actions and duties of both entities.
- *DDOT Safety Rule Book*: Document that contains relevant DDOT safety rules.
- Joint Safety Committee and local Garage Safety Committee slide decks and agendas: Materials; produced for Safety meetings.
- Safety Incident/Accident/Injury Investigative Reports: Root-caused analysis investigations.
- SMARTLOG that contains all open and closed Corrective Actions Plans for each year: Tracking database to ensure safety hazards/risk are addressed by appropriate parties in a timely manner.
- SMARTSHEET log of all employee-submitted hazards and risks: employee-provided hazards and risks.
- *Quarterly DDOT Safety Report* (provided to City Legal, DDOT Executive management, City Risk Management, and unions): Report provided to appropriate parties detailing DDOT Safety Culture for a given time.
- *Non-Punitive Hazard Reporting Policy*: Document to deter retaliation related to safety matters.



## CITY CLERK INTAKE UNIT ITEM SUBMISSION

DEPARTMENT: Transportation  
FILE NUMBER: Transportation-0008

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**RE:**  
Submitting report relative to Public Transportation Agency Safety Plan:

**SUMMARY:**  
This is DDOT's updated Public Transportation Agency Safety Plan. This is an annual plan when changes are made. We are required to send this update to Federal Transit Admin (FTA)

**RECOMMENDATION:**  
Approval of our updated/revised plan.

**Department Contact:**  
Stephanie Davis  
Executive Asst.



## Resolution

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**Whereas,** The Detroit Department of Transportation (DDOT) seeks to update its Public Transportation Agency Safety Plan (PTASP) to be in line with FTA guidance and the Bipartisan Infrastructure Law (BIL) that will ensure a proactive response to safety culture and ensure there is cooperation between management and labor regarding safety culture.

**Whereas,** DDOT will have a strategy to minimize exposure of the public, personnel, and property to hazards and unsafe conditions, and consistent with guidelines of the Centers for Disease Control and Prevention or a local health authority to minimize exposure to infectious diseases.

**Whereas,** DDOT will have a Joint Safety Committee composed of management and labor representatives of equal amount that identifies and recommends risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through safety risk analysis, identify mitigations or strategies that are ineffective, and identify safety deficiencies for purposes of continuous improvement.

**Whereas,** DDOT will have a risk reduction program for transit operations to improve safety by reducing the number and rates of accident and injuries based on data submitted to the National Transit Database.

**Whereas,** DDOT will have a risk reduction program to reduce the number of vehicular and pedestrian accidents involving buses that includes measure to reduce visibility impairments to bus operators that contribute to accidents, including retrofits to buses in revenue service and specifications for future procurements that reduce visibility impairments.

**Whereas,** DDOT will have a risk reduction program for the mitigation of assaults on transit workers, including the deployment of assault mitigation infrastructure and technology on buses, including barriers to restrict the unwanted entry of individuals and objects into the workstations of bus operators.

**Whereas,** DDOT Joint Safety Committee shall establish performance targets for the risk reduction program using a 3-year rolling average of data submitted to the National Transit Database.

**Whereas,** DDOT will have a comprehensive training program for the operations and maintenance personnel and personnel directly responsible for safety that includes the completion of a safety training program, continuing education and training, and de-escalation training.



**Detroit Department of Transportation**

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**Whereas**, DDOT will have the PTASP provided to City Council for approval annually with this latest version approved by December 31, 2022.

**Resolved**, DDOT will have and embrace a proactive approach to safety culture that includes goals and rates that are specific, measurable, achievable, relevant, and time-bound (SMART goals).

