



**2015 BUDGET STATEMENT TO THE CHICAGO CITY COUNCIL  
COMMITTEE ON THE BUDGET AND GOVERNMENT OPERATIONS  
REBEKAH SCHEINFELD, COMMISSIONER  
OCTOBER 29, 2014**

Chairman Austin, Vice-Chairman Reilly and members of the City Council, thank you for having the Chicago Department of Transportation (CDOT) here today to discuss the critical work we've performed over the course of the year in every community throughout Chicago, as well new initiatives and innovations that will be implemented in 2015 to benefit all Chicagoans.

The Department's mission is to keep the City's surface transportation networks and public way safe for all users, environmentally sustainable, in a state of good repair and attractive, so that our diverse residents, businesses and guests all have access to a variety of quality, affordable transportation options.

Our vision is to ensure that Chicago continues to be a vibrant international city, successfully competing in the global economy with a transportation system that provides high-quality service to residents, businesses, and visitors – a system that offers a solid foundation for city, regional and national economies, yet is sensitive to its communities and environment.

The Department is responsible for more than 4,600 miles of streets, 300 bridges and viaducts, 200 miles of on-street bikeways, 300,000 streetlights and 3,000 signalized intersections citywide. Each year, with the support of the City Council, CDOT invests millions of dollars in the City's infrastructure, which is critical to Chicago's economic strength and residents' quality of life, and administers the Aldermanic Menu Program, which funds infrastructure improvements in each ward.

I am incredibly proud to have been appointed by Mayor Emanuel to lead CDOT, and I am especially grateful for the hard work and professionalism CDOT staff demonstrates on a daily basis. This has been an extraordinary year, as we have improved the services we provide to the people of Chicago across the board.

Every year, the CDOT team balances our work on large projects, like building new bridges or renovating CTA stations, with basic neighborhood services, like paving streets and repairing streetlights. This year, we delivered these services at a high volume while maintaining the workmanship and quality of the final product.

By the end of this year, we expect to:

- Repair sidewalks at more than 500 locations
- Install new curbs and gutters in more than 120 locations
- Install more than 7,000 ADA sidewalk ramps
- Paint crosswalks and stop bars at more than 600 residential intersections, especially around parks and schools
- Install, replace or repair nearly 35,000 traffic and street signs
- Install 200 blocks of residential street lighting
- Issue and coordinate more than 125,000 public way work permits
- And just last week, we announced that the City has resurfaced more than 250 miles of streets and alleys, on the way toward reaching the Mayor's goal of repaving 355 miles of roads this year.

After an especially long and brutal winter last year, we needed to focus much of our attention this year on repairing the damage the weather brought to our streets and alleys. In an unprecedented effort, CDOT staff has filled more than 835,000 potholes to date in 2014. Additionally, we are projecting that the City will fill a total of more than 900,000 potholes this year - far and away the most potholes ever filled in one year.

But despite patching a record number of potholes, simply patching the holes is not enough - and most importantly, it isn't enough for residents. As the mayor said in his budget address, "we cannot patch our way to passable streets." To that end, we are also completing a record year for street resurfacing.

In Mayor Emanuel's first term in office, nearly a quarter of Chicago's 4,600 miles of streets will have been resurfaced. CDOT, the Department of Water Management, private contractors and utilities will have resurfaced more than 1,000 miles of streets from 2011 through 2014, with 155 miles in 2011; 269 miles in 2012; 290 miles in 2013; and 355 miles in 2014.

In his budget plan, the mayor has established a new standard of paving a minimum of 300 miles a year throughout the City - far more than what has historically been done in this City. CDOT will play a major part in achieving that ambitious goal every year.

To make sure we are ready for the next winter, the Mayor's budget also provides \$10 million to expand our pothole and street repair crews, and go from having them work seasonally to keeping them employed and working on our streets and alleys all year-round.

Throughout all work, our Project Coordination Office utilizes the latest mapping technology to coordinate construction projects in the right of way. This year, that critical coordination will save Chicago taxpayers approximately \$19 million by maximizing street restoration from utility work while minimizing disruption to our businesses and families.

As we work to restore our streets, we make transportation safety our top priority. CDOT's planning efforts prioritize pedestrians first, which results in a safer City for all forms of transportation. By engineering Complete Streets, we increase the safety of all modes of

transportation, with the goal of providing each user of the roadway their own, clearly defined space.

