

CAMBRIDGE LICENSE COMMISSION CITY OF CAMBRIDGE

831 MASSACHUSETTS AVE., 1ST FLOOR, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 349-6140

ALEX RODRIGUEZ
Commission Chairman

KEVIN FITZGERALD
Chief-of-Fire Department
Commission Member

HENRY BREEN
Police Representative
Commission Member

RICHARD V. SCALI
Commission Executive Officer

DATE: AUGUST 26, 1991
TO: ROBERT W. HEALY, CITY MANAGER
FR: RICHARD V. SCALI, EXECUTIVE OFFICER
RE: CLARIFICATION OF REPORT
JITNEY BUS ROUTES
CITY COUNCIL ORDER #24, MAY 5, 1991

RECEIVED
91 AUG 29 AM 9:58
OFFICE OF THE CITY MANAGER

Pursuant to the above order, Lauren Preston, Michael Rosenberg and myself have come up with the enclosed plan for the future of all potential jitneys coming into the City.

As you may recall, the application for Boston-Cambridge Trolley Tours was rejected by the City Council to conduct tours in Cambridge. An appeal was filed with the Department of Public Utilities and a permit was granted to them over our objection. Jim McDavitt and Donald Drisdell attended that hearing and voiced their objection for the City. Boston-Cambridge Trolley Tours recently went before the DPU to extend their permit at which I was present at the June 5, 1991 hearing. My report to you is enclosed on this hearing dated June 5, 1991.

Since the DPU did not recognize our objections nor would they place on hold the request before the DPU, we felt it best to plan for the future on any future jitneys. By the City putting into place a plan for all jitneys, the City will have greater control by limiting jitneys when they come to us in the first place. They must come to the City first before going to the DPU. As we did with Old Towne Trolley, we limited the number of cars and the route. We did not have this opportunity with Boston-Cambridge Trolleys as they were rejected by the City and thus total control went to the DPU as they issued the permit. We thus need to find a plan that we can issue to all jitney applicants, that is reasonable so that they can not override our decision at the DPU. DPU is willing to look at our plan and Boston-Cambridge Trolley Tours is willing to work with us.

Thus enclosed is a comprehensive plan for the control of jitney permits issued in the future and perhaps for adjustment of those licensed at present.

It is recommended that all Tour Bus/Trolley routes be limited to the following public ways under the control of the City of Cambridge.

Cambridge Street from O'Brien Highway to First Street
First Street from Cambridge Street to Main Street
Main Street from First Street to Massachusetts Avenue
Third Street from Broadway to Binney Street
Broadway from Main Street to Western Connector
Mid-Block Connector from Broadway to Main Street
Binney Street between Land Boulevard and Western Connector
Western Connector between Binney Street and Main Street
Massachusetts Avenue from Main Street to Waterhouse Street
Peabody Street between Massachusetts Avenue and Cambridge Street
Cambridge Street between Peabody Street and Massachusetts Avenue
Garden Street from Massachusetts Avenue to Waterhouse Street
Waterhouse Street from Garden Street to Massachusetts Avenue
Mason Street from Garden Street to Brattle Street
Brattle Street from Mason Street to Mt. Auburn Cemetery
Mt. Auburn Street from Mt. Auburn Cemetery to University Place
University Place from Mt. Auburn Street to Bennett Street
Bennett Street from University Place to Eliot Street
Eliot Street from Bennett Street to John F. Kennedy Street
John F. Kennedy Street from Memorial Drive to Massachusetts Avenue
Pleasant Street from Memorial Drive to Entrance to Hotel
Magazine Street from Memorial Drive to Granite Street
Granite Street from Magazine Street to Brookline Street
Brookline Street from Granite Street to Memorial Drive
Amesbury Street from Memorial Drive to Vassar Street
Vassar Street from Amesbury Street to Main Street

The following Public ways will provide an alternate route for use when Memorial Drive is closed on Sundays during certain holidays

Mount Auburn Street between John F. Kennedy Street and Massachusetts Avenue
Bow Street between Massachusetts Avenue and DeWolfe Street
DeWolfe Street between Bow Street and Memorial Drive
Western Avenue between Massachusetts Avenue and Memorial Drive

The following areas shall be used to pick up and discharge passengers

Harvard Square : Stop along Harvard Yard Just before the Johnson Gate

Longfellow House : Stop in loading zone on north side of Brattle Street in front of Longfellow House

Stops at hotels and other locations shall be on private property.

Each sightseeing company shall be limited to two busses/trolleys with a maximum seating capacity of thirty-two passengers.



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JAMES THADDEUS McDAVITT
Commission Chairman

ANTHONY G. PAOLILLO
Chief-of-Police Department
Commission Member

THOMAS V. SCOTT
Chief-of-Fire Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

DATE: June 5, 1991

TO: Robert W. Healy, City Manager

FROM: Richard V. Scali, Acting Chairman

RE: Jitney Licenses,
Department of Public Utilities Hearing and
City Council Order #24, May 6, 1991

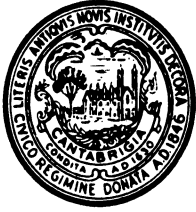
Please be advised that in response to the City Council Order #24, May 5, 1991, Lauren Preston of Traffic and Parking, myself and Community Development have met to prepare a plan with a common route for all Jitney licenses and with a recommendation on a limitation on the number of vehicles. This plan is not yet completed and will be forthcoming upon a final decision between myself and Lauren Preston.

In addition on June 5, 1991, I attended a hearing at the Department of Utilities with regard to the application of Boston-Cambridge Trolley Tours, to extend their current DPU permit to do sightseeing tours in Cambridge. We currently license Old Town Trolley Tours which already operates in Cambridge.

The DPU was advised by my comments, that the City was preparing a plan to link all jitney tours and recommend a number of vehicles. I asked that the DPU wait until this plan is formulated before issuing the extension of the license to Boston-Cambridge Trolley Tours. The DPU advised me that no where in the statute does it allow for such a provision and could not wait on this application. They did say that the DPU would be happy to hear the final version of plan and would cooperate with Cambridge. Boston-Cambridge Trolley Tours also agreed to cooperate with our plan but would not guarantee that all provisions of the forthcoming plan could be followed if it differed from their current DPU permit.

The comprehensive plan would help in any future application of jitney licensees since they must apply to the city or town before going to the DPU. I have been advised by Community Development that the possibility of an additional trolley tour, double-decker buses, may apply.

Please advise if you need any further information.



CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

TEL. 349-4300
FAX. 349-4307

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

September 16, 1991

To The Honorable, The City Council:

In reference to Awaiting Report Item No. 31, regarding Jitney Licenses, please find attached a response from Richard V. Scali, Executive Officer of the Cambridge License Commissioner, relative to the matter.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Robert W. Healy", is written over a horizontal line.

Robert W. Healy
City Manager

RWH/mev
attachments

Consent Agenda # 18 5975

Awaiting Report Item Number 31, regarding
Jitney Licenses.

In City Council,

Sept. 16, 1991

*Referred to the
Transportation
Committee*