CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, APRIL 21, 2015

3:00 PM – 4:30 PM

COMMISSION MEETING – TO BE HELD AT CITY OF PEORIA DRIES LANE FACILITY CONFERENCE ROOM #113, 3505 N. DRIES LANE, PEORIA, ILLINOIS 61604. (309) 494-8800.

CITY OF PEORIA – TRANSPORTATION COMMISSION

AGENDAS AND MINUTES

ISSUED BY:

JOE HUDSON, CHAIRMAN

VIA TRAFFIC ENGINEER NICK STOFFER

PUBLIC WORKS DEPARTMENT

3505 N. DRIES LANE, PEORIA IL 61604

(309) 494-8800

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*Citizens wishing to address an item not on the agenda should contact a commission member prior to the meeting. All other public input will be heard under public comment near the end of the committee meeting.

Note: The order in which agenda items are considered may be moved forward or delayed by at least 2/3 vote of the commission members present.

The City of Peoria – Transportation Commission Meets in Regular Business sessions the third Tuesday of the month at 3:00 p.m. at 3505 N Dries Lane Conference Room #113, Peoria, Illinois. (309) 494-8800.
NOTICES OF ANY SPECIAL MEETING ARE POSTED AT LEAST 48 HOURS PRIOR.

CITY OF PEORIA – TRANSPORTATION COMMISSION
DRIES LANE, CONFERENCE ROOM
3:00 PM – 4:30 PM

ROLL Call

ANNOUNCEMENTS, Etc.

MINUTES – FEBRUARY 17, 2015 REGULAR MEETING OF THE TRANSPORTATION COMMISSION

AGENDA ITEMS

ITEM No. 1: Consideration of Draft RESOLUTION in Support of Adoption by the City Council of a COMPLETE STREETS POLICY:
1. DRAFT RESOLUTION in Support of Instituting a Complete Streets Policy.
   a. In Attendance: Community Development Director Ross Black and Community Development Senior Urban Planners Josh Naven and Leah Allison, for Discussion in Relation to Subdivision Ordinance Policies and Procedures.

ITEM No. 2: Other Items of Interest to the Transportation Commissioners:
1. For Information Only: Pending ORDINANCE Permitting Transportation Network Carriers to Operate within the City of Peoria (Council Item #15-102 April 14, 2015 Document Attached).

UNFINISHED BUSINESS

1. For Information Only: UPDATE on City of Peoria Bicycle Master Plan;
2. For Information Only: UPDATE on City of Peoria Request for Qualifications for a Pay By Cell Parking Service.
NEW BUSINESS

1. For Information Only: UPDATE on Recent City of Peoria Projects Under Contract:
   a. NEBRASKA AVE. BRIDGE REPLACEMENT (over Dry Run Creek) [Stark Excavating, Inc.];
   b. ALLEN RD/ALTA RD INTERSECTION IMPROVEMENT [R.A. Cullinan & Son, Inc. a Div. of UCM Contractors];
   c. UNIVERSITY STREET PROJECT (NEBRASKA TO FORREST HILL) [Illinois Civil Contractors, Inc.].

PUBLIC COMMENT

NEXT MEETING
TUESDAY, MAY 19, 2015

ADJOURNMENT
MINUTES OF A REGULAR MEETING
OF THE CITY OF PEORIA
: TRANSPORTATION COMMISSION :

FEBRUARY 17, 2015

A Regular Meeting of the City of Peoria's Transportation Commission convened at 3:01 p.m. on Tuesday, February 17, 2015, at the Lester D. Bergsten Operations & Maintenance Facility located at 3505 N. Dries Lane, Peoria, Illinois.

CALL TO ORDER

Call to Order showed the following Transportation Commission Members in attendance:

Commissioners Present: Commissioner Dan Adler, Commissioner Mary Jane Crowell, Commissioner Nathaniel Herz, Chairman Joe Hudson, Commissioner Brandon Lott, Commissioner Lon Lyons (arrived 3:10 p.m.), Commissioner Pat McNamara, Commissioner Joe Messmore, Commissioner Randall Ray and Commissioner Michael Vespa – 10.

Commissioners Absent: None.

Others in attendance included Council Member Beth Akeson (arrived 3:12 p.m.), Traffic Engineer Nick Stoffer; Journal Star Reporter Nick Vlahos; Advocate for Disabled Rights Roger Sparks; and Public Works Administrative Specialist Ruth Blancaflor.

ANNOUNCEMENTS

Bicycle Master Plan Steering & Advisory Committees

Mr. Stoffer announced that another public meeting would be scheduled for March 11th or 12th and that Friday, February 27th, meetings of the Steering and Advisory Committees would be held. As a result of the conversation, Commissioners Ray and Herz agreed to serve on the Advisory Committee. Mr. Stoffer stated he would send the final meeting information to them by email. After further input on the draft information was received at the public meeting, he said the final information would be presented to the Peoria City Council.

MINUTES

Commissioner Messmore moved to approve the Minutes of the Regular Transportation Commission Meeting held on January 20, 2015; seconded by Commissioner Adler.

Approved by unanimous viva voce vote.

ITEM NO. 1 Consideration for Recommendation to the City Manager of Adoption of Proposed Traffic Regulations:

1. A Regulation AMENDING Schedule MM of the TRAFFIC CODE Establishing a SCHOOL SPEED ZONE (20 MPH) on N. UNIVERSITY STREET and W. NORTHMOOR ROAD by Richwoods High School [Council Districts 4&5]; and
2. A Regulation AMENDING Schedule MM of the TRAFFIC CODE Establishing a SCHOOL SPEED ZONE (20 MPH) on S. GRISWOLD STREET by Manual High School [Council District 1]; and
3. A Regulation AMENDING Schedule J of the TRAFFIC CODE Designating a Stop Intersection on N WOODHAVEN DRIVE at W PARKRIDGE ROAD [Council District 4]; and
4. A Regulation AMENDING Schedule J of the TRAFFIC CODE Designating a Stop Intersection on N RUSTIC RIDGE DRIVE at W OVERBROOK DRIVE [District 4];

   a. For more information on Traffic Regulations, see the following link at Manual on Uniform Traffic Control Devices: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part7.pdf (Pages 742 - 743, Section 7B.15 School Speed Limit Assembly).

