

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
NOVEMBER 26, 2012**

**DOCKET ITEM:** 4

**ISSUE:** Consideration of an appeal to install a 24 foot curb cut at 3700 Fort Worth Avenue.

**APPLICANT:** Mr. Richard G. Frank

**LOCATION:** Fort Williams Parkway

**STAFF RECOMMENDATION:** Staff recommends that the appeal be denied and the curb cut be approved.

**DISCUSSION:** Mr. Richard G. Frank is requesting a new curb-cut on the east side of his home on Fort Williams Parkway. He currently has an existing curb cut with access to Fort Worth Avenue, but plans to move their garage under their home with access to Fort Williams Parkway in which the new curb-cut will provide access. The Department of Transportation and Environmental Services approved the proposed curb cut on Fort Williams Parkway.

Field studies have shown on average there are 1250 vehicles per day that travel on Fort Williams Parkway. There has been only one accident in the past five years on Fort Williams Parkway between Duke and Seminary, and it involved one car. This area is all residential, and nearly every house has its own personal garage. On street parking is readily available in this neighborhood. The curb cut will be located at a section of the road in which there is a median separating north and south traffic flow. The curb cut will be accessible to the south bound lane, and there are no restrictions for the sight distance approaching the proposed curb cut from either direction. Nor are there restrictions for the sight distance looking from the proposed curb cut on to the roadway.

Marguerite and Paul Bateman are requesting an appeal to the City's approval for the following reasons:

1. The proposed curb cut will reduce the already limited on street parking;
2. The approval of the curb cut should be contingent on the approval of the permits for the garage construction;
3. The proposed curb cut will be the second curb cut for said property as there are no plans to remove the existing curb cut from the Fort Worth block face;
4. The location of proposed curb cut threatens the health, welfare and safety of the public because of the close proximity to the Fort Worth Drive intersection;
5. The proposed curb cut will impact underground utilities and services; and,
6. The proposed curb cut will necessitate the removal of an existing city owned mature tree.

Section 5-2-14, *Sidewalk crossovers and curb cuts generally*, of the City Code allows the applicant 15 days to appeal the City Manager's decision to the Traffic and Parking Board. In deciding the appeal the Board may affirm, modify, or overturn the Manager's decision only if the Board concludes that the Manager clearly erred in applying the following factors:

1. That the location and operation of the curb cut will not interfere unreasonably with vehicular and pedestrian traffic, the demand and necessity for parking spaces, and means of ingress and egress to and from adjacent properties.
2. That the health, welfare and safety of the public will not be impaired unreasonably by the curb cut.
3. That the curb cut is of adequate width under existing conditions and circumstances.
4. That the plans submitted comply with the standard specifications of the City for public work of like character, and that the design of the curb cut has been approved by the director of Transportation and Environmental Services as being in accord with City specifications; provided, however, that the City Manager may grant variances from these specifications when strict application of the specifications will prohibit or unreasonably restrict the use of property.
5. That the cost of construction, as estimated by the director of Transportation and Environmental Services, have been paid for by the applicant if the work on the curb cut is to be done by the City or a contractor employed by the City; however, if the applicant for a permit under this section elects to do the work himself or through his own contractor, he or his contractor shall comply with article E of chapter 2 of this title.



APPLICATION FOR NEW CURB CUT OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

CITY OF ALEXANDRIA, VIRGINIA
TRANSPORTATION & ENVIRONMENTAL SERVICES
301 KING STREET, ROOM 4130
ALEXANDRIA, VA 22314
703-746-4035 (office); 703-838-6438 (fax)
alexandriava.gov

RECEIVED
AUG - 7 2012

TRANSPORTATION & ENV. SERVICES
CONSTRUCTION & INSPECTION

As per City Ordinance No. 3176, approved by City Council on January 24, 1987, I, the undersigned, have notified the owners of the adjacent properties, by way of this form, within five (5) calendar days after submission of an application for a curb cut.

Applicant Email Address: jjgf4img@verizon.net

Property Address: 3700 Fort Worth Avenue, Alexandria, VA 22304

Curb Cut Street Name: Fort Williams Parkway

Request for a New Curb Cut? Yes [checked] No [ ] What is the Requested Width? 24' linear at curb

Request for a Second Curb Cut? Yes [ ] No [checked] What is the Requested Width?

Will the Existing Curb Cut be Removed? Yes [ ] No [checked]

Will the Existing Curb Cut be Widened? Yes [ ] No [checked] What is the Requested Width?

Property Owner Name: Richard G Frank and Jeanne G Jacob

Street Name and No.: 3700 Fort Worth Avenue

City: Alexandria State: VA Zip Code: 22304

Home Phone: 703-461-3622 Work Phone: 703-824-1345 Cell Phone: 703-362-5739

Mailing Address (if different from above): N/A

THE SIGNATURE(S) OF THE PROPERTY OWNER(S) ON EACH SIDE OF YOUR PROPERTY IS REQUIRED. IF THE REQUEST IS FOR A CORNER LOT, YOU WILL NEED TO OBTAIN THE SIGNATURE OF THE PROPERTY OWNER(S) AROUND THE CORNER. IF THE PROPERTY OWNER(S) DO NOT RESIDE AT THIS LOCATION, IT IS REQUIRED THAT THE FORM BE MAILED VIA CERTIFIED MAIL TO THE OWNER(S), RETURN RECEIPT REQUESTED. AFTER THE ADJACENT PROPERTY OWNER(S) HAVE SIGNED THIS FORM, AND INDICATED WHETHER OR NOT THEY OBJECT TO THE PROPOSED CURB CUT, PLEASE SUBMIT THIS COMPLETED FORM, AND A COPY OF YOUR SURVEY PLAT, INDICATING WHERE THE CURB CUT IS TO BE INSTALLED. THE FORM AND SURVEY PLAT MAY BE MAILED TO: CITY OF ALEXANDRIA, TRANSPORTATION & ENVIRONMENTAL SERVICES, CONSTRUCTION & INSPECTION DIVISION, P.O. BOX 178, ALEXANDRIA, VA 22313. YOU MAY ALSO BRING THE FORM AND SURVEY PLAT TO OUR OFFICE AT 301 KING STREET, ROOM 4130, ALEXANDRIA, VA 22314.

Property Owner Signature:

[Handwritten signature]

Date:

August 1, 2012

APPLICATION FOR NEW CURB CUT  
OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

Curb Cut Street Name: Fort Williams Parkway

Adjacent property owners have five (5) calendar days from receipt of this notification to express an objection to the proposed curb cut, either on this form or in writing, to the Director of Transportation & Environmental Services.

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes  No

Property Owner Name: Marguerite Bateman Address: 490 Ft. Williams Pky, Alex, VA

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature: Marguerite Bateman Date: 3/13/2012

If objecting, give reason: \_\_\_\_\_

See Attached

Objection: Yes  No

Property Owner Name: \_\_\_\_\_ Address: \_\_\_\_\_

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature: \_\_\_\_\_ Date: \_\_\_\_\_

If objecting, give reason: \_\_\_\_\_

APPLICATION FOR NEW CURB CUT  
OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE

Curb Cut Street Name: Fort Williams Parkway

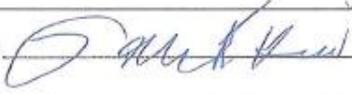
Adjacent property owners have five (5) calendar days from receipt of this notification to express an objection to the proposed curb cut, either on this form or in writing, to the Director of Transportation & Environmental Services.

