

COMMONWEALTH OF MASSACHUSETTS
CITY OF CAMBRIDGE

IN RE: LICENSE COMMISSION GENERAL HEARINGS

Robert C. Haas, Police Commissioner
Gerald Reardon, Fire Chief

STAFF:

Elizabeth Lint, Executive Director

-- Held At --

Michael J. Lombardi Municipal Building
831 Massachusetts Avenue
Basement Conference Room
Cambridge, Massachusetts

Tuesday, March 20, 2012

6:10 p.m.

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P R O C E E D I N G S

ELIZABETH LINT: We are going to get started.

This is the License Commission General Hearing. Today is Tuesday, March 20, 2012, it's 6:10 p.m. We're in the Michael J. Lombardi, Municipal Building, 831 Massachusetts Avenue, Basement Conference Room.

Before you are Commissioners Robert Haas and Chief Gerald Reardon. We have two Commissioners tonight.

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ELIZABETH LINT: If anyone is here for the application of Diciples, that has been continued to April 3rd.

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ELIZABETH LINT: Application for TW Food, LLC, Tim Wiechmann, Manager, holder of a wine and malt beverages as a restaurant

license at 377 Walden Street, has applied for a change of corporate name from TW Food, LLC to TW Food, Inc.

GERALD REARDON: Would you come up and please give us your name and spell it for the stenographer and tell us your position.

TIM WIECHMANN: My name is Tim Wiechmann, T-I-M, W-I-E-C-H-M-A-N-N, and I'm the manager of TW Food, LLC, and we have an LLC currently. And I was advised by my accountant to switch it to an S Corporation to separate myself for tax purposes, I guess, to have an S Corporation instead of an LLC corporation. And that means also the holder of the license has to be recognized here, so I think that's what we are doing.

ROBERT HAAS: So there's no liability still associated with TW Food, LLC?

In other words, there is nothing that you are trying to get away from --

TIM WIECHMANN: No, there's nothing

like that.

GERALD REARDON: No Chapter 11 or anything to reorganize?

TIM WIECHMANN: No, there's nothing going on at all like that.

GERALD REARDON: And you are still going to remain the manager?

TIM WIECHMANN: Yes. I am the Tw.

GERALD REARDON: The paperwork is in order?

ELIZABETH LINT: The paperwork is fine.

ROBERT HAAS: I make a motion to accept the application as applied for.

GERALD REARDON: Seconded.

ROBERT HAAS: All those in favor say aye.

GERALD REARDON: Aye.

ROBERT HAAS: Aye.

GERALD REARDON: Is there anyone from the public that wants to be heard on this?

(No response)

ROBERT HAAS: Okay. You're all set.

TIM WIECHMANN: Thank you.

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ELIZABETH LINT: Application for Leamil Corporation doing business as First Printer, Jessica Leahy, Manager, holder of an all alcoholic beverages as a restaurant license at 15 Dunster Street has applied to change their Sunday operating hours from 11:00 a.m. to 8:00 a.m. with alcohol sales starting at 10:00 a.m.

GERALD REARDON: Would you come forward and identify yourself for the record, please.

ANDREW UPTON: My name is Andrew Upton, U-P-T-O-N, representing Leamil Corporation, d/b/a First Printer.

With me are Jessica Leahy, manager on record, and Ryan Shea, assistance manager.

GERALD REARDON: And give us a brief

overview of what it is that you are trying to do here.

ANDREW UPTON: The First Printer has been open for about eight weeks -- since February. The business has been very strong and there is a strong demand for breakfast, both during the week and for brunch.

And we've heard from our customers that sometimes IHOP is not nice enough, and sometimes going to the Charles Hotel is far too expensive. And so there appears to be a market for reasonably-priced, good-quality brunch and breakfast.

And right now we can open at 8:00 on weekdays, but in order to get the staff in there and get people who want to sit down and eat, that's not early enough.

And right now we can have brunch at 12:00 on Sundays, but people come in a lot earlier, especially the after-church crowd.

So we are really only asking for one

extra hour of alcohol on Sunday, and the rest of the hours are just so we can serve breakfast; many people want to eat breakfast.

And I do have a copy of the proposed or the current brunch menu.

GERALD REARDON: So normally it is 11:00, and Ms. Lint can correct me if I'm wrong, the availability starting at 10:00 for alcohol service is contingent only on food service, correct?

ELIZABETH LINT: Correct.

GERALD REARDON: And that's what you're proposing?

ANDREW UPTON: Yes. Sunday we can start much earlier if the food and the alcohol can kick in at 10:00, which is the earliest that it can potentially.

GERALD REARDON: Everything else is staying the same, the same manager of record? It's just the hours --

ANDREW UPTON: The manager, the

corporation, the floor plan, no changes.

GERALD REARDON: Is there anyone from the general public that wants to be heard on this application?

ELIZABETH LINT: I do have an e-mail from Ms. Jillson; she called to say she was not available this evening. But on behalf of the Harvard Square Business Association, there is overwhelmingly support to the changing of the hours.

ROBERT HAAS: It's been a while since you've been able to open. I know it's been a long process for you (inaudible) --

JESSICA LEAHY: Years, three years. Yes, it's been a while.

Since day one when we opened, we had business. And each day it gets better and better and each week. And the weather has been wonderful and spring break is now over for the students, in the middle of midterms, but I'm looking forward to a really busy and

great summer with everybody.

ROBERT HAAS: You're getting a lot of foot traffic down Dunster Street.

JESSICA LEAHY: A lot of regulars already. People have come back there many times and we have new people that come in.

RYAN SHEA: And, briefly, the response that I think is most interesting is the amount of people who aren't from the neighborhood and are like amazed that we've only been open a short period of time. And they're like, "How long has this place been around? This place is awesome." And we're like, "We've been here six weeks." And, like, we were getting that on week two, people not believing that we have only been open six weeks. So it's going pretty smoothly.

ROBERT HAAS: I know it's been a long hall for you in getting there.

GERALD REARDON: So breakfast and the brunch is probably the strong point of the

day?

RYAN SHEA: Yes. We want to bring that weekend brunch up a lot.

ROBERT HAAS: Any comments from the general public?

GERALD REARDON: Or the support from the Harvard Square Business Association?

(No response)

ROBERT HAAS: I make a motion to approve the application as applied for.

GERALD REARDON: Second.

ROBERT HAAS: All those in favor, please say aye. Aye.

GERALD REARDON: Aye.

ROBERT HAAS: You're all set.

JESSICA LEAHY: Thank you.

* * * *

ELIZABETH LINT: Application for East Sea, Inc., doing business as Yenching Restaurant, Michael Wang, Manager, holder of a wine and malt beverages license at 1326

Massachusetts Avenue has applied for a change of manager from Michael Wang to Peter Lee.

Applicant is also applying for a change of officers/directors to remove Michael Wang to Peter Lee and Man Wen Gong as directors.

ATTORNEY CRANE: My name is Attorney Kevin Crane, C-R-A-N-E, 104 Mount Auburn Street, Cambridge, Massachusetts, for the petitioner.

To my left is the licensee, Peter Lee L-E-E, of 347 Rubin Street, Lexington.