**Item 1.1:**

1. A Regulation AMENDING Schedule MM of the TRAFFIC CODE Establishing a SCHOOL SPEED ZONE (20 MPH) on N. UNIVERSITY STREET and W. NORTHMOOR ROAD by Richwoods High School [Council Districts 4 & 5].

Mr. Stoffer showed the location of the proposed School Speed Zone roads on the Google Maps site. He explained Northmoor and University had different characteristics. On Northmoor, he said only half a school speed zone was present, near Northmoor Edison, and a secondary speed zone was on the other section of the roadway. This Regulation, he said, was to complete the school speed zone for the stretch to include Richwoods High School.

In discussion with Commissioners McNamara and Ray, Mr. Stoffer stated the only other similar five-lane roadway with a school zone was on Sterling Avenue by Sterling Middle School. However, he said enforcement was problematic for Police officers, because the road was very busy and it was hard to enforce "when children are present" as noted in the signage. He said the engineering standards were vague, so it was a judgment call but, usually, if students are in the front of the building or on the sidewalk, they are present. He said the enforcement problem would be the same for this section of University.

There was a discussion regarding how far the school speed zone would extend on University, and Mr. Stoffer stated it could extend to the end of the property, per MUTCD standards.

Commissioner Ray pointed out there were playing fields and fencing along University, but the fence didn’t go all the way to the end of the property line. He said he didn’t believe it was during a school day when the tennis courts and playing fields had the most use.

Regarding accident history in that area, Mr. Stoffer said there was one incident that he knew of when a student ran across University and was struck by a car.

Commissioner Lott suggested they separate the decision or shorten the length of the speed zone on University. He said he was not in favor of slowing the traffic on University all the way from the bottom of the hill.

Commissioner Vespa stated he agreed.
Commissioner Herz moved to Table only the portion of the Traffic Regulation Amending Section MM of the Traffic Code Establishing a School Speed Zone (20 MPH) on North University Street by Richwoods High School; seconded by Commissioner Messmore.

Approved by unanimous viva voce vote.

Commissioner Lott moved to recommend to the City Manager the adoption of the Traffic Regulation Amending Section MM of the Traffic Code Establishing a School Speed Zone (20 MPH) on West Northmoor Road by Richwoods High School; seconded by Commissioner Ray.

Approved by unanimous viva voce vote.

**Item 1.2:**


Mr. Stoffer gave the background on the Traffic Regulation. He said Griswold was a two-lane, two-way street and there was a need for a school speed zone by this high school.

Commissioner McNamara moved to approve the recommendation to the City Manager of a Regulation Amending Schedule MM of the Traffic Code Establishing a School Speed Zone (20 mph) on South Griswold Street by Manual High School; seconded by Commissioner Messmore.

Approved by unanimous viva voce vote.

**Items 1.3 and 1.4:**

3. A Regulation AMENDING Schedule J of the TRAFFIC CODE Designating a Stop Intersection on N WOODHAVEN DRIVE at W PARKRIDGE ROAD [Council District 4].

and

4. A Regulation AMENDING Schedule J of the TRAFFIC CODE Designating a Stop Intersection on N RUSTIC RIDGE DRIVE at W OVERBROOK DRIVE [District 4];

Mr. Stoffer advised that these Regulations came about from ordinary field checks in Wardcliffe Subdivision being done by Traffic Engineering staff. He said the present philosophy was that any four-way intersection should have at least one roadway controlled by a Stop condition, for safety purposes, and these intersections had no traffic controls. He said he discussed it with Councilman Montelongo, who was to visit the area and review it, but he said he didn’t expect it to be controversial.

Commissioner Adler moved to approve the recommendation to the City Manager of a Regulation Amending Schedule J of the Traffic Code designating a Stop Intersection on North Woodhaven Drive at West Parkridge Road, and a Regulation Amending Schedule J of the Traffic Code designating a Stop Intersection on North Rustic Ridge Drive at West Overbrook Drive; seconded by Commissioner Messmore.

Approved by unanimous viva voce vote.
ITEM NO. 2 Consideration of Draft RESOLUTION in Support of Adoption by the City Council of a COMPLETE STREETS POLICY:

1. Excerpts of Meeting Minutes of April 16, 2013; June 18, 2013; and September 17, 2013 of the Traffic Commission Regarding Previous Discussion of the Complete Streets Policy;

2. DRAFT RESOLUTION in Support of Instituting a Complete Streets Policy.

Mr. Stoffer said he drafted the policy in a Resolution format pursuant to discussions from the previous meeting, and he said he hoped to continue the conversation for the Commission’s review and any revisions of the proposed Policy. Also, he said, a link to Smart Growth America had been forwarded to him by Commissioner McNamara and he would pass that along to the rest of the Commission in order for them to do some research on the issue. He distributed to all of the Commissioners who were present a copy of the comprehensive policy model document which was forwarded to him by Commissioner McNamara.

Council Member Akeson stated Smart Growth America had absorbed Complete Streets. She said they had a model ordinance and were moving it through the various disciplines that would be impacted.

Commissioner McNamara said the policies of other communities that he had reviewed included an overview document which described their purpose in creating the policy. He said that information seemed to be covered in the “Whereas” paragraphs of Peoria’s document. He suggested Peoria’s policy include environmental benefits language and a bibliography page of sources.

In discussion with Council Member Akeson regarding her question on the determination to format the Policy as a Resolution versus an Ordinance, Commissioner Ray said the difference was a matter of whom it was meant to regulate. If it was city staff or the City Council, then a Resolution was appropriate, he said, but if it was private developers, bicyclists or motorists, then an Ordinance was appropriate.

Council Member Akeson said she thought it should be codified so that people would take it seriously and provide the desired outcome. She said she believed an Ordinance was more aggressive than a Resolution and, since most streets in Peoria were never designed with pedestrians in mind, she wanted to impress upon the Commission to recommend it to the City Council in a format that would ensure its implementation.

In further discussion, Commissioner Ray advised that Resolutions were numbered, indexed and on file in the City Clerk’s Office, but they may not be as easily accessed as were most City Codes.