PROPERTY OWNERS ACKNOWLEDGEMENT

Objection: Yes  No

Property Owner Name: James K Huie Address: 3704 Fort Worth Avenue

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

Property Owner Signature:  Date: 08-06-2012

If objecting, give reason: \_\_\_\_\_

Objection: Yes  No

Property Owner Name: Paul Bateman Address: 490 Fort Williams Parkway

Mailing Address (if different from adjacent property where curb cut is requested): \_\_\_\_\_

SEE ATTACHED

Property Owner Signature: \_\_\_\_\_ Date: \_\_\_\_\_

If objecting, give reason: \_\_\_\_\_

**APPLICATION FOR NEW CURB CUT  
OR TO WIDEN EXISTING CURB CUT 4 FEET OR MORE**

Curb Cut Street Name: \_\_\_\_\_

**FOR OFFICE USE ONLY**

PLANNING & ZONING REVIEW

Property Is ; Is Not  Within the Old & Historic District  
Property Is ; Is Not  Within the Parker Gray District  
Property Is ; Is Not  Within the Town of Potomac Historic District  
Property Is ; Is Not  Within the Rosemont Historic District

Recommendation:      Approve       Deny       Hold

Reason for Denial: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: SKR      Date: 8/10/12

TRANSPORTATION & ENVIRONMENTAL SERVICES REVIEW

Application Mailed to Applicant: \_\_\_\_\_

Application Received from Applicant: \_\_\_\_\_

Application Sent to Planning & Zoning: \_\_\_\_\_ To C&I Inspector: \_\_\_\_\_

Application Received from Planning & Zoning: \_\_\_\_\_ From C&I Inspector: \_\_\_\_\_

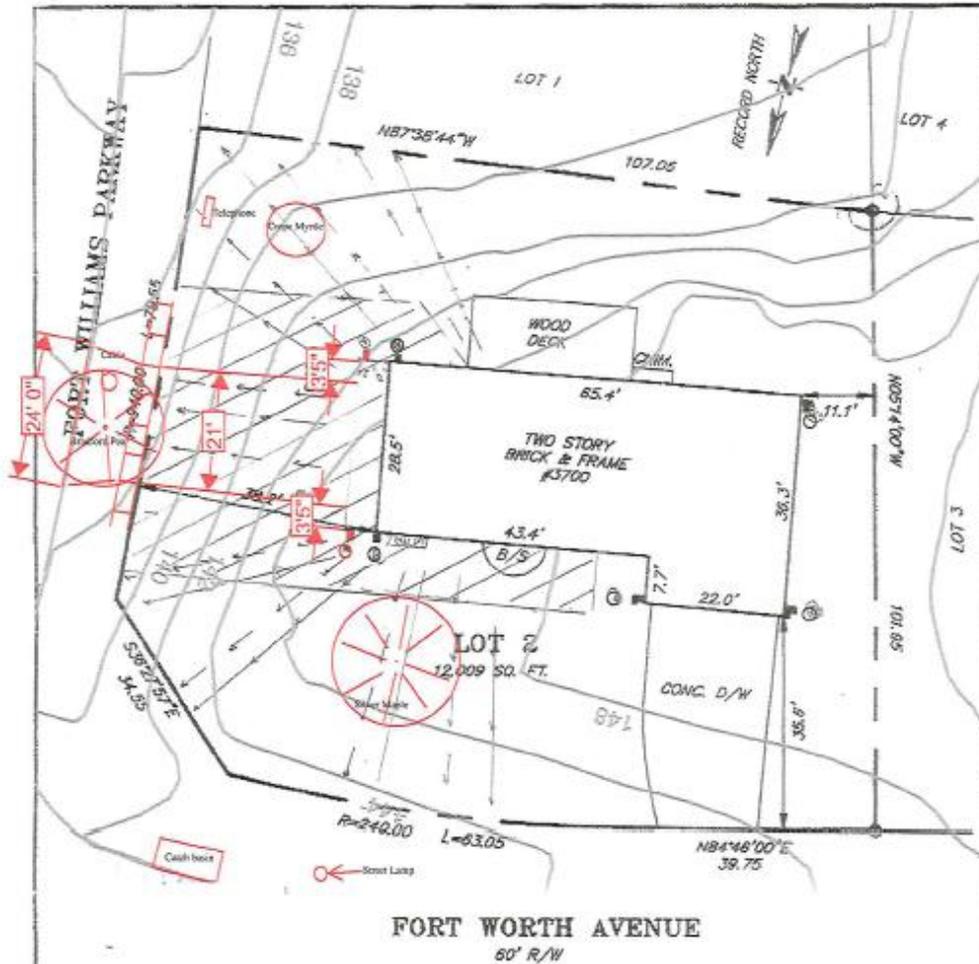
Application to TES/C&I Division Chief: \_\_\_\_\_

Decision of TES/C&I Division Chief:      Approve       Deny

Reason for Denial: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



FORT WORTH AVENUE  
60' R/W

Deleted Area = 2107 Sq. Ft. —

- ⊗ New Discharge
- ⊙ Old Discharge

HOUSE LOCATION SURVEY  
LOT 2 BLOCK 4 SECTION 7  
SEMINARY RIDGE  
DEED BOOK 742 PAGE 866

CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1" = 20' DATE JANUARY 7, 1998

**LEGEND**

- CHIM. = CHIMNEY
- B/W = BAY OR BOX WINDOW
- O.H. = OVERHANG
- C/S = CONCRETE STOOP
- = IRON PIPE FOUND

THIS SURVEY WAS ESTABLISHED BY TRANSIT AND TAPE AND UNLESS OTHERWISE SHOWN THERE ARE NO ENCROACHMENTS. NO TITLE REPORT WAS FURNISHED AND NO CORNER MONUMENTATION HAS BEEN SET UNLESS REQUESTED.

THIS IS NOT A BOUNDARY SURVEY. LOCATION OF DRIVEWAY AND FENCES ARE APPROXIMATE. THIS SURVEY DOES NOT DETERMINE THE OWNERSHIP OF FENCES. THIS PLAT IS NOT TO BE USED FOR CONSTRUCTION OF FENCES.

FLOOD NOTE:  
THIS DWELLING IS NOT LOCATED IN A F.E.M.A. SPECIAL FLOOD HAZARD AREA.

SAM WHITSON, L.S./LAND SURVEYING  
10333-A DEMOCRACY LANE  
FAIRFAX, VIRGINIA 22030  
(703)-591-4864 FAX: (703)-591-6307

OWNER: JACOB

BUYER:

W.O. #28-24

CLIENT # D9708079

**From:** John Noelle  
**Sent:** Tuesday, May 15, 2012 3:17 PM  
**To:** Joan Wagner  
**Cc:** Dale Norman; Jerry Dieruf  
**Subject:** RE: Curb Cut Application - Question About a Tree

I have inspected the tree on Fort Williams Parkway, adjacent to 3700 Fort Worth Avenue.

In this case, the tree qualifies for removal. It is not be a reason to deny the installation of a curb cut.

Please contact me if you need any additional information.