This is a petition to change the officers and directors such that Mr. Lee would be the sole officer, as president, treasurer, secretary and director. He has been a 100 percent shareholder for about four or five years. And also the petition includes a request that he be appointed to manager.

He has recently become an American citizen, so he is able to be the manager now.

Although, he has really been on-site for 30 years. Right?

PETER LEE: Yes.

RICHARD HAAS: So the organization wants to accommodate Mr. Wang's not being able to be a U.S. citizen and now that that's been resolved, that's what the change is for?

ATTORNEY CRANE: That's the impetus behind it, Mr. Commissioner. He was always there. As far as experience, goes he was always there on-site. But he wasn't an American citizen so he couldn't have been manager, so there was someone else that worked at the restaurant who was the manager and who was a citizen.

ROBERT HAAS: There is no disharmony or discord over the breakup or the --

ATTORNEY CRANE: No, none at all. They are happy that Mr. Lee will be the manager.

GERALD REARDON: And is Mr. Wang

still going to work there or is he --

ATTORNEY CRANE: Yes, he is. He will be working there --

ROBERT HAAS: Oh, I have it backwards. It's actually Mr. Lee that will be there and --

ATTORNEY CRANE: And Mr. Wang is going.

ROBERT HAAS: I got it. Ms. Lint?

ELIZABETH LINT: I just need the background check. I should say Mr. Lee is a very active member, he goes to all of the meetings.

(Discussion among the Commission)

GERALD REARDON: So we can approve this predicated on the background check, Ms. Lint?

ELIZABETH LINT: Absolutely.

GERALD REARDON: I make a motion to approve.

Any comment from the public?

Seeing none, I make a motion to approve the change from Michael Wang to Peter Lee as the manager and holder of a wine and malt beverages license at 1326 Massachusetts Avenue.

ROBERT HAAS: I second the motion.

GERALD REARDON: All those in favor, please say aye. Aye.

ROBERT HAAS: Aye. Good luck guys.

ATTORNEY CRANE: Thank you very much.

PETER LEE: Thank you.

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ELIZABETH LINT: Application for NPPE Corporation doing business as Kellari, Penny Kokkinos Hamourgias, Manager, holder of a new all alcoholic beverages as a restaurant license (pending ABCC approval), and an entertainment license at 288B Green Street, has applied for a change of business name from Kellari to Antole.

GERALD REARDON: Good morning.

Do you want to approach and explain who you are.

ATTORNEY PANICO: My name is Vincent Panico, P-A-N-I-C-O, 234 Massachusetts Avenue, Cambridge.

And on my left is one of the owners and the husband of the manager, his name is Nicholas Hamourgias, H-A-M-O-U-R-G-A-S.

So what happened, after some --

GERALD REARDON: Just for the record, this was held -- did we hear this in January, roughly?

ATTORNEY CRANE: It might have been earlier.

GERALD REARDON: That's why this is still pending, it's a new license and you are making a modification?

ATTORNEY PANICO: Yes. So we have the name Kellari. And it's a Greek word. And when they thought about it, they said -- because they are in the basement level, that

is why they picked it -- but that translates roughly as a "cellar" and they didn't think it was a good food name. So they'd like to change it. And the new name would be translated into "sunrise," so that is the reason why we request the change.

GERALD REARDON: Everything else remains the same?

ATTORNEY PANICO: Exactly the same.

ROBERT HAAS: You own another restaurant in Lexington as well, right?

NICHOLAS HAMOURGAS: No, in Lowell.

ROBERT HAAS: I knew it was someplace around there. What's the name of your place?

NICHOLAS HAMOURGAS: The Old Worthen's. It's the oldest tavern in the city.

ROBERT HAAS: Do you really think that the name Kellari was going to have an adverse impact on your business?

NICHOLAS HAMOURGAS: Not only that,

we found on the website that the name was taken.

ROBERT HAAS: Oh, it's taken.

NICHOLAS HAMOURGAS: Yes.

GERALD REARDON: No sense starting off with --

NICHOLAS HAMOURGAS: No sense. There is a famous restaurant in Manhattan.

ROBERT HAAS: So you did a word search on this new name?

NICHOLAS HAMOURGAS: We did, yes.

ROBERT HAAS: Are you actually open now or are you still --

ELIZABETH LINT: They don't have ABCC approval.

ROBERT HAAS: So you don't know when you're going to --

NICHOLAS HAMOURGAS: Probably three months it's going to take.

GERALD REARDON: Have you started construction yet?

NICHOLAS HAMOURGAS: No. We are waiting for the ABCC.

GERALD REARDON: Okay. Does anyone from the general public want to be heard on this? Seeing none.

ROBERT HAAS: I make a motion to accept the application as stated.

GERALD REARDON: Seconded.

ROBERT HAAS: All in favor, please say aye.

GERALD REARDON: Aye.

ROBERT HAAS: Aye.

None opposed. Good luck, sir.

ATTORNEY VINCENT PANICO: Thank you.

NICHOLAS HAMOURGAS: Thank you.

* * * *

ELIZABETH LINT: Policy discussion, possibility of Pedicab operations in the city.

GERALD REARDON: Please come forward and state and spell your name for the record.

MICHAEL TUBIN: My name is Michael

Tubin, T-U-B-I-N. I don't know if the package got to you in a timely manner that I sent in on Friday?

ROBERT HAAS: Yes, it did.

MICHAEL TUBIN: I should have sent it in sooner, I didn't realize --

GERALD REARDON: Okay. Why don't you give us your presentation.

MICHAEL TUBIN: Aside from what's in there, I guess, as you -- first, I want to thank you for giving me the opportunity to come before you to discuss this.

I'm from Plymouth, I own and operate a business in Plymouth called the Pedicab. This is the first year I've done this. I've owned and operated several businesses in the past, and I think I do a very professional job starting businesses and I run them very professionally.

I work pretty hard with the town developing the guidelines and regulations that

are place in Plymouth. And in doing my research around the country, I would have to say that they are probably the most comprehensive regulations I have found.

And to me, I see that as the key in having Pedicab operations, is the regulations; and I think if they are highly regulated and everything is covered under the regulations, I think it makes it a much safer and easily operable business.

So we've operated there for a year. And I've worked pretty closely with the chief in Plymouth and, literally, on a weekly basis, you know, I'd give him a call and make sure there are no complaints and, you know, if there were any issues, which there really weren't any.

I'm very easily able to alter any routes or take care of any issues that came up during the process.

And I guess I assumed that they were

in the Cambridge area already. And then when I found out they weren't, I couldn't imagine why they weren't. I think it's an ideal location.

When you look around the country and you see the places that they are located and successful, it's college areas, tourist areas, so I think this is an ideal model for pedicabs.

I understand there are issues with the infrastructure, traffic, and that's -- and the concept of pedicabs was derived from that type of heavy traffic areas in Asia, where they wanted to limit cars and get people around in small areas.

So I think that's an ideal area to carry them, to operate them, in an area like Cambridge.

And they are only 50 inches wide -- I know there is a spec sheet in there -- which is not much longer than my shoulders. So they

are not too big.

GERARD REARDON: I'm not sure your shoulders are four feet wide.

MICHAEL TUBIN: Well, I mean -- no. But a foot or so on each side. But they are not as wide as a car, just over half the size of a car. And I think there is adequate space. I think even driving around here on Mass. Avenue, I think there is plenty of space for that bike lane to be shared with bicycles.