Commissioner Lott said, ultimately, it would establish a design policy that city staff would utilize for several years moving forward in order to determine whether any given design met the criteria of the policy in place for improvements on city rights of way.

Mr. Stoffer agreed and he said no matter how the policy was adopted, any road that was built by a private developer that was intended to be taken over for maintenance by the city of Peoria would have to meet city requirements. He said an ordinance seemed better, for the general
population, but the standards meant the same for city staff. He said he would also need to meet with the Corporation Counsel because he would have to approve and accept it too.

Commissioner Ray reiterated the importance of meeting with Community Development Director Ross Black to ensure that the Policy worked in agreement with the city’s Subdivision Ordinance.

Commissioner Herz said he hoped the Commission could agree on and draft the actual policy document between now and the next meeting and that specifics could follow and be worked in.

Some proposed revisions or questionable language was discussed as follows (underlined means proposed addition/striken means deletion):

- Pg. 2 Scope of Complete Streets Applicability, subparagraph (b) “Privately constructed streets and parking lots shall adhere to this policy.” Commissioner Lott stated a “private” parking lot is a different area which was not addressed in the ITE manual, and he questioned how that related to the zoning code.

- Pg. 3 Performance Measures.
  - Total miles and type of bike lanes added. (no change; definitely something that should be tracked)
  - (Total) Linear feet (and type) of new (and improved pedestrian sidewalk), pedestrian accommodation [needs wording to measure optimal improvements per Policy]
  - Number of new curb ramps installed along city streets. (no change)
  - Crosswalk and intersection improvements. (perhaps “crosswalks added to the system;” concurred that this was too vague and needs to be rewritten and/or have specifics and/or separate categories added so that it can truly be measured; perhaps “this many have met Certified Complete Streets.” Council Member Akesson passed around an illustration for consideration. Mr. Stoffer will discuss the item with City Engineer Scott Reese.)
  - Percentage of transit stops accessible via sidewalks and curb ramps. (working with CityLink to gather this data.)
  - Rate of crashes, injuries and fatalities by mode before and after a Complete Streets improvement. (Commissioner McNamara suggested “before” and “after” tracking and Mr. Stoffer suggested the added underlined words.)
  - Rate of children walking or bicycling to school. (no change as yet; how to collect this data on an annual basis; perhaps for a few areas; is up to the school and the parents; Mr. Stoffer will work with District 150; Commissioner Herz said some dedicated bike paths have sensors to track their use; Commissioner Adler stated it was an important accessibility issue but there currently was not a good metric to measure it.)
  - Intersection level of service. (strike this—much of what is done through Complete Streets could lower the vehicle level of services, though pedestrian services and others may be increased.)

Commissioner McNamara suggested the addition of the following items:
- ADA improvements/curb cuts. (should be easy to measure).
- Tree plantings along rights of way. (find out how this is currently tracked, in addition to Davey tree inventory.)

Commissioner Lott suggested the addition of the following items:
• **Annual surveys.** *(would need to set this criteria, perhaps use that of other communities).*

Mr. Stoffer stated all of the items and their data points have to be attainable.

Regarding the Pg. 2 **Scope of Complete Streets Applicability**, subparagraph (c), "The City shall foster partnerships with the State of Illinois...", Commissioner McNamara suggested including the specific names of the other planning agencies such as PPUATS, and transportation modes such as CityLink and Amtrak.

Regarding the Pg. 2 **Design Standards** section at the bottom of the page, Commissioner McNamara suggested adding other resources.

Mr. Stoffer agreed, and he said he would work to provide the Commissioners with copies of the ITE publication *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*.

Regarding Pg. 3 **Implementation and Reporting**, Commissioner McNamara suggested adding pertinent documents from the Building Code, the Heart of Peoria Plan and other land use codes and any others such as Community Development Block Grant (CDBG) and how those might be applied in support of Complete Streets.

Mr. Stoffer stated he would invite Community Development Director Ross Black to the Commission’s next meeting to give input on these matters and he encouraged the Commissioners to send him any additional proposed updates, in the interim.

**ITEM NO. 3: Other Items of Interest to the Transportation Commissioners:**

1. Organizational Chart of the Public Works Department (attached).

Mr. Stoffer discussed the Public Works Organizational Chart and he noted that Sie Maroon had been named Superintendent of Operations and that Traffic Engineering had been moved under City Engineer Scott Reese’s leadership.

2. **For Information Only:** Preliminary Engineering Services Agreement with Hanson Professional Services for the Proposed One-Way/Two-Way Conversion of Jefferson Street (Adams to Western) and Adams Street (Woodlawn to Krause).

Mr. Stoffer announced the City of Peoria had entered into an agreement with Hanson Professional Services for a study of the proposed one-way/two-way conversion of Jefferson Street and Adams Street and the entire corridor. He said they would be collecting data on the traffic routes, performing traffic balancing to distribute the cars, and performing signal warrants to see if the signals can be removed. He pointed out that some of the most challenging issues will be at the end points at Camblin and Jefferson. He said Hanson’s report would give the City a professional opinion on the impacts and an implementation point and cost estimates, by segment, for the conversion. He said he would forward the Agreement to the Commissioners so they could review the Scope of Services, which included public meetings about the conversion.
3. For Information Only: City of Peoria Request for Qualifications for a Pay By Cell Parking Service.

Mr. Stoffer announced he was in the process of drafting a Request for Qualifications for pay-by-cell phone parking services for the city of Peoria. He said the city needed the option of paying for parking other than by the use of coins. He requested the Commissioners review the website of www.parkchicago.com which included an app that citizens could download to their mobile devices to pay for parking in the city of Chicago. He said the city of Peoria was also interested in this type of system.

Under these systems, Mr. Stoffer explained the existing parking meters could continue to be used for coin payments. He announced that Parking Enforcement staff now included a supervisor and four officers, with another officer coming on board in a month or so. He said they issued 810 parking tickets during January and that, March 1st, they would again begin meter collection duties and the former contract with National Garages would end.

