CITY OF PEORIA – TRANSPORTATION COMMISSION

REGULAR BUSINESS MEETING

AGENDA

TUESDAY, JULY 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

INTERNET ADDRESS: www.peoriagov.org

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2. Click "Boards/Commissions" tab in the Green Ribbon @ the top of Page
3. Choose Transportation Commission
4. Scroll to the bottom of the screen. Under "Agenda & Minutes" will be a list of the .pdf postings.
5. Select desired document and click to open.

*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 PM 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.
- Welcome – Transportation Commissioner George Ghareeb

MINUTES – JUNE 16, 2015 - REGULAR MEETING OF THE TRANSPORTATION COMMISSION

AGENDA ITEMS

ITEM NO. 1: DISCUSSION Regarding August 18th City Council POLICY SESSION for RECOMMENDATION to City Council on SNOW REMOVAL ON SIDEWALKS.
  - Asst. Director of Public Works/Superintendent of Operations Sie Maroon

ITEM NO. 2:
  A DISCUSSION And Request for RECOMMENDATION Concerning Speed Zone Changes on UNIVERSITY STREET (Nebraska to Forrest Hill and Forrest Hill to War Memorial Drive, as those Sections are Improved);
  B UPDATE on Speed Calming on FORREST HILL (Sheridan to Knoxville).
    - Civil Engineer II Stephen Letsky

ITEM NO. 3: DISCUSSION Regarding DRAFT First Portion of BICYCLE MASTER PLAN for the City of Peoria. (Refer to the following link: https://apd.box.com/s/g9k06j3mh5m8eq76p4xhutki4q5rlnim )

ITEM NO. 4: CONSIDERATION of REGULATIONS AMENDING the TRAFFIC CODE of the City of Peoria, As Needed.

ITEM NO. 5: OTHER ITEMS OF INTEREST to the Transportation Commissioners:
  A Receive and File the Attached Council Item No. 15-102 Ordinance Amending the Code Concerning Regulations Governing Taxi-Cab and Transportation Network Companies;
  B Receive and File the Attached Council Item No. 15-194, Minutes of a Policy Session Concerning Funding for Road Work Over the Next 5-10 Years;
  C Receive and File the Attached Meeting Notes of the Downtown StreetScape Workshop with Caterpillar on July 8, 2015;
  D UPDATE from Mr. Stoffer on new Reverse Diagonal Parking in the Downtown Area;
  E UPDATE from Mr. Stoffer on City Council Consideration of COMPLETE STREETS POLICY at its Regular Meeting on July 28, 2015.

UNFINISHED BUSINESS

NEW BUSINESS

PUBLIC COMMENT

NEXT MEETING
TUESDAY, AUGUST 18, 2015

ADJOURNMENT
ACTION REQUESTED:
APPOINTMENT by Mayor Ardis to the TRANSPORTATION COMMISSION with a Request to Concur:

Mr. George Ghaeeb (Voting) - Term Expires 06/30/2018

BACKGROUND:
The following terms will become effective immediately.

<table>
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<tr>
<th>Name</th>
<th>Office/Position</th>
<th>Term</th>
<th>Term Effective</th>
<th>Term Expiration</th>
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<tr>
<td>Mr. George Ghaeeb (Voting)</td>
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<td>3</td>
<td>6/23/2015</td>
<td>06/30/2018</td>
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Mr. Ghaeeb is replacing Stephen Van Winkle.

Terra Engineering Ltd.
401 Main Street
Peoria, IL 61602
309-243-5559
gghareeb@terraengineering.com

FINANCIAL IMPACT: NA

NEIGHBORHOOD CONCERNS: NA

IMPACT IF APPROVED: The Commission will not have vacancies.

IMPACT IF DENIED: The Commission will have a vacancy.

ALTERNATIVES: NA

EEO CERTIFICATION NUMBER: NA

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

1. Not applicable.

WHICH CRITICAL SUCCESS FACTOR(S) FROM THE COMPREHENSIVE PLAN DOES THIS RECOMMENDATION IMPLEMENT?
1. Not applicable.

DEPARTMENT: Mayor's Office
MINUTES OF A REGULAR MEETING
OF THE CITY OF PEORIA
: TRANSPORTATION COMMISSION :

JUNE 16, 2015

A Regular Meeting of the City of Peoria's Transportation Commission convened at 3:00 p.m. on Tuesday, June 16, 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, Commissioner Pat McNamara, Commissioner Joe Messmore and Commissioner Randall Ray - 9.

Commissioners Absent: Commissioner Michael Vespa - 1.

Others in attendance included Traffic Engineer Nick Stoffer, Advocate for Disabled Rights Roger Sparks, Greater Peoria Mass Transit District (CityLink) Planning Administrator Joe Alexander, and Public Works Administrative Specialist Ruth Blancaflor.

ANNOUNCEMENTS, ETC.

- **Date Set:** Tuesday, June 16th, 6:00 p.m. City Council Chambers, City Council Policy Session Regarding Funding for Road Work over the Next 5 – 10 Years
- OneWater Committee Meeting, Wednesday, June 17th, noon to 1:30 p.m. at Room 201, Gateway Building
- SmartGrowth America Core Values: Why American Companies are Moving Downtown Webcast 9:00 – 11 a.m. June 18th at www.smartgrowthamerica.org
- **Date Set:** Tuesday, August 18, 6:00 p.m. City Council Chambers, City Council Policy Session Regarding Snow Removal on City Sidewalks

MINUTES

Commissioner Lyons moved to approve the Minutes of the Regular Transportation Commission Meeting held on May 19, 2015, as printed; seconded by Commissioner Herz.

Approved by unanimous viva voce vote.

**Item No. 1:** Consideration of Final Draft RESOLUTION in Support of Adoption by the City Council of a COMPLETE STREETS POLICY.

A. Revised FINAL DRAFT Policy Attached for Review and Finalization.

Mr. Stoffer discussed the final Draft Resolution in Support of Adoption by the City Council of a Complete Streets Policy that had been included in the agenda packets. He said it included the language revisions as directed by the Commission at their May meeting, and a new environmental paragraph regarding ozone attainment.
Commissioner Ray questioned if the Policy had been reviewed by the city’s Legal Department, as he said he still questioned the language regarding the legal standard for “all users” and Mr. Stoffer stated they would review it before it was forwarded to City Council for adoption.

Mr. Stoffer stated the Commission wanted to review the final draft in comparison to the National Complete Streets Coalition’s model of 10 ideal criteria for a successful policy.

Commissioner McNamara stated he thought the draft policy addressed most of that criteria. In reference to criterion #10, “Implementation, next steps,” he suggested the Commission develop a step by step process and the tools necessary to ensure new projects adhered to the policy, after the City Council had adopted it.

