Mobility Management Plan
Mixed Use Development
16-20 Medford Street
Somerville, Massachusetts

PREPARED FOR:

Somerville Living, LLC
P.O. Box 780
Lynnfield, MA 01940

PREPARED BY:

10 Cabot Road
Suite 101B
Medford, MA
617.776.3350

In association with:
Khalsa Design, Inc.

February 2023

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Project Information

Contact Information

Site Address:
16-20 Medford Street, Somerville, MA

Company Name:
Somerville Living, LLC

Company Address:
P.O. Box 780, Lynnfield, MA 01940

Company Telephone Number:
781-334-9899

Company Designated Contact:
Paul DiBiase, Manager

Company Email Address:
info@dibiasehomes.com

Project Description

In accordance with Section 11.4.2 of the Somerville Zoning Ordinance (the "SZO"), Somerville Living, LLC (the "Proponent"), respectfully submits this Mobility Management Plan to the City of Somerville for review and approval.

As background, 16 Medford Street was the former Somerville Gas & Service Station, and 20 Medford Street was the former Cubby Oil headquarters. 16 Medford Street gas station provided four (4) gasoline pumping stations, and autobody repair shop, and a Massachusetts Vehicle Inspection location. 20 Medford Street housed the corporate office to Cubby Oil, all its crude oil tankers/trucks, repair trucks, and other heating and cooling equipment.

The Proponent proposes to redevelop these two (2) lots that total approximately 16,915 square feet (0.39 acres) along Medford Street, South Street, Warren Street, and Bedford Street with an approximate 50,779 gross square foot (sf) mixed-use development. The Project will have one (1) building, containing roughly 3,368 square feet of first floor retail/commercial usage and 51 residential rental units on three (3) floors above. There will also be a total of 12 on-site parking spaces. The Proponent will create a short-term pick-up/drop off spaces within the property, accessed from Bedford Street. The pick-up/drop-off area will be used for short-term rideshare pick-up/drop-off, on-demand food deliveries (Uber, Lyft, Postmates, etc.), parcel delivery, and move-in/move-out processes. This short-term pick-up/drop-off area was created by the Proponent after thoughtful consideration of the surrounding neighbors' comments and concerns.

Project Programming

The Project consists of one (1) building that will be constructed on-site. A summary of the proposed development is shown in Table 1. Specific unit mix, height, massing, and other details are shown in the Development Review Application Architectural Plan Set.

Table 1: Program Table[1]

	Proposed Building
Gross Square Feet	50,779
Height (feet)	49' - 4"
Number of Stories	4
On-Site Parking Spaces	12
Parking Square Feet	3,471
Retail Square Feet	3,368
Residential Square Feet	35,873
Residential Units	51
Floor-to-Area Ratio (FAR)	3.00

[1]Data was gathered from the Schematic Design Plan Set produced by Khalsa Design, Inc. dated January 16, 2023
The remainder of the square footage of the building is comprised of common space and unsecured garage.

Project Schedule/Phasing

The Proponent has filed and received Planning Board approval. Since then, the proponent has returned to the Board to reduce the parking and increase the total units which has resulted in a major modification, requiring additional review of the project. As such, the proponent will be working closely with the community and the city to revise and resubmit the pertinent project documents.

Vehicle Parking

The Project will provide 12 on-site, off-street parking spaces, accessed via a curb cut along Bedford Street. The covered parking includes one van accessible space, two ride share and two short-term parking spaces.

Service and Delivery/Rideshare Pick-up/Drop-off Areas

The Project will utilize Bedford Street as vehicle access points. The sidewalks will be reconstructed along Medford Street, South Street, Warren Street, and part of Bedford Street to allow for a continuous pedestrian pathway along the site frontage. The Project will also close curb cuts along Warren Street, Medford Street, and South Street. Along Bedford Street, a curb cut will provide on-site access to an at-grade, unsecured parking area with 4 total designated spaces for deliveries/ rideshare (2 for rideshare and 2 for short term).

Bicycle Parking

The Project will provide long-term bicycle parking storage areas that meet the requirements for bicycle parking as stated in the Somerville Zoning Ordinance. Based on the current design in the MR4 district, Table 4.2.15 of the SZO states that the residential use requires a minimum of 6 short term and 51 long term bicycle parking spaces and the commercial use requires a minimum of 4 short term and 1 long term bicycle parking spaces. The project currently proposes 46 standard

spaces with 5 oversized spaces located on the first floor for the residential, 1 short term space within the commercial space and 10 short-term bicycle parking spaces located within the sidewalk.

Local Transportation

There are multiple public transportation options provided by the Massachusetts Bay Transportation Authority (MBTA) within the vicinity of the Project site. A summary of the existing public transportation options is provided in the subsequent section.

Existing Conditions

Within an approximate 1/4-mile radius of the Project site, the MBTA services the area with four (4) separate bus routes: 69, 80, 87, and 88. Table 2 summarizes boarding and alighting information for each of the closest stops for each of the bus routes. Table 3 summarizes the headways for each of the bus routes and Tables 4 and 5 summarize the walking distance and time to each of the closest bus stops, as well as the average wait time. Detailed schedules and maps are attached in the Appendix.

Table 2: Boarding and Alighting Summary*

Bus Route/ Rapid Transit Line	Origin/Destination	Bus Stop	Time Period	Total Passengers Boarding	Total Passengers Alighting
69 (Inbound)	Harvard Square to Lechemere Station	Cambridge Street @ Max Avenue	AM Peak	19	68
			PM Peak	19	117
			Saturday	5	19
69 (Outbound)	Harvard Square to Lechemere Station	Cambridge Street @ Lambert Street	AM Peak	68	24
			PM Peak	128	43
			Saturday	20	3
80 (Outbound)	Lechmere Station to Arlington Center	McGrath Highway @ Poplar Street	AM Peak	39	5
			PM Peak	71	15
			Saturday	8	1
80 (Inbound)	Lechmere Station to Arlington Center	McGrath Highway @ Medford Street	AM Peak	18	87
			PM Peak	10	45
			Saturday	6	11
87 (Inbound)	Clarendon Hill or Arlington Station to Lechmere Station	McGrath Highway @ Medford Street	AM Peak	12	18
			PM Peak	11	23
			Saturday	4	4
87 (Outbound)	Clarendon Hill or Arlington Station to Lechmere Station	McGrath Highway @ Poplar Street	AM Peak	9	14
			PM Peak	31	19
			Saturday	5	3
88 (Outbound)	Clarendon Hill to Lechmere Station	McGrath Highway @ Poplar Street	AM Peak	27	16
			PM Peak	63	14
			Saturday	5	4
88 (Inbound)	Clarendon Hill to Lechmere Station	McGrath Highway @ Medford Street	AM Peak	14	51
			PM Peak	16	34
			Saturday	7	11

Bus Route Data based on MBTA Bus Ridership by Time Period, Season, Route/Line and Stop
*Based on Fall 2021 data – most recent data available via the MBTA website

Table 3: Schedules and Headways

Bus Route	Origin/Destination	Time Period	Inbound Headways (minutes)	Outbound Headways (minutes)
69	Avon Street/Central Street to Kendall Square Station	AM Peak PM Peak Saturday	10-15 20 22	10-15 20 22
80	Arlington Center to Lechmere Station	AM Peak PM Peak Saturday	25 25 35	25 25-30 35
87	Clarendon Hill/Arlington Center to Lechmere Station	AM Peak PM Peak Saturday	15-20 20 25	15-20 20 25
88	Clarendon Hill to Lechmere Station	AM Peak PM Peak Saturday	15-20 20-25 25	15-20 20 25

Table 4: Transit Analysis Summary - Inbound

	MBTA Bus Routes (Inbound)	
	69	80, 87, & 88
Distance to Closest Stop (Miles)	0.2	0.3
Walk Travel Time to Closest Stop (Minutes)	5	7
Average Wait Time (Minutes)	6.25 (AM Peak) 10 (PM Peak) 11 (Saturday)	9 to 12.5 (AM) 10 to 22.5 (PM) 12.5 to 17.5 (Saturday)

Table 5: Transit Analysis Summary - Outbound

	MBTA Bus Routes (Outbound)	
	69	80, 87, & 88
Distance to Closest Stop (Miles)	0.2	0.2
Walk Travel Time to Closest Stop (Minutes)	5	5
Average Wait Time (Minutes)	6.25 (AM Peak) 10 (PM Peak) 11 (Saturday)	9 to 12.5 (AM Peak) 10 to 14 (PM Peak) 12.5 to 17.5 (Saturday)

Bicycle Network

There are existing bicycle lanes on Medford Street connecting to Somerville Avenue which connect to the newly constructed separated bicycle lanes in both directions along Somerville Avenue. These facilities help connect the project site with the Union Square area. Local roads south of Medford Street connect to Cambridge Street, which has bicycle lanes striped in both directions. In the spring of 2021, this section of Medford Street was repaved and restriped. A 5-foot bicycle lane and a 2-foot painted buffer with flexible posts were striped in each direction. Green painted advisory bicycle lanes were stripped across unsignalized intersection approaches. Green painted

bicycle lanes will match the existing striping at the intersection of Medford Street and Somerville Avenue. The future plans for South Street, as shown on the plans provided by the City of Somerville, show designated bicycle lanes in each direction connecting Medford Street and Windsor Street. Additionally, there is a BlueBikes station located approximately 0.2 miles from the Project site along Berkshire Street where it intersects with Cambridge Street. A map showing the location of the bicycle accommodations in Somerville near the Project site (shown in Red) is shown in Figure 1.

Figure 1: Somerville Bicycle Network Map

Sidewalks

Pedestrian connectivity in the area is facilitated by existing sidewalks and crosswalks. As part of the existing conditions analysis, an inventory of the existing sidewalks and crosswalks was taken. There are sidewalks on both sides of Medford Street, South Street, and Warren Street along their entire length. Medford Street connects to the sidewalks along Somerville Avenue to the north which provide a route to Union Square and MBTA Bus Routes at the Medford Street at McGrath Highway stop (Routes 80, 87, and 88). Warren Street sidewalks provide a route to the Route 69 bus stops along Cambridge Street. Medford Street (which turns into Gore Street at the City of Cambridge line) sidewalks provide a route to the future relocated Lechmere Station along the Green Line Extension. New pedestrian facilities were constructed along Somerville Avenue in 2021 and along Medford Street in the fall of 2020. There are marked crosswalks across each approach at the major intersections. A midblock crosswalk was striped across Medford Street at Ward Street with a pedestrian warning signal and a combination of a painted bump out and concrete rumble apron on the north side of the crosswalk across the South Street departure at Medford Street.

Transportation Assumptions

Trip Generation

Land Use Codes (LUC) 221 – Multifamily Housing (Mid-Rise) and LUC 932 – High-Turnover (Sit-Down) Restaurant were used for this Project which is comprised of 51 residential dwelling units and 3,876 square feet of first floor retail. The *Trip Generation Manual, 10th Edition*, published by

the Institute of Transportation Engineers (ITE) in 2017 provides unadjusted vehicle-trip estimates for Weekday AM peak hour, Weekday PM peak hour, Weekdays, and Saturday Midday peak hour.

Table 6: Residential Trip Generation Calculations (Per ITE)

Land Use Code: 221	Multifamily Housing (Mid-Rise)			
	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily	Sat. Midday Peak Hour
Size per # of Dwelling Units (X)	51	51	51	51
Fitted Curve Equation (per ITE)	Ln(T) = 0.98* Ln(X) - 0.98	Ln(T) = 0.96* Ln(X) - 0.63	T = 5.45(X) - 1.75	T = 0.42(X) + 6.73
Total Trips (T)	**18**	**23**	**276**	**28**
Entering%	26%	61%	50%	49%
Exiting%	74%	39%	50%	51%
Entering Trips	5	15	138	14
Exiting Trips	13	9	138	14

As shown in Table 6, the proposed dwelling units are expected to generate approximately 18 trips during the Weekday AM peak hour, 23 trips during the `Weekday PM peak hour, 276 trips during a typical weekday, and 28 trips during the Saturday Midday peak hour.