UNFINISHED BUSINESS

Sidewalk Snow Removal Ordinance

Commissioner Messmore stated he had observed that University and Glen sidewalks were still snow covered and people were walking in the streets. He reiterated he hoped before next winter the Commission would lead in the formulation of an Ordinance requiring sidewalk snow removal.

Council Member Akeson stated the City Manager was collecting interest from other City Council Members on the issue. She noted the city of Skokie had it factored into their annual budget, and the city of Evanston required property owners to shovel walks because they considered it a public health issue. She said she learned they had 79 volunteers who helped with 110 requests from the elderly and disabled, and Evanston’s entire population was 80,000. She cited a program that aired on WGN regarding the issue, and she said the policy seemed very popular among those citizens.

Commissioner Vespa said the law had changed recently to give immunity from liability to citizens who cleared snow from their sidewalks.

NEW BUSINESS

None.

PUBLIC COMMENT

Advocate for Disabled Rights, Roger Sparks, said he did not favor the conversion of the one-way streets to two-way streets unless the improvements included the addition of crosswalks. He again voiced his request for the installation of parking meters at disabled parking spaces, as he said, by turnover, that would help open them up for others. Regarding recent snow removal efforts, he expressed concern that most sidewalks in the Third District had curb cuts plowed over.
Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, March 17, 2015 at 3:00 p.m.

Adjournment

There being no further discussion, Commissioner Adler moved to adjourn the Regular Meeting of the Transportation Commission; seconded by Commissioner Lott.

Approved by viva voce vote.

The Transportation Commission meeting adjourned at 4:32 p.m.

Chairman Joe Hudson       Nick Stoffer, Traffic Engineer  
rmb
ITEM NO. 1: Consideration of Draft RESOLUTION in Support of Adoption by the City Council of a COMPLETE STREETS POLICY:
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PEORIA, STATE OF ILLINOIS, ADOPTING A COMPLETE STREETS POLICY

WHEREAS, the City of Peoria strives to be a “livable community” and contain a well-balanced and connected transportation system that allows for safe walking and biking, and that an efficient, robust public transit is a vital component of a “livable community;” and

WHEREAS, Complete Streets are a sound financial investment in our community that provide long-term savings, in that a transportation budget can incorporate Complete Streets projects without requiring additional funding; and

WHEREAS, CEOs for Cities released a report called “Walking the Walk” (attached) which measured the dollars-and-cents value that homes in walkable areas – all other things being equal – command over homes with “average walkability,” and found that, in 13 of the 15 housing markets they studied, increased neighborhood walkability was positively correlated with highly significant price increases; and

WHEREAS, creating Complete Streets also reduces infrastructure costs by requiring less pavement per user compared to increasing road capacity for vehicles alone; which saves money at the onset of the project and reduces maintenance costs over the long-term; and

WHEREAS, the U.S. Census Bureau projects that, by 2030, the portion of Illinois residents over age 65 will increase from 12% to 18%, totaling nearly 21,000 additional people over 65 in Peoria, who will need the public right-of-way to better serve them by safe places to walk, bicycle or board the bus, and by designing the streets to better accommodate older drivers they will be better served (see attached); and

WHEREAS, more than one third of Americans do not drive due to age, disability or poverty, and need transportation alternatives; and

WHEREAS, in Peoria County 29% of adults are overweight or obese, and incomplete streets means many people lack opportunities to be active as part of daily life.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS

THAT: The City shall adopt the following Complete Streets Policy:

Complete Streets Policy of the City of Peoria

Definition of Complete Streets.

“Complete Streets” means streets that are designed and operated to enable safe access for all users, in that pedestrians, bicyclists, motorists and public transportation users of all ages and abilities are able to safely move along and across a street.

Complete Streets Policy.

The City shall develop a safe, reliable, efficient, integrated and connected multimodal transportation system that will promote access, mobility and health for all users, and will ensure that the safety and convenience of all users of the transportation system are accommodated, including pedestrians, bicyclists, users of mass transit, people of all ages and abilities, motorists, emergency responders, freight providers and adjacent land users.

Scope of Complete Streets Applicability.
ITEM 1.1.

(a) All city-owned transportation facilities in the public right of way including, but not limited to, streets, bridges and all over-connecting pathways shall be designed, constructed, operated, and maintained so that users of all ages and abilities can travel safely and independently.

(b) Privately constructed streets and parking lots shall adhere to this policy.

(c) The City shall foster partnerships with the State of Illinois, neighboring communities and counties, and business and school districts to develop facilities and accommodations that further the City's complete streets policy and continue such infrastructure beyond the City's borders.

(d) The City shall approach every transportation improvement and project phase as an opportunity to create safer, more accessible streets for all users. These phases include, but are not limited to: planning, programming, design, right of way acquisition, construction, construction engineering, reconstruction, operation and maintenance. Other changes to transportation facilities on streets and rights of way, including capital improvements, re-channelization projects and major maintenance, must also be included.

Exceptions.

Any exception to this policy, including for private projects, must be approved by the Director of Public Works, or designee, and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Exceptions may be considered for approval when:

(a) An affected roadway prohibits, by law, use by specified users (such as interstate freeways or pedestrian malls), in which case a greater effort shall be made to accommodate those specified users elsewhere, including on roadways that cross or otherwise intersect with the affected roadway;

(b) The activities are ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repairs, and surface treatments such as seal coat or interim measures);

(c) The Director of Public Works issues a documented exception concluding that the application of Complete Streets principles is unnecessary, unduly cost prohibitive, would require significant right-of-way acquisition, or inappropriate because it would be contrary to public safety; or

(d) Other available means or factors indicate an absence of need, including future need.

The Director of Public Works shall submit an annual report to the City Council summarizing all exceptions granted in the preceding year. These reports shall be submitted at the second City Council meeting after the end of the year, and shall be posted on-line on the City of Peoria website.

Design Standards.

The City shall follow accepted or adopted design standards and use the best and latest design standards available, such as the recommended practices published in the "DESIGNING WALKABLE URBAN THOROUGHFARES: A CONTEXT SENSITIVE APPROACH" by the Institute of Transportation Engineers.
In recognition of context sensitivity, public input and the needs of many users, a flexible, innovative and balanced approach that follows other appropriate design standards may be considered, provided that a comparable level of safety for all users is present.

