



**2017 BUDGET STATEMENT TO THE CHICAGO CITY COUNCIL
COMMITTEE ON THE BUDGET AND GOVERNMENT OPERATIONS
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CHICAGO DEPARTMENT OF TRANSPORTATION
OCTOBER 20, 2016**

Good afternoon, Chairman Austin, Vice-Chairman Ervin and members of the City Council. Thank you for having CDOT here today to discuss the work the Department has performed this year to strengthen our neighborhoods and the City's economic vitality, as well as new initiatives and innovations that we have been working on to make it easier for the residents of Chicago, and YOU, their representatives, to interact with the Department and obtain important City services.

CDOT's mission is to keep the city's surface transportation networks and public way safe for all users, environmentally sustainable and in a state of good repair. We work hard to ensure that our residents, businesses and guests all have access to a variety of quality, affordable transportation options, regardless of ability or destination.

Our vision, as spelled out by Mayor Rahm Emanuel, is to ensure that Chicago continues to be a vibrant international city equipped with 21st Century infrastructure – a City that competes to win 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 the city, regional and national economies, yet is sensitive to its communities and environment.

CDOT is responsible for more than 4,600 miles of streets, 300 bridges and viaducts, 250 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.

This past year, we have made major progress on a number of high profile projects. Among them are the following:

Chicago Smart Lighting Project - CDOT, in close cooperation with the Chicago Infrastructure Trust (CIT), issued an RFQ for a major initiative to upgrade more than 270,000 of the city's street, alley and park lights to more reliable and higher-quality lighting. Over the next four years the Chicago Smart Lighting Project will improve safety

and quality-of-life in neighborhoods across Chicago by replacing nearly all of the city's outdated and inefficient High Pressure Sodium (HPS) lamps. The project will be one of the largest municipal lighting modernization programs in the country.

Transit Improvements – CDOT completed the Union Station Transit Center in 2016, an off -street CTA bus boarding facility which provides weather protected access to Union Station and improves traffic flow around the train station. CDOT will complete a new, state-of-the-art Washington-Wabash elevated station for the CTA in 2017. In addition, we are close to completing improvements on Canal Street and Randolph Street as part of the Loop Link project, which is providing more reliable CTA bus service along Washington and Madison streets in the heart of the Loop.

Roadway Improvements – By the end of this year, CDOT will have opened a new section of Elston and improved traffic flow at the dangerous six-way intersection of Damen, Elston and Fullerton. By next summer the project will be substantially complete. The project is designed to eliminate a near-constant bottleneck and dramatically improve safety at a historically crash-prone location while setting the stage for economic development in the area. This year we also launched a major project to tear down the Western Avenue Viaduct over Belmont and replace it with a modern, five-legged intersection at Western, Belmont and Clybourn, which will be complete next summer.

Bridge and Waterfront Construction – By the end of this month, CDOT is on track to have completed the third and final phase the Chicago Riverwalk between LaSalle and Lake Streets, creating a 1.25 mile promenade along the Chicago River that has been acclaimed by Chicagoans and visitors alike. Also by the end of this month, we anticipate the completion of the 35th Street Pedestrian Bridge over S. Lake Shore Drive, providing a stronger, more aesthetically pleasing connection between the Lakefront and the Bronzeville neighborhood. 2017 will continue to see improved access to the Lakefront provided for Southside residents with work on the new 41st Street Pedestrian Bridge, expected to be complete in 2018. CDOT's Division of In-House Construction also expects to complete the full sidewalk replacement on the 92nd Street Bridge by the end of 2016.

Bicycling – The City and CDOT accepted *Bicycling* magazine's award for "Best Bike City in America" in 2016. One of the items highlighted was the CDOT managed bike sharing program, Divvy. In 2016, Divvy built on its status as the geographically largest bike share in North America, adding 85 bike stations to reach a total of 585 bike stations covering more than 100 square miles and extending the service to new sections of Chicago, including Austin and Garfield Park on the west side; Burnside, Chatham, Greater Grand Crossing, Brighton Park and Englewood on the south side; and Rogers Park on the far north side.

As all of you know so well, these larger projects get the headlines, but it is the neighborhood services CDOT provides that are critical to quality of life in your wards and for your constituents.

Working with Alderman

This is why, when I was appointed by Mayor Emanuel to lead CDOT in 2014, I made it a priority to improve communication and coordination with all of the City's Aldermen.

One way we have done this is by improving the Aldermanic Menu program. We took a big step forward this year when we accelerated the schedule for making Menu selections and it is already paying dividends. The earlier CDOT receives your Menu selections, the earlier in the year we can get started, and the more we can accomplish in each construction season.