Commissioner Herz moved to approve the Final Draft document and to recommend to the City Council the approval of the Resolution Adopting a Complete Streets Policy; seconded by Commissioner Messmore.

Approved by unanimous viva voce vote.

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

A. **Receive and File the Attached TRAFFIC REGULATION Amending SCHEDULE P of the Traffic Code Lowering the Designated WEIGHT RESTRICTION to 10 TONS on NORTH MACARTHUR HIGHWAY at the Bridge located South of West Dr Martin Luther King, Jr. Drive and North of North Richard Allen Drive. [District 1]**

Mr. Stoffer outlined the Traffic Regulation, which changed the posted weight limit on North MacArthur Highway at the bridge. He stated the Illinois Department of Transportation had recently reevaluated the bridge structure and directed that the weight limit be lowered to 10 tons, as it was structurally deficient. He explained the structure was eligible for FY2018 state funding for its replacement. The bid letting for the new bridge was planned for July, 2017, but he said it could be moved up a year if funding was available. He explained if another city’s bridge replacement design wasn’t complete, but the City of Peoria’s design was complete, Peoria could move ahead of the other city for the funding. He said the city realized the lowered weight limit was inconvenient for truck traffic and that the city’s consultant was currently working on design of the new bridge.

In response to Commissioner Herz’s question about the inclusion of Complete Streets concepts in the new bridge’s design, Mr. Stoffer confirmed they were being included. Further, he said, the MacArthur Highway corridor design included bike lanes from University south, and staff was working with the State to allow the lanes to continue all the way down MacArthur to Jefferson.

In discussion with Commissioner Lott regarding the load limit to be placed on the new structure, Mr. Stoffer stated the new structure would no longer have a weight restriction.

B. **Public Open House re: North Side Transfer Zone for CityLink**

The Commissioners gave Privilege of the Floor to Mr. Joe Alexander, CityLink Planning Administrator, for an update on the proposed new site for the North Side Transfer Zone.
Mr. Joe Alexander, Greater Peoria Mass Transit District (CityLink) Planning Administrator, said the final stakeholders meeting was held the previous Wednesday, and that the Final Report from the Study was presented at that time. He said two sites were identified, but the former CEFCU drive-through site on Brandywine Drive was recommended as the top choice. He said that site was not particularly pedestrian-friendly, as there were no adjacent sidewalks; however, he said it did accommodate them by creating a safer transfer opportunity for passengers. He said the goal was to align their buses to one location, with only one bus going to the Mall, and having transfers and other amenities, such as waiting areas, at safer locations. The CityLink Board of Directors would be making the final decision on how to proceed, he said.

New Bus Shelters
Mr. Alexander also informed the Commissioners that CityLink was currently undertaking the replacement of bus shelters throughout the city. He said the new shelters being installed were solar-powered, for lighting at night, and had sheltered passenger waiting areas. He said six new shelters were currently standing: two by Kroger on Harmon Highway; one by Griswold and Lincoln at Manual High School; one at METEC on Krause; one at Lake and Monroe in Peoria Heights; and one on Reservoir by Sterling Towers.

In discussion with Commissioner Lott, Mr. Alexander stated about 40 bus shelters in Peoria, East Peoria, and Pekin were maintained by CityLink.

The Commission thanked Mr. Alexander for the information he presented.

C. Downtown StreetScape Workshop with Caterpillar

Mr. Stoffer distributed a tentative Agenda for the Peoria Streetscape Master Plan – Public Workshop #1 to be held with Caterpillar at the Gateway Building. He stated the final date had not yet been decided, but it would either be July 8th or 15th from 5:00 until 7:30 p.m. He thanked the Commissioners for their responses in providing the best time for them to attend, and he said he would advise them of the final schedule as soon as it was determined.

UNFINISHED BUSINESS

Bicycle Master Plan

In discussion, Mr. Stoffer gave an update on the status of the final Bicycle Master Plan. He said the review of the final Draft Plan had not been completed, prior to its recommendation to City Council. He said the goal was to have it ready for City Council approval at their July 14th Regular Meeting. He said he would forward a copy of the Plan to the Commissioners as soon as that was possible.

• Bike Lane Lighting: Commissioner Herz stated that a good bike plan should address the importance of adequate lighting during hours of darkness. Going forward, he said, the evaluation and implementation process should ensure that adequate lighting is part of bike path projects. He said he didn’t recall anything in the Draft Plan that addressed this issue.

Mr. Stoffer said Complete Streets efforts should address that, as well. Though the greater percentage of bicycling happened during daytime hours, he said he understood the request.
NEW BUSINESS

A. Freedom of Information Act and OPEN MEETINGS ACT TRAINING for New Commissioners:
   Refer to http://foia.illattorneygeneral.net/electronic_foia_training.aspx

Mr. Stoffer said Open Meetings Act training was required for the Commissioners and he pointed out the web site link where the on-line training module could be found.

B. Consideration of a Regulation Amending Schedule “E” of the Traffic Code to REMOVE the Designated 2 HOUR PARKING 8:00 AM to 6:00 PM in the 600 Block of EAST PENNSYLVANIA AVENUE from North New York Avenue to North Indiana Avenue.

Mr. Stoffer outlined the proposed Traffic Regulation to Remove 2 Hour Parking on East Pennsylvania Avenue form New York to Indiana. He said the designation was established when hospital staff was parking in front of these residences and that the newly constructed roundabout in the area made the restriction unnecessary at this time.

Commissioner Crowell moved to recommend to the City Manager the approval of the Regulation Amending Schedule “E” of the Traffic Code to remove the designated 2 HOUR PARKING 8:00 AM to 6:00 PM in the 600 Block of East Pennsylvania Avenue from North New York Avenue to North Indiana Avenue; seconded by Commissioner McNamara.

Approved by unanimous viva voce vote.

C. Consideration of a Regulation Amending Schedule “J” of the Traffic Code to Designate a STOP at EAST KANSAS STREET for North Delaware Avenue, Creating an All Way Stop-Controlled Intersection.

Mr. Stoffer outlined the proposed Traffic Regulation to add a Stop sign at East Kansas Street for North Delaware Avenue. He said Peoria School District 150 had requested the additional Stop sign at the Glen Oak School site, to make it an All-Way Stop at this location. In their evaluation of the area, he said his staff found the signage wasn’t current with the new school’s plan. This is District 150’s major pedestrian crossing, he said, basically all day, because of school activities and the Boys and Girls Clubs location across the street. He said there were crossing guards during the school year.

In discussion, Commissioner Crowell noted that the Boys and Girls Clubs had year-around activities at their facility.

Commissioner Crowell moved to recommend to the City Manager the approval of the Regulation Amending Schedule J of the Traffic Code designating a Stop Intersection at East Kansas Street for North Delaware Avenue, creating an All Way Stop-Controlled Intersection; seconded by Commissioner Adler.