Performance Measures.

The City shall measure the success of this Complete Streets policy using, but not limited to, the following performance measures:

- Total miles and type of bike lanes added
- Linear feet of new pedestrian accommodation
- Number of new curb ramps installed along city streets
- Crosswalk and intersection improvements
- Percentage of transit stops accessible via sidewalks and curb ramps
- Rate of crashes, injuries and fatalities by mode
- Rate of children walking or bicycling to school
- Intersection level of service

Unless otherwise noted above, within twelve months of policy adoption, the City shall create individual numeric benchmarks for each of the performance measures included, as a means of tracking and measuring the annual performance of the policy. Annual reports shall be posted on-line for each of the above measures.

Implementation and Reporting.

The City of Peoria shall view Complete Streets as integral to everyday transportation decision-making practices. To this end:

(a) The Department of Public Works, the Community Development Department, and other relevant departments, agencies, or committees will incorporate Complete Streets principles into all existing plans, manuals, checklists, decision-trees, rules, regulations, and programs as appropriate (including, but not limited to, The Manual of Practice for Infrastructure Design Standards, the Comprehensive Plan, the Community Investment Plan, any and all Pedestrian and Bicycle Master Plans, Transit Plans, ADA and Bus Stop plans and other appropriate plans);

(b) The Department of Public Works, the Community Development Department, and other relevant departments, agencies, or committees will review current design standards, including subdivision regulations which apply to new roadway construction, to ensure that they reflect the best available design standards and guidelines, and effectively implement Complete Streets, where feasible;

(c) When available, the City shall encourage staff professional development and training on non-motorized transportation issues through attending conferences, classes, seminars, and workshops;

(d) City staff shall identify all current and potential future sources of funding for street improvements and recommend improvements to the project selection criteria to support Complete Streets projects;

(e) The City shall promote inter-departmental project coordination among City departments with an interest in the activities that occur within the public right of way in order to better use fiscal resources;

(f) An annual report will be made to the City Council showing progress made in implementing this policy. The Department of Public Works, the Community Development Department, and other relevant departments, agencies, or committees shall report on the annual
ITEM 1.1.

increase or decrease for each performance measure contained in this policy compared to the previous year(s); and

(g) Every Complete Streets project shall include an educational component to provide information to assist all users of the transportation system in understanding and safely utilizing Complete Streets project elements.

Section 2. This resolution shall be in full force and effect from and after its passage and approval according to law.

PASSED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS this ___ day of ______________________, 2015.

APPROVED:

___________________________________________________________________________
Mayor

ATTEST:

___________________________________________________________________________
City Clerk

EXAMINED AND APPROVED:

___________________________________________________________________________
Corporation Counsel

DRAFT
ITEM No. 2: Other Items of Interest to the Transportation Commissioners:

1. For Information Only: Pending ORDINANCE Permitting Transportation Network Carriers to Operate within the City of Peoria (Council Item #15-102 April 14, 2015 Document Attached).
ACTION REQUESTED:
Communication from the City Manager and Corporation Counsel with a Request to DEFER UNTIL MAY 12, 2015, the ADOPTION of an ORDINANCE Permitting TRANSPORTATION NETWORK CARRIERS to Operate Within the City of Peoria.

BACKGROUND: On March 24, 2015, the First Reading of an Ordinance permitting Transportation Network Carriers, hereinafter "TNC's", was before the City Council. At the City Council meeting, staff was directed to continue to research "best practices" in this developing business model and how other municipalities regulated this industry. In addition, City Council Members also expressed their view that traditional "taxi" companies be given a level playing field. This deferral will allow staff to interface with representatives of other municipalities and exchange ideas with other jurisdiction relative to regulations of TNC's and taxis.

Staff will be attending a legal conference on this topic and respectfully requests this item to be deferred to the regular City Council meeting on Tuesday, May 12, 2015.

FINANCIAL IMPACT: N/A

NEIGHBORHOOD CONCERNS: N/A

IMPACT IF APPROVED: N/A

IMPACT IF DENIED: N/A

ALTERNATIVES: N/A

EEO CERTIFICATION NUMBER: N/A

WHICH OF THE GOALS IDENTIFIED IN THE COUNCIL'S 2014 - 2029 STRATEGIC PLAN DOES THIS RECOMMENDATION ADVANCE?


WHICH CRITICAL SUCCESS FACTOR(S) FROM THE COMPREHENSIVE PLAN DOES THIS RECOMMENDATION IMPLEMENT?

1. Grow employers and jobs.

DEPARTMENT: Legal and City Manager's Office
## EXHIBIT A

### City of Peoria Municipal Code Article II Comparison

vs.

### TNC Model

<table>
<thead>
<tr>
<th>Section</th>
<th>Rules for Taxicab Corporation</th>
<th>Rules for TNC</th>
</tr>
</thead>
<tbody>
<tr>
<td>30-27 thru 30-29</td>
<td>“Public vehicle license board” approves applications for taxicab licenses, publishes applications in Journal Star, and hears complaints</td>
<td>Police Department and City Manager approves drivers</td>
</tr>
<tr>
<td>30-31 thru 30-33</td>
<td>Fare rates set by statute, can only be changed by Council</td>
<td>Fare rates set by company and are subject to change, even by date or time of day. Customer and driver agree to cost in advance of ride.</td>
</tr>
<tr>
<td>30-34</td>
<td>Requires provision of written receipt upon request</td>
<td>Receipt only provided electronically</td>
</tr>
<tr>
<td>30-35</td>
<td>Cannot refuse any “orderly” person</td>
<td>Drivers only have to accept the rides they want to (via app); drivers cannot accept “street hails”</td>
</tr>
<tr>
<td>30-36</td>
<td>Must take shortest route; fines for overcharging</td>
<td>Fare is mutually agreed to before trip begins</td>
</tr>
<tr>
<td>30-37</td>
<td>Riders must pay; drivers must be able to make change</td>
<td>Payment handled exclusively electronically by the app</td>
</tr>
<tr>
<td>30-38; 30-41 thru 30-45</td>
<td>Rules about taximeter (installation, display, inspection and fee, malfunction, etc.)</td>
<td>No taximeter; fare agreed to through app prior to ride</td>
</tr>
<tr>
<td>30-39</td>
<td>Taxi must have “flag” to indicate it is for hire</td>
<td>No flag; ride-share drivers do not transport “street hails” that are not arranged through app</td>
</tr>
<tr>
<td>30-48</td>
<td>Name of owner or operating company painted on doors</td>
<td>Not applicable; use private vehicles</td>
</tr>
<tr>
<td>30-49</td>
<td>Requires driver to keep a log of rides</td>
<td>Handled through software; subject to discovery if necessary</td>
</tr>
<tr>
<td>30-50b</td>
<td>Taxi must have washable floor mats (random inspection)</td>
<td>No requirements for floor mats</td>
</tr>
<tr>
<td>30-50c</td>
<td>Taxi must have adequate seating, be clean, have no damage that would cause hazard or detract from appearance (random inspection)</td>
<td>No requirements</td>
</tr>
<tr>
<td>30-76</td>
<td>No more than 66 licenses can be issued</td>
<td>Unlimited number of drivers</td>
</tr>
</tbody>
</table>
FIRST READING OF AN ORDINANCE AMENDING CHAPTER 30 OF THE CODE OF THE CITY OF PEORIA PERTAINING TO TAXICABS.