Respectfully submitted,



C. Mikel Oglesby  
Executive Director of Transit  
City of Detroit



City of Detroit  
Detroit City Council  
Council Member Angela Whitfield Calloway  
District 2

## MEMORANDUM

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TO: Tim Slusser, Director, Office of Mobility Innovation  
Corporation Counsel

THRU: Mary Sheffield, Council President

FROM: Council Member Angela Whitfield-Calloway *AWC*

DATE: November 14<sup>th</sup>, 2022

RE: Analysis of Transportation Innovation Zone (TIZ)

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### Transportation Innovation Zone (TIZ) Analysis

**Purpose:** The intent of this memo is to provide analysis of the proposed Transportation Innovation Zone (TIZ) ordinance. It is without a doubt that the established partnership between the city, Governor's office, Michigan Central, and Ford is an amazing opportunity for the City of Detroit to become leaders in research and development in the expanding and emerging mobility market. It is long overdue that Detroit re-establishes itself as a lead innovator in the country and subsequently, the world. Though the proposed TIZ plans to improve our competitiveness in the burgeoning mobility market, from our review, we feel that it lacks real and immediate solutions that will improve accessibility for the average Detroiter. Though the proposed ordinance may be absent of said targeted solutions it is the obligation of this legislature to provide analysis and recommendations for the successful and effective rollout of any program that will impact the citizens of Detroit. Below is a surface level analysis of solutions the TIZ hopes to provide – according to the Office of Mobility Innovation – and what recommendation my office hopes can be taken into consideration in the buildout of this ordinance.

The TIZ – if approved by council – would be a specialized zone in the Corktown neighborhood of Southwest Detroit. The private public partnership would include the Michigan Central station and the new Ford Mobility Campus at its center with supportive auxiliary participation from Office of Mobility Innovation and host of administrative departments. The purpose of the TIZ



City of Detroit

Detroit City Council

Council Member Angela Whitfield Calloway

District 2

would be to “create a regulatory sandbox” for the advancement of new mobility technologies. Within the proposed TIZ – if approved – would give the Office of Mobility Innovation special permitting privileges to expedite and approve permits for companies who would use the TIZ as an incubator to develop their mobility solutions. The OMI’s hope is that this would spur economic opportunity and growth and would catapult the city of Detroit to the forefront of mobility innovation.

MobilityLab describes mobility as a means to access. “Getting to places necessary for living a healthy life – your job, school, doctor’s offices, community centers, parks – is possible.”

Scott Bauman at the International Parking and Mobility Institute describes mobility as “...providing alternative transportation and environmentally friendly solutions and methods to the general public in an effort to help shift individual (single occupancy) vehicle driving behavior. Also, it’s providing the public with the policies, education, and networks necessary to encourage and promote the adoption of new/alternate modes of travel.”

### *Analysis:*

1. What are we hoping to solve?
  - a. According to the OMI - Accessibility, Efficiency, and Economic Development within the TIZ.
  - b. Here’s an analysis or breakdown of each of these three points:
    - i. **Accessibility:** Ideally the TIZ will have the space to provide a level of accessibility by improving already existing options and or providing a level of new options that would be effectively supplemental to the former. In doing so, the City of Detroit - which unfortunately ranks amongst the worst in public transportation accessibility and ridership – could immediately provide an expanded level of service to its residents.

The current language of TIZ excludes any language that explicitly speaks to the compounding issue of ridership and accessibility as it relates to improvement and expansion of existing public transport infrastructure.



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Secondly, we must be careful in the selling point of providing autonomous vehicles / electric vehicles to make up for accessibility pitfalls. This concept has unfortunately failed in cities with both greater capacity and infrastructure than our own. It is unwise to present this misrepresentation to the public as a scalable and viable solution. Reason being autonomous vehicle design and the technology is still in its infancy. AV tech, according to experts within the AV space, will not be truly scalable for the next 10 years. Therefore, if the intent of the TIZ is to serve and make more multi-modal transport more accessible to public, residents must be prepared to wait within a 10yr incubator phase until AV and the like tech can be deployed safely.

Thirdly, According to American Public Transportation Association:  
(4) ***To sustain growth industries, needs for supporting infrastructure must be addressed.*** The viability of high growth industry clusters cannot be sustained unless there is supporting infrastructure capacity to meet their future needs. There are limitations to expanding road lanes, related to physical space limitations, practical road system engineering limitations and local impact considerations. ***Many or most of the technology clusters are (or will be) facing a future in which those limitations could present a very real problem. Thus, broader, multi-modal solutions involving public transportation become inevitable.***

In cities like the District of Columbia, their administration, in the creation of their Innovation Zones, made it is central to their plan to improve and expand their current public infrastructure. With the point of meeting the needs of our most vulnerable – seniors and our disabled.