Table 7: Retail Trip Generation Calculations (Per ITE)

Land Use Code: 932	High-Turnover (Sit-Down) Restaurant			
	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily	Sat. Midday Peak Hour
Size per 1,000 Square Feet	3.368	3.368	3.368	3.368
Average Trip Rate	9.94	9.77	112.18	11.19
Total Trips	**33**	**33**	**377**	**38**
Entering%	55%	62%	50%	51%
Exiting%	45%	38%	50%	49%
Entering Trips	18	20	189	19
Exiting Trips	15	12	189	19

As shown in Table 7, the proposed retail space is expected to generate approximately 33 trips during the Weekday AM peak hour, 33 trips during the Weekday PM peak hour, 377 trips during a typical weekday, and 38 trips during the Saturday Midday peak hour. To account for location-specific travel mode trends, non-vehicular trips will be deducted in the subsequent section.

Travel Mode Shares

Trip Generation rates set forth by the ITE are typically based on data from suburban developments with no nearby transit service and no appreciable share of people walking or bicycling to or from the site. If a project is in an area with transit service or a substantial share of trips made by bicycle or on foot, these non-vehicle trips should be estimated and deducted to get the predicted vehicle

volume. The proposed Project is located within Census Tract 3515 in Somerville. Commuting characteristics were analyzed from the 2015-2019 American Community Survey 5-Year Estimates for this census tract. Based on the collected data, approximately 37.4% of residents use a vehicle, 26.2% of residents use public transportation, 12.7% of residents bike, 14.1% of residents walk, 7.6% of residents worked from home, and 2.1% of residents commute via other means to work. Table 8 shows the US Census mode share data used for this Project. Adjustments were made in accordance with the trip generation requirements set forth by the City of Somerville.

Table 8: Mode Split Percentages

MEANS OF TRANSPORTATION TO WORK	Census Tract 3515	**Percentage (Used for Residential)**	**Percentage (Used for Retail)**
Car, truck, or van	37.4%	**38.2%**	**41.4%**
Drove alone	29.0%	**29.6%**	**32.1%**
Carpooled:	8.4%	**8.6%**	**9.3%**
In 2-person carpool	8.4%	**8.6%**	**9.3%**
In 3-person carpool	0.0%	**0.0%**	**0.0%**
In 4 person carpool	0.0%	**0.0%**	**0.0%**
Public transportation	26.2%	**26.8%**	**0.0%**
Bicycle	12.7%	**13.0%**	**14.0%**
Walked	14.1%	**14.4%**	**44.6%**
Worked from home	7.6%	**7.6%**	**0.0%**
Other means	2.1%	**0.0%**	**0.0%**

Adjusted Trips

As described above, adjustments were made to the base trips taking into account the US Census Tract data. The *ITE Trip Generation Handbook, 3rd Edition* includes an Average Vehicle Occupancy (AVO) of 1.1 for residential buildings. Based on the average modal split data above, an AVO rate of 1.225 persons per vehicle was calculated for the residential units. The number of trips were adjusted using the AVO and census tract modal split data. By applying the non-vehicular mode split to the Trip Generation calculations, the amount of expected vehicle traffic associated with the Project is reduced. Means of transportation to work by other means were proportionally distributed to other modes besides worked from home for residential trips. Worked from home was proportionally distributed to other modes and public transportation trips were attributed to walked for retail trips. The resulting adjusted vehicular traffic on the surrounding roadways was estimated and are summarized in Table 9. The US Census Journey-to-Work data is attached in the Appendix.

Table 9: Adjusted Site Trips

Mixed-Use Development	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily	Sat. Midday Peak Hour
Base Trips (per ITE)	51	56	653	66
Total Person-Trips	51	56	653	66
Total Person-Vehicle-Trips	21	23	270	27
Total Vehicle-Trips	**17**	**19**	**220**	**22**
Entering Vehicle-Trips	9	12	110	11
Exiting Vehicle-Trips	8	7	110	11
Total Non-Vehicular Trips	30	33	383	39

As shown in Table 9, the Project is expected to generate 17 vehicle-trips during the Weekday AM peak hour, 19 vehicle-trips during the Weekday PM peak hour, 220 vehicle-trips during a typical weekday, and 22 vehicle-trips during the Saturday Midday peak hour. This equates to approximately one (1) vehicle-trip every three (3) minutes during the Weekday AM peak hour, Weekday PM peak hour, and Saturday Midday peak hour. The number of vehicle-trips are expected to decrease in the future with the opening of the Green Line Extension providing rapid rail transit access from Lechmere Station to Somerville and Medford. This is a slight reduction of site trips based on the original design proposal by the proponent.

Existing Trip Generation

Table 10: Existing Site Vehicle-Trips

Land Use Code: 944				Fueling Station
	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily	Sat. Midday Peak Hour
Number of Fueling Station	4.000	4.000	4.000	4.000
Average Trip Rate	10.28	14.03	172.01	12.77
Total Trips	**42**	**56**	**688**	**52**
Entering%	50%	50%	50%	50%
Exiting%	50%	50%	50%	50%
Entering Trips	21	28	344	26
Exiting Trips	21	28	344	26

Per Section 2.3.1 of the Somerville TIS Standards, proposed projects may take credit for existing land uses if they have been closed for less than a year with Mobility approval. The site was previously occupied by the Somerville Gas & Service Station and the Cubby Oil headquarters, which suspended operation in April 2021. While the estimated existing trips were not deducted from expected new trips, they were calculated to serve as a comparison. As shown in Table 10, it is estimated that the previous site generated 42 vehicle-trips during the Weekday AM peak hour, 56 vehicle-trips during the Weekday PM peak hour, 688 vehicle-trips during a typical weekday, and 52 vehicle-trips during the Saturday Midday peak hour. Therefore, it is estimated that the Project will generate 25 fewer vehicle-trips during the Weekday AM peak hour, 37 fewer vehicle-

trips during the Weekday PM peak hour, 468 fewer vehicle-trips during a typical weekday, and 30 fewer vehicle-trips during the Saturday Midday peak hour. Additionally, the site had 5-10 office staff on-site commuting mostly by motor vehicle. The site also produced a high number of heavy vehicle trips. Overall, the proposed Project should generate significantly less vehicle activity than the former land uses.

Trip Distribution

Trip distribution patterns were estimated for site-generated trips both to and from the Project site. The majority of vehicle trips will enter/exit from the site via the curb cut on Bedford Street which will pride access to the parking areas. Pedestrian and bicycle trips will originate along either Medford Street or South Street. Public transportation trips were included in pedestrian trip distribution.

Through discussions with the City of Somerville Mobility Department, it was determined that South Street, currently a one-way roadway in the westbound direction away from Medford Street, will change orientation in the future to an eastbound direction. The roadway will continue to operate as one-way. The Mobility Department has advised DCI-GM2 to incorporate this orientation into any proposed trip distribution.

The 2011-2015 5-year ACS Commuting Flows for Somerville were used to determine the vehicle trip distribution percentages. Commuting flows are defined as travel from a city/town of residence to a city/town of work. The total number of commuters in each commuting flow was reported. Commuters with Somerville residence were isolated from the data set and percentages of workers traveling to each city/town for their place of work were calculated. Regional trips to surrounding municipalities in Massachusetts and bordering states were classified by trips to the north, south, and west. Trips to Boston, Cambridge, and within Somerville represented the largest commuting flow percentages and were classified as their own commuting flows.

The projected entering vehicle-trip distribution is shown in Figure C-102 and the projected exiting vehicle-trip distribution is shown in Figure C-103. Figures C-102 and C-103 show the vehicle-trips originating and ending along Bedford Street for graphic purposes only. As mentioned, the short-term pick-up/drop-off area along South Street will be used for many vehicle-trips, including move-in and move-out processes, Amazon and FedEx deliveries (and the like), and potentially trash services.

Pedestrian trip percentages were based on local walking destinations, MBTA bus and rapid transit stop locations, and predicted trip distribution percentages due to proximity of the Project site to the planned East Somerville Station Green Line Extension MBTA stop and are shown in Figure C-104. Bicycle trip percentages were based on commuting flow percentages to and from Somerville, Cambridge and Boston. Bicycle distributions were assumed to travel along roadways with robust bicycle facilities where possible. Bicycle trip distribution percentages are shown in Figure C-105.

Mobility Management Commitments

The 16-20 Medford Street Project is committed to achieving the City's goal of having the percentage of trips made to the site by automobile be 50% or less, which is consistent with SomerVision. There will also be reasonable efforts made to control the percentage of trips made by automobile at 37.5% or less by 2030 and at 25% or less by 2040 to meet the city's SomerVision 2040 goals. To that end, the Project is recommending several programs and services to reduce single-occupancy vehicle use.

The SomerVision plan outlines a priority on non-auto transit. The City is supporting this goal by creating additional bicycle, pedestrian, and transit facilities throughout Somerville. For those accessing this area of Somerville, the multimodal infrastructure provides alternatives to the personal vehicle. The Project team has developed the Mobility Management Plan and will work with the City to implement these measures. These programs and services include:

- Marketing & Education
- On-Site Services
- Monitoring and Annual Reporting

Marketing and Education

A key element of all Transportation Demand Management (TDM) programs is letting potential users know that they exist. While the specific programs have yet to be determined, the Project team intends to provide information through channels such as:

- Annual Mobility Education Meeting – all residents in the building will be invited to attend a Mobility Education meeting to learn about options annually.
- TDM Program information on the Project's websites and related media
- Posted Transportation Information, such as maps, schedules, locations of nearby car-sharing stations, BlueBike stations, the availability of carpool/vanpool opportunities, and other information relevant to commuting options in the building lobbies.
- Posted mobility management information (to be submitted to the Director of Mobility for review and approval).
- Distributed mobility management information (to be submitted to the Director of Mobility for review and approval).
- The mobility management information that will be posted (and approved by the Director of Mobility), will also be provided to residents when they move in. The information will also be provided to residents:
    - Via yearly emails or newsletters.
      When there are notable changes to public transportation schedules, bicycle/pedestrian infrastructure, or the availability of ride-share, car-share, or bike-share services in the area.

On-Site Services

The larger Somerville area offers transit service, bicycle infrastructure, and sidewalk coverage. However, there are additional services that the Project development proposes to offer, including:

- Secure Bicycle Parking: There will be a minimum of 51 long-term bicycle parking spaces located on-site. Provisions for the final bicycle parking design to encourage its use are:
    - Clear wayfinding to bicycle parking,
    - 24-hour access,
    - Secure bicycle racks that meet Somerville-specific or national standards,
    - Location close to entrances
- Vehicular Parking: All vehicle parking will be unbundled per the SZO. The parking spaces will be sold or leased at market rate. Standard purchase or lease agreement language for unbundled and market rate parking will be approved by the Director of Mobility prior to the issuance of any Certificate of Occupancy. The owner will provide either a copy of executed purchase or lease agreements or an affidavit signed by the property owner and tenant(s) verifying this language was included and agreed to in the purchase or lease agreement.

Monitoring and Annual Reporting

Annual Travel Surveys

The Proponent will conduct annual travel surveys of the residents of the property. These surveys will be developed through consultation with the City of Somerville to determine the number of residents utilizing public transportation and those using car-sharing services.

Following the opening of the site, the Proponent will conduct biennial counts of vehicle and bike parking occupancy. This will be done through a field inventory to be conducted during a representative weekday during the overnight period when it can reasonably be assumed that the peak parking demand for all residents and visitors would occur. A continuous 24-hour count of both the site driveway and bicycle parking areas will be conducted to capture the volume of entering and exiting traffic. As part of the summary report to be provided to the City, a status summary of the Mobility Management Plan will also be provided.

