



# City of Chicago



O2013-9409

Office of the City Clerk

## Document Tracking Sheet

**Meeting Date:** 12/11/2013

**Sponsor(s):** City Clerk (transmitted by) (Clerk)

**Type:** Ordinance

**Title:** Ordinance regarding Taxicab fare increase (submitted by Haben Ghebregergish and Dean Zitzewitz)

**Committee(s) Assignment:** Committee on Transportation and Public Way

December 3, 2013

Susana Mendoza, City Clerk  
121 North LaSalle Street  
Room 107  
Chicago, Illinois 60602

City Clerk Susana Mendoza:

Please introduce on our behalf, the enclosed citizen's ordinance regarding a taxicab fare increase to the City Council meeting on December 11, 2013 and please have this proposed ordinance referred to the Committee on Transportation and Public Way for their consideration.



Haben Ghebregergish  
(617) 263-6058



Dean Zitzewitz  
(773) 425-7085

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Be it ordained by the City Council of the City of Chicago the following ordinance is to be amended:

**9-112-600 Taxicab rates of fare – Revision**

Portions omitted do not affect remainder of ordinance. Strikeouts reflect current ordinance. Underscored text is proposed ordinance.

(a) Commencing with the effective date of this Chapter, the rates of Fare for taxicabs shall be as set forth in this section:

For the first ~~1/9~~ 1/8 mile or fraction thereof: \$3.25

Forty-five cents of this initial mileage rate for the first ten taxicab fares which a driver transports per day is hereby designated for payment of workers' compensation insurance.

For each additional ~~1/9~~ 1/8 mile or fraction thereof: ~~\$0.20~~ \$0.30

For each ~~36~~ 43 seconds of time elapsed: \$ ~~0.20~~ \$0.25

~~For the first additional passenger over the age 12 years and under the age of 65 years:~~ \$1.00

For each additional passenger, ~~after the first additional passenger, over the age of 12 and under the age of 65 years:~~ ~~\$0.50~~ \$1.00

Vomit clean-up fee: \$50.00

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1 fares?

2 COMMISSIONER KRIMBEL: Well,  
3 currently, we have a commission put together.  
4 As I said earlier, it is with our Department,  
5 Department of Transportation, the Mayor's Office  
6 of People with Disabilities, as well as the  
7 Mayor's office. And we have been benchmarking  
8 12 different cities.

9 I can tell you right now that  
10 we -- not counting tips. If you just count the  
11 meter rate, our meter rate is second from the  
12 bottom. It is the lowest. The only one lower  
13 is Washington, D.C. If you add in the surcharge  
14 for gasoline, which is the 50 cents and the  
15 dollar, it brings it up to fourth from the  
16 bottom out of the twelve cities that we looked  
17 at.

18 Also, in that same data set,  
19 the cost of gasoline, we are No. 1 across the  
20 country. So as you can see, the economics of  
21 this industry needs to be looked at and we need  
22 to do it right.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author details the various methods used to collect and analyze the data. This includes both manual and automated processes. The goal is to ensure that the data is as accurate and reliable as possible.

The third section provides a comprehensive overview of the results obtained from the analysis. It highlights key trends and patterns that have emerged from the data. These findings are crucial for understanding the underlying dynamics of the system being studied.

Finally, the document concludes with a series of recommendations based on the findings. These suggestions are intended to help improve the efficiency and accuracy of the data collection and analysis process in the future.