

CAMBRIDGE LICENSE COMMISSION CITY OF CAMBRIDGE

831 MASSACHUSETTS AVE., 1ST FLOOR, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 499-6140

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

TO: Robert W. Healy, City Manager

FROM: James T. McDavitt, License Commission Chair

RE: Application of CTS for a Jitney License Sought to be Exercised
on Routes Between Cambridge Hotels and Logan Airport (City
Council Hearing on Application Scheduled for 6:30 p.m., January
29, 1990.)

DATE: January 25, 1990

Please be advised that on or about December 4, 1989 Complete Transportation Services, Inc., (CTS), applied to the Cambridge City Council for a Cambridge Jitney License sought to be exercised on routes established between Cambridge Hotels and Logan Airport. (See Exhibit 1 for the applicant's schedule and routes).

Pursuant to City of Cambridge Code, Ordinances, Sections 16-35 through 16-44, the matter was referred to the Cambridge License Commission and the Cambridge Traffic and Parking Director for advice. (See Exhibit 2 for a copy of said Sections, which comprise the ordinance on Jitney Licenses). In order to grant a jitney license, it must be demonstrated that the license is required by public convenience and necessity and that the license will not harm the public welfare. See Section 16-35 in attached Exhibit 2.

On January 12, 1990, Deputy Traffic Director Lauren Preston and I met with the principals of CTS to discuss the jitney license application. Several members of the local taxicab industry were also present at this meeting.

As a result of this meeting, Traffic Director George Teso wrote the enclosed letter (Exhibit 3) evidencing three principal concerns:

Traffic Concern #1. All drop off's and pick-up's must be made on private property as there are no available stopping areas on the public ways near the hotels.

Robert W. Healy
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Traffic Concern #2. Traffic problems may occur with the proposed route due to no turnaround area at the Sheraton Commander, due to Rogers Street on the proposed route being one-way from Second to Third Street, and due to the lack of a left turn from Broadway westbound to the Marriott.

Traffic Concern #3. The MDC has not granted CTS permission to operate on Memorial Drive, and, even if such permission is secured, there are three low clearances on Memorial Drive and there is no access to Main Street from Memorial Drive eastbound.

Also as a result of the January 12th meeting, the License Commission on January 22d voted unanimously to recommend denial of CTS' application due to Director Teso's concerns and due to the lack of public need for this jitney service. The License Commission is of the opinion that the Cambridge taxicab industry is currently fulfilling the public need to transport hotel patrons to Logan Airport and that the cab industry should retain its priority in fulfilling this public need as it also services Cambridge's low income and elderly population. Also, the Commission is of the opinion that buses specially chartered on a one-time basis are also available to fulfill a public need to transport hotel patrons to the Airport.

It should be noted that at the January 12th meeting discussed above, Sonesta Manager Dan Little, on behalf of all Cambridge Hotels, supported the concept of "more seats to the Airport at rush hour." Mr. Little said the "more seats" idea could mean anything, e.g., more available cabs, more limousines, more buses, etc. Although the License Commission in its discretion has decided not to accept Mr. Little's statement without further investigation, the Cambridge Taxicab Advisory Committee has unanimously voted to set up a working sub-committee to cooperate with the Cambridge hotels on the issue of their perceived need for "more seats to the Airport at rush hour".

In summary, and in harmony with the review of the Cambridge Traffic Director, it is the recommendation of the License Commission that the City Council deny the application of CTS for a jitney license for the following (4) reasons:

1. the license is not required by public convenience and necessity, but would merely replace existing taxicab service to the airport;
2. the license would harm the public welfare of the City by allowing buses regularly to discharge/pick-up passengers in the public way and thereby to obstruct vehicular traffic;

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3. the license would harm the public welfare of the City by creating a traffic hazard by allowing buses regularly to turnaround in the public way near the Sheraton Commander, by allowing buses to go the wrong way down the one-way portion of Rogers Street, and by allowing buses regularly to take a left turn from Broadway westbound to the Marriott; and
4. the license would harm the public welfare of the City in that the MDC has not granted CTS permission to use Memorial Drive and in that it must be seriously questioned whether MDC permission would ever be forthcoming due to low clearances on Memorial Drive and due to the lack of access to Main Street from Memorial Drive eastbound.