John Noelle  
City Arborist  
Recreation, Parks and Cultural Activities  
2900-A Business Center Drive  
Alexandria, Virginia 22314  
Office: (703) 746-5499  
[John.noelle@alexandriava.gov](mailto:John.noelle@alexandriava.gov)

Marguerite and Paul Bateman

Objection to Application for New Curb Cut Proposed for 3700 Ft. Worth Avenue

Notice Provided: March 11, 2012

Date of Objection: March 13, 2012

Reasons for Objecting:

- Proposed curb cut will substantially reduce the already limited street parking available in the 400 block of Fort Williams Parkway
- Proposal for curb cut is in anticipation of permits being granted for a subterranean garage; any consideration for curb cut should be held in abeyance and be contingent upon approval of such plans. It is our understanding that permits for construction of garage have not yet been sought by applicants.
- Applicants' application as provided to us on March 11, 2012 indicates that existing curb cut servicing existing garage (accessed from Fort Worth Avenue) will remain, which would have the home with two driveways, which is inconsistent with the character and style of the existing neighborhood. Any future plans to remove the existing driveway are too indefinite and remote to serve as a basis for the current application (and would involve a significant departure from the style of the surrounding homes, thus requiring further petition to and approval by both the City of Alexandria, as well as the homeowner's association).
- The proposed curb cut would place an active driveway very close to the intersection of Fort Worth Avenue and Fort Williams Parkway, and applicants' ingress and egress from a driveway that, by design, would appear to offer applicants limited visibility would unreasonably interfere with vehicular traffic at what is a highly used intersection, posing a threat to the health, welfare and safety of the public.
- Proposed curb cut, and proposed driveway, will impact underground utilities and services including cable, telephone and possibly natural gas. Application is silent on how such impact will be mitigated.
- Approval of proposed curb cut will necessitate the removal of an existing city-owned mature Bradford Pear tree that forms part of the canopy of these trees that line Ft. Williams Parkway.

*Marguerite Bateman*

*March 13, 2012*

Richard G. Frank  
3700 Fort Worth Avenue  
Alexandria, VA 22304

March 23, 2012

To: Ms. Joan Wagner  
Department of Transportation and Environmental Services  
PO Box 178 – City Hall  
Alexandria, VA 22313

Dear Ms. Wagner:

With the attached form, we are requesting a new curb cut to be on the east side of our house on Fort Williams Parkway. Currently, our curb cut is on Fort Worth Avenue. Our plan is to move our garage to be placed under our home with access from Fort Williams Parkway.

As our home is on a corner lot (Fort Worth Avenue and Fort Williams Parkway), we are required to obtain the signatures of both of our neighbors. Our neighbors (Poysee and James Huie) on Fort Worth Avenue to our west do not object to this new curb cut and the removal of the old. Our neighbors on Fort Williams Parkway (Marguerite and Paul Bateman) to the south of our house do object and have sent a letter to you on March 13, 2012 documenting their reasons. This letter is to address their concerns and provide a rebuttal to each point. Please refer to their letter/memo, which is attached.

1. There is ample parking in the 400 block of Fort Williams Parkway on both the east and west sides of the street. Three autos can be parked directly in front of the 404 Fort Williams property, as well as 2 in their driveway and 2 in their garage. In addition, 4 more vehicles can be parked on Fort Williams on the same side as our home. Multiple vehicles can be parked on the east side of Fort Williams in front of the homes at the corner of Dearborn Place and Fort Williams and north along Fort Williams Parkway. Adding a curb cut on Fort Williams Parkway would eliminate one of the parking spaces on the west side of the street.
2. The reason that we are requesting a curb cut now is that it is required in our request for an exception to the waiver of Sec. 5-6-224 - Method of Storm and Subsoil Water Disposal because of our proposed building plan of a five foot extension also included a new driveway. This was following the instructions of T&ES staff.
3. The curb cut in place now on Fort Worth will be removed once the curb cut and drive way are in place on Fort Williams Parkway. There is no plan to retain the current curb cut and drive way. It is necessary to keep what we have until the new garage, driveway, and curb cut are completed. The project is being phased in a normal building pattern. There is no intent to stray from the style of the surrounding homes in Seminary Ridge. We have discussed this project with our neighbors and all are in favor of it, except for the Batemans.
4. We have surveyed all of the driveways on corner lots in Seminary Ridge to determine the placement of the driveways to the corner. The proposed driveway would be no closer than those already in existence. (Please see attached photos.) This new curb cut would pose no "threat to the health, welfare, and safety of the public."
5. No building would commence without contacting "Miss Utility" in Alexandria to ensure that no services will be impacted. The question is not asked on the application; therefore, it was not addressed. It was explained orally to the Batemans, and they were told that we had already had "Miss Utility" mark the property earlier this year, so we would be aware of the current placement of utilities on our property. As required with all building projects, we will have this process done again.
6. Our preference would be to have two curb cuts with a semi-circular drive, which would prevent removal of the Bradford Pear tree on the utility strip. We are applying for one curb cut as we wanted to preserve as much as parking as possible for our neighbors. We would be pleased to retain the Bradford Pear and have the drive ingress on the north side of the tree and egress on the south side of the tree. This is what our architect recommended initially. We would be pleased to resubmit with the document depicting a semi-circular drive. Our second preference would be to place the curb cut south of the Bradford Pear tree and north of the telephone box (See photos below) which would also save the tree and provide for a more interesting landscape, one of the unwritten complaints of the Bateman's. They did not want all the driveways coming directly from the houses like all the other houses on Fort Williams Parkway.



Location of requested curb cut



Figure shows there are no cars are parked on Fort Williams nearing evening hours and the sight distance approaching the proposed curb cut area



Sight Distance from proposed curb cut onto southbound lane of Fort Williams Parkway

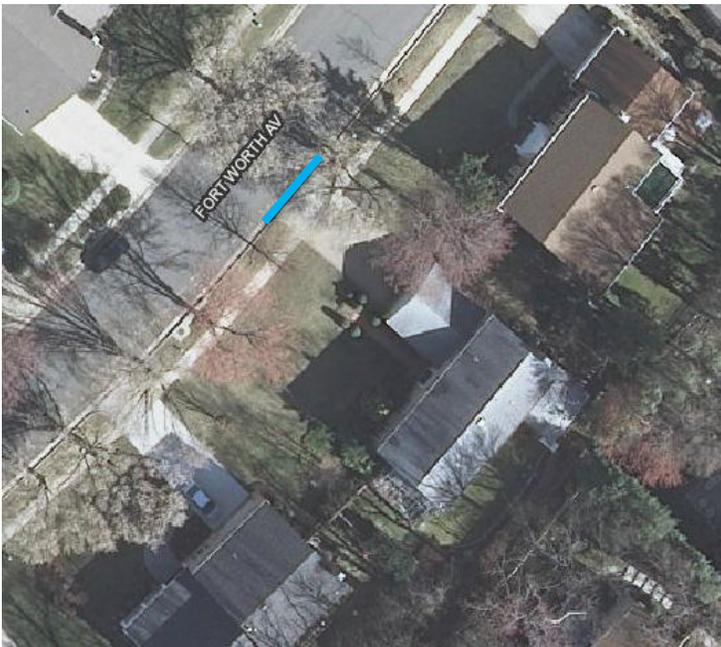
Most curb cuts on Fort Williams Parkway are between 13 feet (single car driveways) and 22 feet (two car driveways); however there are curb cuts equal to or exceeding 24 feet in this neighborhood and on Fort Williams Parkway itself. Below are images of similar driveways in the area.



3940 Fort Worth Avenue: 27 foot curb cut curb cut



618 Fort Williams Parkway: 28 foot curb cut



4013 Fort Worth Avenue: 24 foot curb cut



535 Fort Williams Parkway with side loading and two curb-cut layout



611 Ft. Williams Parkway with the garage under the structure

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
NOVEMBER 26, 2012**

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to restrict left-hand turns out of John Adams Elementary School onto Rayburn Avenue, Monday through Friday, 7:30-8:00 A.M and 2:30-3:00 P.M.