WHEREAS, the City of Peoria is a home rule unit of government pursuant to Article VII, Section 6 of the Constitution of the State of Illinois 1970, and may exercise any power and perform any function pertaining to its government and affairs including the regulation of vehicles for hire within its city limits;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS, as follows:

Section 1: Chapter 30, Article II of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

ARTICLE II. TAXICABS AND TRANSPORTATION NETWORK COMPANY VEHICLES

Section 2: Section 30-26 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-26. — Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

**Taxicab** includes all motor vehicles carrying passengers for hire for which public patronage is solicited and all motor vehicles carrying passengers to or from privately owned parking lots, except a vehicle used to provide Transportation Network Company Services, the fee for such transportation to be considered as a part of the passenger's parking fee, such motor vehicles not to be included in the number of taxicab licenses allowed to be issued under this article; provided, however, that railroad cars and motorbuses, operating under the authority and jurisdiction of the state commerce commission, shall not be considered taxicabs or motor vehicles within this definition; and provided further, that the so-called "drive yourself" motor vehicles, rented from public or private garages, shall not be considered taxicabs or motor vehicles within this definition.

**Taximeter** means and includes any instrument or fare-registering device designed to register automatically the distance travelled by vehicles used as taxicabs and the time such vehicle is in waiting and to indicate on such record, by figures, the fare to be charged in dollars and cents.

**Transportation Network Company or (TNC)** shall mean an entity licensed pursuant to this Chapter and operating in Peoria that uses a digital network or software application service to connect passengers to Transportation Network Company Services provided by Transportation Network Company Drivers.

**Transportation Network Company (TNC) Driver** shall mean an individual who operates a motor vehicle that is:

(a) Owned, leased or otherwise authorized for use by the individual; and
(b) Used to provide Transportation Network Company Services.

Transportation Network Company (TNC) Services shall mean transportation of a passenger between points chosen by the passenger and prearranged with the TNC Driver through the use of a TNC digital network or software application. TNC Services shall begin when a TNC Driver accepts a request for transportation received through the TNC’s digital network or software application service, continue while the TNC Driver transports the passenger in the TNC Driver’s vehicle, and end when the passenger exits the TNC Driver’s vehicle.

Section 3: Section 30-31 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-31. – Rates – Schedule.

(a) Taxicab – Rates. No person operating or controlling any motor vehicle operated as a taxicab within the limits of the city shall charge to exceed the following rates, to be determined by the taximeter:

(1) Generally. For the first 1/10 of a mile, or fraction thereof, $2.80; for each additional 1/7 mile, or fraction thereof, $0.40; for each one-half minute of waiting time, or fraction thereof, $0.25.

(2) Waiting time. Waiting time shall be charged only for that time actually consumed:

a. Beginning three minutes after arrival at the place to which the taxicab has been called and until the trip is started;

b. While standing at the direction of the passenger; or

c. An unavoidable delay in excess of three minutes caused by extraordinary obstructions of streets or intersections, raising of drawbridges or similar circumstances.

Waiting time shall not be charged while the taxicab is in motion, nor for routine delays, such as at traffic-control signals for normal traffic congestion.

(3) Hiring by day. For the use of any taxicab for the day, the rate may be any amount fixed by agreement between the parties.

(4) Baggage. A charge of $1.00 may be made for the use of the trunk compartment of each taxicab, but no charge may be made for the usual hand baggage carried inside the taxicab.

(5) Fee where summoned by licensed liquor establishment. Notwithstanding any other provision in this chapter, the person operating or controlling a taxicab may charge a rate of $5.00 per person for any trip originating at an establishment licensed to sell alcoholic liquor for consumption on the
premises when the taxicab is summoned by the licensee, his employee, officer, agent or member. Such fee may be required by the driver in advance. The taximeter required by section 30-38 and the flag and light required by section 30-39 shall not be used during such trips, provided that the log as required by section 30-49 shall reflect prior to the start of the trip that the taxicab was summoned by a licensed liquor establishment. No driver, however, shall be required to accept a passenger pursuant to this subsection if he so notifies the licensed establishment upon his arrival.

(b) Transportation Network Provider Services – Rates. A TNC may charge any amount fare for the services provided to passenger; provided that, if a fare is charged, the TNC shall disclose to passengers the fare calculation method on its website or within the software application service. The TNC shall also provide passengers with the applicable rates being charged and the option to receive an estimated fare before the passenger enters the TNC Driver’s vehicle. In addition, a TNC must post on its application or website a description of its “surge pricing” policy.

Within a reasonable period of time following the completion of a trip, a TNC shall transmit an electronic receipt to the passenger that lists:

(1) The origin and destination of the trip;
(2) The total time and distance of the trip; and
(3) An itemization of the total.

(c) A TNC driver shall exclusively accept rides booked through a TNC digital network or software application service and shall not solicit or accept “street hails”.