Status Update

Based on the findings from the survey and the most recent set of biennial counts, the development will submit a Mobility Status update annually to the City of Somerville. The update will follow any guidelines provided by the City of Somerville and will include:

- Survey results
- Peak vehicle and bicycle parking occupancy counts
- Digital files as required
- Comparison with and review of previous trends as data is available

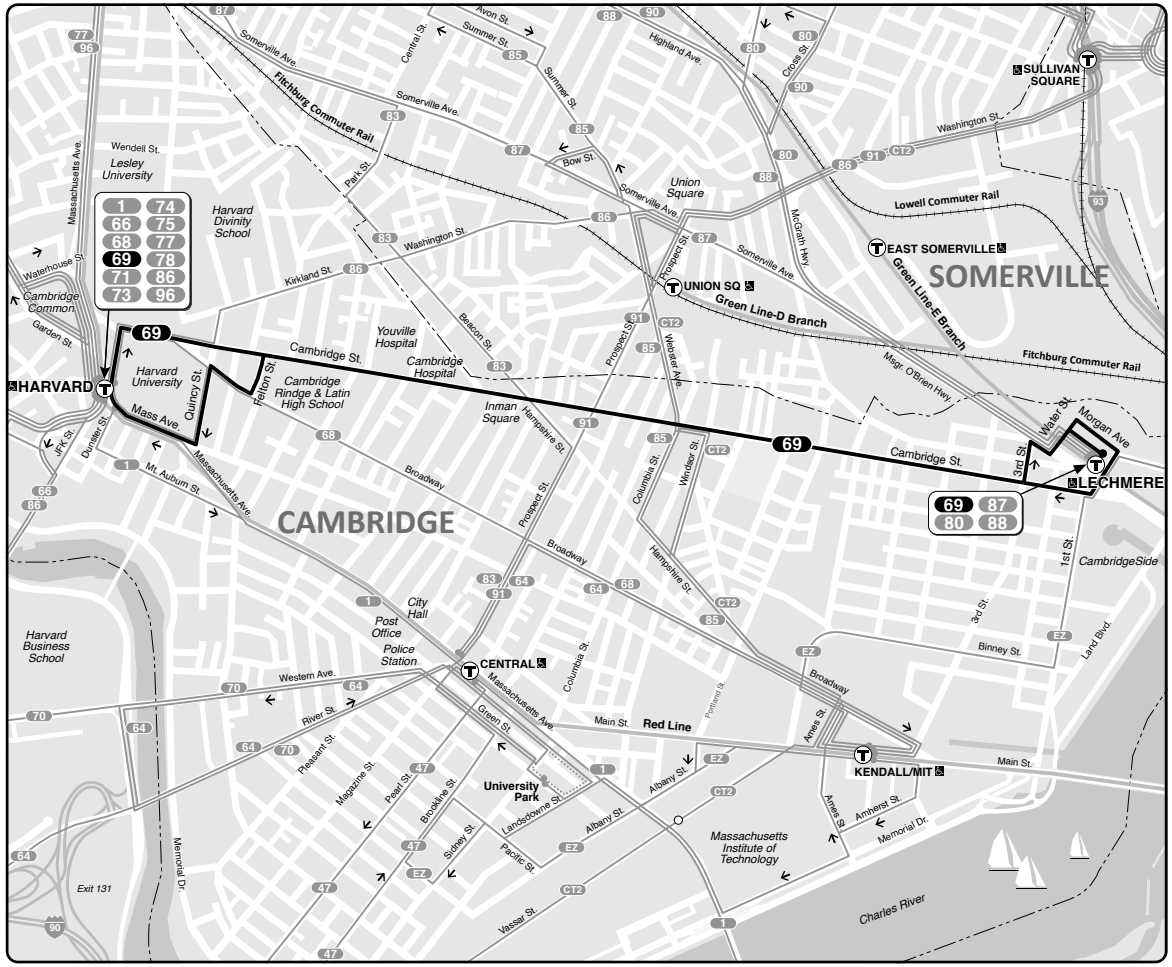
APPENDIX

PUBLIC TRANSPORTATION
TRIP GENERATION
TRIP DISTRIBUTION
COMPREHENSIVE SITE PLAN AND CORRESPONDING TRAFFIC FIGURES

PUBLIC TRANSPORTATION

Effective **August 28, 2022** Replaces March 2022

69 Harvard Sq – Lechmere Sta



- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.

All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
Bus	**$1.70**	**$1.70**	**$0.85**
Bus + Subway	**$2.40**	**$4.10**	**$1.10**

Complete fare/pass rules and free/reduced fare eligibility:
mbta.com/fares or call **617-222-3200**

Connections

RED LINE

GREEN LINE E

Information **617-222-3200**
Lost and Found **617-222-2229**
TTY **617-222-5146**

Realtime arrival information, maps, and more
mbta.com

A125-3-22.1

Weekday 69

Inbound			Outbound		
Harvard Sq/ Holyoke St	Inman Square	Lechmere Station	Lechmere Station	Inman Square	Harvard Sq/ Holyoke St
5:25	5:29	5:38	5:45	5:54	6:01
6:05	6:09	6:21	6:25	6:34	6:41
6:45	6:49	7:01	6:40	6:49	6:56
7:03	7:09	7:21	6:55	7:04	7:13
7:18	7:24	7:36	7:10	7:19	7:28
7:33	7:39	7:51	7:25	7:35	7:44
7:48	7:54	8:06	7:40	7:51	8:00
8:03	8:09	8:21	7:55	8:06	8:15
8:18	8:24	8:36	8:10	8:21	8:30
8:33	8:39	8:51	8:25	8:36	8:45
8:48	8:54	9:06	8:40	8:51	9:00
9:03	9:09	9:21	8:55	9:06	9:15
9:18	9:24	9:36	9:10	9:21	9:30
9:33	9:39	9:51	9:30	9:41	9:50
9:55	10:01	10:13	9:55	10:06	10:15
10:20	10:26	10:38	10:20	10:31	10:40
10:45	10:51	11:03	10:45	10:56	11:05
11:10	11:16	11:28	11:10	11:21	11:30
11:35	11:41	11:53	11:35	11:46	11:55
12:00	**12:06**	**12:18**	**12:00**	**12:11**	**12:20**
12:25	**12:31**	**12:43**	**12:25**	**12:36**	**12:45**
12:50	**12:56**	**1:08**	**12:50**	**1:01**	**1:10**
1:15	**1:21**	**1:33**	**1:15**	**1:26**	**1:35**
1:40	**1:46**	**1:58**	**1:38**	**1:49**	**1:58**
2:01	**2:07**	**2:21**	**1:54**	**2:05**	**2:14**
2:18	**2:24**	**2:38**	**2:10**	**2:21**	**2:30**
2:35	**2:41**	**2:55**	**2:26**	**2:37**	**2:46**
2:52	**2:58**	**3:12**	**2:43**	**2:54**	**3:03**
3:09	**3:15**	**3:29**	**3:00**	**3:11**	**3:20**
S **-**	**3:27**	**3:41**	**3:20**	**3:31**	**3:40**
3:28	**3:34**	**3:48**	**3:40**	**3:51**	**4:00**
3:48	**3:54**	**4:08**	**4:00**	**4:11**	**4:20**
4:08	**4:14**	**4:28**	**4:20**	**4:31**	**4:40**
4:28	**4:34**	**4:48**	**4:40**	**4:51**	**5:00**
4:48	**4:54**	**5:08**	**5:00**	**5:11**	**5:20**
5:08	**5:14**	**5:28**	**5:18**	**5:29**	**5:38**
5:26	**5:32**	**5:46**	**5:36**	**5:47**	**5:56**
5:44	**5:50**	**6:04**	**5:54**	**6:05**	**6:14**
6:02	**6:08**	**6:22**	**6:12**	**6:23**	**6:32**
6:20	**6:26**	**6:38**	**6:30**	**6:39**	**6:48**
6:38	**6:44**	**6:56**	**6:48**	**6:57**	**7:06**
6:55	**7:01**	**7:13**	**7:10**	**7:19**	**7:28**
7:13	**7:19**	**7:31**	**7:35**	**7:44**	**7:53**
7:56	**8:02**	**8:14**	**8:20**	**8:29**	**8:36**
8:40	**8:44**	**8:54**	**9:00**	**9:09**	**9:16**
9:20	**9:24**	**9:34**	**9:40**	**9:49**	**9:56**
10:00	**10:04**	**10:13**	**10:20**	**10:28**	**10:35**
10:40	**10:44**	**10:53**	**10:57**	**11:05**	**11:12**
11:15	**11:19**	**11:28**	**11:32**	**11:40**	**11:47**
11:50	**11:54**	12:03	12:07	12:15	12:22
12:25	12:29	12:38	12:42	12:50	12:57
1:00	1:04	1:13	W 1:20	1:28	1:35

Saturday 69

Inbound			Outbound		
Harvard Sq/ Holyoke St	Inman Square	Lechmere Station	Lechmere Station	Inman Square	Harvard Sq/ Holyoke St
5:15	5:17	5:25	5:30	5:37	5:43
5:50	5:52	6:00	6:05	6:12	6:18
6:25	6:27	6:35	6:40	6:47	6:53
7:00	7:02	7:10	7:15	7:22	7:28
7:35	7:37	7:45	7:50	7:57	8:04
8:10	8:13	8:23	8:30	8:40	8:47
8:50	8:53	9:03	9:10	9:20	9:27
9:30	9:33	9:44	9:50	10:01	10:09
10:15	10:18	10:31	10:35	10:47	10:55
11:00	11:04	11:17	11:00	11:12	11:20
11:25	11:29	11:42	11:25	11:37	11:45
11:50	11:54	**12:07**	11:50	**12:02**	**12:10**
12:15	**12:19**	**12:32**	**12:15**	**12:27**	**12:35**
12:40	**12:44**	**12:58**	**12:40**	**12:52**	**1:00**
1:05	**1:09**	**1:23**	**1:05**	**1:17**	**1:25**
1:30	**1:34**	**1:48**	**1:30**	**1:42**	**1:50**
1:55	**1:59**	**2:13**	**1:55**	**2:07**	**2:15**
2:20	**2:24**	**2:38**	**2:20**	**2:32**	**2:40**
2:45	**2:49**	**3:03**	**2:45**	**2:57**	**3:05**
3:10	**3:14**	**3:28**	**3:10**	**3:22**	**3:30**
3:35	**3:39**	**3:53**	**3:35**	**3:47**	**3:55**
4:00	**4:04**	**4:18**	**4:00**	**4:12**	**4:20**
4:25	**4:29**	**4:43**	**4:25**	**4:37**	**4:45**
4:50	**4:54**	**5:08**	**4:50**	**5:02**	**5:10**
5:15	**5:19**	**5:33**	**5:15**	**5:27**	**5:35**
5:40	**5:43**	**5:56**	**5:40**	**5:52**	**6:00**
6:05	**6:08**	**6:21**	**6:05**	**6:17**	**6:25**
6:30	**6:33**	**6:46**	**6:30**	**6:42**	**6:50**
6:55	**6:58**	**7:11**	**6:56**	**7:06**	**7:14**
7:20	**7:23**	**7:36**	**7:41**	**7:51**	**7:59**
8:05	**8:08**	**8:21**	**8:26**	**8:35**	**8:42**
8:50	**8:53**	**9:04**	**9:11**	**9:20**	**9:27**
9:35	**9:38**	**9:49**	**9:56**	**10:05**	**10:12**
10:20	**10:23**	**10:34**	**10:40**	**10:48**	**10:54**
11:05	**11:08**	**11:19**	**11:25**	**11:33**	**11:39**
11:45	**11:48**	**11:59**	12:05	12:12	12:18
12:25	12:28	12:36	12:45	12:52	12:58
1:05	1:08	1:15	W 1:20	1:27	1:33

S from Cambridge Street & Felton Street on school days

W waits for last train to arrive Lechmere Station

PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

Sunday 69

Inbound			Outbound		
Harvard Sq/ Holyoke St	Inman Square	Lechmere Station	Lechmere Station	Inman Square	Harvard Sq/ Holyoke St
6:21	6:24	6:32	6:05	6:14	6:18
7:21	7:24	7:32	7:05	7:14	7:18
8:21	8:25	8:33	8:00	8:09	8:14
9:18	9:22	9:30	9:00	9:09	9:14
9:54	9:58	10:06	9:35	9:44	9:49
10:31	10:35	10:43	10:10	10:20	10:26
11:11	11:16	11:25	10:50	11:00	11:06
11:51	11:57	**12:06**	11:30	11:40	11:46
12:31	**12:37**	**12:46**	**12:10**	**12:20**	**12:26**
1:11	**1:17**	**1:26**	**12:50**	**1:01**	**1:07**
1:51	**1:57**	**2:06**	**1:30**	**1:41**	**1:47**
2:31	**2:37**	**2:46**	**2:10**	**2:21**	**2:27**
3:11	**3:17**	**3:26**	**2:50**	**3:01**	**3:07**
3:51	**3:57**	**4:06**	**3:30**	**3:41**	**3:47**
4:31	**4:37**	**4:45**	**4:10**	**4:21**	**4:27**
5:11	**5:17**	**5:25**	**4:50**	**5:01**	**5:07**
5:51	**5:57**	**6:05**	**5:30**	**5:41**	**5:47**
6:31	**6:37**	**6:45**	**6:10**	**6:21**	**6:27**
7:11	**7:17**	**7:25**	**6:50**	**7:00**	**7:05**
7:51	**7:56**	**8:03**	**7:30**	**7:40**	**7:45**
8:31	**8:36**	**8:43**	**8:10**	**8:19**	**8:24**
9:11	**9:16**	**9:23**	**8:50**	**8:59**	**9:04**
9:51	**9:56**	**10:03**	**9:30**	**9:39**	**9:44**
10:31	**10:36**	**10:43**	**10:10**	**10:19**	**10:24**
11:11	**11:16**	**11:23**	**10:50**	**10:58**	**11:03**
11:46	**11:50**	**11:57**	**11:30**	**11:38**	**11:43**
12:21	12:25	12:32	12:05	12:13	12:18
12:56	1:00	1:07	12:40	12:48	12:53
			W 1:18	1:25	1:30