**APPLICANT:** Laurel Hammig, representing Alexandria City Public Schools

**LOCATION:** John Adams Elementary School, 5651 Rayburn Avenue,  
Alexandria, VA 22311

**STAFF RECOMMENDATION:** Staff recommends denial of the request

**DISCUSSION:** Alexandria Public Schools (ACPS) is requesting that the left turn movement exiting John Adams Elementary School onto Rayburn Avenue be prohibited during school drop off and dismissal. During drop off and dismissal the combination of background traffic and parents exiting the school overflows the section of Rayburn Avenue between Beauregard Street and the school exit. Most of the vehicles exiting the school are turning left and when the traffic queue on Rayburn Avenue reaches the school driveway traffic comes to a standstill and no one can exit. This proposal will force all vehicles, including school buses to turn right and drive through the neighborhood. Staff is concerned that such a scenario will cause traffic problems on the neighborhood streets. Many motorists will attempt to make U-turns at the closest median break while others will drive through the neighborhood and access Beauregard Street from Reading Avenue. ACPS has attempted an outreach effort to the community which is summarized in the email below.

From: Laurel Hammig <laurel.hammig@acps.k12.va.us>  
To: Bob Garbacz  
Cc: William E. Finn; Chris Dowling  
Subject: November Parking and Traffic Board item

Sent: Wed 10/31/2012 12:07

Mr. Garbacz,

ACPS is requesting an item be considered at the November 26th meeting of the City Parking and Traffic Board. Below is our request and background information. If you need anything else from us, please let me know.

Request:

Restrict left-hand turns (only allow right turns) out of the John Adams Elementary School driveway onto Rayburn Avenue weekdays 7:30am-8:00am and 2:30pm-3:00pm.

Background:

The campus layout at John Adams Elementary School poses many challenges to efficient traffic flow during student pickup and drop-off times. With only one access point, all school traffic must enter and exist through the intersection with Rayburn Avenue.

The green signal phase for Rayburn Avnue at the Beauregard Street traffic signal only lasts for approximately 20 seconds every two minutes. For the remaining time, school traffic turns left from the school driveway onto Rayburn and quickly fills up the space between Beauregard and the driveway. Once that space is full, no school traffic can move until the next 2 minute cycle of the traffic signal. This problem is worse when all the buses leave simultaneously.

Potential Solution:

ACPS recently conducted a comprehensive transportation study of the site and the final recommendation was to restrict traffic to right-turn only onto Rayburn Avenue during peak times. Rerouting existing left turn by parents onto Rayburn Avenue to turn right instead and use the signal at Beauregard and Reading Avenue. This will reduce congestion and stacking along Rayburn Avenue at the Beauregard Street signal and reduce congestion within the John Adams site. The existing crossing guard can assist in monitoring the right-turn only. This will also provide increased safety for John Adams students and reduce conflicts between vehicles and pedestrians. This proposal is one piece of a larger strategy to reduce parent drop-off/pickups within the site.

ACPS held two community meetings related to transportation and the proposal was well received by those in attendance. Additionally, staff met with HOA and property managers of the surrounding neighborhoods to discuss potential concerns about the increased traffic through the neighborhood. Staff plans to continue this outreach through November.

**Laurel Hammig | Facilities Planner & GIS Specialist**  
Alexandria City Public Schools | Educational Facilities  
4701 Seminary Road, Alexandria, VA 22304  
Office 703/461-4168 | Mobile (571) 329-8065  
Fax 703/370-7704 | [www.acps.k12.va.us](http://www.acps.k12.va.us)

**Bob Garbacz**

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**Subject:** FW: November Parking and Traffic Board item

**From:** Laurel Hammig [<mailto:laurel.hammig@acps.k12.va.us>]

**Sent:** Wednesday, November 07, 2012 4:26 PM

**To:** Bob Garbacz

**Cc:** William E. Finn; Chris Dowling

**Subject:** Re: November Parking and Traffic Board item

Bob,

We've gotten several inquires from the John Adams community regarding the left-hand turn restrictions. I want to confirm that we are on the docket for November's Parking and Traffic Board. We will provide a short presentation stating the need, summarizing the counts and analysis/operations, outreach efforts and responses, and any potential concerns. Below summarizes our public/stakeholder outreach efforts. If you need anything else from us, please let me know.

Thank you,

Laurel

- June 27, 2012: Staff Level Stakeholder Meeting. Included City Transportation and Environmental Services, Department of Recreation, Parks and Cultural Activities, ACPS Facilities staff, ACPS Pupil Transportation, John Adams Administrators.
- June 28, 2012: Public Meeting held in John Adams Elementary School Library. The meeting was advertised through City and ACPS Communications Departments (including ACPS Daily Digest, social media, school website, City calendars and list-serves, robo-calls and posting meeting announcement fliers in neighboring apartment complexes and businesses). Presented data collection and field observation from traffic circulation and parking study. Solicited input on key issues, concerns, and possible solutions.
- July 25, 2012: Staff Level Stakeholder Meeting. Included City Transportation and Environmental Services, Department of Recreation, Parks and Cultural Activities, ACPS Facilities staff, ACPS Pupil Transportation, John Adams Administrators.
- July 31, 2012: Public Meeting held in John Adams Elementary School Library. The meeting was advertised through City and ACPS Communications Departments (including ACPS Daily Digest, social media, school website, City calendars and list-serves, robo-calls and posting meeting announcement fliers in neighboring apartment complexes and businesses). Presented potential traffic circulation and parking solutions and obtained feedback.
- August 2012: On-site meetings with City Police Department staff, City TDM Coordinator. Other meeting with neighborhood HOA representative and JBG staff.
- September 18-19, 2012: ACPS & City Staff manned a table at Back to School Night
- September-November 2012: ACPS Staff solicited feedback through email on turn restrictions from key stakeholder groups including the T&ES Department, Police Department, the neighborhood HOA, John Adams families and staff.

