



ROADMAP TO CHICAGO'S MOBILITY OPTIONS

The 68th Illinois Traffic Engineering and Safety Conference
October 2019

RUPAL BAPAT, DEPUTY COMMISISONER

DEPARTMENT OF BUSINESS AFFAIRS & CONSUMER PROTECTION
CITY OF CHICAGO












- **The Department of Business Affairs and Consumer Protection (BACP) ensures a fair and vibrant market place for both businesses and consumers.**
- **BACP licenses businesses and public vehicles; provides business education and access to resources; enforces the Municipal Code; and protects consumers from fraud.**
 - Licenses over 60,000 Chicago businesses, including brick-and-mortars, food trucks, shared housing companies, etc.
 - Licenses and regulates over 10,000 public passenger vehicles and 14,000 public chauffeurs plus over 100,000 transportation network vehicles & drivers
 - Conducts 25,000 annual inspections and investigations of Chicago businesses
 - Responds to over 14,000 consumer complaints annually, including minimum wage, consumer fraud, and tobacco violations
 - Prosecutes over 20,000 cases involving problem businesses

- **BACP's Public Vehicle Operations Division ensures Chicago's public vehicles are safe, reliable and provide residents, visitors and pedestrians with a positive transportation experience.**

- **Public Vehicle = a Chauffeured Vehicle for Hire**

- **Licenses the public vehicle companies, vehicles and public chauffeurs:**
 - Public vehicle companies and vehicles: taxicab medallion, livery, horse drawn carriage, pedicabs, medicars, charter-sightseeing, ambulances, water taxis, and transportation network provider (TNP) companies and vehicles.
 - Public chauffeur (driver) types: taxicab, limo, horse drawn carriage, pedicab, and TNP drivers

Expansion of License Types on Roadways

2011	+ 2014	+ 2018 & 2019
    	 	   

- Agility to consumer demand for emerging modes and technology options
- Balancing regulation of new and existing modes of transportation
- Navigating complex mobility landscape on current roadways
- Managing the public right of way, traffic and congestion
- Coordinating with other agencies, layers of bureaucracy
- Enforcement of a changing marketplace
- Accessibility for all

- Convened mobility leaders from government, non-profit, and industry to develop a clear roadmap for the future of mobility and transportation options in Chicago through the **“New Transportation and Mobility Task Force”**
- Recommendations include:
 - Increasing transportation funding by raising the state’s motor fuel tax and developing reliable alternative long-term funding streams
 - Establishing a Chief Mobility Officer
 - Incentivizing business to provide public transit benefits to employees
 - Launching pilots to study the impacts of autonomous vehicles and scooters
 - Ensuring that micro-mobility services and new mobility options are equitable, safe and accessible.



Interdepartmental Partnerships for Mobility Pilots

➤ Scooter Pilot

- Chicago.Gov/Scooters
- Coordinating with CDOT for 4-month pilot with 2,500 scooters in a limited geography
- Designed to test scooters as a mobility option, without committing to anything long-term, focusing on:
 - Safety issues
 - Impact on blind/visually impaired and people with disabilities
 - Operator performance in managing sidewalk clutter and access to buildings
 - Effects on the Divvy system and transportation mode choices
 - Utilization of scooters



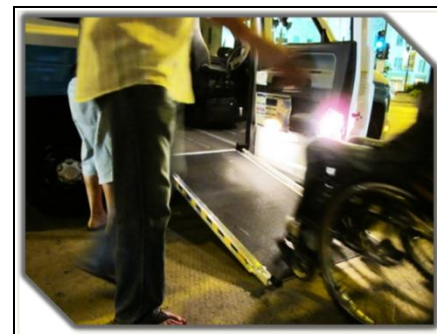
➤ Car2Go Pilot

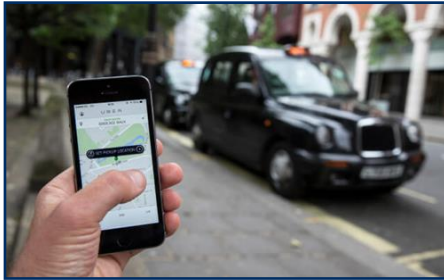
- Managing with CDOT for free-floating car-share pilot in portions of Chicago



➤ **Chicago's Transportation Network Provider (TNP) regulations emphasize safety, equity and accessibility while supporting public transit as the backbone of our mobility network.**

- Regulatory Framework improves access & equity:
 - \$0.20 of \$0.60 per trip tax is designated to CTA
 - \$0.10 per trip designated to accessibility fund, increase wheelchair accessible vehicle service options
 - In 2018, TNPs performed 29,000 wheelchair accessible vehicle trips
 - All ride-hail apps must be accessible for blind/visually impaired passengers
- Strengthen background check requirements:
 - TNPs & taxi drivers have similar background requirements
- Enforcement tackles congestion, safety and nuisance