You know, in other areas where they operate, they don't have bike lanes. And the car is -- like in Plymouth, we drive around and the drivers are trained very heavily to be courteous to traffic. So we'll drive a little bit behind, you know, they usually just maneuver right around; and if they can't, we'll just pull in and let cars go by. So there was never any complaints or any issues with traffic in Plymouth.

You know, they operate in New York

City, Manhattan, and Boston, and to the best of my knowledge, they are without incident in those areas.

I think if the proper training and regulations are in place, I think they could co-exist with the bicycles and traffic.

ROBERT HAAS: I'm assuming you've kind of surveyed the City of Cambridge. I mean, where would you -- if you had your druthers -- I mean, you have enclosed a routing guide --

MICHAEL TUBIN: It was just a suggestion. I'd be open to anything.

You know, just in talking, I met with each of the executive directors of the business associations in each district, the business district, and it was a question that I asked them, how they felt about that route, and they all seem to be pretty supportive of that.

ROBERT HAAS: I was trying to

interpret the map here. It looks like most of your traffic would be on Mass. Avenue coming into Porter Square.

MICHAEL TUBIN: I was just trying to connect Harvard to Central --

ROBERT HAAS: Those yellow lines don't mean anything then?

MICHAEL TUBIN: No, no. I wrote on there --

ROBERT HAAS: So the pen mark is where -- I saw the yellow marks also.

MICHAEL TUBIN: Yes. Sorry about that. I used a magic marker and it went through the paper, so I thought it looked -- I didn't think it looked good so I redid it.

But it's basically just connecting Harvard Square to Central Square to Kendall Square to Inman.

You know, at first I had it a little bit smaller, the loop. And then after meeting with Inman Square, René Forester, (ph.sp) the

executive director, she told me that there is no T stop in Inman Square and she thought that that would be fantastic to get people from Kendall to Inman --

GERALD REARDON: You mean no T subway stop?

MICHAEL TUBIN: Subway stop.

GERALD REARDON: There are busses.

MICHAEL TUBIN: But what I know is that in Plymouth it creates a really fun atmosphere, you know, they are very interactive. They almost become ambassadors of the town. People are -- particularly on the streets, there is nobody to walk up to. With the pedicab drivers they are approached, people asking for tourist sights, restaurants. So I think it's a great addition.

ROBERT HAAS: Where would your staging areas be?

MICHAEL TUBIN: The way we did it in Plymouth, there are no set staging areas.

They don't line up like taxies. They are mobile. They'll be driving around. You know, we have like the little bike bell, and they'll ring the bike bell and pull up to people and talk to them, or say "Pedicab rides."

We are allowed to use the taxi stands and loading areas. But we defer -- if a taxi comes up, we'll move out, we won't stay in a spot like that. Or we'll go in a loading zone and if a truck come up to load, we'll move.

So it's basically mobile I would say. We don't really stop anywhere. We might find a loading area just to rest for a few minutes. You know, they don't make any money if they are just parked, so they will generally stay mobile.

So I don't think there needs to be any dedicated stands. They really shouldn't be standing around. They might pull down a side street and stop and rest for a minute or so.

ROBERT HAAS: Do the regulations address that at all?

MICHAEL TUBIN: Yes, it does talk about the taxi stands and loading areas. I don't know what the wording is, but I think it does.

ROBERT HAAS: A pedicab parking section --

MICHAEL TUBIN: That must be it, yes. And if a taxi pulls up, we'll just pull out of the way. We don't take space away from anyone there.

ELIZABETH LINT: You know, that would never fly here.

MICHAEL TUBIN: That's why I think there is some good flexibility to work within the City of Cambridge. If that was an issue, you know, we wouldn't stay, we'd just drive around.

ROBERT HAAS: I'm just wondering if there are certain hotels that would be more

conducive to that kind of traffic.

I think it's going to be hard for anyone to -- if they are just constantly moving around -- and are they going to get flagged down. I think what you probably ought to be thinking about is the best areas for where you're going to attract customers.

MICHAEL TUBIN: Well, I find that they tend to go where the money is.

You know, in Plymouth, it's around the Mayflower; during the day it's really heavily congested there and so they hang around there.

Where I'm sure Harvard Square it may be during the day, and then maybe Kendall Square at lunch. And so they'll congregate in areas where the business is.

But I think there's areas, not to stage, but just to pull up and, you know, if a cab pulls up or if anything pulls up, they'll keep moving on. Similar like if you are

riding a bike and you stop for a few minutes to rest.

I'd be open to any thoughts or ideas, and I'd be willing to work with you in any way.

ROBERT HAAS: I think you would really have a major problem if you try to even think about using any cab stands; they are kind of protective of that area.

GERALD REARDON: Very territorial.

ROBERT HAAS: Well, all the cabs in the city are pretty much that way; I've never seen them give out their space. They stack up and keep them moving. They are not allowed to go beyond the cab stand (inaudible) --

MICHAEL TUBIN: So that would be fine, not using them. I wouldn't want to do that.

But I'm sure the loading zones are used for the businesses and bars and for certain hours, and, you know, if there is a

loading zone available, they can just stop there for a few minutes and then move on, say, if a truck came up or something like that.

ROBERT HAAS: How many do you envision having in the city?

MICHAEL TUBIN: I would think the city could substantiate at least 25 pedicabs. I wouldn't propose that to start with, 25 pedicabs, you know, but I would think at least five per business district I think would be a good amount. But that might be something to build up to, I guess. But I would say at least five to start maybe.

I would propose, like I think I mentioned in there, like a trial period for a year or a season.

GERALD REARDON: We did have them at one time.

MICHAEL TUBIN: I heard that. I didn't get much information on that. Denise had mentioned -- what was it, Harvard?

GERALD REARDON: Yes, they were in Harvard Square, but they didn't work out too well with the traffic.

MICHAEL TUBIN: With the traffic?

GERALD REARDON: Yes, to be honest with you. And I know that the area in Plymouth, that's pretty wide down there, that is a much wider area.

MICHAEL TUBIN: Well, it's not as congested as Cambridge.

GERALD REARDON: And you have those wide areas with the diagonal parking, too.

MICHAEL TUBIN: And we go Downtown, too. And the Downtown area, it's a smaller area than any of the streets, and you have parking on both sides of the street. There is no bike lanes. And, you know, we do a lot up in the center of Plymouth as well.

You know, I think it's just being courteous and not being rude.

ROBERT HAAS: And in Plymouth you are

just paying a one-time \$50 fee?

MICHAEL TUBIN: For each vehicle it's \$50, and then there is a renewal fee of \$25. And then they are inspected for, you know, if they have turn signals, brake lights. So, you know, basically, you are kind of in the middle between a bike and a car.

And we follow all the rules of the road, you know, the one-ways, stop lights, stop signs; but yet, we don't travel in the road, we travel on the side of the road.

GERALD REARDON: So in Plymouth, where do you store them at night?

MICHAEL TUBIN: I have a garage in the center of Plymouth.

GERALD REARDON: And that's where you recharge them?

MICHAEL TUBIN: That's where I recharge the batteries overnight.