**Laurel Hammig | Facilities Planner & GIS Specialist**

Alexandria City Public Schools | Educational Facilities

4701 Seminary Road, Alexandria, VA 22304

Office 703/461-4168 | Mobile (571) 329-8065



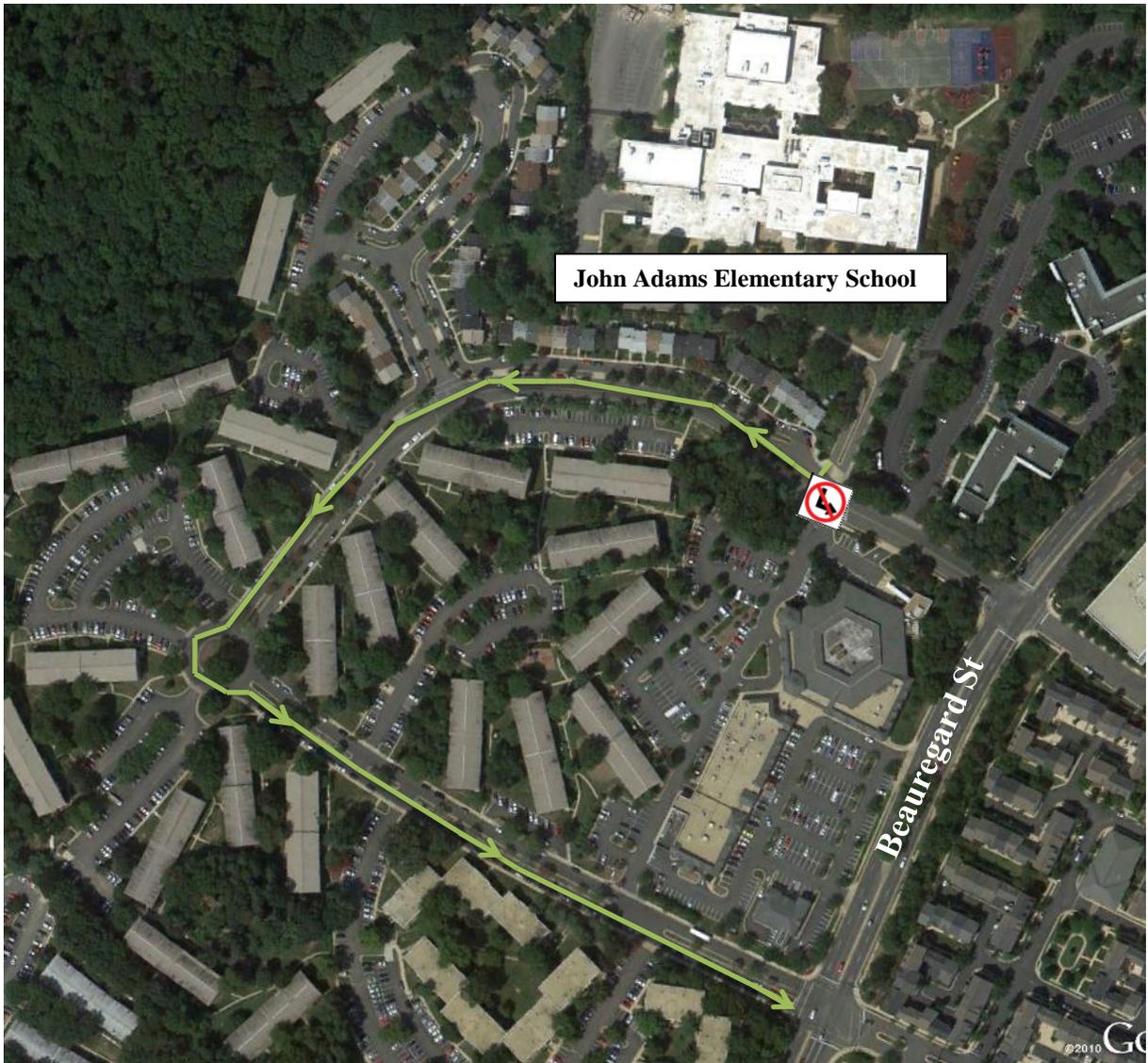
**John Adams Elementary  
School**

**Proposed No Left Turn  
during school hours from  
school onto Rayburn Ave**



Rayburn Ave, Alexandria, VA

N Beauregard St



This figure shows the path vehicles leaving the school will take in order to get back to Beauregard Street.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
NOVEMBER 26, 2012**

**DOCKET ITEM: 6**

**ISSUE:** Biennial review and public hearing on conditions within the Alexandria taxicab industry.

**STAFF RECOMMENDATION:** That the Traffic and Parking Board receive the information provided herein and the testimony offered during the public hearing for consideration of conditions within the Alexandria taxicab industry.

**BACKGROUND:** City Code Section 9-12-31 requires that the Traffic and Parking Board and City Manager conduct a review of the taxicab industry in Alexandria. As part of this review, the Board is to hold a public hearing to receive testimony from industry representatives and the public as to the economic condition of the industry, the adequacy of public service provided and necessary or desirable changes in the regulation of the industry, including the number of taxicabs authorized for each company.

In consideration of the public testimony and other available information, the Board is to forward its conclusions as to the status of the industry and its recommendations on all matters included in the annual review to the City Manager for consideration in making final determinations on any pending applications or proposals under section 9-12-30.

**DISCUSSION:** The Taxi industry is unique in several ways. First, customers don't always have the opportunity to shop around for price and service. In many instances, such as the airport and cabstands, customers are required to take the first cab in line. Based on this scenario there is no compelling reason for taxi service providers to go out of their way to provide good customer service. Although, many of the drivers know that providing better service can lead to better tips, not all drivers abide by this. Second, all of the taxicab drivers are independent contractors. Drivers pay the parent company a weekly stand due in exchange for dispatch service and the right to drive under the parent company's affiliation. This is similar to, but not exactly the same, as a hair stylist renting a chair at a salon. The main source of revenue for the parent company is revenue generated by drivers paying stand dues. The more cabs, the greater the profit. The savvy business owner soon learns that the larger the fleet, the greater the profits, regardless of demand for service.

Regulation is necessary since the normal forces of market competition are not present. In the 1980's a number of communities tried to deregulate taxicab service and experienced problems, such as, price gouging and refusal to carry non-profitable passengers. The dispatch taxi market is different because customers have the ability to shop around for a company that provides good service.

Alexandria has issued 23 certificates of public convenience and necessity that authorize the operations of taxicabs in the City of Alexandria. Of these, six are issued to taxicab

companies and 17 are issued to individuals (grandfathered certificates). In aggregate, these certificates authorize the operation of 766 taxicabs, all of which are required to maintain affiliation with a taxicab company. Individually-held certificates authorize the operation of one taxicab each or 17 taxicabs total. Collectively, company-held certificates authorize the operation of 749 taxicabs.

Staff believes that the number of Alexandria taxicabs exceeds the demand for service in the City and at the airport. The airport is no longer accepting new cabs because of overcrowding. This oversaturated market restricts driver's ability to earn a living. The code requirement for two dispatch calls per cab per day is designed to self-regulate the taxicab supply in response to changing market conditions. Part of the reason that so many companies are having trouble meeting the two-call per day requirement is that the Alexandria taxicab market is too small to support the number of cabs serving the City.

Competing services impact the taxi market. The King Street Trolley has eliminated much of the taxi service between the King Street Metro Station and destinations in Old Town. The addition of the Mount Vernon Trolley may further reduce the demand. A new service called Uber may impact the taxicab market. Uber is a hybrid Taxi/Limousine service that accepts reservations through the internet. Uber is an internet based broker for independent limousine operators. The fare structure is similar to that of a taxi in that there is a drop charge and mileage. Independent operators sign up with Uber and then accept calls for service. The City does not regulate Uber because Uber is not considered a taxi service. The impact of Uber is not well understood. Many believe that Uber competes in an upscale market different from taxicabs. Time will tell what the impacts of Uber and other such services will be.

Another concern for the Alexandria taxi industry is a recent change to the State Code. Effective July 1, 2012, a change to State Code Section 46.2-2067(b) limits a jurisdiction's ability to reduce the number of cabs authorized for any particular company. Most jurisdictions allocate a maximum number of vehicles that may be associated with each cab company. The number of cabs allocated to each company is periodically reviewed and the jurisdiction adjusts the number up or down based on the needs of the community and performance of the particular certificate holder. The new language requires jurisdictions to have "*cause*" before reducing the number of authorizations associated with each company. Under the new state code section, the City would be obligated to replace cabs lost through transfers from compliant companies with new ones. Driver-initiated transfers from compliant companies pursuant to the City Code would not constitute "*cause*" for reducing a company's fleet size under the new state Code section. This will result in an increase in the total number of cabs, in an already over saturated market, each transfer cycle.

The following is a summary of staff observations regarding current taxicab service, economic condition of the industry and overall industry performance. This information is intended to provide the Board with staff's perspective on current conditions in Alexandria's taxicab industry for consideration along with testimony provided during the public hearing and other information that is available to the Board.

Current economic conditions are impacting the taxicab industry. Since the 2010 review staff estimates that the demand for taxi dispatch service has increased by 23 percent. This is based on the taxi dispatch records that staff reviewed. Most of this increase was realized by Alexandria Yellow Cab.