We respectfully seek your concurrence in this recommendation.

Please advise if there are any questions or comments.

Cambridge Hotels to Logan Airport

Hotels

- | | |
|---|-------------------------------------|
| 1) Sheraton Commander 16 Garden St | 5) Howard Johnson's 777 Memorial Dr |
| 2) Charles 1 Bennett St | 6) Marriott 2 Cambridge Ctr |
| 3) Guest Quarters 400 Soldiers Field Rd | 7) Royal Sonesta 5 Cambridge Pkwy |
| 4) Hyatt 575 Memorial Dr | |

The first pick-up will be at the Sheraton Commander. Travel on Garden St and go right onto JFK St, then right on Elliott, right on Bennett for pick up at Charles. Back out on Bennett and right on Elliot, right on JFK. Follow over bridge and becomes N Harvard St. Go left on Cambridge St and then right on Soldiers Field Rd for pick up at Guest Qtrs. Leave Guest Qtrs and cross River, go right on Memorial Dr for pick ups at Howard Johnsons and the Hyatt. Continue on Memorial Dr and then L at Longfellow Bridge onto Broadway for Marriott. Go back onto Broadway, left onto 3rd St, Right on Rogers St, then Left onto Commercial Ave for Sonesta. Take Commercial Ave and then right onto Msgr O'Brien Hghwy. Go to Leverett Circle, up ramp onto Xpressway South and into Tunnel.

Routing Logan to Cambridge Hotels

Take tunnel out of Logan to Xpressway North. Get off at Storrow Dr exit and follow onto Nashua St. Go right on Msgr O'Brien Hghwy and left onto Commercial Ave for Sonesta. From Commercial Ave, going west, turn right at Longfellow Bridge onto Broadway for Marriott. Take Broadway back towards bridge and go right onto Memorial Dr for Hyatt and Howard Johnsons. Back to Memorial Dr (west) and go Left on Western Ave over river and left on access Rd to Soldiers Field Rd for the Guest Qtrs. Go back across river and left onto Memorial Dr, right on JFK St, left on Elliott and left on Bennett for the Charles. Back out on Bennett, left on Elliott, left on JFK, left on Garden for Commander.