ROBERT HAAS: So principally would you be in the travel lane? Would you straddle

the bike lane?

MICHAEL TUBIN: I would say the bike lane. They are not that slow moving and they are not that fast. It probably doesn't move any different than a bicycle.

So if there is a bike coming, they could either -- the bike could either just scoot right around, or the pedicab could move over. I don't think it would cause congestion in a bike lane or anything.

ROBERT HAAS: No, I think what I'm worried about is if you have a pedicab going down the street, a lot of the bikes probably travel a lot faster than a pedicab, and if they swing out without looking, I'm just fearful that they would create a hazard.

MICHAEL TUBIN: Well, just from the little driving that I've done around the area, I can't believe how fast the bicycles go, and they just whipped right out in front of the car through the intersection while I had the

green light. So if anything, it might act as a deterrent to --

GERALD REARDON: -- to slow them down.

ROBERT HAAS: I wouldn't mind slowing them down. (Inaudible)

MICHAEL TUBIN: I mean, I would see it more like a pleasure lane; people pleasurable riding their bikes -- you know what I'm saying? I know they don't. But that's what it should be, and not like them speeding with their bikes.

ROBERT HAAS: They see it as a speed lane because they get to pass all the cars.

MICHAEL TUBIN: Right.

ROBERT HAAS: I'm just trying to think, would it make more sense to --

MICHAEL TUBIN: To not travel in the bike lanes?

ROBERT HAAS: Because I'm not sure you're going to be able -- in between the

parked cars, the narrowness of the travel lane and the bike lane, when they have to navigate -- because a lot of times, the motorists, they very much encroach into the bike lanes, especially if they are trying to make a right turn. A lot of people are not familiar with the fact that they have to stay within the lane to make that right-hand turn and stuff like that.

And I think what you're going to encounter more times than not is -- first of all, I don't think you're going to travel as far as the bicycles.

And, secondly, I imagine you'll be able to keep up with the traffic because the areas you are talking about are relatively highly congested areas; you don't get a lot of fast moving cars.

So I'm just trying to figure out, you know, eat fish or fowl. Are you more apt to be in the traffic lane with cars as opposed to

bicycles.

MICHAEL TUBIN: Well, probably going into like Harvard. But what I notice in Plymouth is, in the summer, the center of town gets so busy that the traffic is backed up from the light in the middle all the way down; so we pretty much just jump right into the traffic and just drive like that for the most part.

I don't see any problem in the bike -- I don't think it would really -- I mean, that's something that, you know, if there was issues with the bike lane, like I said, I would be willing to work it in any way.

Like If I got calls saying, "Mike it's not working in the bike lanes, can you keep your guys out of them." You know, to be honest if it didn't work, it didn't work.

But I think it would be worth trying, you know, at least just putting some

regulations in place.

I think there are some negatives that you are bringing up. But I think the positives -- from the people I've spoken with around Cambridge -- I think the positives far outweigh the negatives. I think with anything you're going to have negatives.

ROBERT HAAS: Are you more a seasonable business in Plymouth right now?

MICHAEL TOBIN: In Plymouth it's strictly tourist. In Boston I believe they went year-round this year because of the weather.

I went to a show in the theater district and there were pedicabs over there. So I think here they'd be a little bit more year-round.

ROBERT HAAS: More year-round depending on the weather.

Would they typically carry two people comfortably?

MICHAEL TUBIN: It says three adults in the specs, but adults in the U.S. -- maybe it's like a European, three adults, but we are lucky to get two in the pedicabs; or maybe an adult with two kids.

And like I said, we also do tours. It's a great way to see the city in a small, little carriage tour.

ROBERT HAAS: We have a number of bicycle delivery services in the city right now, and I don't think they've had any problems.

MICHAEL TUBIN: Is that similar --

ROBERT HAAS: Well, they pretty much are not relegated to the -- I mean their routes pretty much go across the city. (Inaudible). But there is at least two or three different services in the city.

GERALD REARDON: And there is courier services.

ELIZABETH LINT: Yes. A few I've

seen.

MICHAEL TUBIN: From what I notice, the drivers are trained and they are very courteous of the cars. You know, like you say, coming to a light, they are taught to be aware if somebody is turning, a wave of the hand, and I think they could work well within the traffic.

ROBERT HAAS: What's a typical fare for riding in one?

MICHAEL TUBIN: The rides are free; the drivers work on tips. There is a couple business models.

There are some areas -- like Charleston, South Carolina, charges fares, they charge like a dollar a block, or in some places it's a dollar a minute.

But it makes it tougher for me as a business owner, you know, there's no meters on the pedicabs, so at the end of the night, the driver says, "Oh, yeah, I made \$10." So it's

hard to collect.

So by doing it that the rides are free and the drivers work on tips, I just charge a lease fee for the cab for the day. And I can gauge that on the day of the week the night of the week.

ROBERT HAAS: And the advertisements?

MICHAEL TUBIN: Yes, and the advertisements is the other way I make my money. I think I put some pictures in there. I'm really pushy and anal on how nice that the -- I don't want like cheap -- you know, I make them look like artwork when I put it on --

ROBERT HAAS: So these are your cabs that you have pictures of (indicating)?

MICHAEL TUBIN: They are, yes. It's a great way to advertise business for the local businesses.

ROBERT HAAS: So when you talk to the various different directors in the business associations, what were they thinking about

the advertisements?

MICHAEL TUBIN: They were very supportive of that. They thought it would be a great way for their -- because they are member-based, and it's a great way for their members to promote their businesses.

You know, they have the pedicab in Harvard Square where they'd have an Inman Square business advertising, something that you would otherwise not even know about.

And the pedicabs also have -- there's like a little rack card holder like on the thing right in front of you, so in that we can put tourist information and we could put some menus or cards or advertisements for the business as well.

ROBERT HAAS: So how do you decide what businesses you'll advertise on --

MICHAEL TUBIN: Whoever wants to pay me. I don't bid it out. But, you know, the four pedicabs I have in Plymouth, all four of

them want to redo it this year. So we already have the pedicabs done. Once they do it, I think they realize the benefits of it.

ROBERT HAAS: So you're saying they want to renew or --

MICHAEL TUBIN: Yes, they want to renew. And I have a list of people, another four people that are waiting.

The one thing I'll say that I didn't like and wasn't happy with in Plymouth, and it's a little bit more of a puritanical town, is the alcohol advertising.

Because what they did with these regulations, they pretty much took their taxicab regulations, copied them over, and I think they just did a word search and changed anywhere where it said "cab" to "pedicab."

So they do have on their bylaws, a bylaw for no advertising of alcohol or tobacco on their taxis. So they put that over to me, which I really didn't understand. Because any

day you go into Plymouth -- and I'm sure it's the same here -- you see a Bud Light truck, a big panel truck, you know, with beer or wine.

ROBERT HAAS: But you won't see it on any umbrellas for the restaurants that are on public --

MICHAEL TUBIN: No.

ROBERT HAAS: So the businesses themselves can't advertise unless it's actually on private property. So if they've got umbrellas and things like that, that can't have that on their.

MICHAEL TUBIN: Tobacco, I can understand. I mean, if you smoke, you're going to die. But alcohol, I mean, everyone goes out and has a glass of wine. I didn't see the merit in that. But, like I said, I was willing to work with it.