For example, the more than 75 miles of advanced bike lanes built since Mayor Emanuel took office not only gives cyclists their own protected space on the street, but they encourage greater adherence to the bicycle rules of the road, thereby making traveling safer for everyone.

Our active education campaigns range from teaching children in schools and camps how to ride a bike, to advertising to all users of the right of way what their responsibilities are to one another and their own safety. Our Safe Routes and Bicycling Ambassadors contacted more than 81,000 people at 660 events with bicycle and pedestrian safety messaging.

We will continue to implement the Children's Safety Zone program in 2015, in which CDOT installs a number of traffic-slowing devices like additional signage, speed humps, high-visibility crosswalks and street markings near parks and schools.

Enforcement is a key component of our safety improvement efforts. CDOT's Pedestrian Safety campaign worked in tandem with the Chicago Police Department to coordinate more than 75 enforcement events targeted at unsafe driving and bicycling.

Both the red light camera and the automated speed enforcement safety programs have shown dramatic improvements in driving behavior by actively discouraging motorists to speed and disobey red lights. The most recent available data shows that dangerous right-angle crashes are down more than 47 percent at red light camera enforced intersections, while speeding events are down an average of 29 percent just 60 days after automated speed enforcement cameras are begin ticketing.

As we work to improve the safety of our streets, we are also making investments in our infrastructure through Mayor Emanuel's *Building a New Chicago* program to improve the quality of life for Chicagoans and beautify our neighborhoods.

The Bloomingdale Trail, the centerpiece of the 606 rails-to-trails project, is the type of infrastructure development that will transform communities. The three-mile-long linear park is the signature project of Mayor Emanuel's push to create 800 new parks, recreation areas and green spaces throughout Chicago over the next five years. CDOT is proud to lead the construction, which is set to be complete and the trail open to the public early next summer.

At the same time, CDOT is managing the construction of the Chicago Riverwalk development, which will create a continuous pedestrian path along the south bank of the Main Branch of the Chicago River from State Street to Lake Street. Three new blocks – from State to LaSalle – are set to open in the Spring, as the next three blocks begin construction this winter.

A new pedestrian bridge at 35<sup>th</sup> Street is currently under construction over Lake Shore Drive. When it opens next fall, it will be a modern, S-shaped suspension bridge that will replace a

dilapidated structure and create a stronger and more aesthetically pleasing connection between the lakefront and the Bronzeville neighborhood.

This year, we've also done some major repairs and replacements of our iconic movable river bridges, including fully restoring the Van Buren Bridge, which just reopened last week, and a replacement of the deteriorated Division Street Bridge over the Chicago River canal.

This year, CDOT began construction on the first phase of the Navy Pier Flyover, a new dedicated, grade-separated section of the Lakefront Trail that crosses Grand Avenue, Illinois Street and the Chicago River. It is designed to meet the consistent demand of bicyclists, joggers, in-line skaters and other users who often come into conflict with one another in one of the most heavily traveled sections of the Lakefront Trail.

In cooperation with CTA, CDOT continues to rebuild the Red Line stop at Clark & Division and will soon finish the construction of a new Green Line station at State & Cermak.

Early next year, we will break ground on three major transit projects in the Loop: the Washington-Wabash CTA station; the Central Loop Bus Rapid Transit (BRT) project; and the Union Station Transit Center. Combined, the projects represent \$150 million investment in the modernization of transportation in downtown Chicago, the benefits of which will be felt in neighborhoods throughout the city.

The Central Loop BRT plans include designated bus-priority lanes on two miles of streets: Madison, Washington, Canal and Clinton. The transit corridor serves Union Station, Ogilvie Transportation Center, CTA subways and Navy Pier with more than 1,000 buses per day. The project is expected to be complete by the end of 2015.

The Union Station Transit Center, a new off-street bus boarding center just south of Union Station, will provide key connections with other modes of transport to the BRT system. The transit center, also to be in operation by the end of next year, will provide sheltered staging areas for CTA buses and will connect underground to commuter trains at Union Station.

The Washington-Wabash CTA station will replace two century-old stations at Madison and Randolph with one modern, fully accessible station. The vibrant new facility will enhance passenger convenience, improve train speeds, decrease operating costs and provide accessibility for all riders. The new station will be open for service in 2016.