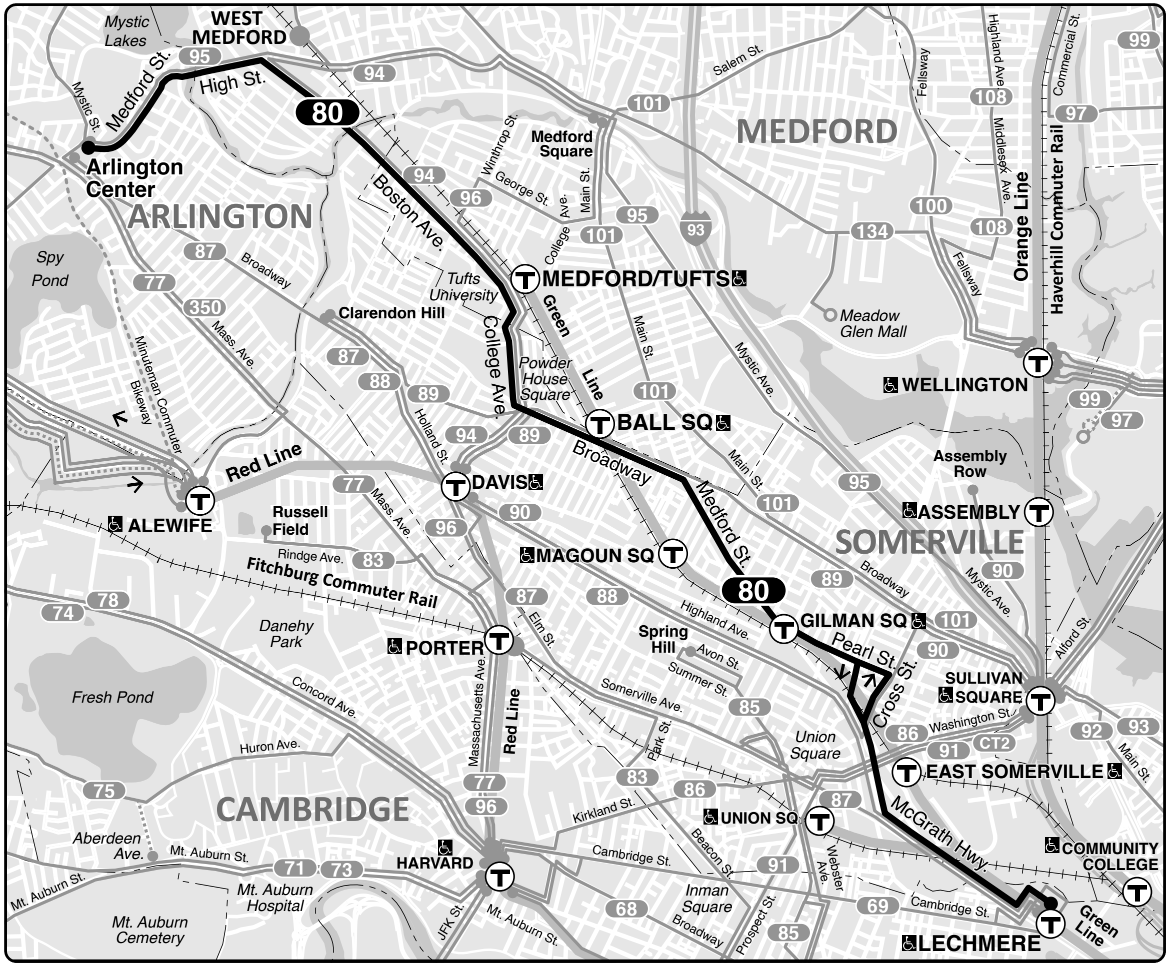
2022 Holidays

SUN	Memorial Day	SUN	Christmas Day
SUN	Independence Day	SUN	Christmas Day Observed
SUN	Labor Day	SAT	New Year's Eve
SUN	Thanksgiving Day	SUN	New Year's Day

Effective **December 18, 2022** Replaces August 2022

80 Arlington Ctr – Lechmere Sta

Schedule Change – Weekday



Connections

GREEN LINE D

- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.
- All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
Bus	**$1.70**	**$1.70**	**$0.85**
Bus + Subway	**$2.40**	**$4.10**	**$1.10**

Complete fare/pass rules and free/reduced fare eligibility: **mbta.com/fares** or call **617-222-3200**

Information **617-222-3200**
Lost and Found **617-222-2229**
TTY **617-222-5146**

Realtime arrival information, maps, and more

mbta.com

A125-3-22.1

Weekday 80

Inbound

Arlington Center	Powder Hse Square	Magoun Square	Lechmere Station
5:00	5:07	5:10	5:24
5:30	5:37	5:40	5:54
6:00	6:09	6:13	6:28
6:30	6:39	6:43	6:58
6:55	7:05	7:10	7:31
7:25	7:37	7:42	8:03
7:55	8:07	8:12	8:33
8:25	8:37	8:42	9:02
8:55	9:06	9:10	9:27
9:25	9:36	9:40	9:57
10:05	10:16	10:20	10:37
10:45	10:56	11:00	11:17
11:25	11:36	11:40	11:57
12:05	**12:16**	**12:20**	**12:37**
12:45	**12:56**	**1:00**	**1:17**
1:25	**1:36**	**1:40**	**1:57**
2:05	**2:16**	**2:20**	**2:37**
2:45	**2:56**	**3:00**	**3:17**
3:20	**3:31**	**3:35**	**3:52**
3:52	**4:05**	**4:09**	**4:26**
4:22	**4:35**	**4:39**	**4:56**
4:52	**5:05**	**5:10**	**5:28**
5:22	**5:35**	**5:40**	**5:58**
5:52	**6:05**	**6:10**	**6:26**
6:22	**6:33**	**6:38**	**6:54**
7:02	**7:11**	**7:15**	**7:29**
7:40	**7:49**	**7:53**	**8:06**
8:41	**8:48**	**8:51**	**9:04**
9:41	**9:48**	**9:51**	**10:04**
10:41	**10:48**	**10:51**	**11:04**
11:41	**11:48**	**11:51**	12:04
12:41	12:48	12:51	1:04

Outbound

Lechmere Station	Magoun Square	Powder Hse Square	Arlington Center
5:28	5:39	5:42	5:55
5:59	6:10	6:13	6:26
6:34	6:46	6:49	7:06
7:09	7:21	7:24	7:45
7:39	7:53	7:56	8:19
8:09	8:24	8:27	8:47
8:39	8:52	8:55	9:12
9:09	9:21	9:24	9:41
9:39	9:51	9:54	10:11
10:05	10:17	10:20	10:37
10:45	10:57	11:00	11:17
11:25	11:37	11:40	11:57
12:05	**12:17**	**12:20**	**12:37**
12:45	**12:57**	**1:00**	**1:17**
1:25	**1:37**	**1:40**	**1:57**
2:05	**2:17**	**2:20**	**2:38**
2:35	**2:47**	**2:50**	**3:08**
3:05	**3:20**	**3:24**	**3:43**
3:35	**3:50**	**3:54**	**4:13**
4:05	**4:20**	**4:24**	**4:43**
4:35	**4:50**	**4:54**	**5:16**
5:05	**5:20**	**5:24**	**5:46**
5:35	**5:50**	**5:54**	**6:14**
6:05	**6:20**	**6:23**	**6:41**
6:35	**6:47**	**6:50**	**7:08**
7:05	**7:17**	**7:20**	**7:36**
7:35	**7:47**	**7:50**	**8:05**
8:10	**8:21**	**8:24**	**8:37**
9:10	**9:21**	**9:24**	**9:37**
10:10	**10:21**	**10:24**	**10:37**
11:10	**11:21**	**11:24**	**11:37**
12:10	12:19	12:21	12:33
W 1:10	1:19	1:21	1:33

Saturday 80

Inbound

Arlington Center	Powder Hse Square	Magoun Square	Lechmere Station
5:05	5:13	5:15	5:28
6:00	6:08	6:10	6:23
6:30	6:38	6:40	6:53
7:00	7:08	7:10	7:23
7:30	7:38	7:40	7:53
8:00	8:09	8:12	8:26
8:30	8:39	8:42	8:56
9:01	9:11	9:14	9:28
9:31	9:41	9:44	9:58
10:01	10:11	10:14	10:28
10:36	10:46	10:49	11:03
11:11	11:21	11:24	11:40
11:46	11:56	11:59	**12:15**
12:21	**12:31**	**12:34**	**12:50**
12:56	**1:06**	**1:09**	**1:25**
1:31	**1:41**	**1:44**	**2:00**
2:06	**2:16**	**2:19**	**2:35**
2:41	**2:51**	**2:54**	**3:10**
3:16	**3:26**	**3:29**	**3:45**
3:51	**4:01**	**4:04**	**4:20**
4:26	**4:36**	**4:39**	**4:55**
5:01	**5:11**	**5:14**	**5:30**
5:36	**5:46**	**5:49**	**6:05**
6:11	**6:21**	**6:24**	**6:40**
6:50	**7:00**	**7:03**	**7:19**
7:55	**8:03**	**8:06**	**8:19**
8:55	**9:03**	**9:06**	**9:19**
9:55	**10:02**	**10:05**	**10:17**
10:55	**11:02**	**11:05**	**11:17**
11:55	12:02	12:05	12:17
12:50	12:57	1:00	1:12

Outbound

Lechmere Station	Magoun Square	Powder Hse Square	Arlington Center
5:30	5:40	5:43	5:56
6:30	6:40	6:43	6:56
7:00	7:10	7:13	7:26
7:30	7:40	7:43	7:56
8:00	8:10	8:13	8:26
8:30	8:40	8:43	8:58
9:00	9:10	9:13	9:28
9:30	9:40	9:43	9:58
10:00	10:10	10:13	10:28
10:35	10:48	10:51	11:07
11:10	11:23	11:26	11:42
11:45	11:58	**12:01**	**12:17**
12:20	**12:33**	**12:36**	**12:52**
12:55	**1:08**	**1:11**	**1:27**
1:30	**1:43**	**1:46**	**2:02**
2:05	**2:18**	**2:21**	**2:37**
2:40	**2:53**	**2:56**	**3:12**
3:15	**3:28**	**3:31**	**3:47**
3:50	**4:03**	**4:06**	**4:22**
4:25	**4:38**	**4:41**	**4:57**
5:00	**5:13**	**5:16**	**5:32**
5:35	**5:47**	**5:49**	**6:04**
6:15	**6:27**	**6:29**	**6:44**
7:21	**7:33**	**7:35**	**7:50**
8:21	**8:33**	**8:35**	**8:50**
9:23	**9:33**	**9:35**	**9:48**
10:23	**10:32**	**10:34**	**10:47**
11:23	**11:32**	**11:34**	**11:47**
12:23	12:31	12:33	12:44
W 1:18	1:26	1:28	1:39

Sunday 80

Inbound

Arlington Center	Powder Hse Square	Magoun Square	Lechmere Station
6:30	6:38	6:41	6:53
7:30	7:38	7:41	7:53
8:30	8:38	8:41	8:53
9:30	9:39	9:42	9:55
10:35	10:45	10:48	11:01
11:45	11:56	11:59	**12:13**
12:55	**1:06**	**1:09**	**1:23**
2:05	**2:16**	**2:19**	**2:33**
3:15	**3:26**	**3:29**	**3:43**
4:25	**4:36**	**4:39**	**4:53**
5:35	**5:45**	**5:48**	**6:00**
6:45	**6:54**	**6:57**	**7:09**
7:55	**8:04**	**8:07**	**8:19**
9:05	**9:14**	**9:17**	**9:29**
10:15	**10:24**	**10:27**	**10:39**
11:25	**11:33**	**11:36**	**11:48**