Approved by unanimous viva voce vote.
PUBLIC COMMENT

Mr. Roger Sparks, Advocate for Disabled Rights, stated he had encountered a difficulty closing his vehicle’s door after he exited it, due to the close proximity of the planter boxes and the parking spaces at the 400 block of Southwest Washington Street. He said he had also noted the same condition existed in the 400 block of Hamilton Avenue at Hamilton Square. He said these planter boxes are too close to parking spaces and could create a dangerous situation for the disabled.

The Commissioners thanked him for his remarks.

Next Meeting

The next regularly scheduled Transportation Commission meeting will be held on Tuesday, July 21, 2015 at 3:00 p.m.

Adjournment

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

Approved by viva voce vote.

The Transportation Commission meeting adjourned at 3:36 p.m.

Chairman Joe Hudson

Nick Stoffer, Traffic Engineer

rmb
ACTION REQUESTED:
Communication from the City Manager and Corporation Counsel with a Request to Adopt an ORDINANCE Amending Chapter 30 of the CODE of the City of Peoria Concerning Regulations Governing TAXI-CAB and TRANSPORTATION NETWORK COMPANIES.

BACKGROUND: On March 24, 2015, the First Reading of an Ordinance permitting Transportation Network Companies, hereinafter "TNC’s", was before the City Council. At subsequent City Council meetings, staff was directed to draft an Ordinance which, to the extent it could allow the TNC to operate under its business model but treat the traditional taxi corporations equally so that there is a "level playing field". After numerous meetings and discussions, both the TNC and the taxi companies agree that the following Ordinance creates a level playing field and provides opportunities for both companies to flourish in Peoria.

FINANCIAL IMPACT: Not Known.

NEIGHBORHOOD CONCERNS: None.

IMPACT IF APPROVED: Not Known.

IMPACT IF DENIED: Not Known.

ALTERNATIVES: Disapprove the Ordinance and require TNC’s to operate under Chapter 30 of the Municipal Code or not at all.

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
AN ORDINANCE AMENDING CHAPTER 30 OF THE CODE OF THE CITY OF PEORIA PERTAINING TO TAXICABS AND TRANSPORTATION NETWORK COMPANY VEHICLES

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

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 passengers 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 (for hire) 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.

Transportation Network Vehicle shall mean any vehicle used to provide a transportation network service.

Sec. 30-28. Same—Duties.

(a) It shall be the duty of the public vehicle license board to pass upon all applications for taxicab licenses and to determine whether the public convenience and necessity require the additional taxicab service.

(b) It shall be the duty of the public vehicle license board, upon the filing of an application for a license to operate a public vehicle within the city by any person not now licensed and engaged in the operation of a taxicab, to cause a notice of the filing of such application to be published in one of the leading daily newspapers of the city, which notice shall state that the application for a taxicab license has been made, giving the name of the applicant, and that a public hearing on the application will be held at some public place, designating the place, date and hour, but which date shall not be less than five nor more than 15 days from the date of publication. The board shall require the applicant to pay the expense of the publication of such notice.

Sec. 30-29. Same—Complaints to.

(a) Upon the publication and before the date set for the hearing, as provided in section 30-28, the holders of existing taxicab licenses or any other person affected by the issuance of additional taxicab licenses may file with the public vehicle license board complaints or protests against the issuance of such additional taxicab licenses and shall be entitled to offer proof upon the question of public necessity and convenience for additional taxicab service; but in all events, the burden of proof shall be upon the applicant to establish by clear and convincing evidence that the public convenience and necessity required the additional taxicab service.

(b) The city council shall have the power to review the decision of the public vehicle license board.

Sec. 30-28 – 30-29. Reserved.

Sec. 30-30. Additional and group passengers.

No driver shall permit any other person to occupy or ride in a taxicab or TNC vehicle, unless the person first engaging the taxicab vehicle shall consent to the acceptance of additional passengers.
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 unless the ride is pre-arranged or by the taxi company's software application:

(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) **Taxicab Pre-Arranged or Ride obtained via “App”.** If a ride is pre-arranged or obtained by utilizing the corporation's software application, a taxicab corporation may charge any amount fare for the services provided to passenger; maximum rates and; provided that, if a fare is charged, the taxicab corporation shall disclose to passengers the fare calculation method on its website, or within the software application service. The taxicab corporation shall also provide passengers with the applicable rates being charged and the option to receive an estimated fare before the passenger enters the taxicab driver’s vehicle. In addition, a taxicab corporation must post on its application or website a description of its “pricing” policy.

(c) **Transportation Network Provider Services – Rates.** A TNC may charge any amount fare for the services provided to passenger and; 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 “pricing” policy.

(d) 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”.

(e) If the Mayor or City Manager designates a municipal emergency, the above rates are abolished for both taxicab and TNC corporations at which time the rates shall be set by the Mayor or City Manager.

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**Sec. 30-34. Same–Receipt.**

If demanded requested by the passenger, the driver in charge of the taxicab shall deliver to the person paying for the hiring of the same at the time of such payment a receipt thereof, in legible type or writing, containing the name of the owner and any items for which charged for and the total amount paid; within a reasonable period of time following the completion of the trip, a TNC or taxicab driver shall transmit an electronic or paper 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.

**Sec. 30-35. Same–Payment in advance; refusal to carry orderly passengers.**

Every driver of a taxicab or TNC vehicle shall have the right to demand payment of the regular fare in advance and may refuse employment unless so prepaid, but no driver of a taxicab or TNC vehicle shall refuse or neglect to convey any orderly person, upon request, anywhere in the city, unless previously engaged or unable to do so.

**Sec. 30-36. Same–Overcharge; shortest route.**
No person shall charge or attempt to charge any passenger a greater rate of fare than that which the taxicab is entitled to under the provisions of this article nor to transport any passenger except by the shortest and most direct practical route unless specifically directed otherwise by the passenger.

Any person, or TNC driver, who as owner/operator or driver knowingly charges or attempts to charge any passenger a greater fare than that which the taxicab, or TNC, is entitled to under the provisions of this article or any person who knowingly suffers, permits or directs another to do so, shall, upon conviction, thereof for the first offense be fined not less than $100.00 and shall have his taxicab, or TNC, driver's license or taxicab, or TNC vehicle, license for the vehicle involved suspended for not less than ten days. For a second or subsequent offense within five years, such person shall be fined not less than $500.00 and shall have such license suspended for not less than 90 days or revoked. For a third or subsequent offense within five years, such persons shall be fined not less than $500.00 and shall have his taxicab driver's license revoked, and in the case of an owner/operator, all taxicab licenses issued to such owner/operator shall be suspended for not less than 90 days or revoked.

***

Sec. 30-49. Log required.