- <https://data.cityofchicago.org/>
- Since inception of TNP regulation, Chicago has had among strongest data requirement for licensing – helpful in regulating fee structure and compliance.
- Data is anonymized and aggregated for privacy and includes drivers, vehicles, and trips.
- Chicago Scooter Pilot participation requires strict data provisions, including live data streams to the City and public live feeds of available scooters.
 - These live feeds are available on Mobility as a Service (MaaS) providers, such as the Transit App.

Tracking TNP Activity with Data

	2015	2016	2017	2018
TNP Trips	28.4 M	57.4 M	86.5 M	107.1 M
Active TNP Drivers (4+ trips/month)	34,000	54,000	64,000	66,000

- In 2018:
 - 19% of TNP trips started or ended in “under-served” areas of Chicago
 - More airport drop-off trips (5%) than airport pick-up trips (4%)
- Current residential breakdown of TNP drivers: 43% in Chicago; 51% in suburban Illinois; and 6% out of Illinois
- Other impact:
 - Decrease in parking activity (valet and garages)
 - Decrease in DUIs

Uniform Fees and Regulations

City of Chicago Licensing, Fees, Taxes, and Regulations	Taxicab Industry	TNP Industry
License Fee	Yes (\$1,000 per 2-year term)	Yes (\$10,000/year + \$.02 per TNP trip)
Ground Transportation Tax	Yes (\$98 per vehicle per month)	Yes (\$5.60 for Special Zones of airports, Navy Pier, or McCormick Place or \$.60 per TNP trip)
Accessible Fund Fees	Yes (\$22 per vehicle per month)	Yes (\$.10 per TNP trip)
Public Vehicle Advertising Permits Required	Yes (\$100 annual permit fee)	Yes (\$100 annual permit fee)
Minimum Insurance Requirements	Yes (\$350,00 per vehicle)	Yes (\$1 million per vehicle)
Driver Background (Criminal & Driving History) Checks	Yes - Uniform for all chauffeurs	Yes -Uniform for all chauffeurs
Minimum Driver Qualifications	Yes	Yes
Mandatory Vision Zero Safe Driving Training Curriculum	Yes	Yes
Drivers Required to Display Public Chauffeur Licenses	Yes	Yes
City of Chicago Debt Check & Compliance	Yes	Yes
Required Vehicle Inspections	Yes	Yes
Required Vehicle Trade dress Decals/Signage	Yes	Yes
Data Reporting Requirements	Yes	Yes
Wheelchair Accessible Vehicles (WAV) Available	Yes	Yes
Ability to E-Hail and E-Pay Thru an App	Yes	Yes
Enforcement - Citations Issued	Yes	Yes
Requirement to Display "Call 311 for Complaints & Compliments	Yes	Yes
Passenger 311 Complaints Accepted & Processed	Yes	Yes
"Ride Smart Chicago" Consumer Protection Outreach Campaign	Yes	Yes
Event & Venue Based Traffic Management Restrictions Established	Yes	Yes
Mandatory Airport Pick-Up Protocols	Yes	Yes
Street-Hail Passenger Pick-Up Permitted	Yes	No
Using Dedicated Cab Stands	Yes	No

Chicago Department of Aviation (CDA)

- At both airports, continual dialogue with TNPs towards exploring technologies and processes to streamline operations.
- Monthly meetings with public passenger vehicle/ground transportation industry to provide updates on construction, staging lots, and operations.
- Specific to O’Hare International Airport: New secondary TNP staging lot; expanded current curb pick-up area by 100 linear feet – total of 600 linear feet that is divided into 4 distinct pick up zones in an effort to match drivers and riders more efficiently; and re-match technology pilot.

Office of Emergency Management and Communications (OEMC)