Outbound

Lechmere Station	Magoun Square	Powder Hse Square	Arlington Center
7:00	7:09	7:11	7:23
8:00	8:09	8:11	8:23
9:00	9:10	9:12	9:25
10:00	10:10	10:12	10:27
11:10	11:22	11:25	11:40
12:20	**12:32**	**12:35**	**12:50**
1:30	**1:42**	**1:45**	**2:00**
2:40	**2:52**	**2:55**	**3:10**
3:50	**4:01**	**4:04**	**4:19**
5:00	**5:11**	**5:14**	**5:29**
6:10	**6:21**	**6:24**	**6:38**
7:20	**7:31**	**7:34**	**7:47**
8:30	**8:40**	**8:42**	**8:55**
9:40	**9:50**	**9:52**	**10:05**
10:50	**10:59**	**11:01**	**11:13**
12:00	12:08	12:10	12:20

W waits for last train to arrive Lechmere Station

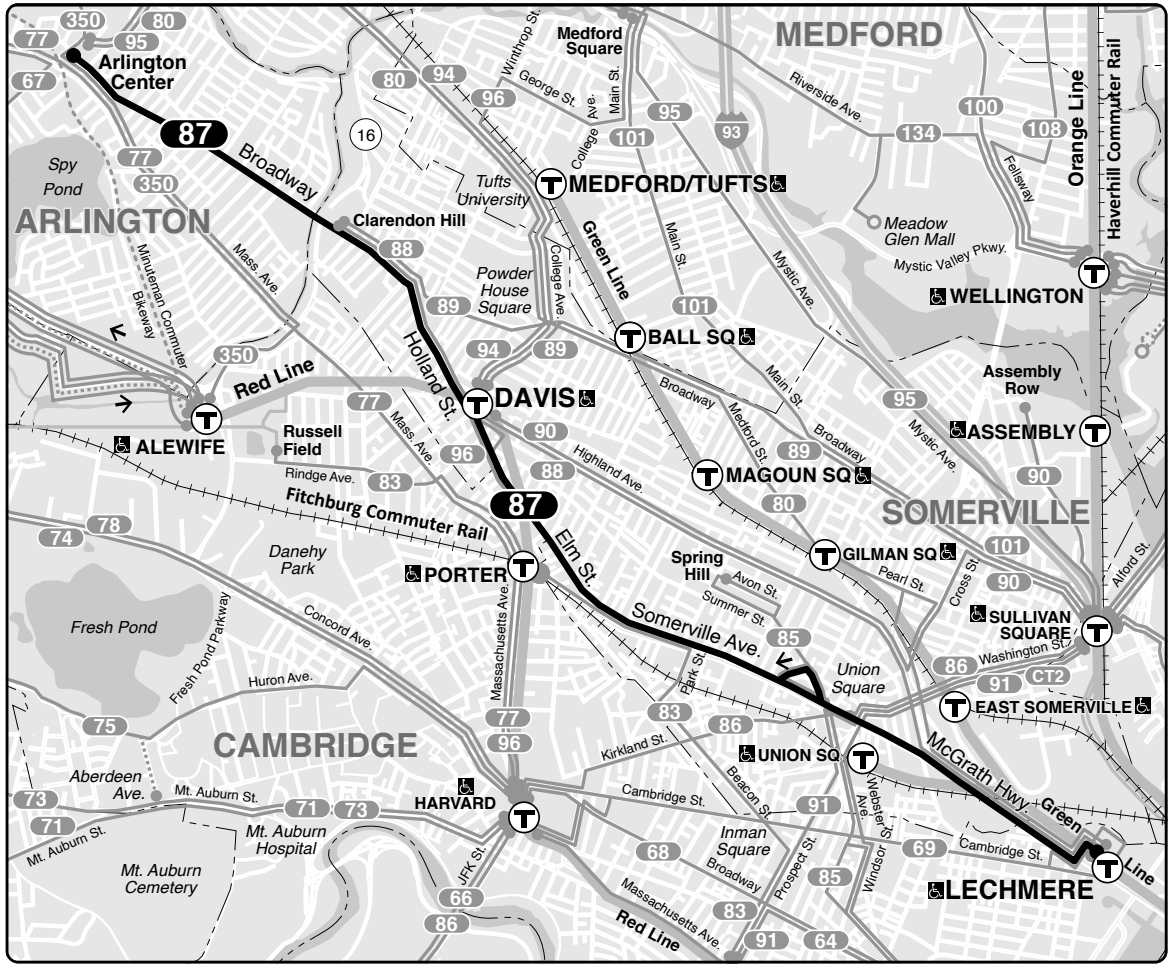
PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

2022-2023 Holidays

- SUN Christmas Day
- SAT New Year's Eve
- SAT MLK Jr. Day
- SAT Presidents' Day
- SUN Christmas Day Observed
- SUN New Year's Day
- SUN New Year's Day Observed



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Bus + Subway	**$2.40**	**$4.10**	**$1.10**

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mbta.com/fares or call **617-222-3200**

E□ective **December 18, 2022** Replaces August 2022

87 Clarendon Hill or Arlington Ctr – Lechmere Sta

Schedule Change – Weekday

Connections

RED LINE

GREEN LINE **E**

Information **617-222-3200**
Lost and Found **617-222-2229**
TTY **617-222-5146**

Realtime arrival information, maps, and more
mbta.com

A125-3-22.1

Weekday 87

Inbound				Outbound			
Arlington Center	Clarendon Hill	Davis Station	Lechmere Station	Lechmere Station	Davis Station	Clarendon Hill	Arlington Center
-	5:05	5:08	5:26	5:29	5:42	5:48	-
-	5:25	5:28	5:46	5:50	6:03	6:09	6:13
-	5:50	5:53	6:14	6:14	6:27	6:33	6:37
-	6:08	6:12	6:34	6:34	6:47	6:53	6:57
6:19	6:24	6:27	6:49	6:54	7:09	7:15	7:21
6:35	6:40	6:43	7:05	7:14	7:30	7:36	7:42
6:51	6:56	6:59	7:21	7:29	7:45	7:51	7:57
7:07	7:12	7:15	7:38	7:47	8:04	8:13	8:19
7:23	7:28	7:33	8:02	8:06	8:23	8:32	8:38
7:39	7:44	7:49	8:19	8:27	8:44	8:53	8:59
7:56	8:02	8:07	8:40	8:49	9:06	9:15	9:21
8:14	8:20	8:25	8:58	9:11	9:28	9:37	9:43
8:32	8:38	8:43	9:11	9:33	9:50	9:59	10:05
8:52	8:58	9:01	9:25	9:53	10:10	10:19	10:25
9:13	9:18	9:21	9:45	10:22	10:39	10:48	10:54
9:35	9:40	9:43	10:07	10:52	11:10	11:20	11:25
10:00	10:05	10:08	10:32	11:22	11:40	11:50	11:55
10:30	10:35	10:38	11:03	11:52	**12:10**	**12:20**	**12:25**
11:00	11:05	11:08	11:35	**12:22**	**12:40**	**12:50**	**12:55**
11:30	11:35	11:38	**12:05**	**12:52**	**1:10**	**1:20**	**1:25**
12:00	**12:05**	**12:08**	**12:35**	**1:22**	**1:40**	**1:50**	**1:55**
12:30	**12:35**	**12:38**	**1:05**	**1:52**	**2:10**	**2:20**	**2:25**
1:00	**1:05**	**1:08**	**1:35**	**2:22**	**2:40**	**2:50**	**2:55**
1:30	**1:35**	**1:38**	**2:05**	**2:48**	**3:06**	**3:16**	**3:21**
2:00	**2:05**	**2:08**	**2:35**	**3:08**	**3:26**	**3:36**	**3:41**
2:17	**2:22**	**2:25**	**2:54**	**3:28**	**3:46**	**3:56**	**4:01**
2:37	**2:42**	**2:45**	**3:14**	**3:48**	**4:06**	**4:16**	**4:21**
2:57	**3:02**	**3:05**	**3:34**	**4:09**	**4:27**	**4:38**	**4:45**
3:15	**3:20**	**3:23**	**3:52**	**4:30**	**4:49**	**5:01**	**5:08**
3:35	**3:40**	**3:43**	**4:12**	**4:50**	**5:09**	**5:21**	**5:28**
3:55	**4:00**	**4:03**	**4:32**	**5:10**	**5:29**	**5:41**	**5:48**
4:15	**4:20**	**4:23**	**4:52**	**5:30**	**5:49**	**6:01**	**6:05**
4:36	**4:41**	**4:44**	**5:14**	**5:50**	**6:09**	**6:21**	**6:25**
4:57	**5:02**	**5:05**	**5:35**	**6:10**	**6:28**	**6:37**	**6:41**
5:17	**5:22**	**5:25**	**5:55**	**6:30**	**6:46**	**6:54**	**6:58**
5:37	**5:42**	**5:45**	**6:15**	**6:50**	**7:06**	**7:14**	**7:18**
5:57	**6:02**	**6:05**	**6:34**	**7:10**	**7:26**	**7:34**	**7:38**
6:17	**6:22**	**6:25**	**6:51**	**7:30**	**7:46**	**7:54**	**7:58**
6:37	**6:42**	**6:45**	**7:09**	**7:55**	**8:11**	**8:19**	**-**
7:03	**7:07**	**7:10**	**7:30**	**8:25**	**8:38**	**8:44**	**-**
7:23	**7:27**	**7:30**	**7:50**	**8:55**	**9:08**	**9:14**	**-**
7:50	**7:54**	**7:57**	**8:15**	**9:25**	**9:38**	**9:44**	**-**
-	**8:25**	**8:28**	**8:46**	**9:50**	**10:03**	**10:09**	**-**
-	**8:55**	**8:58**	**9:16**	**10:20**	**10:33**	**10:39**	**-**
-	**9:25**	**9:28**	**9:46**	**10:50**	**11:03**	**11:09**	**-**
-	**9:55**	**9:58**	**10:14**	**11:22**	**11:35**	**11:41**	**-**
-	**10:26**	**10:29**	**10:45**	**11:55**	12:07	12:13	-
-	**10:58**	**11:01**	**11:16**	12:25	12:37	12:43	-
-	**11:30**	**11:33**	**11:48**	12:55	1:07	1:13	-
-	12:00	12:03	12:17	W 1:22	1:34	1:40	-
-	12:30	12:33	12:47				
-	1:00	1:03	1:17				