(a) Every driver of a taxicab or a TNC vehicle shall record on a form approved by the city comptroller the following information concerning each trip for hire made by such driver:

1. The point of origin and the point of destination of each trip.
2. The beginning and ending mileage of each trip.
3. The number of persons transported on each trip.
4. The total amount charged for each trip.

(b) The driver and/or dispatcher shall complete the log entry for each trip before commencing another trip. The owner of each taxicab shall be responsible for maintaining such log for a period of not less than 90 days.

(c) Such logs shall be open to inspection by the police department at any time and any information contained therein shall be given to the police department upon request.

Sec. 30-50. Inspection and Operating standards.

(a) Operating standard. It shall be unlawful for anyone to operate or cause to be operated a taxicab or TNC vehicle which is mechanically unsafe or in such a deteriorated condition as to render it unfit for passenger use.
(b) No taxicab shall be operated unless it is equipped with floor mats of rubber, leather, metal chain or similar nonabsorbent, washable material, which can be easily cleaned. Inspection standard. No taxicab corporation or TNC shall allow and no taxicab or TNC driver shall operate any vehicles to be used as a transportation network vehicle or taxicab unless such vehicle is inspected as required by this chapter. Any motor vehicle(s) that a TNC or taxicab driver will use to provide transportation services, that has a vehicle age of more than five (5) years, shall obtain annual written certification from a city-approved vehicle inspection station affirming that the vehicle(s) that a TNC or taxicab driver will use to provide transportation services is being maintained in a safe operating condition and in accordance with the requirements of this chapter. A list of city-approved vehicle inspection stations shall be provided to each taxicab corporation or TNC that applies for a license pursuant to this chapter by the police department’s traffic investigations unit. When a motor vehicle that a TNC or taxicab driver will use to provide TNC services has been inspected and approved for operation as a taxicab or a TNC vehicle by an Illinois police department or municipality other than the City of Peoria, the corporations or the driver may provide the City police department’s traffic investigations unit with written proof of such approval. The Chief of Police may accept such written approval from an Illinois police department or other municipality than the City of Peoria in lieu of the vehicle inspection required in this section provided any such written approval was issued within the previous one year. The TNC or taxicab corporation shall require all drivers to maintain and all drivers shall maintain complete documentation of such inspections in the vehicle at all times while being used to provide transportation services, and a written copy of such documentation shall be provided to the police department’s traffic investigations unit or a police officer upon request.

(c) Additional Inspection Standards. In addition to any other inspections that may be required or permitted by this article, it shall be the responsibility of the superintendent/Chief of Police to inspect taxicabs and TNC vehicles licensed under this article to ensure that such vehicles:

(1) Have adequate seating for the number of passengers to be transported.

(2) Have a clean interior in a good state of repair and appearance, and are equipped with approved floor mats, and are free of litter, trash, garbage, residue and offensive odors.

(3) Have no external body damage, or protruding parts which could cause a hazard to pedestrians, passengers, or other vehicles, objects or things.

(4) Have no body damage of such extent as would significantly detract from its appearance to the public on city streets.

(5) Are in compliance with all other provisions of this article.

Such inspections by the superintendent/Chief of Police may be conducted at reasonable times and places in a random fashion and without notice.
(d) On or after January 1, 2002, no taxicab that is more than 12 years old, as shown on the manufacturing plate and/or title records, shall be operated or licensed.

Sec. 30-51. Taxicabs for transportation of disabled or handicapped passengers.

Licenses may be issued as provided for in this article for the operation of taxicabs. Each taxicab corporation and TNC may provide vehicles specially designed and equipped for the transportation of handicapped or disabled passengers, without regard to the limit of taxicab licenses authorized to be issued under the provisions of this article. Rates to be charged such passengers shall be according to a rate schedule filed with and approved by the public vehicle license board of the city, and not according to other rate schedules for passengers as provided for in this article. In all other respects, such taxicabs and TNC and TNC vehicles, and the owners and operators thereof, shall conform and be subject to the provisions of this article.

Sec. 30-52. Identification of TNC Vehicles and Drivers.

Taxicab corporations or TNC’s software application or website shall display a picture of the taxicab and taxicab driver or TNC driver and TNC vehicle, and the license plate number of the motor vehicle utilized for providing the transportation service before the passenger enters the vehicle.

Secs. 30-523—30-70. Reserved.

DIVISION 2. TAXICAB OR TNC OWNER’S LICENSE

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 TNC 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.

Sec. 30-72. Application; contents.

(a) No person, whether acting as owner, principal, agent, employee, lessee or licensee, shall operate a taxicab or meter TNC 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 or TNC vehicles shall be made by the owner or TNC 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.
(b) A TNC shall not operate in Peoria without first having obtained a permit from the city. The city shall issue a permit to each applicant that meets the requirements for a TNC set forth in this Chapter, and pays an annual permit fee of $3,000 to the City.

Sec. 30-73. Issuance.

(a) The license required by this division shall be issued by the comptroller after the application for the same has been first approved by the city manager; provided, however, that no new license shall be issued until the application for the same has been on file in the office of the comptroller for at least ten days from the date of filing of the application.

(b) No public Taxicab or TNC vehicle license shall be issued until after all the terms, provisions and conditions of this article have been complied with and until after the payment of the license fee required by section 30-77 is made.

(c) No public Taxicab or TNC vehicle license shall be issued, renewed or reinstated until the vehicle has been inspected and found to be in good repair and in safe mechanical operating condition. Such inspections shall be conducted at testing stations approved by the public vehicle license board or as otherwise authorized by the public vehicle license board.

Sec. 30-74. Establishment of public convenience and necessity required.

No new taxicab or TNC vehicle license shall be issued to any person until public convenience and necessity have first been established for such taxicab license, as provided in this division. The city comptroller is hereby authorized and directed to issue such licenses until the limit of 66 as provided in section 30-76.

Sec. 30-75. Transferability.

No taxicab or TNC vehicle license issued under this division may be sold, assigned, mortgaged or otherwise transferred, without the consent of the city manager.

Sec. 30-76. Restriction on number issued.

Not more than 66 taxicab or 66 TNC vehicle licenses shall be issued unless, after a public hearing, the city council shall determine that the public convenience and necessity require additional taxicab service.

Sec. 30-775. Fee—Amount.

A quarterly license fee shall be charged by the city to each person applying for and securing a license for the operation of a taxicab in the sum of $30.00 for each such taxicab. The full fee shall be charged if any operation is conducted in any quarter.

Sec. 30-786. Same—When due and payable; proration.
The license fee required by section 30-77 shall be due and payable on January 1, April 1, July 1 and October 1 of each and every year or in one lump sum on January 1.

Sec. 30-797. Same—Transfer fee.