ROBERT HAAS: My sense is you are probably going to have more of the local businesses looking to advertise as opposed to

an alcohol company.

MICHAEL TUBIN: I'd like to try that. I mean, I did get down in Plymouth -- in Kingston, L. Knife and Company, they are a big Budweiser distributor. He approached me and said, "I want to take all four pedicabs and I'll change them out" and I had to say no to him.

But I did -- I am happy that I kept it local. I think that's part of what makes it attractive is to have local advertisers on the pedicabs.

ROBERT HAAS: So you are running four cabs now in Plymouth?

MICHAEL TUBIN: Yes, four.

GERALD REARDON: So the tours down in Plymouth are a fixed fee of \$25?

MICHAEL TUBIN: The tours have a fee, yes. I'm printing up some new ones, and I'm going to lower that.

When I priced them, you know, there's

walking tours in Plymouth for \$15. So I thought, in my own head, another \$10 to have a personalized tour and not having to walk, would be worth it. So \$25 an adult, but it ended up that I didn't do as many as I would have liked. I think maybe with the economy people are too price conscious. So I changed it to \$14.99 for the entire pedicab for a half-hour tour.

ROBERT HAAS: How do you advertise the cabs in Plymouth as far as the tour is concerned as opposed to just giving rides to people?

MICHAEL TUBIN: Those rack cards are in all the hotels.

ROBERT HAAS: Okay.

MICHAEL TUBIN: And I belong to the convention business bureau, the chamber.

GERALD REARDON: How do the drivers seem to work out with the no fee?

MICHAEL TUBIN: They do surprisingly

well. Another big part of it is at night -- which is another good benefit -- you don't have people driving from Harvard Square to Central Square, you can take a pedicab ride, you can do like a little pub crawl and they can drop them home if they live locally or at Harvard.

And at night they do really well. And you give someone a couple of beers and they are throwing \$20's around.

And after 11:00 on a Friday or Saturday night, they'll make easily \$150, \$200 in tips.

GERALD REARDON: Do they find they ever get beat?

MICHAEL TUBIN: You do. You will get some people who will pull a couple of quarters out. It's like bartending. You know, I bartended for years. And that's what I tell them. You know, you can't look at each one individually, you got to look at it as a

whole, what will you make in the week. You know, if one person stiffes you --

I actually do a lot of the -- the first year, I actually had to do a lot of the riding myself. I put 15 pounds back on that I lost last summer.

But I had a guy give me a \$100 tip for a half-hour, 45-minute ride. And I've had a few \$40, a few \$60s. So you'd be surprised.

You know, they're slow Monday where they'll make \$15, \$20; but it more than makes up for it on the weekends.

And the one thing I didn't put there -- I guess I didn't think it through -- but it's a great addition is I do dispatching. So we all have two-way radios and all the bars have the phone number on everything.

So on a Friday or Saturday night, I'm sleeping and I get a call at 2:00 in the morning, you know, "We're down at this bar" or at 1:00 in the morning, "can we get a

pedicab." So I couldn't leave, I had to stay in town Friday and Saturday nights with all the calls I got.

I don't think Boston you could do that, I just think it's too big of an area.

If I got a call from somebody in Kendall Square and there were no pedicabs, you know, the pedis in Harvard Square, it doesn't make sense --

ROBERT HAAS: So what's Boston's arrangement, now, do they charge --

MICHAEL TUBIN: They do tips, too. Most areas, I would say 90 percent around the country, do tips.

GERALD REARDON: So have you talked to any of the hotels --

MICHAEL TUBIN: No, I haven't. I just initially contacted --

GERALD REARDON: You know, if you were at one of the hotels in Harvard Square and trying to go to dinner, it might be a good

place to keep it off the street, so to speak, and get a --

ROBERT HAAS: Like the Charles or the Holiday Inn, I mean, those are places that the clientele would be more inclined to want to jump in; and more so for a tour of the city and things like that, they might want to --

MICHAEL TUBIN: Again, they are working for tips, so if that's where -- if they pull up there and there's rides coming out of there, or even if we worked out something with the hotels where they can call and I can just dispatch them to the hotels, or something like that.

It will be hard to -- you know, unless it was regularly that way -- to make them stay at a hotel.

ROBERT HAAS: I'm just trying to figure out where you can -- you know, it seems to me, if all you're going to be doing is constantly riding around, I don't know if the

people will take advantage of the pedicab as opposed to a regular taxi. My sense is, you know, I don't know much about this business, but it's not like a taxicab, where you'll hail down a taxicab if it's a pedicab.

MICHAEL TUBIN: Well, from the research I did when I started, there's a lot of -- a lot of the taxicabs will complain and they'll oppose these.

But from what I noticed in Plymouth, we work very well with the taxicabs. It's a different type of a rider. It's more -- I call it "transportainment." It's more like a ride, like an amusement park ride the way people use the pedicab. It's not a destination. You know, people, like you said, aren't hailing you down, you know, "You need to get over here in 10 minutes. Can you take us" -- it's more leisurely.

It's more competitive I would think with the double-tier busses that you have or

something like that than with a taxicab. You know, they are more short rides, several blocks or so.

GERALD REARDON: How many would you entertain in theory to start with?

MICHAEL TUBIN: I think five would be a good start. I think anything less than five probably wouldn't be enough coverage. But I think five could be enough. And where maybe a couple of them could hang in Kendall Square and maybe three in Harvard Square during the day and --

GERALD REARDON: Well, that was the point. At least until you predispose the users, you have to have a good idea where they may be. You know, they are at the Charles or they are at such and such. If you are just riding around, I think it would be -- you know in this traffic, it probably is going to be a hit or miss.

ROBERT HAAS: Yes. Even if someone

was looking for it.

MICHAEL TUBIN: That's something I could entertain as well.

There's a two-way radio system in Plymouth. I'm not sure how -- yes, that is something -- I know there is other pedicab companies that use GPS to see where the pedicabs are and move them around to where they are needed.

ROBERT HAAS: I'm kind of thinking the visitors who get to the city, as opposed to what you see down in Plymouth. And I think you are right, but I think they are going to be more on the entertainment side than transportation. If they are going to be in the city visiting and things like that, they probably want to see the city. The city is kind of big --

MICHAEL TUBIN: I don't know the city as well. And, obviously, this is just the beginning and, you know, I will do more

research. But my feeling would be that during the day that Harvard Square would be the primary area, and then maybe lunch time would be Kendall Square or whatever between the two and going to Central. And I'm sure there might be some individual rides to Inman Square. And, you know, at night, that might transfer a little.

ROBERT HAAS: If I were to guess, I would think Harvard and Central and Inman would probably be a better place. Kendall, there's too much --

MICHAEL TUBIN: Well, for lunch, I kind of thought bringing people maybe from Kendall up to Central Square for lunch -- no?

ROBERT HAAS: They kind of go to the same places to eat in Kendall Square. They all have their own restaurants that they go to.

ELIZABETH LINT: And there are so many new ones.

ROBERT HAAS: I mean, on the weekends you might see it, because Kendall is a very different place on the weekends. You know, there is more and more tourists during the week in Kendall and they may want to see it. But during the week --

MICHAEL TUBIN: When I met with Travis, he said they are really excited about having them in Kendall Square.