Saturday 87

Inbound				Outbound			
Arlington Center	Clarendon Hill	Davis Station	Lechmere Station	Lechmere Station	Davis Station	Clarendon Hill	Arlington Center
-	5:15	5:18	5:31	5:38	5:50	5:55	6:00
-	5:45	5:48	6:02	6:10	6:22	6:27	6:32
6:10	6:15	6:18	6:34	6:40	6:52	6:57	7:02
6:40	6:45	6:48	7:04	7:10	7:23	7:28	7:33
7:10	7:15	7:18	7:34	7:40	7:53	7:58	8:03
7:40	7:45	7:48	8:05	8:10	8:23	8:28	8:33
8:10	8:15	8:18	8:35	8:40	8:56	9:02	9:07
8:40	8:45	8:48	9:05	9:10	9:26	9:32	9:37
9:13	9:19	9:22	9:39	9:35	9:51	9:57	10:02
9:43	9:49	9:52	10:15	10:02	10:18	10:24	10:29
10:10	10:16	10:20	10:43	10:20	10:38	10:44	10:50
10:35	10:41	10:45	11:08	10:47	11:06	11:12	11:18
11:07	11:13	11:17	11:43	11:15	11:34	11:40	11:46
11:35	11:41	11:45	**12:11**	11:40	11:59	**12:05**	**12:11**
12:00	**12:06**	**12:10**	**12:36**	**12:05**	**12:24**	**12:30**	**12:36**
12:25	**12:31**	**12:35**	**1:01**	**12:30**	**12:49**	**12:55**	**1:01**
12:50	**12:56**	**1:00**	**1:24**	**12:55**	**1:14**	**1:20**	**1:26**
1:15	**1:21**	**1:25**	**1:49**	**1:20**	**1:39**	**1:45**	**1:51**
1:41	**1:47**	**1:51**	**2:15**	**1:45**	**2:04**	**2:10**	**2:16**
2:06	**2:12**	**2:16**	**2:40**	**2:10**	**2:29**	**2:35**	**2:41**
2:31	**2:37**	**2:41**	**3:05**	**2:35**	**2:54**	**3:00**	**3:06**
2:56	**3:02**	**3:06**	**3:30**	**3:00**	**3:19**	**3:25**	**3:31**
3:21	**3:27**	**3:31**	**3:55**	**3:25**	**3:44**	**3:50**	**3:56**
3:46	**3:52**	**3:56**	**4:19**	**3:50**	**4:09**	**4:15**	**4:21**
4:11	**4:17**	**4:21**	**4:44**	**4:15**	**4:34**	**4:40**	**4:46**
4:36	**4:42**	**4:46**	**5:09**	**4:40**	**4:58**	**5:04**	**5:10**
5:01	**5:07**	**5:11**	**5:34**	**5:05**	**5:23**	**5:29**	**5:35**
5:26	**5:32**	**5:36**	**5:59**	**5:30**	**5:48**	**5:54**	**6:00**
5:51	**5:57**	**6:01**	**6:24**	**5:55**	**6:13**	**6:19**	**6:25**
6:16	**6:22**	**6:26**	**6:49**	**6:20**	**6:36**	**6:42**	**6:48**
6:45	**6:51**	**6:55**	**7:14**	**6:50**	**7:05**	**7:11**	**7:17**
7:25	**7:30**	**7:33**	**7:51**	**7:25**	**7:40**	**7:46**	**7:52**
8:00	**8:05**	**8:08**	**8:24**	**8:05**	**8:20**	**8:26**	**-**
-	**8:40**	**8:43**	**8:59**	**8:50**	**9:05**	**9:11**	**-**
-	**9:20**	**9:23**	**9:39**	**9:30**	**9:45**	**9:51**	**-**
-	**9:57**	**10:00**	**10:16**	**10:05**	**10:20**	**10:25**	**-**
-	**10:32**	**10:35**	**10:51**	**10:40**	**10:55**	**11:00**	**-**
-	**11:07**	**11:10**	**11:26**	**11:15**	**11:30**	**11:33**	**-**
-	**11:40**	**11:43**	**11:59**	**11:50**	12:04	12:07	-
-	12:20	12:23	12:37	12:30	12:44	12:47	-
-	12:55	12:58	1:12	W 1:20	1:33	1:36	-

Sunday 87

Inbound			Outbound			
Clarendon Hill	Davis Station	Lechmere Station	Lechmere Station	Davis Station	Clarendon Hill
6:00	6:03	6:18	6:38	6:52	6:58
7:00	7:03	7:18	7:38	7:52	7:58
8:00	8:03	8:18	8:38	8:52	8:58
8:55	8:58	9:13	9:35	9:50	9:57
9:30	9:33	9:48	10:15	10:30	10:38
10:05	10:08	10:26	10:55	11:13	11:21
10:45	10:48	11:07	11:35	11:53	**12:01**
11:25	11:29	11:50	**12:15**	**12:33**	**12:41**
12:05	**12:09**	**12:30**	**12:55**	**1:13**	**1:21**
12:45	**12:49**	**1:10**	**1:35**	**1:53**	**2:01**
1:25	**1:29**	**1:50**	**2:15**	**2:33**	**2:41**
2:05	**2:09**	**2:30**	**2:55**	**3:13**	**3:21**
2:45	**2:49**	**3:10**	**3:35**	**3:53**	**4:01**
3:25	**3:29**	**3:50**	**4:15**	**4:33**	**4:41**
4:05	**4:09**	**4:30**	**4:55**	**5:13**	**5:21**
4:45	**4:49**	**5:10**	**5:35**	**5:53**	**6:01**
5:25	**5:29**	**5:50**	**6:15**	**6:33**	**6:41**
6:05	**6:09**	**6:27**	**7:00**	**7:18**	**7:26**
6:45	**6:49**	**7:07**	**7:55**	**8:12**	**8:19**
7:30	**7:33**	**7:50**	**8:55**	**9:10**	**9:16**
8:30	**8:33**	**8:49**	**9:50**	**10:03**	**10:09**
9:25	**9:28**	**9:44**	**10:40**	**10:53**	**10:59**
10:15	**10:18**	**10:34**	**11:30**	**11:43**	**11:49**
11:05	**11:08**	**11:24**	12:20	12:32	12:38
11:55	**11:58**	12:11	W 1:18	1:29	1:35
12:45	12:48	1:01			

W waits for last train to arrive station

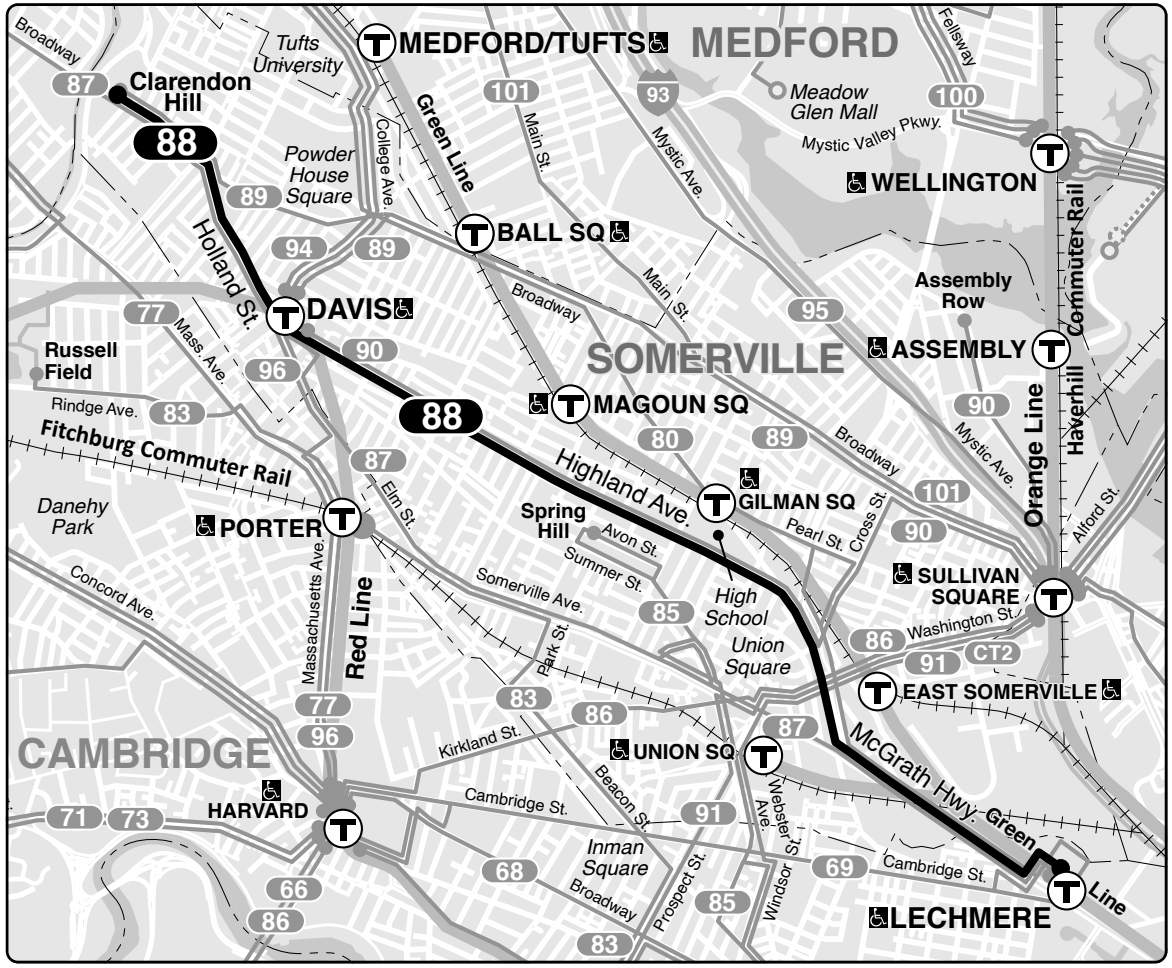
PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

2022-2023 Holidays

- SUN Christmas Day
- SAT New Year's Eve
- SAT MLK Jr. Day
- SAT Presidents' Day
- SUN Christmas Day Observed
- SUN New Year's Day
- SUN New Year's Day Observed



- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.

All MBTA buses are accessible to people with disabilities.

	CharlieCard	Cash on board	Reduced fare
Bus	**$1.70**	**$1.70**	**$0.85**
Bus + Subway	**$2.40**	**$4.10**	**$1.10**

Complete fare/pass rules and free/reduced fare eligibility:
mbta.com/fares or call **617-222-3200**

E□ective **December 18, 2022** Replaces August 2022

88 Clarendon Hill – Lechmere Sta

Schedule Change – Weekday

Connections

RED LINE

GREEN LINE **E**

Information **617-222-3200**
Lost and Found **617-222-2229**
TTY **617-222-5146**

Realtime arrival information, maps, and more
mbta.com

A125-3-22.1

Weekday 88

Inbound				Outbound			
Clarendon Hill	Davis Station	Somerville High	Lechmere Station	Lechmere Station	Somerville High	Davis Station	Clarendon Hill
5:15	5:18	5:23	5:33	5:37	5:43	5:49	5:55
5:40	5:43	5:48	5:58	6:04	6:10	6:16	6:22
6:00	6:03	6:12	6:26	6:24	6:30	6:36	6:42
6:16	6:19	6:28	6:42	6:44	6:50	6:56	7:02
6:32	6:35	6:44	6:58	7:04	7:11	7:19	7:25
6:48	6:51	7:00	7:14	7:21	7:28	7:36	7:42
7:04	7:07	7:16	7:30	7:38	7:45	7:53	7:59
7:15	7:18	7:27	7:42	7:56	8:04	8:14	8:23
7:23	7:26	7:35	7:51	8:16	8:24	8:34	8:43
7:36	7:41	7:51	8:07	8:38	8:46	8:56	9:05
7:53	7:58	8:10	8:26	9:00	9:07	9:15	9:24
8:11	8:16	8:28	8:44	9:22	9:29	9:37	9:46
8:29	8:34	8:46	9:02	9:43	9:50	9:58	10:07
8:48	8:53	9:04	9:18	10:10	10:17	10:25	10:34
9:08	9:11	9:22	9:36	10:40	10:47	10:55	11:05
9:29	9:32	9:43	9:57	11:10	11:18	11:26	11:36
9:51	9:54	10:05	10:19	11:40	11:48	11:56	**12:06**
10:20	10:23	10:34	10:48	**12:10**	**12:18**	**12:26**	**12:36**
10:50	10:53	11:03	11:17	**12:40**	**12:48**	**12:56**	**1:06**
11:20	11:23	11:33	11:47	**1:10**	**1:18**	**1:26**	**1:36**
11:50	11:53	**12:03**	**12:17**	**1:40**	**1:48**	**1:56**	**2:06**
12:20	**12:23**	**12:33**	**12:47**	**2:10**	**2:18**	**2:26**	**2:36**
12:50	**12:53**	**1:03**	**1:17**	S -	**2:35**	**2:43**	**2:53**
1:20	**1:23**	**1:33**	**1:47**	S -	**2:40**	**2:48**	**2:58**
1:50	**1:53**	**2:03**	**2:17**	**2:40**	**2:48**	**2:56**	**3:06**
2:13	**2:16**	**2:26**	**2:40**	**3:00**	**3:08**	**3:16**	**3:26**
2:32	**2:35**	**2:45**	**2:59**	**3:20**	**3:28**	**3:36**	**3:46**
2:52	**2:55**	**3:05**	**3:19**	**3:40**	**3:48**	**3:56**	**4:06**
3:12	**3:15**	**3:25**	**3:39**	**4:00**	**4:08**	**4:16**	**4:26**
3:32	**3:35**	**3:45**	**3:59**	**4:20**	**4:28**	**4:38**	**4:50**
3:52	**3:55**	**4:05**	**4:19**	**4:40**	**4:49**	**4:59**	**5:11**
4:10	**4:13**	**4:23**	**4:37**	**5:00**	**5:09**	**5:19**	**5:31**
4:30	**4:33**	**4:43**	**4:57**	**5:20**	**5:29**	**5:39**	**5:51**
4:54	**4:57**	**5:07**	**5:23**	**5:40**	**5:49**	**5:59**	**6:11**
5:14	**5:17**	**5:27**	**5:43**	**6:00**	**6:09**	**6:19**	**6:31**
5:34	**5:37**	**5:47**	**6:03**	**6:20**	**6:29**	**6:37**	**6:45**
5:54	**5:57**	**6:07**	**6:23**	**6:40**	**6:47**	**6:55**	**7:03**
6:14	**6:17**	**6:27**	**6:41**	**7:00**	**7:07**	**7:15**	**7:23**
6:34	**6:37**	**6:46**	**6:59**	**7:20**	**7:27**	**7:35**	**7:43**
6:55	**6:58**	**7:05**	**7:15**	**7:40**	**7:47**	**7:55**	**8:03**
7:15	**7:18**	**7:25**	**7:35**	**8:10**	**8:17**	**8:25**	**8:32**
7:39	**7:42**	**7:49**	**7:59**	**8:40**	**8:46**	**8:52**	**8:58**
8:10	**8:13**	**8:20**	**8:30**	**9:10**	**9:16**	**9:22**	**9:28**
8:40	**8:43**	**8:50**	**9:00**	**9:40**	**9:46**	**9:52**	**9:58**
9:10	**9:13**	**9:20**	**9:30**	**10:05**	**10:11**	**10:17**	**10:23**
9:40	**9:43**	**9:50**	**10:00**	**10:35**	**10:41**	**10:47**	**10:53**
10:10	**10:13**	**10:20**	**10:30**	**11:07**	**11:13**	**11:19**	**11:25**
10:42	**10:45**	**10:52**	**11:02**	**11:39**	**11:45**	**11:51**	**11:57**
11:14	**11:17**	**11:24**	**11:34**	12:10	12:16	12:21	12:27
11:45	**11:48**	**11:55**	12:05	12:40	12:46	12:51	12:57
12:15	12:18	12:23	12:33	W 1:22	1:28	1:33	1:39
12:50	12:53	12:58	1:08				