For the transfer of any license issued by the comptroller and after the issuance of the same by the comptroller, a transfer fee of $30.00 shall be paid to the city treasurer for recording the transfer of such license from one taxicab or TNC vehicle to another owned by the same person.

Sec. 30-8078. Revocation or suspension.

The city manager is empowered and authorized, upon the recommendation of the superintendent of police, to revoke or suspend the license of any taxicab or TNC (vehicle) for good cause shown, or if any taxicab such vehicle is found not to be safe, or not in good condition with respect to appearance, cleanliness or mechanical operation. Licenses, when so suspended or revoked, shall not be reissued until the cause for such revocation or suspension shall have been removed to the satisfaction of the city manager or the superintendent of police. In the event of suspension or revocation of a license under the provisions of this section, no refund shall be made to the owner for any portion of the license fee.

Sec. 30-8179. Insurance policy—Required Option for Taxicab Corporations.

A Taxicab Corporation is required to provide an insurance policy in compliance with this Section or in compliance with section 30-80 and:

(a) Before any license for a taxicab shall be issued, the owner 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 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 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 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 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.

Sec. 30-80. Insurance policy required for TNC and Alternative Option for Taxicab Corporations.

(a) Transportation network companies participating TNC drivers, and taxicab corporations shall comply with the automobile liability insurance requirements of this Section as required.

(b) The following automobile liability insurance requirements shall apply from the moment a participating TNC or taxicab driver logs on to the transportation network company’s digital network or software application until the driver accepts a request to transport a passenger, and from the moment the driver completes the transaction on the digital network or software application or the ride is complete, whichever is later, until the driver either accepts another ride request on the digital network or software application or logs off the digital network or software application:

(1) Automobile liability insurance shall be in the amount of at least $50,000 for death and personal injury per person, $100,000 for death and personal injury per incident, and $25,000 for property damage.

(2) Contingent automobile liability insurance in the amounts required in paragraph (1) of this subsection.

(b) shall be maintained by a transportation network company or taxicab corporation and provide coverage in the event a participating driver’s own automobile liability policy excludes coverage according to its policy terms or does not provide at least the limits of coverage required in paragraph (1) of this subsection (b).

(c) The following automobile liability insurance requirements shall apply from the moment a TNC or taxicab driver accepts a ride request on the company's digital network or software application until the TNC or taxicab driver completes the transaction on the digital network or software application or until the ride is complete, whichever is later:

(1) Automobile liability insurance shall be primary and in the amount of $1,000,000 for death, personal injury, and property damage. The requirements for the coverage required by this paragraph (1) may be satisfied by any of the following:
(A) automobile liability insurance maintained by a participating TNC or taxicab corporation or driver;

(B) automobile liability company insurance maintained by a transportation network company or taxicab corporations; or

(C) any combination of subparagraphs (A) and (B).

(2) Insurance coverage provided under this subsection(c) shall also provide for uninsured motorist coverage and underinsured motorist coverage in the amount of $50,000 from the moment a passenger enters the vehicle of a participating TNC or taxicab driver until the passenger exits the vehicle.

(3) The insurer, in the case of insurance coverage provided under this subsection (c), shall have the duty to defend and indemnify the insured.

(4) Coverage under an automobile liability insurance policy required under this subsection (c) shall not be dependent on a personal automobile insurance policy first denying a claim nor shall a personal automobile insurance policy be required to first deny a claim.

(d) In every instance when automobile liability insurance maintained by a participating TNC or taxicab driver to fulfill the insurance obligations of this Section has lapsed or ceased to exist, the transportation network company or taxicab corporation shall provide the coverage required by this Section beginning with the first dollar of a claim.

(e) This Section shall not limit the liability of a transportation network company or taxicab corporation arising out of an automobile accident involving a participating TNC or taxicab driver in any action for damages against a transportation network company or taxicab corporation for an amount above the required insurance coverage.

(f) The transportation network company or taxicab corporation shall disclose in writing to TNC or taxicab drivers, as part of its agreement with those TNC or taxicab drivers, the following:

(1) the insurance coverage and limits of liability that the transportation network company or taxicab corporation provides while the TNC or taxicab driver uses a vehicle in connection with a transportation network company’s digital network or software application; and

(2) that the TNC or taxicab corporation driver’s own insurance policy may not provide coverage while the TNC or taxicab driver uses a vehicle in connection with a transportation network company digital network depending on its terms.

(g) An insurance policy required by this Section may be placed with an admitted Illinois insurer, or with an authorized surplus line insurer under Section 445 of the Illinois
Insurance Code; and is not subject to any restriction or limitation on the issuance of a policy contained in Section 445a of the Illinois Insurance Code.

(h) Any insurance policy required by this Section shall satisfy the financial responsibility requirement for a motor vehicle under Sections 7-203 and 7-601 of the Illinois Vehicle Code.

Sec. 30-8281. Operation of taxicabs or TNC vehicles while license suspended or revoked.

Any person owning or operating taxicabs or a TNC vehicle not licensed and equipped in accordance with the provisions of this division, or a taxicab or a TNC vehicle, the license of which has been revoked, or whose license is at the time suspended, who operates or permits another to operate the same as a taxicab or a TNC vehicle, or attempts so to do, or who solicits passengers for hire in the city, shall, upon conviction thereof, be punished as provided in section 1-5 of this Code.

No person owning or operating taxicabs or TNC vehicles shall permit such taxicab or TNC vehicle to be driven by any person who does not have a current and valid taxicab or TNC vehicle driver's license issued under this chapter, and a current valid State of Illinois driver's license with proper classification.

Sec. 30-8382. Operation of taxicabs with taximeter seals missing or broken; duty to report.

Should a taximeter seal be broken, it shall be the responsibility of the driver and the owner/operator to immediately notify the police department and to take the taxicab out of service until the seal has been replaced.

Any person owning or operating taxicabs who operates or knowingly permits another to operate the same as a taxicab, or attempts to do so, or who solicits passengers for hire in the city, while the taximeter seal is broken or missing, shall, upon conviction thereof, for the first offense be fined not less than $100.00 and shall have the taxicab license suspended for not less than ten days. For a second offense within three years involving any taxicab owned or operated by that owner or operator, such owner or operator shall be fined not less than $300.00 and shall have the taxicab license suspended for up to 90 days or revoked. For a third or subsequent offense within three years involving any taxicab owned or operated by that owner or operator, such owner or operator shall be fined $500.00 and shall have all taxicab licenses issued to that owner or operator suspended for not less than 90 days or revoked.

It shall be a defense to a violation of this section that an owner/operator who is not actually driving the taxicab at the time of the violation, had inspected the taximeter within the preceding 24 hours and found the seal intact, provided that the owner/operator maintains a log documenting that the taximeter of each taxicab is inspected at least once each day the taxicab is in use showing that the taximeter seal is intact.