In short, the TIZ can be an effective tool for growth and an even more effective partnership by targeting the pre-existing conditions of transportation infrastructure and improving upon those systems, while also leading the way for emerging research and development within the mobility innovation space.



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- ii. ***Efficiency:*** The City of Detroit continuously ranks amongst the worst in the country for traffic and congestion. According to INRIX, lead firm on transportation and mobility research analytics, Detroiters spend more than 30+ hours in traffic annually which could cost up to \$1,000 a year in cost. Though the deployment of Electric and Autonomous vehicles is better than combustion engines, studies show that that have little environmental impact and will continue to contribute to the issue of traffic and congestion, because cars, no matter the makeup, still take up space on roads. We must avoid the similar archaic urbanist approach that if you build more road it would alleviate traffic– this is called [induced demand](#). In the same vein, we must remove the savior complex from the EV/AV conversation. Efficiency cannot and should not be determined nor defined from an auto-centric point of view – it is incompatible and prioritizes the shortfalls of a restrictive auto industry over the needs of the public. Instead of slipping into the sole temptation of EVs/AVs, our sights should be set on spending more time and resources into improving walking, cycling, public transport, rail, and mixed-use Parking infrastructure. Yet not discounting the harmonious addition of technology that will lessen our carbon footprints.
- iii. ***Economic Development:*** A [Harvard Study](#) in 2015 shows commuting time to work was the factor most closely linked to a family’s ability to escape poverty, more so than other factors like public safety and test scores. Even though the TIZ will provide opportunities in an emerging tech market for select companies, it is hard to imagine that it will provide immediate short term and or long-term solutions for the average residents of Detroit.

As of last year, the City of [Detroit ranked 45<sup>th</sup>](#) out of 50 as the best places to start a business in the country. Economic mobility is tied to multiple variables, including ease of starting a business (how many steps, fees, etc.), and also how much we spend in public transportation. According to a study done by the American Public Transportation, showed that transportation investments yielded a 2 to 1 return while helping generate income for local businesses, its workers, and their neighborhoods. In a city, where more than 30% of residents have no



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access to a car, their livelihoods are inextricably tied to the performance and accessibility of our public transportation.

In lieu of our pursuit of connecting and improving the corridors into our innovation zone there must be equity in opportunity, provided by intentional permitting and contracting within TIZ. The TIZ should be more than an incubator or “sandbox” for a multinational company but should set clear conditional expectations and standards for the advancement of disadvantaged owners/founders/co-founders/ who operate businesses within the mobility and or broader tech space. Detroit is driven by competition.

## **2. Solutions + Recommendations:**

- a. Mandatory Mobility Study for the proposed TIZ Area
  - i. A Mobility Study will give our city and the participating partners a better understanding of how our current transportation network impacts the mobility of all users and will help guide the city and its partners of identification and prioritization of systems goals and improvements, especially as it relates to the proposed TIZ corridor.
- b. Mandatory Transit Accessibility Study
  - i. [District of Columbia AccessDC Study](#)
  - ii. In the DC AccessDC Study, the City focused on identifying strategies to improve the access to seniors and those with disabilities. The study also analyzed what barriers residents faced when travelling throughout the city, while also helping inform them on how to close service gaps for its residents.
- c. Inclusion of Transit Oriented Development (TOD)
  - i. [Transit Oriented Development](#) is the concept of providing compact, mixed-use within walking distance of high-capacity rapid transit. There have been successful TOD projects in Oakland, San Francisco, Boston, New Haven. New projects springing in Austin, Atlanta, and Chicago.

Cc: Gail Fulton, City Council Liaison



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Please contact our office if you have any questions or concerns – Ramses Dukes,  
[ramses.dukes@detroitmi.gov](mailto:ramses.dukes@detroitmi.gov)

**RESOLUTION SETTING HEARINGS  
ON DANGEROUS BUILDINGS**

**BY COUNCIL MEMBER SCOTT BENSON:**

**Whereas,** the Buildings and Safety Engineering Department has filed reports on its findings and determination that buildings or structures on premises described in the foregoing communication are in a dangerous condition and should be removed; therefore be it

**Resolved,** Pursuant to the Michigan Open Meetings Act, as amended, the Detroit City Council will be meeting virtually using videoconferencing on Monday, November 21, 2022 at 1:30 P.M.