ROBERT HAAS: I think it will work, but I just don't know what time of day --

MICHAEL TUBIN: Well, I could see a lot of like -- not to stereotype, I don't even want that on the record -- like the nerdy, Google, and -- off the record -- but I could see them, you know.

ROBERT HAAS: I mean, Harvard more so than Central. Harvard seems to be more touristy. (Inaudible discussion.) 8,000 people --

MICHAEL TUBIN: I heard 8 million,

but I thought that was too high of a number
(Inaudible. Multi-voice discussions)

MICHAEL TUBIN: Because Plymouth gets
800,000 visitors a year.

ROBERT HAAS: I knew it was an "8"
something.

ELIZABETH LINT: It's big.

MICHAEL TUBIN: And we did a lot of
them. I think there's a couple of pictures.
We did weddings. You know, we'd decorate the
pedicab; we'd put a top hat on and -- so we do
that. Scavenger hunts and all sorts of little
events. Bachelorette parties, we do some of
them. Pub crawls.

ELIZABETH LINT: So I think what you
would need to do is decide whether or not you
want to further discuss it, to have some time
to review the materials, and then decide
whether or not you would want to vote to enact
regulations.

MICHAEL TUBIN: I obviously don't

think this year would be doable anyway. I mean, it's already --

ROBERT HAAS: I'd also like to talk to Boston a little bit and kind of get a sense of their perspective on things like that; they have a much larger scale. But if they are successful in Boston, they would be successful in Cambridge. But at this point, with some of the issues that we are encountering --

MICHAEL TUBIN: What's surprising is, if you look at Boston's regulations, they don't really have any.

They put some temporary regulations in place five years ago, and they've never put full regulations in. So I don't know how they operate --

ROBERT HAAS: Who regulates it? Their License Commissioner? Do you know?

ELIZABETH LINT: Their Hackney. And that's something we would have to figure out as well. Because with one officer and then

adding that much more on, it becomes almost impossible.

So I think there are a lot of layers that we have to look at.

GERALD REARDON: For five --

ELIZABETH LINT: Well, five wouldn't be bad, but 25 -- work with me --

MICHAEL TUBIN: Well, Boston, I think, limited theirs to 30. New York has 900 pedicabs, which I think is ridiculous.

ROBERT HAAS: We are about a sixth of the size of Boston populationwise.

MICHAEL TUBIN: Areawise is it?

GERALD REARDON: Boston is like 45 square miles and we are roughly 6.2.

ELIZABETH LINT: We are just a baby.

GERALD REARDON: I don't know, about 6,000 population, daytime population, but in the nighttime it gets anywhere from -- it gets north of a quarter -- (Inaudible, trails off.)

MICHAEL TUBIN: I think where Boston

has, you know, sort of their areas -- you know, they have the South End, Downtown -- and you have the same situation with your disconnected areas. I think it would be great -- it potentially could be a great thing, you know I'm not going to say --

GERALD REARDON: Do you know the person who owns it in Boston?

MICHAEL TUBIN: I don't, no.

GERARD REARDON: Is it more than one company?

MICHAEL TUBIN: One guy has Boston Pedicab, and I believe he has like 20. And then there is Beantown Pedicab or something, and I think they have like 10.

GERALD REARDON: How long has he been there?

MICHAEL TUBIN: Ten years at least, yes. Boston Pedicab, he started I think at least ten years ago, and he was a Northeastern student.

But I do believe in proceeding cautiously and doing background and regulating it right and working together, I think it's something that we could potentially work out.

I think another big part of it is -- and I don't know who else has approached you in the past, but I think the person that proposes it as well is going to run it I think is important as well.

I mean, if you have someone who you are never going to see, never going to be around, it's going to be problematic. But I think I'd work well with the town and the officials to make it work.

ROBERT HAAS: So you would have an on-site manager?

MICHAEL TUBIN: For the most part, I would be here most of the time.

ROBERT HAAS: Who would be the manager when you are not there?

MICHAEL TUBIN: I have a couple of

drivers that I use as managers now.

ROBERT HAAS: I know you mentioned a garage. Have you worked out at place where you could --

MICHAEL TUBIN: I haven't gone that far. You know, in the same way that this guy didn't want to start his construction, I don't want to --

ROBERT HAAS: Okay.

MICHAEL TUBIN: But from talking to Denise and Kelly, they said, "Don't worry. When you get to that, there's tons of places around." So I really didn't go to that level, that step yet.

GERARD REARDON: Just be sure you get something firm with the monthly rental fee.

MICHAEL TUBIN: I know. I'm trying to get another place now because I'm paying \$400 a month, and I'm trying to get it down.

She was talking about some of the hotels. She's like, "They got tons of space.

I know people at the hotels."

ROBERT HAAS: Again, it would seem to me that probably your better business model would be to align yourself with some of the hotels rather than the tourist traps, and then work out an arrangement for parking.

Because I can see there is a number of hotels that attract more of a tourist-type of business as opposed to businesses going (inaudible) -- like the Marriott and stuff like that, mostly they are down in the Kendall Square area (inaudible). And you have the Charles and a couple of hotels in the Harvard Square area, they are primarily either visiting because their kids are here in the city. Harvard Square is the biggest draw for them.

GERALD REARDON: And you might get people who would just take this to go to dinner somewhere.

ROBERT HAAS: I can see you getting

more business, just people who've never been to Cambridge before and just want to have a bird's-eye view of the city.

MICHAEL TUBIN: Right. And from somebody knowledgeable and is trained and knows the area and can suggest things to do, places to go.

ROBERT HAAS: Right.

MICHAEL TUBIN: They did have one in Plymouth. I don't know how that -- he was there for like 25 years and then he left. And when he left, they just quickly changed their regulations that I don't think it will be as easily done now.

The company I get those from, I get like a spec sheet from them. They are probably the top -- there is cheaper ones that I can get for half the price, but it's, I guess, the Cadillac of pedicabs.

You they are like -- I have the canopy on them for the foul whether or the

sun. It ends up being like \$4200 or \$4300 for each pedicab. And I can buy them for like \$1200, for really cheap ones, but these are very well made. They're 21 speeds.

ROBERT HAAS: The city is flat, so you are not going to have a lot of grades --

MICHAEL TUBIN: Yes. Plymouth is a lot of hills. And also, one thing the chief asked me to do, the chief of police, which I did put on each one, was a yellow blinking light on the back. Which I -- you know, it's fine because it makes it more noticeable. You do have the brake lights; you have constant running brake lights at night, there is a switch you turn on, so you have brake lights running off the battery, but I added like a little yellow flasher in the back.

ROBERT HAAS: So for purposes of regulations, where it says, "Board of Selectmen" it would be "License Commission."

ELIZABETH LINT: Board of License

Commissioners.

(Inaudible discussion between
Commissioners)

MICHAEL TUBIN: Well, they are in
Salem, Newburyport, Martha's Vineyard, P-town,
any area that you can think of that has any
congestion of people.

ROBERT HAAS: You said Salem?

MICHAEL TUBIN: Salem Pedicab,
Newburyport Pedicab --

ELIZABETH LINT: I think Salem they
are not operating anymore.