Secs. 30-8483—30-100. Reserved
DIVISION 3. DRIVER'S LICENSE REQUIREMENT FOR TAXICAB AND TNC DRIVERS.

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.

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 1 1/2 inches by 1 1/4 inches in size.

(b) Along with the application, all the applicant(s) 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.

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 vehicle 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 driver's license. Submitted to a local and national criminal history background check for each individual applicant that shall include:

(a) Multi-State or Multi-Jurisdictional Criminal Records Locator or other similar commercial nationwide database with validation (primary source search); and

(b) National Sex Offenders Registry database;

(c) Obtain and review a driving history research report for the individual.

(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 or TNC 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.

(c) In addition TNC and TNC drivers must comply with the mandates of 625 ILCS 57 seq., the “Transportation Network Providers Act”.

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Sec. 30-105. Form.

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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.

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.

Sec. 30-107. Alteration.

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

Sec. 30-108. Fees.

The following license fees shall be paid for taxicab drivers’ licenses and renewals thereof:

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

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.
(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 or TNC 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 or TNC 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.

Sec. 30-110. Identification badge.

Every licensed taxicab or TNC driver shall be provided, at his own or the taxicab or TNC's 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 taxicab or TNC 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 or TNC driver's identification badge, at his own or the taxicab or TNC's company’s expense. Every taxicab or TNC driver shall provide a photograph of himself not less than 1½ inches by 1½ 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.

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Section 2. 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
ITEM NO. 15-194

CITY COUNCIL OF PEORIA, ILLINOIS, IN COUNCIL, ASSEMBLED
YOUR COMMITTEE OF THE WHOLE to Whom was Referred a
POLICY SESSION Regarding FUNDING for ROAD WORK OVER THE
NEXT 5-10 YEARS.

A Policy Session was held on Tuesday, June 16, 2015, at City Hall, Council Chambers, 419
Fulton Street, Peoria, Illinois, at 6:07 P.M., with Mayor Jim Ardis presiding.

ROLL CALL

Roll Call showed the following Council Members were physically present: Akeson, Grayeb,
Jensen, Johnson, Moore, Spain, Riggenbach, Turner, Weaver, Mayor Ardis – 10;
Absent: Montelongo -1.

Others present were: City Manager Patrick Urich, Assistant City Manager Chris Setti,
Corporation Counsel Don Leist, Public Works Director Michael Rogers, City Engineer / Deputy
Director of Public Works Scott Reese, City Clerk Beth Ball, Chief Deputy City Clerk Stefanie Rice,
interested citizens and members of the media.

Communication from the City Manager with a Request to Provide Direction to Staff
Regarding FUNDING for ROAD WORK OVER THE NEXT 5-10 YEARS.

Maps relating to the City’s arterial and non-arterial streets were distributed to all Council
Members.

City Manager Urich opened the Policy Session asking the City Council for questions that
specifically related to the City’s long-range planning discussions for City streets along with long-
term funding. He said Staff wanted feedback in order to incorporate it into the City’s budget for
2016 and beyond.

CURRENT ARTERIAL STREET CONDITION

Public Works Director Mike Rogers remarked that the City Council had previously discussed the
City streets Pavement Condition Index (PCI). He stated that the desire was to have the City’s
infrastructure in the best condition possible, and he said Staff developed a plan to achieve this
goal wherein the Council would need to make policy decisions regarding the same. He
provided a brief overview of the items to discuss and revisited the street assessment conduct
within the last year. He said the City roadways were tracked within the last year wherein the
arterial pavement conditions ratings were developed. He reviewed the current arterial street
conditions. He remarked that the current rating for the City’s arterial streets was at 69.9 PCI.
He reviewed different scenarios as it related to funding. He said if the City did nothing to
improve the streets but just patched and sealed, over time the roads would suffer resulting in a
59.0 PCI rating by 2019. He explained that at a funding level of $1.2 million per year, the
streets would continue to decline and deteriorate, but in order to maintain current conditions, the
streets would need to be funded at $1.7 million per year; however, there would still be
deterioration. He remarked that even though the City was doing street projects, other street
projects were deteriorating at a very high rate. He said Staff was looking for a compromise with
an upwards trend. He reviewed what an unconstrained level of funding would look like, noting it
would cost approximately $6.6 million for arterial streets alone with a PCI rating of 90.0. He
remarked that at the City’s current funding level, the roadways would continue to deteriorate.
Council Member Weaver questioned the different starting points on the chart entitled “Current Arterial Street Condition.” Public Works Director Rogers said the different starting points reflected an initial investment in the roadways. He said it was the initial investment that affected the initial starting point on the chart.

CURRENT RESIDENTIAL STREET CONDITIONS
Director Rogers reviewed the current residential street conditions. He remarked that if the initial $600,000.00 was not allotted for the maintenance and improvement of the residential streets, there would be a steady decline wherein by 2019 the city's roads would decline to a 60.8 PCI rating. He reported that the City's residential streets were currently at a PCI of 71.9. In order to achieve a rating of 75 PCI, he said it would require an investment of approximately $9.6 million in addition to what the City already contributed for residential streets.

Director Rogers said it was important to determine the PCI level that was acceptable for the City's roadways. He said it was the recommendation of Staff to begin with a 75.0 PCI for arterial streets and a 70.0 PCI for residential streets.

CURRENT FUNDING LEVELS
Director Rogers said the current funding level for streets was $4.1 million. He said this amount included both arterial and residential streets. He remarked that approximately $1.2 million was utilized for arterial streets and $600,000.00 for non-arterials. He said the remaining $2.3 million was allotted for ancillary costs such as engineering, sidewalks, curbs, etc. He stated that whenever the Public Works Department performed a street project, it was done as a "complete street" project, which would include sidewalks.

TYPICAL PAVEMENT PERFORMANCE CURVE
Director Rogers addressed why the PCI rating continued to decline. He said many roads began in good or excellent condition, but over time they started to weather and fall into different categories. He remarked that, over time, different treatments would need to take place during different phases of a street's lifespan. He said the major concern occurred when street conditions fell to a PCI level of 25.0 or lower, which would require reconstruction. He said it should be the City's goal to prevent these roads from falling into that category. He said the focus should be on streets that were at a higher PCI level to ensure they stayed in good condition.

PAVEMENT PRESERVATION TECHNIQUES
Director Rogers reviewed the various pavement preservation techniques and the cost of each. He remarked that proper treatment had to be done at the proper time. He said pavement preservation could not be done on a road that was deteriorated. He said the projects had to be separated between pavement preservation and reconstruction.

Council Member Weaver requested more clarification on funding.

PAVEMENT DATA
Director Rogers said the City only had one assessment to utilize, which provided only one point on a curve. He said additional data points needed to be collected every three years in order to track the changes to determine how quickly the roads were deteriorating. He said additional data points would assist in the decision-making process.