Four factors were considered when evaluating the proposed fare changes; 1) the rate of inflation since the last fare review; 2) the change in gasoline prices; 3) the change in the cost to maintain a vehicle; and, 4) competition in the area.

The Consumer Price Index (CPI) was used to determine the rate of inflation since the last fare review. The CPI measures the price change for a market basket of goods and services from one period to the next and is used as a cost of living index. The CPI is based upon a 1984 base of 100. An index of 185 indicates 85 percent inflation since 1984. For this analysis the Department of Labor, Bureau of Labor Statistics index for all urban consumers was used. In 2008, the last fare review, the CPI was 211.080 and in 2012 the CPI is 231.407. Therefore, the cost of living increase is 9.6 percent over the past four years and 10 months or roughly two percent per year. For driver's income to keep pace with inflation, their net income must increase by 9.6 percent.

The average cost of a gallon of gasoline based on the Department of Energy's data was \$2.76 for the 12 months preceding the 2008 rate adjustment and \$3.58 for the past 12 months. This represents a 30 percent increase in the cost of fuel since the last fare adjustment in 2008.

The average trip length and expected fuel economy were used to calculate the impact of gas price increases on a typical taxi trip. The EPA mileage estimates for a 2009 Crown Victoria, a typical taxi vehicle, is 16 miles-per-gallon (mpg). The dispatch data from over 34,000 taxi trips shows the average trip length is 10 miles. The calculation goes as follows:

1) 2008 Trip cost at \$2.76 per gallon

$$\text{Trip cost} = (\text{Trip Miles}/\text{Fuel Mileage}) \times (\text{Gas Cost})$$

$$\text{Trip Cost City} = (10 \text{ miles}/16 \text{ miles/gallon}) \times (\$2.76/\text{Gallon}) = \$1.73$$

2) 2012 Trip cost at \$3.58 per gallon

$$\text{Trip cost} = (10 \text{ miles}/16 \text{ miles/gallon}) \times (\$3.58/\text{Gallon}) = \$2.24$$

3) Cost Difference

$$\text{Cost Difference} = \$2.24 - \$1.73 = \underline{\underline{\$0.51/\text{Trip}}}$$

Every year the AAA publishes a report titled “Your Driving Costs”. This report determines how much it will cost per mile to operate a car for that year. Factors such as fuel, maintenance, tires, insurance, license, registration, taxes, depreciation and finance are all included in the calculation. Although these costs are based on a non-commercial vehicle, they do provide a good indicator of the relative costs to operate a passenger vehicle similar to a taxicab. In 2007 the AAA calculated that the cost to drive a medium size sedan was \$0.52 per mile and in 2012 was \$0.59 per mile. This is a 13 percent increase in the operational costs. This figure is higher than the 9.6 percent inflation rate based on the consumer price index because of the cost of gasoline.

	2008 (Last Fare Review)	2012	Change
Consumer Price Index	211.080	231.407	9.6%
Cost of Gasoline	\$2.76	\$3.58	30%
AAA Driving Costs	\$0.52/mile	\$0.59/mile	13%

The last item considered are the fare rates of surrounding jurisdictions. This serves two purposes, first to make sure that the proposed fares are in line with the rest of the region and second to make sure Alexandria’s taxi service is competitive. The reason competitiveness is important is because there is a practice of cabs from outside the City coming into Alexandria to serve dispatch calls. Although there are no hard statistics on the amount of business taken away from Alexandria cabs, staff believes that every effort should be made to keep this business within Alexandria – especially dispatch business. Below is a chart showing the fares of the surrounding competing jurisdictions.

### Regional Taxicab Fare Rates and Charges

	Alex (Ex)	Arl.	Fairfax	D.C.	Montg.	P.G.	Airport Flyer	Uber
Drop	\$2.75	\$2.75	\$3.25	\$3.00	\$4.00	\$3.00	\$3.50	\$7.00
Mileage	\$2.04/mile	\$2.10	\$2.00	\$2.16	\$2.00	\$1.75	\$2.00	\$3.25
Waiting	\$22.66/hr	\$22.5	\$21.18	\$25.00	\$28.00	\$22.50	\$25.00	\$45.00
Passengers	\$1.25	\$1.00	\$1.00	---	\$1.00	\$1.00	\$2.00	
Suite case	\$0.50	\$0.50	\$0.50	\$0.50	\$1.00	\$1.00	---	---
Trunk	\$2.00	\$2.00	\$2.00	---	---	---	\$2.00	---
Groc. Bags	\$0.33	---	\$0.25	---	---	---	---	---
Animals	\$1.00	---	\$1.00	---	---	\$1.00	---	---
Snow	\$5.00	---	---	---	\$2.50	\$3.00	\$3.50	---
Dispatch	---	---	---	\$2.00	---	---	---	---
Trip to Dulles	\$72.11	\$74.15	\$71.25	\$76.44	\$72	\$61.25	\$71.50	\$117.50

The table below shows the current authorizations for each company.

### Current Authorizations

Certificate Number	Company Name	Regular	ADA	Grandfather	Total
34	Alexandria Yellow Cab	271	12	7	290
46	King Cab	51	1	2	54
77	VIP Cab	61	1	2	64
120	White Top	101	7	3	111
130	Alexandria Union Cab	222	2	2	226
	Go Green	20	0	0	0

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
NOVEMBER 26, 2012**

**DOCKET ITEM: 7**

**ISSUE:** Consideration of recommendations on the renewal of existing certificates of public convenience and necessity.

**STAFF RECOMMENDATION:** That the Traffic and Parking Board consider and adopt recommendations to the City Manager with regard to:

1. Renewal of existing certificates of public convenience and necessity; and,
2. The minimum and maximum number of taxi cabs authorized to be affiliated with each certificate holder.

**BACKGROUND:** A specific consideration for each annual review is the renewal of existing certificates of public convenience and necessity (certificates) and the number of taxicabs that may be affiliated with each certificate holder. Factors to be considered in these determinations are specified in code section 9-12-31, and include the certificate holder's record of compliance with code requirements for certificate holders, the demonstrated need on a company-by-company basis for a sufficient number of affiliated taxicabs to provide satisfactory public service and ensure adequate dispatch service.

**DISCUSSION:** There are 23 certificates of public convenience and necessity that authorize the operations of taxicabs in the City of Alexandria. Of these, six are issued to taxicab companies and 17 are issued to individuals (grandfathered certificates). In aggregate, these certificates authorize the operation of 766 taxicabs, all of which are required to maintain affiliation with a taxicab company. Individually-held certificates authorize the operation of one taxicab each or 17 taxicabs total. Collectively, company-held certificates authorize the operation of 749 taxicabs.

**Renewal of Individually-Held Certificates**

Individually held certificates are routinely renewed each year as long as the holder intends to remain active in the industry by operating a taxicab at least 50 percent of the year. These certificates are nontransferable and may not be reissued after the holder is no longer active in the industry. Renewal requests for 2013 were received from 17 current individual certificate holders. All 17 plan to remain active in the taxicab industry during 2013. Staff recommends renewal of these 17 individual certificates as requested.

**Renewal and Amendment of Company-Held Certificates**

Requests to renew and amend (increase or decrease the number of authorized taxicabs) company-held certificates require consideration of a broader range of factors. As adopted in June 2005, City Code section 9-12-31 (c) directs the Board and city manager to review and act on requests to renew company-held certificates and to set the maximum and minimum number of authorized vehicles for each certificate holder. The ordinance sets

the limit on the minimum number of authorized taxicabs at 90 percent of the current authorization of a company. The maximum limit is to be based on demonstrated need. Based on staff's experience, the maximum should not be any more than 15 percent of the current authorizations of a company if there is a demonstrated need. The maximum for Companies that are currently on probation, or otherwise not meeting dispatch requirements, would be the company's current number of authorizations or less.