Schedule

Commander	Charles	Guest Qtrs	Ho Jo	Hyatt Reg	Marriott	Sonesta
7:00 a.m.	7:07 a.m.	7:20 a.m.	7:27 a.m.	7:35 a.m.	7:48 a.m.	7:55 a.m.
7:30 a.m.	7:37 a.m.	7:50 a.m.	7:57 a.m.	8:05 a.m.	8:18 a.m.	8:25 a.m.
8:00 a.m.	8:07 a.m.	8:20 a.m.	8:27 a.m.	8:35 a.m.	8:48 a.m.	8:55 a.m.
8:30 a.m.	8:37 a.m.	8:50 a.m.	8:57 a.m.	9:05 a.m.	9:18 a.m.	9:25 a.m.
9:00 a.m.	9:07 a.m.	9:20 a.m.	9:27 a.m.	9:35 a.m.	9:48 a.m.	9:55 a.m.
9:30 a.m.	9:37 a.m.	9:50 a.m.	9:57 a.m.	10:05 a.m.	10:18 a.m.	10:25 a.m.
10:00 a.m.	10:07 a.m.	10:20 a.m.	10:27 a.m.	10:35 a.m.	10:48 a.m.	10:55 a.m.
10:30 a.m.	10:37 a.m.	10:50 a.m.	10:57 a.m.	11:05 a.m.	11:18 a.m.	11:25 a.m.
11:00 a.m.	11:07 a.m.	11:20 a.m.	11:27 a.m.	11:35 a.m.	11:48 a.m.	11:55 a.m.
11:30 a.m.	11:37 a.m.	11:50 a.m.	11:57 a.m.	12:05 p.m.	12:18 p.m.	12:25 p.m.
12:00 p.m.	12:07 p.m.	12:20 p.m.	12:27 p.m.	12:35 p.m.	12:48 p.m.	12:55 p.m.
12:30 p.m.	12:37 p.m.	12:50 p.m.	12:57 p.m.	1:05 p.m.	1:18 p.m.	1:25 p.m.
1:00 p.m.	1:07 p.m.	1:20 p.m.	1:27 p.m.	1:35 p.m.	1:48 p.m.	1:55 p.m.
1:30 p.m.	1:37 p.m.	1:50 p.m.	1:57 p.m.	2:05 p.m.	2:18 p.m.	2:25 p.m.
2:00 p.m.	2:07 p.m.	2:20 p.m.	2:27 p.m.	2:35 p.m.	2:48 p.m.	2:55 p.m.
2:30 p.m.	2:37 p.m.	2:50 p.m.	2:57 p.m.	3:05 p.m.	3:18 p.m.	3:25 p.m.
3:00 p.m.	3:07 p.m.	3:20 p.m.	3:27 p.m.	3:35 p.m.	3:48 p.m.	3:55 p.m.
3:30 p.m.	3:37 p.m.	3:50 p.m.	3:57 p.m.	4:05 p.m.	4:18 p.m.	4:25 p.m.
4:00 p.m.	4:07 p.m.	4:20 p.m.	4:27 p.m.	4:35 p.m.	4:48 p.m.	4:55 p.m.
4:30 p.m.	4:37 p.m.	4:50 p.m.	4:57 p.m.	5:05 p.m.	5:18 p.m.	5:25 p.m.
5:00 p.m.	5:07 p.m.	5:20 p.m.	5:27 p.m.	5:35 p.m.	5:48 p.m.	5:55 p.m.
5:30 p.m.	5:37 p.m.	5:50 p.m.	5:57 p.m.	6:05 p.m.	6:18 p.m.	6:25 p.m.
6:00 p.m.	6:07 p.m.	6:20 p.m.	6:27 p.m.	6:35 p.m.	6:48 p.m.	6:55 p.m.



COMPLETE TRANSPORTATION SERVICES, INC.

24 Thorndike Street, Cambridge, MA 02141
800 346-9595 (In Massachusetts, 617 661-6565)
After hours, call: 617 680-8856 FAX: 617 661-0529

Pricing

\$8.00 per person

SHERATON COMMANDER

CHARLES HOTEL

GUEST QUARTERS

HYATT REGENCY

HOWARD JOHNSON

\$7.00 per person

MARRIOTT

ROYAL SONESTA

Times & days of operation

7:00 a.m. - 7:00 p.m.

Seven days a week

Equipment

5 - 25 passenger mini coaches

Radio equipped

4 will operate the route with the 5th mini on standby for overload and traffic jams.

Expeirance

Robert S. Goodman, president of Hub Bus Lines, Inc. and Complete Transportation Services, inc. with his office in Cambridge has been in the transportaqtion business for over 20 years. He has operated the cambridge school bus service through Cambridge Bus Service, Metropolitan Coach Service and Vocell Bus Co.. He presently operates Deluxe full size coaches, mini coaches, van, sedans and limousines. In his companies normal business dealing they have picked up and delivered passengers to all these hotels on numerous occations. These companies are well known to these hotels and are not a new entity to this area. Cambridge as being the last major city without a hotel limo route has handicapped it potential for increased revenue without the traffic congestion. This system will not only not compete with other transportation modes but probably increase their business as it has in Boston.



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shall have affixed thereto a standard taximeter of a size and design approved by the License Commission. Every motor vehicle so licensed as a hackney carriage with a taximeter attached for measuring the distance travelled shall be known as a taxicab, and no taxicab shall operate without a taximeter available.

Section 16-31. INSPECTION OF TAXIMETER.

No taxicab shall be licensed as a hackney carriage until the taximeter attached thereto shall have been inspected by the proper authority and found to be accurate in accordance with the provisions of 1 A.L.M., c. 98, s.45 of the General Laws concerning the sealing of taximeters on vehicles used for hire.

Section 16-32. TAXIMETER TO BE LIGHTED AT NIGHT.