In response to Council Member Weaver's question regarding the PCI ratings, Director Rogers said Staff recommended aspiring for a rating of 85.0 on arterial streets.
City Engineer Scott Reese said Staff had begun to analyze the financial aspect through the use of a software program. He said the preliminary findings indicated that it would cost approximately $3.2 million to reach a PCI rating of 75.0 for arterial streets. He said an analysis had not yet been conducted on the residential streets; however, he said he anticipated the cost to be approximately $8 million for a PCI rating of 70.0 for residential streets.

Director Rogers said Council needed to determine, from a policy standpoint, whether those ratings were attainable, and then review various funding scenarios.

City Engineer Reese said Peoria was a home rule entity, which allowed for a Local Motor Fuel Tax (MFT), which was currently fixed at $0.02 per gallon. He said approximately $800,000.00 of that went towards the arterial overlay plan. He said for every $0.01 MFT, the City would receive approximately $400,000.00 of revenue. He said the City could implement a MFT up to $0.05 per gallon. He reviewed the breakdown in the price of gasoline. He said the City received approximately $3.2 million annually from the State's MFT. However, he said the local MFT has been gradually declining over the last 10 years. He compared Peoria's Local MFT to other cities over a four-day average. He said a $0.01 increase would provide the City with approximately $400,000.00 additional revenue, $0.02 would provide approximately $500,000.00, and $0.03 would provide approximately $1.1 million.

Discussions were held regarding the relationship between the Local MFT rates and fuel costs. At Council’s request for additional data, City Engineer Reese said Staff tracked the motor fuel costs for the last six months wherein additional data for the chart would be provided.

Discussions were held regarding alleys. Council Member Grayeb inquired how the alleys were included in the cost of streets, and he remarked that alleys were an integral part of the City’s roads and heritage neighborhoods. City Engineer Reese said Staff rated the City’s alleys on a system of 1 to 10. He said there was not a preventative maintenance plan in place for alleys, but he said Staff was working on developing one. Director Rogers said alleys had been placed back on the schedule for pavement preservation. He said alleys were being addressed on a regular basis, noting that the whole plan would take approximately six to seven years before it would begin to cycle back around.

Discussions were held regarding brick streets. Council Member Grayeb said it was determined several years earlier that the City would retain its brick streets due to being green and effective, needing less maintenance or asphalt. He remarked how difficult it was to get those streets repaired. He commented that brick streets helped subsidize all the work that was needed on asphalt streets. He said brick streets were environmentally friendly, and the City needed to develop a plan to address its brick streets, which were primarily located within Districts 1, 2, and 3.

Director Rogers said Public Works had repaired a brick street located in District 1. He said the repairs to brick streets were more on a reactive basis than a proactive basis. He said the City would address the brick streets, noting it was their desire to ensure the City's infrastructure was as safe as possible. However, he remarked on how stretched Staff was at this point.

Council Member Grayeb said the excellent and solid condition of brick streets allowed for work to take place on other streets. From an environmental aspect, he said they were good streets, noting that the old-fashioned had become the new-fashioned. He said he preferred not to see brick streets covered by asphalt. He remarked that the citizens of Peoria know it would cost them more money to maintain the streets. He said people would not mind paying for something
if they saw something tangible in return. He said the approximate costs provided to the Council needed to be shared with the public.

Regarding the Local MFT chart, Council Member Riggenbach inquired whether the City had been monitoring the gas prices. He said it was his experience that gas prices were generally cheaper in Bloomington/Normal and Pekin than it was in Peoria. He said there needed to be a longer comparison period other than a four-day snapshot.

Mayor Ardis said they were not going to discuss the Local MFT any time soon; however, he commented that he would like a chart reflecting gas rates over a longer period of time.

City Manager Urich inquired whether the City Council wanted to purse PCI ratings of 70.0 and 75.0 for arterial and residential streets, respectively. He remarked that the charts provided were for a 5-year time period. He said the time period could be cut over 10 years versus the five. He said the time period would affect the amount of money allocated into roads.

Regarding the Local MFT tax, Mayor Ardis said Council had, in the past, different gas vendors provide presentations about the challenges they faced and the impact the MFT would have on their business. He said the community would expect the City to do as promised should the Local MFT be increased. He said the project could be stretched out over a 10-year time period, but may cost the City more money.

Regarding the comparison of Local MFT to other cities, Council Member Spain asked for other peer cities throughout the State be included in the comparison chart. He said he would like to see how much of an MFT the larger communities assessed. He remarked that there would still be a gap in funding even if an MFT was maxed out.

In response to Council Member Johnson and Council Member Jensen's question regarding the number of roads throughout the City that were not the City's responsibility, Director Rogers said he would research that information and provide a map of the same in the next Issues Update. He remarked that in order to upgrade all the County roads, it would cost approximately $54 million. He said the State roads did not have PCI ratings, but the County roads did.

Council Member Jensen inquired about other funding options and what those options would be. Director Rogers said any type of utility was an enterprise fund that would help keep the City from taking from its General Fund.

City Manager Urich provided an in-depth review of how various taxes and fees were utilized. He remarked that the Local MFT was utilized to pay for road salt, streetlight supplies, etc, and coupled with the Garbage Tax, allowed the City to prepare for the arterial street overlay. He said the City was using the General Operating Fund to address CSO issues.

Council Member Grayeb remarked that the trifecta of costs – roads, CSO, and infrastructure–was a challenge that needed to be addressed. He inquired as to when the public could be informed of the same.

In regards to the CSO issue, City Manager Urich said the City was not any closer today than a month or two ago to a settlement. He said it was his hope that by the end of the summer or early fall the City would have more clarity on the issue.

Council Member Grayeb said the City needed to provide the community with some type of composite, and he remarked on the importance of letting the citizens know the approximate
cost. He stated it was important to get the CSO issue resolved and to know the total cost to satisfy the Federal government as well as to fix the City's infrastructure.

In response to Council Member Akeson, Director Rogers said Staff was looking at the cost of new infrastructure beyond just the construction, which was done with each project. He remarked on the importance of maintenance of the new infrastructure. He said green infrastructure was something Staff needed to learn. He said the Staff was always looking at innovative ways to deliver quality service.

Council Member Akeson remarked on the importance of planning for long-term costs. She said the Community Development Department needed to be included to review plans of compacting the City's roads in length and width.

City Manager Urich said Staff would continue to look at the cost of new infrastructure, including its long-term maintenance. He remarked that there were opportunities for the City to try to reduce the infrastructure.

Council Member Akeson said a fiscal impact analysis should be a standard process when reviewing roadways. She remarked on the importance of being aware of the maintenance of future roads. She said the Local MFT would not help the City maintain the roads. She remarked that Staff needed to improve the process of determining future costs.