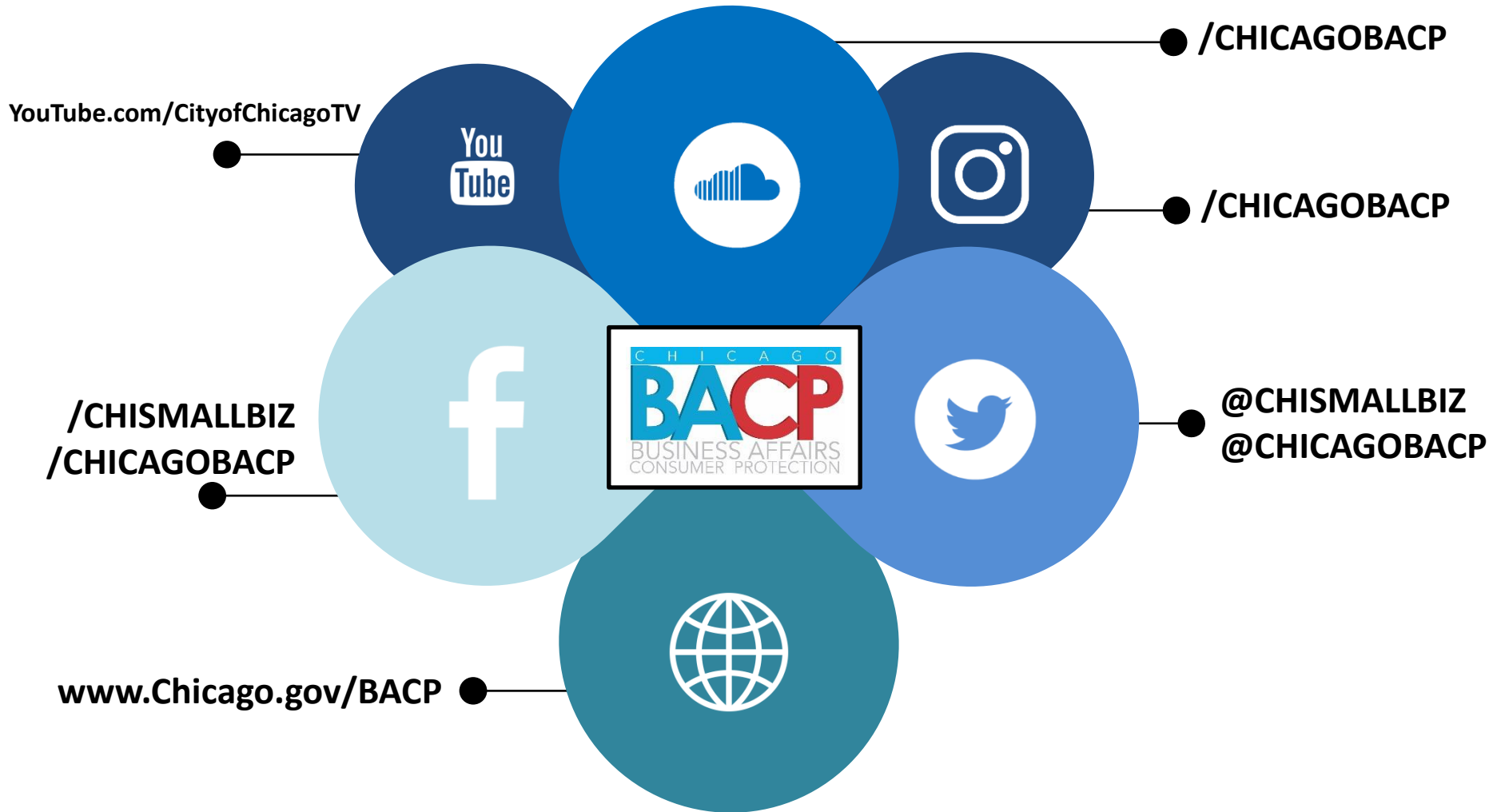
- With focus on traffic management and public safety, OEMC creates detailed maps with directives notifying TNPs, taxicabs, liveries, and pedicabs of dedicated pick-up and drop off areas.
- TNP companies are expected to use geo-fencing technology to prohibit pick-ups within prohibited areas.

Interagency Coordination to Address Quality of Life Issues

- To enforce against unsafe and illegal activity on “party buses”:
 - Entered into an intergovernmental agreement with the State of Illinois Secretary of State to better share data and respond to real-time concerns.
 - Established a multi-agency public safety enforcement task-force
- Target public vehicle crime, congestion during night-life and weekends:
 - Created a Nights and Weekends Enforcement Team working with Chicago Police to address problem public vehicles outside of typical business hours
 - Established covert enforcement operations to crack-down on illegal ride-shares.



- Curb Space Management
- Autonomous Vehicles
- Electric and Alternative Fuel Vehicle
- Pooled Trips / Increase in Shared Mobility
- Increase in Demand for Accessible Transportation Services





RUPAL BAPAT, DEPUTY COMMISSIONER

RUPAL.BAPAT@CITYOFCHICAGO.ORG

BACPPV@CITYOFCHICAGO.ORG

CHICAGO.GOV/BACP

CITY OF CHICAGO

DEPARTMENT OF BUSINESS AFFAIRS AND CONSUMER PROTECTION