Section 4: Chapter 30, Division 2 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

DIVISION 2. – TAXICAB OWNER’S LICENSE

Section 5: Section 30-71 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-71. - Required.

No person, whether acting as owner, principal, agent, employee, lessee or licensee, shall operate or permit to be operated upon the streets of the city any taxicab or meter vehicle for the carriage of passengers for hire, without first having procured a license therefor, as provided in the following section. Such license shall be issued on a quarterly basis.

Section 6: Section 30-72 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-72. - Application; contents.
No person, whether acting as owner, principal, agent, employee, lessee or licensee, shall operate a taxicab or motor vehicle, for the carriage of persons, for hire in the city, without first making application, in writing, for a license so to do to the comptroller. Applications for licenses for taxicabs shall be made by the owner upon blank forms provided for by the comptroller, and such applications shall contain the full name and address of the owner, a description thereof, including the model, motor and chassis number, the state license number, the principal place of business and office address of and the names of the officers of the person owning and operating the same; and, if a partnership, the names and addresses of each partner; and such other information as the comptroller and city manager may require.

Section 7: Section 30-81 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-81. - Insurance policy required.

(a) Before any license for a taxicab or TNC driver shall be issued, the owner or TNC driver shall file, annually, with the comptroller an insurance policy issued by an insurance company licensed to do business in the State of Illinois, providing insurance coverage for each and every taxicab vehicle owned, operated or leased or operated by the applicant against liability upon the owner in the following minimum limits:

1. $250,000.00 for bodily injury or death per person;
2. $500,000.00 for bodily injury or death per accident; and
3. $50,000.00 for property damage per accident.

(b) Such policy shall further provide that insolvency or bankruptcy of the insured shall not release the insurance company from any payment due under such policy; and, if by reason of such insolvency or bankruptcy, an execution on a judgment against the insured is returned unsatisfied, the judgment creditor shall have a right of action against the insurance company to recover the amount of such judgment to the same extent that the insured would have had to recover against the company, had the insured paid the judgment.

(c) The policy shall further provide that it cannot be cancelled until ten days' notice of such cancellation shall have been given to the comptroller.

(d) If the owner of any taxicab or TNC vehicle driver shall fail to provide within ten days after receipt of notice of cancellation another policy of insurance complying with this section, then the licenses issued for such taxicabs or TNC driver shall automatically become void and of no effect.

(e) The cancellation or other termination of any insurance policies issued for or in compliance with the provisions of this section shall automatically terminate any license issued for the taxicab or TNC driver covered by such insurance policy or bond, unless another policy complying with the provisions of this section shall be provided and in full force and effect at the time of such cancellation or termination.
Section 8: Chapter 30, Division 3 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

DIVISION 3 4. - DRIVER'S LICENSE REQUIREMENT FOR TAXICAB AND TNC DRIVERS.

Section 9: Section 30-101 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-101. - Required.

No person shall drive a taxicab or a transportation network vehicle unless he shall have the person has applied for and obtained a license therefor from the police department.

Section 10: Section 30-102 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-102. - Application generally.

(a) Each application for a taxicab's or a TNC driver's license shall be in writing upon forms to be furnished by the police department and shall be signed by the applicant, if a TNC driver only by the applicant, and by the owner of the licensed taxicab business which plans to employ the applicant, which application shall be accompanied by a photograph of the driver not less than 1½ inches by 1¾ inches in size.

(b) Along with the application, all the applicants shall file an affidavit stating his full name, residence, places of residence during the previous five years, age, height, places of previous employment, whether married or single, whether he has ever been convicted of a felony or misdemeanor, whether he has previously been licensed as a driver or chauffeur, and if so, whether his license has ever been revoked and for what cause, and a statement as to the number of traffic violations in which he has been involved, which affidavit shall be filed as a permanent record.

Section 11: Section 30-103 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-103. - Prerequisites to issuance.

(a) No taxicab or TNC driver's license shall be issued to any person unless such person:

   (1) Is 18 years of age or older.

   (2) Has demonstrated physical fitness to operate a taxicab car by submitting the results of a medical examination conducted by a licensed physician practicing medicine within the city within 90 days of the date of
application according to standards promulgated by the superintendent of police which standards shall be based upon factors which will determine whether or not the applicant has sufficient capacities for sight, hearing, and control of a vehicle to adequately and safely drive a taxicab. Provided, however, that such physical examination shall be required for an original license and every five years thereafter until the applicant reaches the age of 60, at which time such examination shall be required every two years.

(3) Submitted to fingerprinting and photographing by the police department and signed a consent to a background investigation by the police department, including authorization for the release of medical, employment, insurance and criminal history records which may be relevant to such background investigation, relating to the applicant’s qualifications to hold a taxicab or TNC driver’s license.

(4) Has a valid and properly classified driver’s license issued by the secretary of state. A restricted driver’s permit issued following the suspension or revocation of a driver’s license shall not be considered a valid and properly classified driver’s license for the purposes of this subsection (a).

(5) Had a valid driver’s license for one year prior to the date of application or reapplication; provided, however, that in the case of reapplication, the city manager may issue a permit if after hearing he finds that:

a. The driver’s license has been suspended by the secretary of state under the Illinois Vehicle Code for failure to provide proof of financial responsibility, section 7-205 (625 ILCS 5/7-205) or for failure to file an accident report, section 11-406 (625 ILCS 5/11-406) or for failure to pay fines for traffic and parking violations, section 6-306.1 (625 ILCS 5/6-306.1); and

b. The driver’s license has already been reinstated by the secretary of state; or

c. The cause for suspension has been reversed by the secretary of state after a hearing and finding that the suspension was improper.

The manager in issuing such permit may impose such reasonable terms and conditions of probation which he deems fit, including determining the time for issuance of such permit.

(6) Has not been convicted of, or placed on supervision by a court for more than three offenses against the traffic regulations governing the movement of vehicles within two years of the date of application; provided, however, that the city manager may issue a permit to an applicant where the applicant has been convicted of, or placed on supervision for only one offense in the past year, if, after hearing, the city manager finds that the violation does not demonstrate careless or
reckless driving habits which may endanger the life or safety of the driver's passengers.