Council Member Riggenbach said knowing the maintenance costs would be an important consideration when introducing new projects.

Council Member Grayeb said the City spent a lot of money on streets with the assumption that Peoria's population would be increasing. He said no one saw the Great Recession of 2008 coming, which had a tremendous impact on the City's growth. However, he commented that the 10-year project plan of Caterpillar's World Headquarters would have an impact on the local economy. While the City was currently in a difficult financial situation, he said he believed the City would be able to overcome it.

City Manager Urich said Staff estimated the potential impact the Caterpillar project would have on the local economy, and he said it would be an important driver of downtown development.

Council Member Grayeb commented that he saw Peoria moving into better days with the 10-year Caterpillar project on the horizon which could help the City address some issues once a cost was determined.

In response to Council Member Moore, Director Rogers said after Council determined a target goal for road conditions, the second question to answer would be how long the City would want to take to obtain that aspirational level. Regarding funding, he said Staff was trying to give the Council suggestions. Even if the funding levels did not increase, he said every employee in the Public Works Department understood that this was an important time to get the work done effectively and efficiently. He said they would continue to provide exemplary levels of service. He said the longer the issues were not addressed, the worse the problem would get. He said Public Works would continue to test new techniques and look at best practices. Regarding the Local MFT, he said some of these questions were out there to give Council ideas of things that were best practices throughout the country and the State of Illinois.
Council Member Moore said the purpose of the Policy Session was to provide Council with information needed to make informed decisions about pavement repairs. She said the intent of the session was to prepare for budget discussions at a later date.

Director Rogers said the purpose of the Policy Session was to assist the City Council in making the best informed decisions possible. He said it was his intent to provide a snapshot of where the City was at its current infrastructure.

Mayor Ardis said this Policy Session was to set the table for Council to contemplate the budget and to provide an outline of what to expect.

City Manager Urich provided an overview of what to expect from Staff in the upcoming weeks regarding budget presentations. He said the City Administrative Departments and the Fire Department would present first, then the Police Department and Public Works, and finally Community Development. He said Council could then ask operational and capital questions about each. He remarked on the importance of Staff to know Council’s priorities and to return to Council with a recommended budget in August.

Regarding an additional revenue source, Council Member Akeson inquired about automobile stickers and how other cities utilized that source of funding.

City Manager Urich said the only cities that utilized stickers were prominently the metro-Chicago area. He said there was no City downstate that utilized the stickers. He said automobile stickers were a potential revenue stream to review.

Mayor Ardis said City roads received a tremendous amount of use from visitors, and he said Staff needed to review ways of capturing that revenue source.

Discussions were held regarding the Local MFT and whether or not that had to be adopted by a referendum. Corporation Counsel Leist said State Statute capped what the City could charge for an MFT. City Manager Urich said he would provide information on the process for a local non-home rule community to raise their MFT.

Discussions were held regarding the City’s reserves. Council Member Grayeb inquired as to where those reserved funds were stored and what the benchmark was in order to consider the City to be healthy. He said it was important for the City Council to have that information.

City Manager Urich said the City’s current reserve levels are about 20.5% of its total expenditures; however, the levels should be at 25.0% for 90 days of expenses. He said the City was below that amount and needed to get back up to the 25% level.

Council Member Grayeb requested a Report Back on where the City stood in terms of its levels of reserves and how to pay bills that were coming due.

Council Member Spain moved to receive and file the information regarding funding for road work over the next 5 – 10 years; seconded by Council Member Jensen.

Approved by roll call vote.

Yeas: Akeson, Grayeb, Jensen, Johnson, Moore, Riggenbach, Spain, Turner, Weaver, Mayor Ardis – 10;

Nays: None.
The Policy Session closed at 7:40 P.M.

Beth Ball, MMC, City Clerk
City of Peoria, Illinois
Peoria Streetscape Master Plan - Public Workshop #1

Transportation Commission Summary – Nick Stoffer, City Traffic Engineer

The meeting was held on July 8, 2015 at the Gateway Building
Scheduled from 5:00 PM – 7:30 PM

- Meeting started at 5:13 PM
- Introduction by Chris Setti, Mike Rogers and members of the OJB team
- Background was given
- Attendees of the meeting went on walking tours around the downtown area for about ½ hour.
  - Tours were led by Chris Setti, Mike Rogers, Scott Reeise, Jereck Boss (OJB) and Cody Klein (OJB)
- After walking tours groups sat down to discuss, draw on maps, list ideas, brainstorm for 15 minutes
  - Groups were not necessarily the same as the walking groups
- On member from each discussion group presented the groups list of ideas to the entire meeting group
- Closing remarks
- Meeting ended at 7:12 PM

Transportation Commission Members in attendance:
- Dan Adler
- Mary Jane Crowell
- Brandon Lott
- Lon Lyons
- Patrick McNamara
- Nathaniel Herz
- Randy Ray

Other persons associated with the Transportation Commission in attendance:
- Joe Alexander (Citylink)
- Roger Sparks
- Anthony Corso

City Council Members in attendance:
- Beth Akeson
- Beth Jensen
- Denise Moore

Members of the media were present.
FOR IMMEDIATE RELEASE:

Peoria (07/09/15)—Peoria will soon have more in common with cities like New York, Portland, Seattle, and Washington DC as city staff work to install reverse diagonal parking in the certain downtown areas.

Public Works crews are currently working on removing meters, painting new parking stripes and installing new signs on Fulton Street (from Monroe to Jefferson), Monroe Street (from Main to Fulton) & Madison Street (from Main to Fulton). The new spaces will also be slightly wider to accommodate motorist learning this new way of parking. The completion date of the project is dependent on the weather. Parking meters will be reinstalled in the near future.

Reverse diagonal parking allows cars to back into their spots, allowing drivers to maintain eye contact with oncoming traffic when exiting the parking space. The benefits to the reverse angle system are numerous to both passengers, pedestrians and other drivers. Drivers have improved visibility when leaving the spaces. Given this increased visibility, there are less collisions to people, bicyclists and other vehicles. The angled reverse parking is safer for passengers exiting the vehicle since the doors open in a manner that directs them to the sidewalk, rather than the street. This also affords greater safety to access the trunk, which is now located along the sidewalk as opposed to the line of traffic.

This system can be as easy as a 3-part process, similar to parallel parking:

1. Signal a right turn to notify other drivers
2. Pull past the parking spot and stop
3. Reverse into the parking spot.

“This will be a change for motorists, but we feel that once they get comfortable, they’ll see the safety benefits and ease of parking,” says Nick Stoffer, Traffic Engineer with the City of Peoria.

The public is asked to use more patience in the new parking areas as motorists familiarize themselves with the reverse diagonal parking spots.

LESTER D. BERGSTEN PUBLIC WORKS FACILITY
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