MICHAEL TUBIN: Well, there's two
companies in Salem, maybe one of them went
out.

Newport, Rhode Island -- the guy in
Boston does it in Newport as well. Newport,
that's like impossible, I don't know how they
get around there.

ELIZABETH LINT: Yes, how do they get
around?

MICHAEL TUBIN: And it goes into that one street -- but they operate down there as well.

I think they just -- I think the guy from Newburyport is in Martha's Vineyard now. I think they only allowed them in Oak Bluffs; Vineyard Haven they wouldn't allow it.

But I think any area that's -- and I think that it's in -- each of the drivers' criminal background checks are done and their license as well; they have to have a lanyard license.

Is that the same way the taxis operate?

ELIZABETH LINT: More or less. More like our tour bus operators, like the Duck Tours, we license all of those and every one has an ID.

MICHAEL TUBIN: And they are good for one year?

ELIZABETH LINT: Mm-hmm.

MICHAEL TUBIN: And I think that's it's easiest way, where there is already a model for the taxicabs.

(Inaudible discussion between the Commission.)

ROBERT HAAS: I want to check with the different communities.

GERALD REARDON: It's kind of late in the season.

MICHAEL TUBIN: Yes, it would be tough. These are custom-made. So if I order it now, it will be two months.

ROBERT HAAS: And you're already getting it in the middle of the season.

MICHAEL TUBIN: And I would have to hire 25 drivers.

GERALD REARDON: And inspections and things in place. So I don't see it being feasible.

ROBERT HAAS: You know, what would be interesting for me, in the meantime if you

could talk to somebody in the hotels and see if they would be interested in entertaining the notion of being a staging or viewpoint of a drop-off or pickup.

ELIZABETH LINT: And let me know.

ROBERT HAAS: There's about 20 hotels in the city. But, again, some will obviously rule it out, but some make just like the business.

ELIZABETH LINT: The Meridian.

ROBERT HAAS: Yes. The Charles and Harvard Inn, and even some of the bed and breakfasts.

ELIZABETH LINT: Oh, yes.

MICHAEL TUBIN: And Travis was going to put me in touch with the community liaison from MIT and Harvard. I think that would be a great opportunity as well.

ROBERT HAAS: Yes.

MICHAEL TUBIN: So other than the hotels, did you want me to -- is there

anything else --

ROBERT HAAS: I just trying to think where else. I'm kind of curious, is there -- you know, the business people that are here see that there's a benefit to this business model (inaudible), or see that it will be a collaboration between you and them. And the hotels strike me as the place that would be the most logical place for somebody to arrange for --

GERALD REARDON: It also keeps you off the streets a little bit.

ROBERT HAAS: Some spots to stop at.

ELIZABETH LINT: As your base.

MICHAEL TUBIN: I mean, there are points -- I don't know the area that well -- but there are points, I thought, like right out in front of City Hall -- or not City Hall, but like there's --

ROBERT HAAS: You got to stay away from taxi stands, I'll tell you right now.

MICHAEL TUBIN: No, not taxi stands. But aren't there loading areas periodically down Mass. Avenue and different areas?

ELIZABETH LINT: Again, we would have to talk with the director of traffic and parking, that that would have to be part of the regulation that it would be allowed; because otherwise if they pulled in, they would be ticketed.

MICHAEL TUBIN: And, obviously, they don't leave the pedicab at any time, so it's not like the --

ELIZABETH LINT: It doesn't matter. It's just another consideration.

GERALD REARDON: And the traffic is far more contentious than it is in Plymouth. People trying to get meters and spots and all that, and the loading zones --

MICHAEL TUBIN: And, obviously, like in Plymouth, the meters, in a metered spot, that's income for the town.

ROBERT HAAS: Again, I think there is some key hubs that you are working from in the city, that's how it's going to work for you.

But I'd be curious to see how (inaudible) -- in fact, Richard Bergone is the president of the association.

ELIZABETH LINT: Richard Carbone, the Inn at Harvard.

ROBERT HAAS: He's been in the city for a long, long time. Actually, that would be one of the ideal sites, just look at the kind of people that come through that hotel.

MICHAEL TUBIN: Yes. In Plymouth all day, that's all we do. The Raddison. We are always getting calls from the different hotels, just because we have the rack cart there.

ROBERT HAAS: And Richard might also be helpful for you for whom to go to in a hotel to talk to. He will give you some names. He is the owner of the hotel, but he

is the president of the Hotel Association in Cambridge.

GERALD REARDON: It's a little bit of the climb from the Raddison.

MICHAEL TUBIN: Yes, that's a pretty good -- are you with the forefathers --

I don't know if you've ever been up there, I mean, that's like the biggest hill. When you start off past Plymouth Rock --

GERALD REARDON: -- on the right?

MICHAEL TUBIN: It's out of town. It's an 80 foot granite statute; it's the largest granite statute in the world. It's kind off of the beaten path, but it's straight uphill.

So, you know, when you start off, I couldn't take a pedicab up the hill myself, but after you are conditioned enough and you do it enough, I could take the both of you up. You get really conditioned.

And then the younger guys are

obviously -- I'm 48, so the college kids half my age are able to withstand it a lot more than me.

But I think, especially starting now, I think is good rather than trying to rush into it. I want it to be done right and I hope that working together we could --

GERALD REARDON: And you have some homework to do in terms of what the arrangement is for parking. If you can park at a hotel, what is the rent going to be in terms of the overall business model? If you have to rent it all year? If it's a garage space, they won't rent it year-round, you know, can you carry that? There's a lot of things.

ROBERT HAAS: The hotels in the city, (inaudible) and kind of their pubs and stuff, they all have garages.

MICHAEL TUBIN: There are guys around the country that trailer their pedicabs in and

out every day; not that I'd want to do that.

ROBERT HAAS: I think there's parking, but you just have to be careful about what kind of arrangement you get because it could be steep.

MICHAEL TUBIN: Well, it's not the most profitable. I do mortgages, I'm a loan officer. So the one in Plymouth, it's just a little side, so it's not much money at all. So, I mean, I really have to keep --

ROBERT HAAS: And the other person, John Giovanni, he's the president of Harvard Square Business Association, and he can make some introductions for you and he owns a lot of property in Harvard Square.

MICHAEL TUBIN: Denise is the executive director?

ELIZABETH LINT: Yes. It's DiGiovanni.

GERALD REARDON: Again, if these business models feel as though it will be a

complimentary thing for them to have at their hotel, then obviously --

ROBERT HAAS: Otherwise, I mean, if there is no market for you here, there's no need to promulgate regulations. So I think it benefits you, one, to figure out if there is a viable market; and, two, if there is, let us know what your research is showing.

And at some point, I imagine, we are going to have some type of hearing over regulations, and you want to start having some people coming in and saying, "Yes, the pedicab is a good thing." (Inaudible)

GERALD REARDON: And if you could potentially get some of the cab drivers to come in --

MICHAEL TUBIN: I'm sure they will. Once it comes time for a hearing, I'm sure they'll be --

ROBERT HAAS: But if they can understand that you are not competing for

their business, it's more entertainment than it is transportation, then that will ease a lot of their concerns. But if you're going to go head-to-head in competition with them, people will think it's a novel idea to get them from point A to point B and --

MICHAEL TUBIN: What I think it is, I think it's like if I had a Chinese restaurant in Harvard Square and there was a French restaurant opening next to me, we are not competing, but just the fact that it's another restaurant category, they might oppose it. So I think it's the same thing with the pedicabs.