Another signature transit investment will become even larger next year as we expand Divvy, Chicago's bike share system, to even more neighborhoods. The program has been a tremendous success since it launched last summer. Chicagoans and visitors to the city have taken 3 million trips and have collectively ridden an estimated 6.5 million miles so far.

Divvy has 300 stations in operation today, and we have secured funding for another 245 stations, in order to expand into more neighborhoods across the city and into Evanston and Oak

Park. With next year's expansion, Divvy will be the largest bike share system in North America in terms of number of stations and service area.

Bike sharing is a great option to supplement existing transportation choices. Divvy bikes can be used to fill gaps in the transit system or to complete the last segment of a trip, for example, between a transit station and the workplace. In addition, bike sharing will help to reduce traffic congestion, improve air quality, and promote health and fitness, which will enhance the quality of life for everyone especially those who choose to use it.

On the strength of Divvy's popularity, this year Blue Cross and Blue Shield of Illinois committed to a \$12.5 million, five-year sponsorship investment to support, strengthen and expand the bike share program, and benefit cycling in neighborhoods across Chicago.

To that end, we have been improving cycling options for Chicagoans by building more new bicycle facilities in neighborhoods across Chicago. The mayor's leadership in this area was recognized by Bicycling Magazine, which voted Chicago as the number two city for cycling in the United States. By next year, we plan to have in place 100 miles of protected bike lanes across Chicago, more than any other city in the country.

This year, CDOT has been working closely with other City Departments, Sister Agencies, other Transit Agencies, and community and professional organizations to promote MBE/WBE/ and DBE participation on its contracts.

CDOT has participated in, organized, and presented at events and meetings almost every month this year, including construction summits and vendor fairs, small business forums, and minority business conferences. CDOT representatives also attend meetings with the Illinois Road and Transportation Builders Association, HACIA, the Affirmative Action Advisory Board, and others to discuss how to promote participation on CDOT contracts.

In 2014, CDOT awarded five construction projects under the *Small Business Initiative program*, three of which are for Community Infrastructure projects with Local Hiring goals of 25 percent. CDOT has been working closely with the contractors and Procurement to monitor and proactively ensure contract compliance.

We have accomplished much in 2014, and look forward to continuing to deliver the best possible services to the residents of Chicago next year. In partnership with aldermen and their communities, we will together ensure that Chicago's transportation network provides high-quality service to residents, businesses, and our visitors.

Thank you.

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# Department of Transportation

# 2015 Budget Hearing

## MBE/WBE Contracting Data

Period: January 1, 2014- October 17, 2014

Total Purchases: \$299,727,340

<u>MBE/WBE Spend</u>	
<b>WBE:</b>	\$8,417,057 (2.8%)
Asian American MBE:	\$14,709,570 (4.9%)
<b>African-American MBE:</b>	\$11,477,831 (3.8%)
Hispanic MBE:	\$37,096,896 (12.4%)
<b>Total Purchases:</b>	\$71,701,354 (23.9%)

## Staffing Data

<u>Department Ethnicity and Gender</u>				
	Male	Female	Total	%
Asian	32	7	39	3.07%
Black	309	113	422	33.22%
Hispanic	187	26	213	16.77%
White	525	57	582	45.75%
<b>Total</b>	<b>1064</b>	<b>208</b>	<b>1272</b>	
<b>%</b>	<b>83.65%</b>	<b>16.35%</b>		

<u>New Hires Ethnicity and Gender</u>				
	Male	Female	Total	%
Asian	4	3	7	6.31%
Black	32	17	49	44.14%
Hispanic	22	2	24	21.62%
White	24	5	29	26.13%
<b>Total</b>	<b>84</b>	<b>27</b>	<b>111</b>	
<b>%</b>	<b>75.68%</b>	<b>24.32%</b>		

<u>Department Managers Ethnicity and Gender</u>				
	Male	Female	Total	%
Asian	1	2	3	1.6%
Black	39	9	48	26.4%
Hispanic	15	1	16	8.8%
White	102	10	112	61.2%
<b>Total</b>	<b>157</b>	<b>22</b>	<b>179</b>	
<b>%</b>	<b>87.71%</b>	<b>12.29%</b>		

## Interns

School	Gender	Race
DePaul University	Male	Black
Chicago State University	Female	Black
Loyola University	Female	White
University of Illinois	Male	White
Roosevelt University	Female	Black

CHICAGO DEPARTMENT OF TRANSPORTATION  
FY 2015 PROGRAMMATIC ORGANIZATIONAL CHART