Applications to renew company-held certificates were received from six existing taxicab companies. The current number of authorized taxicabs for each company and the requested amendments of these certificates are summarized in the following table.

**Current Authorizations**

<b>Company</b>	<b>Grandfathered Taxicabs</b>	<b>2009 Authorized Taxicabs</b>	<b>Requested Amendment</b>
Alexandria Yellow Cab	6	283	+7
King Cab	4	52	+15
VIP Cab	2	62	+13
White Top Cab	3	108	+8
Alexandria Union Cab	2	224	No Change
GoGreen Cab	0	20	No Change

Based on the renewal applications, findings of the taxi industry survey and other relevant information, staff comments and recommendations on these renewal requests follow.

GoGreen Cab (Certificate Number 140)

GoGreen Cab was approved to begin operations on January 1, 2009. No new taxicabs were authorized with approval of this certificate; however, GoGreen was eligible to receive authorizations resulting from 2009 owner transfers and in December 2010 the City Manager approved 20 new hybrid only authorizations. As of this writing, GoGreen has failed to attract a single transfer and has filled 12 of the 20 authorizations granted by the City Manager. GoGreen Cab was placed on probation at the October 2012 Traffic and Parking Board meeting. Staff is recommending that the Certificate of Necessity and Public Convenience for GoGreen Cab be renewed since GoGreen's probationary period has not ended.

Alexandria Yellow Cab (Certificate Number 34)

Alexandria Yellow Cab requests renewal of its certificate with the current 283 authorized taxicabs plus seven new authorizations, notwithstanding any approved owner transfers.

The results of this year's industry review show that Yellow cab is the primary provider of dispatch service in Alexandria, serving 85 percent of all dispatch trips in the city. Yellows dispatch service level of 7.4 dispatch trips per cab per day is well above the required minimum of two trips per day and significantly higher than any other Alexandria taxicab company. By contrast, in 2010 Yellow only held 79 percent of the market and

had a dispatch level of 5.6 dispatch trips per cab per day. This represents an increase in dispatch call volume of 32 percent since 2010.

Alexandria Yellow Cab is requesting seven new authorizations because they have seen significant increases in dispatch business over the last three years. The amount of dispatched calls increased by 11.96% in 2010 and in 2011 Alexandria Yellow Cab dispatched over 790,000 fares, an increase of 13.73% from 2010. 2012 is expected to see further increases. Seven additional authorizations are being requested to offset the expected loss from the retirement of their seven grandfathered certificates.

Staff believes that renewal of Yellow Cab's certificate will serve the public interest and recommends that it be renewed with a minimum of the current 283 authorized taxicabs and a maximum number that is no more than 15 percent greater than the current number. Based on the current data, the recommended minimum number of authorized taxicabs is 283 and the maximum number is 325. Staff recommends against granting any new authorizations because all of Yellow Cab's grandfathered certificate holders are renewing their certificates.

#### King Cab Company (Certificate Number 46)

King Cab requests renewal of its certificate with current 52 authorized taxicabs plus 15 new authorizations, notwithstanding any approved owner transfers.

The results of this year's industry review show that King Cab is currently serving approximately 2.8 percent of all dispatch trips in the city. King's dispatch service level is 1.37 dispatch trips per cab per day.

Staff believes that renewal of King Cab's certificate will serve the public interest and recommends that it be renewed with a minimum number of authorizations set at the 10 percent less than the current number of taxicab affiliations and a maximum number be the current number of authorized taxicabs. Based on the current data, the recommended minimum number of authorized taxicabs is 47 and the maximum number is 52. Staff recommends against granting any new authorizations

#### VIP Cab Company (Certificate Number 77)

VIP Cab Company requests renewal of its certificate with the current 62 authorizations plus three regular authorizations and 10 Hybrid authorizations, notwithstanding any approved owner transfers.

The results of this year's industry review show that VIP Cab is currently serving approximately 3.8 percent of all dispatch trips in the city. VIP's dispatch service level is 2.0 dispatch trips per cab per day.

Staff believes that renewal of VIP Cab's certificate will serve the public interest and recommends that it be renewed with a minimum number of authorizations set at 10 percent less than the current number of taxicab affiliations and a maximum number that is no more than 15 percent greater than the current number. Based on the current data, the

recommended minimum number of authorized taxicabs is 56 and the maximum number is 71. Staff recommends against granting any new authorizations.

White Top Cab Company (Certificate Number 120)

White Top Cab Company requests renewal of its certificate with the current 108 authorizations plus three new authorizations.

The results of this year’s industry review show that White Top Cab is currently serving 6.3 percent of all dispatch trips in 2013. White Top’s dispatch service level of 2.5 dispatch trips per cab per day.

Staff believes that renewal of White Top Cab’s certificate will serve the public interest and recommends that it be renewed with a minimum number of authorized taxicabs that is 10 percent less than the current number and a maximum number that is 15 percent greater than the current number. Based on the current data, the recommended minimum number of authorized taxicabs is 97 and the maximum number is 124. Staff recommends against granting any new authorizations.

Union Taxicab Cooperative (Certificate Number 130)

Union Taxicab requests renewal of its certificate with the current 224 authorized taxicabs.

The results of this year’s industry review show that Union Taxicab is currently serving approximately 2.2 percent of all dispatch trips in the city. Union’s dispatch service level is 0.25 dispatch trips per cab per day.

Staff believes that renewal of Union Taxicab Cooperative’s certificate will serve the public interest and recommends that it be renewed with a minimum number of authorized taxicabs that is 10 percent less than the current number and a maximum number that is the current number. Based on the current data, the recommended minimum number of authorized taxicabs is 202 and the maximum number is 224.

Staff’s recommendations are contained in the table below.

**Staff Recommendations**

<b>Company</b>	<b>Dispatch Calls per Driver</b>	<b>Current Authorized Taxicabs</b>	<b>Recommended Minimum Taxicabs</b>	<b>Recommended Maximum Taxicabs</b>
Alexandria Yellow Cab	7.4	283	255	325
King Cab	1.4	52	47	52
VIP Cab	1.5	62	56	72
White Top Cab	2.0	108	97	124
Alexandria Union Cab	<1	224	202	224
GoGreen Cab	---	20	20	23

**TRAFFIC AND PARKING BOARD PUBLIC HEARING**

**NOVEMBER 26, 2012**

**DOCKET ITEM: 8**

**ISSUE:** Consideration of Staff recommendations on the proposed taxicab fare rate change.

**STAFF RECOMMENDATION:** That the Traffic and Parking Board consider and adopt recommendations to the City Manager with regard to:

3. Raise the drop from \$2.75 to \$3.00;
4. Raise the mileage charge from \$2.04/mile to \$2.16/mile;
5. Raise the waiting charge from \$22.50/hour to \$25/hour;
6. Eliminate the charge for grocery bags and animals; and,
7. Consolidate the suite case and trunk charge into a single baggage charge.

**BACKGROUND:** A specific consideration for each annual review is the review of existing taxicab fares. Factors to be considered in these determinations are specified in code section 9-12-31, and include the ability of current drivers to earn a living wage.