After sundown the face of every taximeter shall be illuminated by a suitable light so arranged as to throw a continuous steady light thereon. Where the fare is required to be determined by the taximeter, no fare for carriage of persons in such taxicab shall exceed the amount shown upon the fare of the taximeter thereon.

Section 16-33. HACKNEY CARRIAGE USED FOR FUNERAL AND WEDDING.

Every motor vehicle used for funeral and wedding purposes only, shall be licensed as a livery service and not as a hackney carriage.

Section 16-34. PENALTY.

Any person who violates any of the provisions of this Article shall be subject to a fine not exceeding Three Hundred Dollars (\$300.00) for each offense; and any licensed owner or driver who violates any of the provisions of this Article shall, in addition to said penalty, thereupon become liable to forfeit his license and be disqualified to hold a license thereafter.



ARTICLE II. VEHICLES OPERATING ON FIXED ROUTES.



Section 16-35. RULES AND REGULATIONS.

The License Commission, following consultation with the Director of Traffic and Parking, may establish rules and regulations governing persons operating motor vehicles upon the

public street and ways in the City for the carriage of passengers for hire, in such a manner as to afford a means of transportation similar to that afforded by public transportation authorities by indiscriminately receiving and discharging passengers along the route on which the vehicle is operated or may be running or by transporting passengers for hire as a business between fixed and regular termini. The number of licenses issued under this Article shall be that number determined by the License Commission to be required to meet the standard of public convenience and necessity, without harming the public welfare.

Section 16-36. LICENSE REQUIRED.

(A) No person shall operate a motor vehicle in the manner described in Section 16-35 of this Article without first obtaining a license therefor from the License Commission pursuant to Chapter 122 of the Acts of 1930. Within (45) days of receiving an application for a license to operate such a motor vehicle on a fixed route, the License Commission shall consult with the Director of Traffic and Parking, hold a public hearing on the application, and transmit its decision to the City Manager.

(B) The City Manager shall, following receipt of the License Commission's decision as described above, transmit said decision to the City Council, which pursuant to Chapter 159A of the General Laws shall vote whether or not to accept the decision of the License Commission; provided that the City Council shall be deemed to have accepted the decision of the License Commission if the Council does not act on the matter within (60) days of the date when the License Commission originally received the license application. In transmitting the License Commission's decision to the Council, the Manager shall indicate his own approval or disapproval of said decision.

(C) Any application for a license to operate a motor vehicle on a fixed route is to be submitted in the first instance to the License Commission. Any such application which is received by the City Clerk shall be immediately transmitted to the License Commission for attention in accordance with the provisions of this section.

Section 16-37. REFUSAL TO CARRY PASSENGERS.

No person operating any motor vehicle so licensed shall refuse to carry any person offering himself to be carried as a passenger therein, unless the seats of the same are fully occupied, and the number of passengers thereon is the number

allowed the operator to be carried at one (1) time, or unless such person be intoxicated or disorderly.

Section 16-38. PROPER SERVICE TO BE MAINTAINED.

The licensee shall maintain proper service over the route for which the license is issued.

Section 16-39. MANNER OF SOLICITATION.

No person operating any motor vehicle shall solicit passengers by outcry or make any noise for the purpose of soliciting passengers.

Section 16-40. NUMBER OF PASSENGERS; INFANTS; RIDING ON FENDERS, ETC.

No greater number of passengers shall be carried at any time in any such motor vehicle than there are seats to accommodate such passengers provided that in addition thereto children under seven (7) years of age may be carried therein in arms or seated in the laps of parents or adult person accompanying them but no passenger with a child in arms or seated on the lap shall be permitted to sit with or immediately next to the driver of the vehicle. Nor shall any passenger be permitted to ride upon any fender, dash, top floor, steps, or running board of any such vehicle.

Section 16-41. DISCHARGE OF PASSENGERS FROM CARS IN MOTION; DRIVERS SMOKING; INTOXICATING LIQUOR.

No person operating any such motor vehicle shall collect fares, make change or discharge passengers while such vehicle is in motion nor shall such operator possess a lighted cigarette, lighted cigar or lighted pipe while any passenger is being carried therein, nor drink any intoxicating beverage of any kind, nor be under the influence thereof, while engaged in operating such vehicle.

