



**2018 BUDGET STATEMENT TO THE CHICAGO CITY COUNCIL  
COMMITTEE ON THE BUDGET AND GOVERNMENT OPERATIONS  
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CHICAGO DEPARTMENT OF TRANSPORTATION  
OCTOBER 27, 2017**

Good afternoon, Chairman Austin, Vice-Chairman Ervin and members of the City Council. Thank you for having me here today to discuss the Chicago Department of Transportation's (CDOT) 2018 budget proposal and how these investments will help strengthen our neighborhoods and the City's economic vitality.

Chicagoans deserve a transport system that offers high-quality service to residents, businesses, and visitors. And CDOT's mission is to keep the city's surface transportation networks and public way safe for all users, which includes making sure they are environmentally sustainable, in a state of good repair and attractive.

Under Mayor Emanuel's leadership, we have been working to realize the vision for Chicago to be a vibrant international city equipped with 21<sup>st</sup> Century infrastructure – a City that competes to win in the global economy. 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.

CDOT is responsible for more than 4,600 miles of streets, 2,100 miles of alleys, 300 bridges and viaducts, 250 miles of on-street bikeways, 300,000 streetlights and 3,000 signalized intersections citywide.

In 2017, CDOT worked hard to maintain these assets while making 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) and the Department of Innovation and Technology (DOIT), began work for the Chicago Smart Lighting Project, which will upgrade approximately 270,000 street, alley and viaduct light fixtures to more reliable and higher-quality LED lighting. The project also includes the creation of a smart lighting management system that will allow for the remote monitoring and control of our streetlights, making our street light repair operations more efficient. And most notably for residents, the system will automatically report light outages to CDOT, eliminating the need for residents to call 311 or complain to their Alderman when a streetlight is out. Work began this fall in certain areas of the South and West Sides with heightened safety concerns, and by mid-2018 all wards will have some of the new lighting installed.

We appreciate the City Council's support for this project, and have worked hard to keep Aldermen informed about its progress. The project website - [chicagosmartlighting.org](http://chicagosmartlighting.org) – includes an interactive map with updated information on the progress of installation work. We are also sending weekly email updates to those Aldermen with active work in their ward, which can be shared with constituents.

**Transit Improvements** – The new state-of-the-art Washington-Wabash elevated station, built by CDOT for the CTA, opened on August 31, benefitting people who come to/from all corners of the city. Later this year, we will begin street improvements at Damen and Lake in preparation for the construction of a brand new CTA elevated station on the Green Line to support a thriving west side. Planning for the overhaul of the State/Lake elevated CTA station will also begin soon. CDOT will continue to work closely with the CTA to ensure that all transit improvements include larger neighborhood redevelopment projects.

**Neighborhood Streetscapes** – While we strive to make our streets and public way safer, we are also working hard to make our communities and neighborhood commercial districts more livable and vibrant through streetscape projects in cooperation with members of the City Council in neighborhoods across the City. Among the notable Streetscape projects that we have worked on this year include:

- Morgan St. Between 31<sup>st</sup> and 35<sup>th</sup> Streets;
- Fulton Market;
- Cottage Grove, 77th to 83rd
- Devon Ave. Between Kedzie and Sacramento and Western and Leavitt; and
- Blue Island between Western and Wolcott.

**Bridge and Waterfront Construction** – After completing the new 35<sup>th</sup> St. Bridge last year, this year CDOT is continuing its efforts to improve access to the Lakefront for Southside residents with the construction of the new 41<sup>st</sup> Street Pedestrian Bridge underway. The bridge is expected to be complete in 2018.

CDOT has also broken ground on the Riverview Bridge, a new pedestrian/bicycle bridge on the North Branch of the Chicago River near Addison that will connect Clark Park to California Park. It is part of the new 312 RiverRun announced by the Mayor in early October, a nearly two-mile long network of parks and recreational amenities that CDOT is collaborating on with the Park District. It will also include the reconstruction of the Irving Park Road Bridge with an under bridge linking California Park to Horner Park.

Finally, CDOT has begun the improvements on the Wells/Wentworth corridor to better connect the Loop with Chinatown, and improve access to the South Branch of the Chicago River. The project includes new bike lanes and the realignment of the intersection at Cermak and Wentworth and will also improve traffic flow along Cermak from Archer to the Dan Ryan.

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. By the end of this year, CDOT will have:

- Coordinated the resurfacing of nearly 155 miles of streets and alleys as a key part of the City's 2017 multi-agency plan to improve infrastructure in every corner of the City
- Repaired or replaced more than 112 blocks of sidewalks
- Installed 58 blocks of new curbs and gutters
- Installed more than 10,000 ADA sidewalk ramps in coordination with other agencies and third parties city-wide
- Painted crosswalks and stop bars at more than 1,000 residential intersections, including more than 160 schools and parks
- Installed, replaced or repaired nearly 46,000 traffic and street signs
- Installed 206 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.
- Since we started improved coordination of public way construction permits in 2012, CDOT has saved the City \$108 million in infrastructure investments.

Also in 2017, CDOT joined DSS to carry out "Neighborhood Service Blitzes" that marshaled resources to "flood the zone" to fix potholes, streetlights and clear refuse. These have been very effective in helping us tackle requests that might not have come through the 311 system yet, making sure that when we leave the neighborhood at the end of the day, we've done all the work necessary to help residents and visitors appreciate the best the neighborhood has to offer.

### **Creating Opportunities for Contracting and Jobs**

Last year, I told you about our ongoing efforts to create new opportunities for M/W/DBE firms and to increase local hiring. Today I'd like to share two recent success stories.

The Program Manager Consultant (PMC) contract was awarded in April to a 50/50 prime joint venture entity including an MBE firm (Infrastructure Engineering Incorporated). It provides construction engineering services for locally funded work including the Shared Cost Sidewalk Program and Aldermanic Menu. The contract value is \$60 million over five years. The full team includes 10 MBE/WBE firms and the total anticipated MBE/WBE participation is 58 percent.

The second success story is the local hiring provision in Chicago's Smart Lighting project. Over half of the labor for fixture installations and targeted infrastructure repairs will be performed by City residents. In addition, at least 50 percent of the workers conducting the condition assessment of the existing streetlight infrastructure will be graduates of Chicago Public School vocational programs, City Colleges of Chicago training programs or programs for previously incarcerated individuals.

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

problem that affects thousands of people in Chicago every year. Vision Zero Chicago involves the coordinated efforts of more than a dozen City departments and sister agencies working at the direction of the Mayor's Office, foremost among them CDOT, the Chicago Department of Public Health, and the Chicago Police Department. In June, the City released a three-year Chicago Vision Zero Action Plan that serves as a guiding document for our efforts as we work with communities across the City to further develop strategies to reach our goal.

We have accomplished much in 2017 thanks to the partnership of the Chicago 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. Together, we will ensure that Chicago's transportation network provides high-quality service to residents, businesses, and our visitors, regardless of their ability or destination.

Thank you.

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