This has been a valuable reform to the process, and we are looking to work with all of you to build on this success in 2017.

In addition, in another important step, I would like to share with you that we will be incorporating the Vision Zero Chicago traffic safety initiative into the Menu program – I will have more to say about Vision Zero in a moment. Our goal is work with each of you to incorporate a data-driven approach to how we choose locations for safety projects.

Another important improvement this year involved working with all of the Aldermanic offices to train your staff to use our new interactive dot-maps system, through which registered users can access all permit, project, and special event data in one location and view relevant information about 30,000 current projects on a live interactive map. This innovation has made it easier for staff in your offices to respond to constituent inquiries on a timely basis.

Another critical, basic service – that the Mayor has deemed a priority – is maintenance of viaducts. Viaducts across the city have seen upgraded, sidewalks, resurfacing, gutters and drainage, handrails and lighting; including 327 viaducts which were painted by the youth in the One Summer Chicago youth program this past summer.

In addition, by the end of this year, CDOT will have:

- Resurfaced nearly 165 miles of streets and alleys as a key part of the City's 2016 multi-agency plan to improve infrastructure in every corner of the City.
- Repaired or replaced more than 159 blocks of sidewalks
- Installed or replaced 97 blocks of new curbs and gutters
- Installed almost 7,000 ADA sidewalk ramps in coordination with other agencies and third parties ramps city-wide.
- Painted crosswalks and stop bars at more than 1,000 residential intersections, especially around parks and schools
- Installed, replaced or repaired nearly 37,000 traffic and street signs
- Installed 200 blocks of residential street lighting
- Issued and coordinated more than 100,000 public way work permits, using the online e-permitting system that went live in 2015. Not only have we reduced processing errors, but payment of permit fees has been streamlined and

applicants can complete the entire permit process at their own worksite without having to come downtown to pay their fees.

As you know, pothole patching is also a critical function performed by CDOT, and we have made great progress in 2016 in responding more quickly to pothole CSRs. After receiving additional resources from Mayor Emanuel to attack the pothole problem in the wake of the brutal winter of 2014, we have made progress on this front. While we are not declaring victory, pothole complaints were down about 30 percent during this year's pothole season.

But as the mayor has said, "we cannot patch our way to passable streets." To that end, we have also been committed to an aggressive City-wide program to resurface the City's streets.

Since Mayor Emanuel's first took office, about one third of Chicago's 4,600 miles of streets were resurfaced. CDOT, the Department of Water Management, private contractors and utilities will have resurfaced more than 1,500 miles of streets from 2011 through the end of this year (155 miles in 2011; 269 miles in 2012; 290 miles in 2013; and 343 miles in 2014; 297 miles in 2015 and approximately 280 miles this year). At this pace, we will have resurfaced about half the City's streets in just eight years.

We are also using the latest mapping technology to do a better job of coordinating the work of CDOT, the Water Department and private utilities. As a result, through the work of CDOT's Project Coordination Office (PCO), we have saved Chicago taxpayers approximately \$72 million since 2011 by maximizing street restoration from utility work while minimizing disruption to our businesses and families.

As we work to restore our streets, we are making 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 travelers, including motorists and bicyclists as well as pedestrians.

Vision Zero

The safety of all those who use Chicago's roads or other transit options is CDOT's top priority. We feel strongly that every life lost due to a traffic fatality is one too many. That's why in September, Mayor Emanuel announced the Vision Zero Chicago initiative with the goal of eliminating all traffic fatalities and serious injuries by 2026. We know this is an ambitious goal, but we believe it's necessary if we want to make an impact on this problem.

CDOT and partner agencies are now working on a three-year Vision Zero Action Plan that we will be releasing this fall. The plan will look at traffic safety as a public health issue and identify priorities for the City's engineering and education initiatives, as well as enforcement support for reducing crashes. City departments are currently working with stakeholders and the public to develop the final goals and strategies included in the plan.

CDOT has long-used crash data in planning engineering improvements, but this process will be strengthened under Vision Zero. We are looking to share this data with all of you and use it to make a meaningful impact on safety in the City's neighborhoods.

By the end of 2016, more than 100 intersections will have received additional infrastructure to make it safer for people walking to cross the street. Among these was a Safe Routes to School project on the West Side that has installed 10 pedestrian refuge islands along Madison Street and Chicago Avenue. There are 10 schools located within a half-mile of these high crash areas. The City is also enhancing safety by making traffic signal improvements, resurfacing hundreds of miles of streets, installing speed feedback signs, and adding or improving 25 miles of bike lanes this year.