Section 16-42. FINDING PROPERTY.

Every person operating any such motor vehicle shall deliver any article left therein by any passenger to the officer in charge of the lost and found department of the licensee not later than twenty four (24) hours after finding the same.

Section 16-43. STOPPING AT RAILROAD TRACKS.

Every such motor vehicle shall come to a full stop immediately before crossing the tracks of any railroad at grade.

Section 16-44. SUSPENSION OR REVOCATION OF LICENSE.

The City Council may pursuant to Chapter 159A of the General Laws suspend or revoke any license granted for the operation of any such motor vehicle for any reason deemed by the City Council in exercise of its discretion to be sufficient subject to any provisions of law relative to appeals or modifications thereof.

The License Commission may pursuant to Chapter 122 of the Acts of 1930 suspend or revoke any license granted for the operation of any such motor vehicle described in Section 16-35, for good cause shown, following proper notice and a hearing.

No person shall operate a motor vehicle described in Section 16-35 without express authority from both the City Council and the License Commission.

ARTICLE III LIVERY VEHICLES

Section 16-45. LICENSE REQUIRED.

The License Commission shall license any livery vehicle picking up any person or package in Cambridge for the purpose of transporting said person or package for hire. Each licensed livery vehicle which is not also a licensed hackney carriage must operate either based on a contract pre-arranged significantly prior to the time of the pick-up or based on a contract made pursuant to a prospective rider's telephone call to a company which receives requests for transportation for hire. No licensed livery vehicle which is not also a licensed hackney carriage may pick up a person in response to a street hail or may stand in a public cab stand, or in a special cab stand authorized for Cambridge hackney carriages only.

Section 16-46. NUMBER OF LICENSES.

The License Commission shall determine the number of licenses needed under Section 16-45 to provide for public convenience and necessity without harming the public welfare and that number shall be the maximum number of such licenses to be issued.

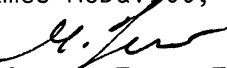


CITY OF CAMBRIDGE
INTEROFFICE CORRESPONDENCE

EXHIBIT 3

To James McDavitt, License Commissioner

Date Jan.16, 1990

From 
George Teso, Traffic Director

Reference

Subject CTS

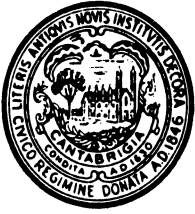
We have reviewed the CTS proposed jitney service between Logan Airport and Cambridge hotels. Our main concern is that all drop-off's and pick-ups must be made on private property as there are no available stopping areas on the public ways near the hotels.

The following is a list of some possible problems with the proposed routings of the jitney service to and from Logan Airport.

- A turnaround at Sheraton Commander
- The low clearances on Memorial Drive @ Magazine Beach
- " " " " " " " " Mass. Avenue Bridge
- " " " " " " " " Longfellow Bridge
- No access to Main St. from Memorial Drive Eastbound
- Rogers St. being one way form Second St. to Third Street
and no access to Commercial Avenue Eastbound
- No left turn from Westbound Broadway to Marriott Hotel entrance.

It is our understanding that CTS has not received permission from the MDC to operate on their roadways and that if MDC refuses their request, CTS has an alternate route. No comment can be made at this time as the alternate route was not included with the original proposal, or, as supplemental information.

LMP:rd



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL. 498-9011

EXECUTIVE DEPARTMENT

ROBERT W. HEALY

City Manager

RICHARD C. ROSSI

Deputy City Manager

January 29, 1990

The Honorable, The City Council:

Enclosed, please find a copy of the recommendation of the License Commission, relative to the application of CTS for a Jitney License Sought to be Exercised on Routes Between Cambridge Hotels and Logan Airport.

Very truly yours,

Robert W. Healy
City Manager

RWH/mev
enclosure

Agenda # 2

W-18

Report from the License Commission on a petition of CTS for a Jitney License to be exercised on Routes between Cambridge Hotels and Logan Airport.

In City Council,

January 29, 1990

*Placed on file
See Order #
Adopted denying
license*