(7) Has not been convicted of or placed on supervision for reckless driving, driving under the influence of intoxicating liquor or drugs, drag racing, fleeing or attempting to elude a police officer, leaving the scene or failure to report an accident involving death or injury within five years of the date of application.

(8) Has never been convicted of any of the following offenses under the Illinois Criminal Code (720 ILCS) or any offense substantially similar to such offenses under any other law of this state or any other state or of the United States: any forcible felony as defined in section 2-8 of the Code; any felony committed while operating or using a taxicab; Indecent solicitation of a child (section 11-6); Indecent solicitation of an adult (section 11-6.5); Sexual exploitation of a child (section 11-9.1); Prostitution (section 11-14); Solicitation of a sexual act (section 11-14.1); Soliciting for a prostitute (section 11-15); Soliciting for a juvenile prostitute (section 11-15.1) Pandering (section 11-16); Keeping a place of prostitution (section 11-17); Keeping a place of juvenile prostitution (section 11-17.1); Patronizing a juvenile prostitute (section 11-18.1); Pimping (section 11-19); Juvenile pimping (section 11-19.1); Exploitation of a child (section 11-19.2); Child pornography (section 11-20.1); Harmful materials (section 12-7.1); Hate crime (section 12-7.1); any violation of the Illinois Controlled Substances Act (720 ILCS 570) which involves the unlawful manufacture of, delivery or possession with intent to deliver or manufacture a controlled substance or counterfeit substance or controlled substance analog; any violation of the Illinois Cannabis Control Act (720 ILCS 550) which involves the unlawful manufacture, delivery or possession with intent to deliver or manufacture more than 30 grams of any substance containing cannabis. Provided, however, that the city manager may issue a permit to an applicant who has been convicted of one such offense if such conviction was more than ten years prior to such application and any sentence of imprisonment was completed more than five years prior to such application and the applicant can affirmatively demonstrate that he has been sufficiently rehabilitated to warrant the public trust.

(9) Has not had a taxicab driver's license issued under this division revoked for cause within three years of the date of application.

(10) Has not knowingly furnished false or misleading information or withheld relevant information on such application or caused or permitted another to furnish or withhold such information on his behalf.

(11) Is not required to register as a sex offender, pursuant to 730 ILCS 150/3 and has never been adjudicated a sexually dangerous person.

(b) This section shall apply to all taxicab or TNC driver's licenses whether original or renewal.
Section 12: Section 30-105 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-105. - Form.

All taxicab or TNC drivers' licenses issued under this division shall be in the form prescribed by the police department and shall contain a blank space for the record of all arrests or charges made against the owner thereof.

Section 13: Section 30-106 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-106. - Expiration.

All taxicab or TNC drivers' licenses shall expire on December 31 of the calendar year for which such driver's license is issued.

Section 14: Section 30-107 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-107. - Alteration.

Alteration of any taxicab or TNC driver's license issued under this division shall invalidate the license so altered.

Section 15: Section 30-108 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-108. - Fees.

The following license fees shall be paid for taxicab or TNC drivers' licenses and renewals thereof:

(1) For each original license .....$ 50.00
(2) For each renewal .....50.00
(3) Duplicate license .....5.00

Section 16: Section 30-109 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-109. - Suspension or revocation.

Taxicab or TNC driver's licenses may be suspended or revoked by the city manager upon recommendation of the superintendent of police or his designee if the city manager shall find one or more of the following:

(1) That the licensee has violated any of the provisions of this article regulating taxicabs or TNC's.

(2) The licensee has committed any of the acts or offenses listed in section 30-104.
(3) The licensee has engaged in any conduct which would constitute a criminal offense against any taxicab passenger while the licensee is acting as a taxicab driver.

(4) The licensee has knowingly furnished false or misleading information or withheld relevant information on any application for any license or permit required by this division or knowingly caused or suffered another to furnish or withhold such information on his behalf.

(5) The licensee has had his driver's license suspended or revoked by the secretary of state. A restricted driver's permit issued following the suspension or revocation of a driver's license shall not be considered a valid driver's license for the purposes of this subsection.

(6) The licensee has used or possessed marijuana or any controlled substance other than one prescribed by a physician for the licensee while the licensee is acting as a taxicab-driver, or the licensee has knowingly permitted another to use or possess marijuana or any controlled substance, other than one prescribed by a physician for that individual while present in a vehicle taxicab being operated by or under the control of the licensee.

(7) The licensee has, while acting as a taxicab-driver, failed to maintain a reasonable level of personal hygiene, appearance and conduct. Violation of this paragraph includes, but is not be limited to, wearing torn, dirty or stained clothing or clothing with visible holes; failure to be clean and well groomed, free of offensive body odors; rude, insulting or profane speech or actions towards or in the presence of a member of the public.

Section 17: Section 30-110 of the Code of the City of Peoria is hereby amended by deleting the following stricken words and by adding the following underlined words.

Sec. 30-110. - Identification badge.

Every licensed taxicab or TNC driver shall be provided, at his own or the taxicab company's expense, with a taxicab-driver's identification badge 2½ inches in diameter, with space for the insertion of the photograph of the driver and the number of the driver's license. The driver shall have his photograph inserted in the badge at all times. It shall be unlawful for any person to drive a taxicab vehicle upon the streets of the city after the identification badges are obtainable, without having such driver's badge permanently displayed in a conspicuous place. In the event of the loss or destruction of the driver's badge, he shall immediately provide himself with another taxicab driver's identification badge, at his own or the taxicab company's expense. Every taxicab driver shall provide a photograph of himself not less than 1½ inches by 1¼ inches. In addition, the TNC's software application or website shall display a current photograph of the TNC driver, and the license plate number of the motor vehicle utilized for providing the TNC service before the passenger enters the TNC driver's vehicle.

***

Section 18. This ordinance shall be in full force and effect immediately after its passage and publication.
PASSED BY THE CITY COUNCIL OF THE CITY OF PEORIA, ILLINOIS this ______ day of ________________, 2015.

APPROVED:

__________________________
Mayor

ATTEST:

__________________________
City Clerk
EXAMINED AND APPROVED:

__________________________
Corporation Counsel