Education of all roadway users is another important component of the Vision Zero Action Plan. The initiative will encourage community engagement on traffic safety and outreach to private industry partners.

As you know, Mayor Emanuel has worked with the City Council to implement a number of reforms to the Red Light Camera Enforcement program. The reforms include firing and replacing the original vendor, working with the Inspector General to review the program, strengthening management oversight and upgrading the technology.

Since the Mayor took office, we have reduced the number of red light cameras on the street by 20 percent, turning off 82 cameras at locations where behavior has changed and crashes are low.

In addition, as part of the reforms passed by the City Council, we have enlisted a team of experts from Northwestern and other universities to further assess the effectiveness of the program and to provide a roadmap for further changes if needed. We look forward to sharing the results of this study with you later this year.

While we strive to make our streets and public way safer we are also working hard to make our communities more livable and vibrant through a number of streetscape projects in cooperation with members of the City Council in neighborhoods across the City.

As we work to improve the safety of our streets and to make it possible for communities to reach their full potential, 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.

As I mentioned earlier, several major, transformative projects were completed this year while a number of other major infrastructure projects are currently under way. On the South Side, CDOT currently has five projects underway to improve connections between Bronzeville and Kenwood and the lakefront. These include reconstruction or replacement of four existing bridges at 31st, 35th, 39th and 43rd Streets, and construction of one completely new crossing at 41st Street.

The new pedestrian bridge at 35th Street over Lake Shore Drive is scheduled for completion later this month. It replaces an outdated, dilapidated non-ADA accessible structure with a modern, S-shaped suspension bridge that will be fully ADA compliant and create a stronger and more aesthetically pleasing connection between the lakefront and the Bronzeville neighborhood.

Creating Opportunities for Contracting and Jobs

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 and to create job opportunities for City residents.

And I am pleased to report CDOT's MBE/WBE Committee Chaired by First Deputy Randy Conner has achieved real progress since it was formed in 2015. In 2016 the overall minority participation for CDOT from January 1 through August 1 was 29% of our total spend, compared to 23% in 2015.

CDOT has participated in a number of MBE/WBE Outreach Events in 2016, including, notably, the first Annual Roads, Bridges & Transportation Symposium in January, which was hosted by Alderman Gil Villegas.

We have issued an RFP for Program Manager Consultant (PMC) to provide oversight of neighborhood infrastructure work, through a five-year contract valued at \$60M. As part of the evaluation criteria for the contract we expressly preferenced proposals that afforded MBE and WBE companies a significant management and equity position on the team. We are pleased to report that negotiations are currently taking place with a 50/50 Joint Venture (JV) entity including an MBE firm. Both firms will serve as prime consultants for this contract. Further, the JV team is supported by eleven sub-consultants, of which six are MBE firms and three are WBE firms.

In 2016, CDOT inaugurated a Mentor/Protégé program. This program is designed to enhance the professional service capabilities of the Protégé firm by participating in specific projects tasks and business related activities with meaningful instruction and assistance from the Mentor firm. The goal is to empower the Protégé firm to become a self-sufficient, competitive and profitable business. We are very pleased that our first Mentor/Protégé team consists of HNTB and CKL Engineers, LLC, a certified MBE/WBE/DBE firm. They are working together on ADA Improvement projects. We are looking to pair up more mentors and protégés in 2017.

In addition to more contracting opportunities for M/W/DBE companies, we also continue our efforts to support local hiring as part of our construction projects, with a goal of a diverse workforce that is representative of the community. In addition to more contracting and capacity development opportunities for M/W/DBE companies, we also continue our efforts to support local hiring on construction projects that are city funded.

Traditionally, federally funded projects are incompatible with local hiring requirements. However, FHWA is offering a pilot to include requirements that the prime contractor as well as the sub-contractor hire residents that live near the project area. CDOT has applied to FHWA to include the reconstruction of the Oakwood Boulevard (39th Street) viaduct over Metra and CN Railroad in this pilot local hiring program. The communities that surround the project area include Douglas, Greater Grand Crossing, Grand Boulevard, Hyde Park, Kenwood, Oakland, South Shore, Washington Park and Woodlawn. We look forward to a favorable consideration of this application, which would help to ensure that local residents benefit from the investment made in their community. We will keep you abreast on the status of this opportunity.

We have accomplished much in 2016 in close cooperation with the City Council, and we look forward to building on this success and 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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