GERALD REARDON: But I think they just see it as -- you may run across a fare that might have taken a taxi. So there may be some overlap, but for the most part, I don't think it is.

ROBERT HAAS: So we wouldn't have any issues around ADA issues --

ELIZABETH LINT: Well, I'd have to

talk to --

MICHAEL TUBIN: What respect are the ADA issues?

ROBERT HAAS: You know, if you would be required for the licensing, you would have to make some accommodations for people that have special needs.

MICHAEL TUBIN: The ones I did order, have like -- I paid extra to have like a little step. So that's the most --

ROBERT HAAS: I just want to make sure that, you know, there is not some expectation or some requirement that we have to make some kind of accommodation for ADA issues. Maybe not. We'll check and find out.

MICHAEL TUBIN: The ones -- it has like a bar that you can (inaudible). They don't come with that, I had to upgrade that with a little metal platform step.

GERALD REARDON: Right now we have to make accommodations for a wheelchair area.

So, again, this is as much for your protection as well.

ROBERT HAAS: I get it. I can just picture somebody coming in and wanting to have a tour of the city who is bound to a wheelchair; you know, that kind of accommodation. And we can have an issue later on when something comes back to the Commission to complain. So I'd rather deal with these issues now and figure out what we do about that.

MICHAEL TUBIN: I did start off with like a higher level meeting with the executive directors and --

ROBERT HAAS: We'll check with the Commissioner of Special Needs. But if you could start checking to see what the viability of the market is here in Cambridge. And I'm going to talk with some of the area -- I know all the police chiefs -- and start checking with what their experience has been with

pedicabs and stuff like that. But I think it would help me to know if there is a viable market.

MICHAEL TUBIN: Yes. And I would think five probably. If five was the most I'd ever get, you know, if it was capped at five and that's the most I'll have, that might not be viable.

ROBERT HAAS: I just don't see you driving around the city picking people up -- it might work in Plymouth with a lot of tourists and things like that.

MICHAEL TUBIN: Well, I think there's more tourists in Harvard Square than in Plymouth.

ROBERT HAAS: There are. But I think the kind of people that would want this kind of entertainment, would be people who would want -- I mean, the city is big enough that it seems easy enough for them to ride in a pedicab. But it's walkable, too, don't get me

wrong. But there is a lot of people that don't know where they are going and it's kind of nice to get a quick, clean sweep of the city... here's Cambridge Common --

GERALD REARDON: The only thing you should do is you probably want to check with Harvard to see what their opinion is, because a lot of people want to see the statutes and all that.

MICHAEL TUBIN: I heard they are pretty -- um, protective -- of anybody --

ELIZABETH LINT: And more so lately.

MICHAEL TUBIN: But there is the perimeter, you can --

ROBERT HAAS: Right. You can take it to the perimeter and you can walk through --

GERALD REARDON: On the other side you're looking at the black wrought iron fence all around the place (inaudible).

But, again, we don't want you to fail either so.

MICHAEL TUBIN: I appreciate that. So I just did like an ancillary check into it, so definitely I can check in a little deeper.

GERALD REARDON: Can we just put this under advisement and maybe.

ROBERT HAAS: We actually want to continue it.

ELIZABETH LINT: Right.

GERALD REARDON: Right, continue it, but maybe we can turn around and wait until you make a call and get back to us after some period of time. Do you want to do two months? Obviously, he is not trying to start right now.

ROBERT HAAS: I know, I get that. At least a month, I think.

MICHAEL TUBIN: Let's say June, if that will help.

ROBERT HAAS: Well, it's April almost now, another week --

MICHAEL TUBIN: So it's like April

now -- so April, May -- even at the end of May.

ROBERT HAAS: If you could get in touch with Ms. Lint when you have enough information to present to us. I mean, for me, it's making a couple of phone calls. But if you can let Ms. Lint know what you have.

MICHAEL TUBIN: The chief of police in Plymouth, I don't know if you know Michael Buterra, he mentioned, "If they have any questions, have them call me."

ROBERT HAAS: No, I'll definitely give him a call. I knew his predecessor.

Okay. So I'm making a motion to continue the matter until a later date --

GERALD REARDON: Either late May, early June, depending on the schedule and your ability to come back and let Ms. Lint know whether you have something in terms of your business plan.

MICHAEL TUBIN: So would that be

further discussions or would that be the actual hearing, like a voted hearing?

GERALD REARDON: I mean, this is a little more complicated. We have to look into the regulations and things like that.

ELIZABETH LINT: I think it would be, at that point, further discussions, and then to vote, if you are so inclined to do it, to vote to have regulations drafted.

GERALD REARDON: Does this have to go through Council?

ELIZABETH LINT: See, that's the thing, it's a gray area. Because the trolleys and the tour busses also have to all go through Council. So will they look at this more as Hackney and it doesn't have to go to Council, or will they look at it as tour busses and then it has to go to Council.

GERALD REARDON: Well, that's maybe something you can --

ELIZABETH LINT: I can talk to the

deputy city manager.

MICHAEL TUBIN: I spoke with City Councillor Kelly. I met with him and he was pretty excited about it.

ROBERT HAAS: He rides bikes all the time.

ELIZABETH LINT: I'll talk to the deputy city manager.

ROBERT HAAS: We need to figure out, as Ms. Lint indicated, do we need to go back and (inaudible) -- and it depends on how they view this.

MICHAEL TUBIN: Again, I think in Plymouth, first they approve the concept, and then the next step is working on approving regulations.

ROBERT HAAS: Yes. That's probably what's going to happen here. And then I would imagine, depending on the regulations, we'd have to have a hearing all around it.

ELIZABETH LINT: So that's your

motion?

GERALD REARDON: I'll make the motion.

ROBERT HAAS: I second the motion.

GERALD REARDON: All those in favor please say aye. Aye.

ROBERT HAAS: Aye.

GERALD REARDON: Any other business?

ELIZABETH LINT: No.

ROBERT HAAS: I make a motion to adjourn.

GERALD REARDON: Second.

ROBERT HAAS: All those in favor, please say aye.

GERALD REARDON: Aye.

ROBERT HAAS: Aye.

GERALD REARDON: Thank you.

ROBERT HAAS: Thank you.

ELIZABETH LINT: The hearing is adjourned at 7:20 p.m.

(Whereupon, the Hearing was adjourned
at 7:20 p.m.)

C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS
SUFFOLK, SS.

I, Evelyn M. Slicius, a Certified Shorthand Reporter and Registered Professional Reporter, the undersigned Notary Public, certify that:

I am not related to any of the parties in this matter by blood or marriage and that I am in no way interested in the outcome of this matter.

I further certify that the testimony hereinbefore set forth is a true and accurate transcription of my stenographic notes to the best of my knowledge, skills and ability.

IN WITNESS WHEREOF, I have hereunto set my hand this 5th day of April, 2012.

Evelyn M. Slicius
Notary Public
Certified Shorthand Reporter
License No. 127193
My Commission Expires:
May 15, 2013

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