**DISCUSSION:** The taxicab fare rates were last changed in January 2008. For this current review staff collaborated with the Taxi industry, both drivers and companies, to develop the proposed fares. A comparison between the current fares and proposed fares is summarized in the following table.

**Existing and Proposed Fares**

	Current Fares	Proposed Fares
Drop	\$2.75	\$3.00
Mileage	\$2.04/mile	\$2.16
Waiting	\$22.50/hr	\$25.00/hr
Passengers	\$1.25	\$1.25
Suite case	\$0.50	---
Trunk	\$2.00	---
Groc. Bags	\$0.33/bag	---
Animals	\$1.00	---
Snow	\$5.00	\$5.00
Luggage	---	\$0.50/bag Max \$3.00



Staff is proposing that the drop charge be increased from \$2.75 to \$3.00, the mileage rate be increased from \$2.04 per mile to \$2.16 per mile and that the waiting rate be changed from \$22.50 per hour to \$25.00 per hour. Staff is recommending that the fare structure

be simplified by combining the Suite Case and Trunk charges into one Luggage charge and eliminating the Grocery Bags and Animals charge.

Four factors were considered when evaluating the proposed fare changes; 1) the rate of inflation since the last fare review; 2) the change in gasoline prices; 3) the change in the cost to maintain a vehicle; and, 4) competition in the area.

Rate of Inflation:

The Consumer Price Index (CPI) was used to determine the rate of inflation since the last fare review. The CPI measures the price change for a market basket of goods and services from one period to the next and is used as a cost of living index. The CPI is based upon a 1984 base of 100. An index of 185 indicates 85 percent inflation since 1984. For this analysis the Department of Labor, Bureau of Labor Statistics index for all urban consumers was used. In 2008, the last fare review, the CPI was 211.080 and in 2012 the CPI is 231.407. **The cost of living has increased 9.6 percent since the last fare adjustment.** For driver's income to keep pace with inflation, their net income must increase by 9.6 percent.

Gasoline Price Change:

The average cost of a gallon of gasoline based on the Department of Energy's data was \$2.76 for the 12 months preceding the 2008 rate adjustment and \$3.58 for the past 12 months. **The cost of gasoline has increased 30 percent since the last fare adjustment.**

Average trip length and expected fuel economy were used to calculate the impact of gas price increases on a typical taxi trip. The EPA mileage estimates for a 2009 Crown Victoria, a typical taxi vehicle, is 16 miles-per-gallon (mpg). The dispatch data from over 34,000 taxi trips shows the average trip length is 10 miles. The calculation goes as follows:

4) 2008 Trip cost at \$2.76 per gallon

$$\text{Trip cost} = (\text{Trip Miles}/\text{Fuel Mileage}) \times (\text{Gas Cost})$$

$$\text{Trip Cost City} = (10 \text{ miles}/16 \text{ miles/gallon}) \times (\$2.76/\text{Gallon}) = \$1.73$$

5) 2012 Trip cost at \$3.58 per gallon

$$\text{Trip cost} = (10 \text{ miles}/16 \text{ miles/gallon}) \times (\$3.58/\text{Gallon}) = \$2.24$$

6) Cost Difference

$$\text{Cost Difference} = \$2.24 - \$1.73 = \underline{\underline{\$0.51/\text{Trip}}}$$

The average taxi services about 2,000 trips per year. Therefore the average annual income would be as follows:

Income = Fare – gas

1) 2008 Income

$$\text{Income} = [((\$2.04/\text{mile}) \times (10 \text{ miles}) + (\$2.75/\text{trip})) - (\$1.73/\text{trip})] \times (2,000 \text{ trips/yr})$$

$$\text{Income} = \$42,840/\text{yr}$$

2) 2012 Income with Proposed Rates

$$\text{Income} = [((\$2.16/\text{mile}) \times (10 \text{ miles}) + (\$3.00/\text{trip})) - (\$2.24/\text{trip})] \times (2,000 \text{ trips/yr})$$

$$\text{Income} = \$44,720/\text{yr}$$

**Net income change considering gas prices and proposed rates = 4.4%**

Cost to Maintain a Vehicle:

Every year the AAA publishes a report titled “Your Driving Costs”. This report determines how much it will cost per mile to operate a car for that year. Factors such as fuel, maintenance, tires, insurance, license, registration, taxes, depreciation and finance are all included in the calculation. Although these costs are based on a non-commercial vehicle, they do provide a good indicator of the relative costs to operate a passenger vehicle similar to a taxicab. In 2007 the AAA calculated that the cost to drive a medium size sedan was \$0.52 per mile and in 2012 was \$0.59 per mile. **The cost to maintain a vehicle has increased 13 percent since the last fare adjustment.** The change in annual driver income taking into account the cost to maintain a vehicle, which includes fuel costs, would be as follows:

1) 2008 Income

$$\text{Income} = [((\$2.04/\text{mile} - \$0.52/\text{mile}) \times (10 \text{ miles}) + (\$2.75/\text{trip}))] \times (2,000 \text{ trips/yr})$$

$$\text{Income} = \$35,900/\text{yr}$$

2) 2012 Income with Proposed Rates

$$\text{Income} = [((\$2.16/\text{mile} - \$0.59/\text{mile}) \times (10 \text{ miles}) + (\$2.75/\text{trip}))] \times (2,000 \text{ trips/yr})$$

$$\text{Income} = \$36,900/\text{yr}$$

**Net income change considering maintenance and proposed fares = 2.8%**

### **Inflation and Increased Cost**

	2008 (Last Fare Review)	2012	Change
Consumer Price Index	211.080	231.407	9.6%
Cost of Gasoline	\$2.76	\$3.58	30%
AAA Driving Costs	\$0.52/mile	\$0.59/mile	13%

Area Competition:

The last item considered are the fare rates of surrounding jurisdictions. This serves two purposes, first to make sure that the proposed fares are in line with the rest of the region and second to make sure Alexandria's taxi service is competitive. On the next page is a chart showing the fares of the surrounding jurisdictions.

Regional Taxicab Fare Rates and Charges

	Alex (Ex)	Alex (Prop)	Arl.	Fairfax	D.C.	Montg.	P.G.	Airport Flyer	Uber
Drop	\$2.75	\$3.00	\$2.75	\$3.25	\$3.00	\$4.00	\$3.00	\$3.50	\$7.00
Mileage	\$2.04	\$2.16/mile	\$2.10	\$2.00	\$2.16	\$2.00	\$1.75	\$2.00	\$3.25
Waiting	\$22.50/hr	\$25.00/hr	\$22.5	\$21.18	\$25.00	\$28.00	\$22.50	\$25.00	\$45.00
Passengers	\$1.25	\$1.25	\$1.00	\$1.00	---	\$1.00	\$1.00	\$2.00	
Suite case	\$0.50	\$0.50	\$0.50	\$0.50	\$0.50	\$1.00	\$1.00	---	---
Trunk	\$2.00	---	\$2.00	\$2.00	---	---	---	\$2.00	---
Groc. Bags	\$0.33/bag	---	---	\$0.25	---	---	---	---	---
Animals	\$1.00	---	---	\$1.00	---	---	\$1.00	---	---
Snow	\$5.00	\$5.00	---	---	---	\$2.50	\$3.00	\$3.50	---
Dispatch	---	---	---	---	\$2.00	---	---	---	---
Trip to Dulles	\$72.11	76.44	\$74.15	\$71.25	\$76.44	\$72	\$61.25	\$71.50	\$117.50
Trip to Nat. Air.	\$11.73	\$12.50	\$11.99	\$12.05	\$12.50	\$10.70	\$11.80	\$12.30	\$21.30