Saturday 88

Inbound				Outbound			
Clarendon Hill	Davis Station	Somerville High	Lechmere Station	Lechmere Station	Somerville High	Davis Station	Clarendon Hill
5:30	5:33	5:38	5:47	5:55	6:01	6:07	6:12
6:00	6:03	6:08	6:18	6:25	6:31	6:37	6:42
6:30	6:33	6:38	6:48	6:55	7:01	7:07	7:12
7:00	7:03	7:08	7:18	7:25	7:31	7:37	7:42
7:30	7:33	7:38	7:48	7:55	8:01	8:07	8:12
8:00	8:03	8:10	8:20	8:25	8:31	8:39	8:45
8:30	8:33	8:40	8:50	8:55	9:01	9:09	9:15
9:02	9:05	9:13	9:24	9:25	9:31	9:39	9:45
9:33	9:36	9:44	9:55	9:55	10:02	10:11	10:17
10:00	10:04	10:13	10:26	10:30	10:37	10:46	10:52
10:30	10:34	10:43	10:56	11:05	11:12	11:21	11:27
11:00	11:04	11:13	11:26	11:30	11:37	11:46	11:52
11:31	11:35	11:44	11:57	11:55	**12:02**	**12:11**	**12:17**
11:56	**12:00**	**12:09**	**12:22**	**12:20**	**12:27**	**12:36**	**12:42**
12:21	**12:25**	**12:34**	**12:47**	**12:45**	**12:52**	**1:01**	**1:07**
12:46	**12:50**	**12:59**	**1:11**	**1:10**	**1:17**	**1:26**	**1:32**
1:11	**1:15**	**1:24**	**1:36**	**1:35**	**1:42**	**1:51**	**1:57**
1:36	**1:40**	**1:49**	**2:01**	**2:00**	**2:07**	**2:16**	**2:22**
2:01	**2:05**	**2:14**	**2:26**	**2:25**	**2:32**	**2:41**	**2:47**
2:26	**2:30**	**2:39**	**2:51**	**2:50**	**2:57**	**3:06**	**3:12**
2:51	**2:55**	**3:04**	**3:16**	**3:15**	**3:22**	**3:30**	**3:36**
3:16	**3:20**	**3:29**	**3:41**	**3:40**	**3:47**	**3:55**	**4:01**
3:41	**3:45**	**3:54**	**4:06**	**4:05**	**4:12**	**4:20**	**4:26**
4:06	**4:10**	**4:19**	**4:31**	**4:30**	**4:37**	**4:45**	**4:51**
4:31	**4:35**	**4:44**	**4:56**	**4:55**	**5:02**	**5:10**	**5:16**
4:56	**5:00**	**5:09**	**5:21**	**5:20**	**5:27**	**5:35**	**5:41**
5:21	**5:25**	**5:34**	**5:46**	**5:45**	**5:52**	**6:00**	**6:06**
5:48	**5:52**	**6:01**	**6:13**	**6:10**	**6:17**	**6:25**	**6:31**
6:13	**6:17**	**6:26**	**6:38**	**6:35**	**6:42**	**6:50**	**6:56**
6:36	**6:39**	**6:48**	**7:00**	**7:05**	**7:12**	**7:20**	**7:26**
7:08	**7:11**	**7:20**	**7:32**	**7:45**	**7:51**	**7:59**	**8:05**
7:40	**7:43**	**7:52**	**8:02**	**8:30**	**8:36**	**8:43**	**8:49**
8:20	**8:23**	**8:32**	**8:42**	**9:10**	**9:16**	**9:23**	**9:29**
9:00	**9:03**	**9:11**	**9:21**	**9:50**	**9:56**	**10:03**	**10:08**
9:40	**9:43**	**9:51**	**10:01**	**10:25**	**10:31**	**10:38**	**10:43**
10:15	**10:18**	**10:26**	**10:36**	**11:00**	**11:06**	**11:13**	**11:18**
10:50	**10:53**	**11:01**	**11:11**	**11:35**	**11:41**	**11:48**	**11:51**
11:23	**11:26**	**11:32**	**11:42**	12:10	12:16	12:23	12:26
12:00	12:03	12:09	12:19	12:45	12:50	12:57	1:00
12:40	12:43	12:49	12:59	W 1:20	1:25	1:32	1:35

Sunday 88

Inbound				Outbound			
Clarendon Hill	Davis Station	Somerville High	Lechmere Station	Lechmere Station	Somerville High	Davis Station	Clarendon Hill
6:40	6:43	6:49	6:58	6:20	6:26	6:32	6:38
7:40	7:43	7:49	7:58	7:20	7:26	7:32	7:38
8:40	8:43	8:49	8:58	8:20	8:26	8:32	8:38
9:10	9:13	9:19	9:29	9:15	9:22	9:28	9:35
9:45	9:48	9:54	10:05	9:57	10:04	10:10	10:17
10:25	10:28	10:35	10:46	10:37	10:44	10:51	10:59
11:05	11:09	11:17	11:29	11:17	11:24	11:32	11:40
11:45	11:49	11:57	**12:09**	11:57	**12:04**	**12:12**	**12:20**
12:25	**12:29**	**12:37**	**12:49**	**12:37**	**12:44**	**12:52**	**1:00**
1:05	**1:09**	**1:17**	**1:29**	**1:17**	**1:24**	**1:32**	**1:40**
1:45	**1:49**	**1:57**	**2:09**	**1:57**	**2:04**	**2:12**	**2:20**
2:25	**2:29**	**2:37**	**2:49**	**2:37**	**2:44**	**2:52**	**3:00**
3:05	**3:09**	**3:17**	**3:29**	**3:17**	**3:24**	**3:32**	**3:40**
3:45	**3:49**	**3:57**	**4:09**	**3:57**	**4:04**	**4:12**	**4:20**
4:25	**4:29**	**4:37**	**4:49**	**4:37**	**4:44**	**4:52**	**5:00**
5:05	**5:09**	**5:17**	**5:29**	**5:17**	**5:24**	**5:32**	**5:40**
5:45	**5:49**	**5:57**	**6:09**	**5:57**	**6:04**	**6:12**	**6:20**
6:25	**6:29**	**6:37**	**6:49**	**6:37**	**6:44**	**6:52**	**7:00**
7:05	**7:08**	**7:15**	**7:25**	**7:30**	**7:37**	**7:45**	**7:53**
8:00	**8:03**	**8:10**	**8:20**	**8:25**	**8:32**	**8:39**	**8:46**
9:00	**9:03**	**9:10**	**9:20**	**9:25**	**9:32**	**9:37**	**9:43**
9:50	**9:53**	**10:00**	**10:10**	**10:15**	**10:22**	**10:27**	**10:33**
10:40	**10:43**	**10:48**	**10:58**	**11:05**	**11:12**	**11:17**	**11:23**
11:30	**11:33**	**11:38**	**11:48**	**11:55**	12:02	12:07	12:13
12:18	12:21	12:26	12:36	12:40	12:44	12:49	12:55
12:58	1:01	1:06	1:16	W 1:18	1:22	1:27	1:33

S runs only on school days

W waits for last train to arrive station

PM times are **bold**

Information in this timetable is subject to change without notice. Traffic and weather may affect running times.

Always check bus destination signs before boarding. Some buses may only serve a part, or skip portions of this route.

2022-2023 Holidays

SUN	Christmas Day	SUN	Christmas Day Observed
SAT	New Year's Eve	SUN	New Year's Day
SAT	MLK Jr. Day	SUN	New Year's Day Observed
SAT	Presidents' Day		

SILVER LINE

Weekday

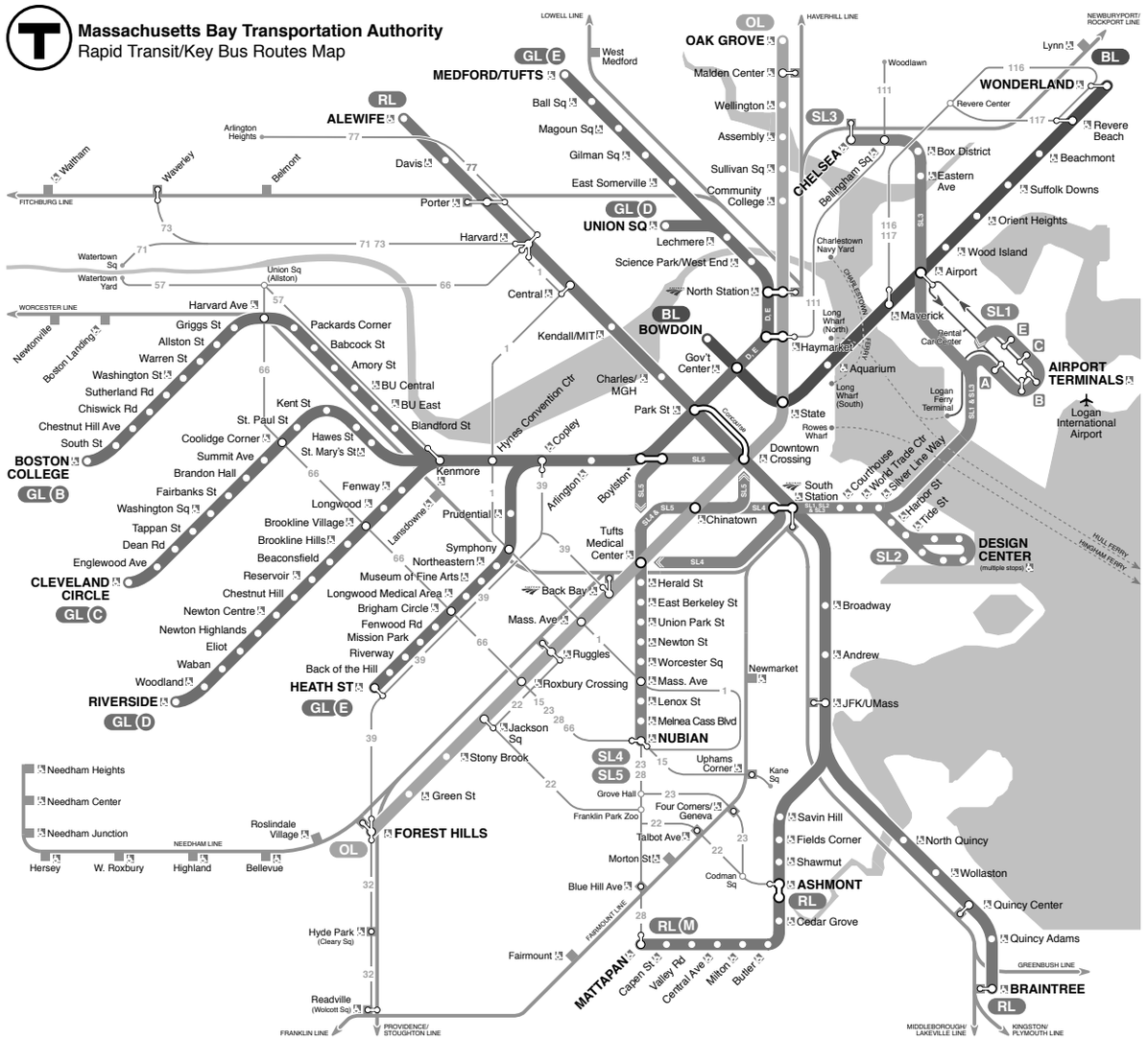
		First	Last	Every...
SL1	Logan Airport	5:39 AM	1:21 AM **	9-17 min
	South Station	5:35 AM	1:02 AM *	
SL2	Drydock	5:52 AM	12:27 AM	7-17 min
	South Station	5:34 AM	12:40 AM	
SL3	Chelsea Station	4:55 AM	12:57 AM **	9-18 min
	South Station	4:20 AM	12:27 AM *	
SL4	Nubian Station	5:17 AM	12:16 AM	11-20 min
	South Station	5:40 AM	12:34 AM	
SL5	Nubian Station	5:15 AM	12:44 AM	6-15 min
	Downtown Crossing	5:32 AM	1:07 AM *	