Item No.

1. 3589 28<sup>TH</sup>
2. 4666 30<sup>TH</sup>
3. 19306 ALBANY
4. 13626 APPOLINE
5. 9279 AUBURN
6. 17754 BEVERLAND
7. 15799 BELDEN
8. 4417 BERKSHIRE
9. 15437 BURGESS
10. 3041 BURLINGAME

for the purpose of giving the owner or owners the opportunity to show cause why said structure should not be demolished or otherwise made safe, and further

**Resolved,** that the Director of the Buildings and Safety Engineering Department be and is hereby requested to have his department represented at said hearings before this Body.

November 7, 2022 Council hearing notices dated OCTOBER 7, 2022 covering above locations received for certified mailing together with related notice of this department.

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**DAVID BELL, BUILDING OFFICIAL  
BUILDINGS & SAFETY ENGINEERING  
& ENVIRONMENTAL DEPARTMENT**

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Item No.

1. 2930 CALVERT
2. 3109 E CANFIELD
3. 13695 CAPITOL
4. 9244 CARLIN
5. 13681 CASTLETON
6. 11042 CLOVERLAWN
7. 12116 CORBETT
8. 1637 CORTLAND
9. 2638 CORTLAND
10. 3309 CORTLAND

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Item No.

1. 14226 DALE
2. 9107 DEARBORN
3. 19751 DRESDEN
4. 6062 EPWORTH
5. 17544 EVERGREEN
6. 15833 FAIRFIELD
7. 19727 FAUST
8. 20717 FENKELL
9. 3439 FISCHER
10. 14572 FORRER

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Item No.

1. 7831 E FORT
2. 17216 GITRE
3. 1606 GLADSTONE
4. 2261 GLADSTONE
5. 19361 GLASTONBURY
6. 12805 GLENFIELD
7. 2932 GLYNN
8. 19633 GOULBURN
9. 19136 GRANDVILLE
10. 2003 GRATIOT

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Item No.

1. 13432 GREINER
2. 20284 HAMBURG
3. 14800 HAZELRIDGE
4. 3117 HELEN
5. 14901 HOUSTON WHITTIER
6. 18516 ILENE
7. 14175 KENTFIELD
8. 15910 KENTFIELD
9. 15782 KENTUCKY
10. 22190 KESSELER

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Item No.

1. 4115 LAKEWOOD
2. 22510 LEEWIN
3. 16659 LILAC
4. 5732 LINWOOD
5. 13303 LONGVIEW
6. 12589 MAIDEN
7. 12731 MAIDEN
8. 13445 MAIDEN
9. 18667 MANSFIELD
10. 85 E MARGARET

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Item No.

1. 2921 W MCNICHOLS
2. 19109 MCNICHOLS
3. 9415 MCQUADE
4. 11333 MENDOTA
5. 17344 MEYERS
6. 6400 MT ELLIOTT
7. 19133 MT ELLIOTT
8. 15051 MUITLAND
9. 9722 NARDIN
10. 5108 NEFF

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Item No.

1. 12110 NORTHLAWN
2. 20443 NORWOOD
3. 14268 OHIO
4. 15850 PARKSIDE
5. 14899 PATTON
6. 8284 PENROD
7. 15348 PETOSKEY
8. 16312 PLYMOUTH
9. 14298 PROMENADE
10. 2903 RICHTON

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Item No.

1. 23321 S RIVERDALE
2. 15417 ROCKDALE
3. 563 ROSEDALE CT
4. 17166 RYAN
5. 10334 SECOND
6. 2957 SEYBURN
7. 10105 SHOEMAKER
8. 17480 ST AUBIN
9. 5764 ST CLAIR
10. 19934 STAHELIN

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Item No.

1. 7545 TAPPAN
2. 9088 THADDEUS
3. 8005 TOWNSEND
4. 8464 TRINITY
5. 4034 VINEWOOD
6. 11283 WAYBURN
7. 3210 WEBB
8. 11716 WINTHROP
9. 14768 WOODMONT
10. 6426 WOODWARD

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