Saturday

		First	Last	Every...
SL1	Logan Airport	5:48 AM	1:15 AM **	9-13 min
	South Station	5:45 AM	12:59 AM *	
SL2	Drydock	6:06 AM	12:33 AM	14-17 min
	South Station	5:47 AM	12:45 AM	
SL3	Chelsea Station	5:30 AM	1:26 AM **	8-16 min
	South Station	4:56 AM	12:55 AM *	
SL4	Nubian Station	5:23 AM	12:20 AM	13-20 min
	South Station	5:40 AM	12:40 AM	
SL5	Nubian Station	5:19 AM	12:43 AM	6-11 min
	Downtown Crossing	5:34 AM	1:00 AM *	

Sunday

		First	Last	Every...
SL1	Logan Airport	5:50 AM	1:12 AM **	7-12 min
	South Station	6:12 AM	1:00 AM *	
SL2	Drydock	6:51 AM	12:51 AM	15 min
	South Station	6:35 AM	12:39 AM	
SL3	Chelsea Station	6:26 AM	1:25 AM **	12-15 min
	South Station	5:53 AM	12:55 AM *	
SL4	Nubian Station	6:02 AM	12:20 AM	15-20 min
	South Station	6:20 AM	12:40 AM	
SL5	Nubian Station	6:00 AM	12:25 AM	9-12 min
	Downtown Crossing	6:16 AM	12:47 AM *	



Effective **December 18, 2022**

Replaces August, 2022

RED LINE
ORANGE LINE
GREEN LINE
BLUE LINE
SILVER LINE

mbta.com
@mbta
617-222-3200
617-222-5146 (TTY)

Massachusetts Bay Transportation Authority

RED LINE (M)

Weekday
every 6-9 mins within trunk, 12-17 mins on branches

	First	Last	Every...
Alewife	5:16 AM	12:30 AM *	6-17 min
Ashmont	5:16 AM	12:30 AM *	
Alewife	5:24 AM	12:23 AM	6-17 min
Braintree	5:12 AM	12:11 AM	
(M) Ashmont	5:14 AM	1:05 AM *	6-12 min
Mattapan	5:02 AM	12:53 AM	

Saturday
every 8-9 mins within trunk, 13-17 mins on branches

	First	Last	Every...
Alewife	5:22 AM	12:30 AM *	8-17 min
Ashmont	5:16 AM	12:30 AM *	
Alewife	5:30 AM	12:25 AM	8-17 min
Braintree	5:14 AM	12:11 AM	
(M) Ashmont	5:12 AM	1:05 AM *	13 min
Mattapan	5:02 AM	12:54 AM	

Sunday
every 8-9 mins within trunk, 13-18 mins on branches

	First	Last	Every...
Alewife	6:06 AM	12:30 AM *	8-18 min
Ashmont	6:00 AM	12:30 AM *	
Alewife	6:14 AM	12:25 AM	8-18 min
Braintree	5:58 AM	12:11 AM	
(M) Ashmont	6:00 AM	1:05 AM *	13 min
Mattapan	5:48 AM	12:55 AM	

Last Trips of the Night

Trips with * wait at some downtown stations for connections. Departure times approximate.

Northbound (E) trains leaving Heath Street after 12:29 AM or with ^ don't provide guaranteed bus or subway connections.

When exiting Ted Williams Tunnel, SL1 SL3 with ** stop only at Silver Line Way, World Trade Center and South Station via Summer Street.

ORANGE LINE

Weekday

	First	Last	Every...
Oak Grove	5:16 AM	12:30 AM *	8-12 min
Forest Hills	5:16 AM	12:30 AM *	

Saturday

	First	Last	Every...
Oak Grove	5:16 AM	12:30 AM *	9-10 min
Forest Hills	5:16 AM	12:28 AM *	

Sunday

	First	Last	Every...
Oak Grove	6:00 AM	12:30 AM *	12-13 min
Forest Hills	6:00 AM	12:28 AM *	

Green Line Service

First (D) train to Riverside leaves North Station at 5 AM on weekdays only.

Once Medford/Tufts service begins, 4:52 AM (D) train from Riverside arrives at Medford Tufts at 6 AM

GREEN LINE (B) (C) (D) (E)

Weekday

	First	Last	Every...
(B) Boston College	5:01 AM	12:17 AM	6-12 min
Government Center	4:47 AM	12:57 AM *	
(C) Cleveland Circle	5:00 AM	12:21 AM	6-12 min
Government Center	5:33 AM	12:52 AM *	
(D) Riverside	4:45 AM	12:04 AM	6-12 min
Union Square	4:50 AM	12:38 AM *	
(E) Heath Street	5:45 AM	12:47 AM ^	6-12 min
Medford/Tufts	5:02 AM	12:40 AM	

Saturday

	First	Last	Every...
(B) Boston College	4:45 AM	12:16 AM	6-12 min
Government Center	5:26 AM	12:52 AM *	
(C) Cleveland Circle	5:04 AM	12:22 AM	6-12 min
Government Center	5:21 AM	12:52 AM *	
(D) Riverside	4:51 AM	12:15 AM	6-12 min
Union Square	4:55 AM	12:34 AM *	
(E) Heath Street	5:41 AM	12:48 AM ^	6-12 min
Medford/Tufts	5:00 AM	12:25 AM	

Sunday

	First	Last	Every...
(B) Boston College	5:20 AM	12:17 AM	6-12 min
Government Center	6:00 AM	12:54 AM *	
(C) Cleveland Circle	5:30 AM	12:25 AM	6-12 min
Government Center	6:02 AM	12:53 AM *	
(D) Riverside	5:25 AM	12:15 AM	6-12 min
Union Square	5:35 AM	12:39 AM *	
(E) Heath Street	6:15 AM	12:49 AM ^	6-12 min
Medford/Tufts	5:32 AM	12:39 AM	

BLUE LINE

Weekday

	First	Last	Every...
Wonderland	5:13 AM	12:28 AM	5-11 min
Bowdoin	5:30 AM	1:00 AM *	

Saturday

	First	Last	Every...
Wonderland	5:25 AM	12:30 AM	9-14 min
Bowdoin	5:30 AM	1:00 AM *	

Sunday

	First	Last	Every...
Wonderland	5:58 AM	12:30 AM	9-15 min
Bowdoin	6:23 AM	1:00 AM *	

Holidays

SUN Christmas Day	SUN Christmas Day Observed
SAT New Year's Eve	SUN New Year's Day
SAT MLK Jr. Day	SUN New Year's Day Observed
SAT Presidents' Day	

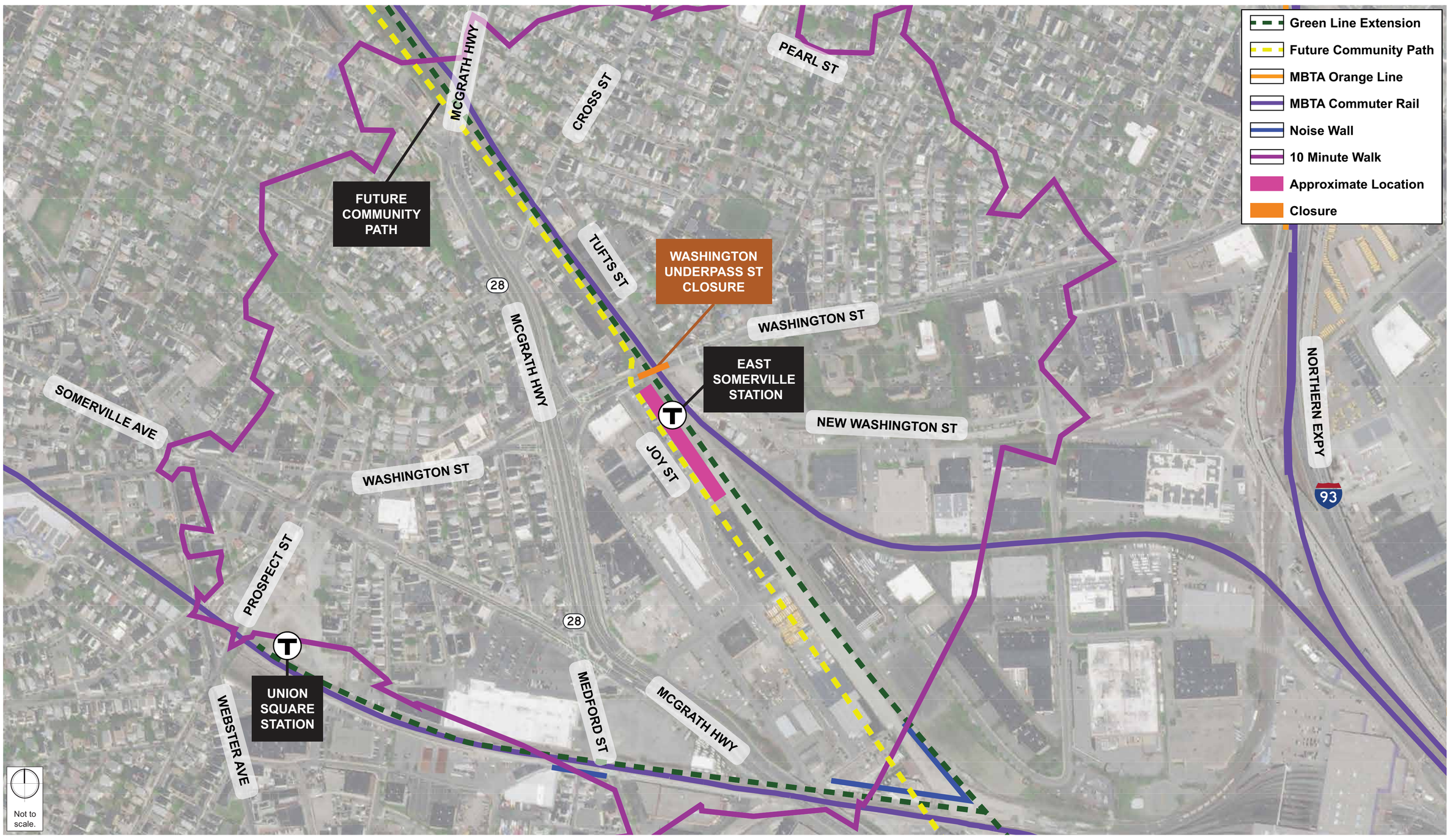
	CharlieCard	Cash on board	Reduced fare
Subway	**$2.40**	**$2.40**	**$1.10**
Subway + Bus	**$2.40**	**$4.10**	**$1.10**

Complete fare/pass rules and free/reduced fare eligibility: **mbta.com/fares** or call **617-222-3200**

- Transfer to bus/subway available on CharlieCard—good for 2 hours, pay fare difference.
- Children 11 & under ride free with a paying customer.

All MBTA buses are accessible to people with disabilities.

East Somerville Station



STATION AREA LOOKING NORTHWEST FROM INNER BELT ROAD

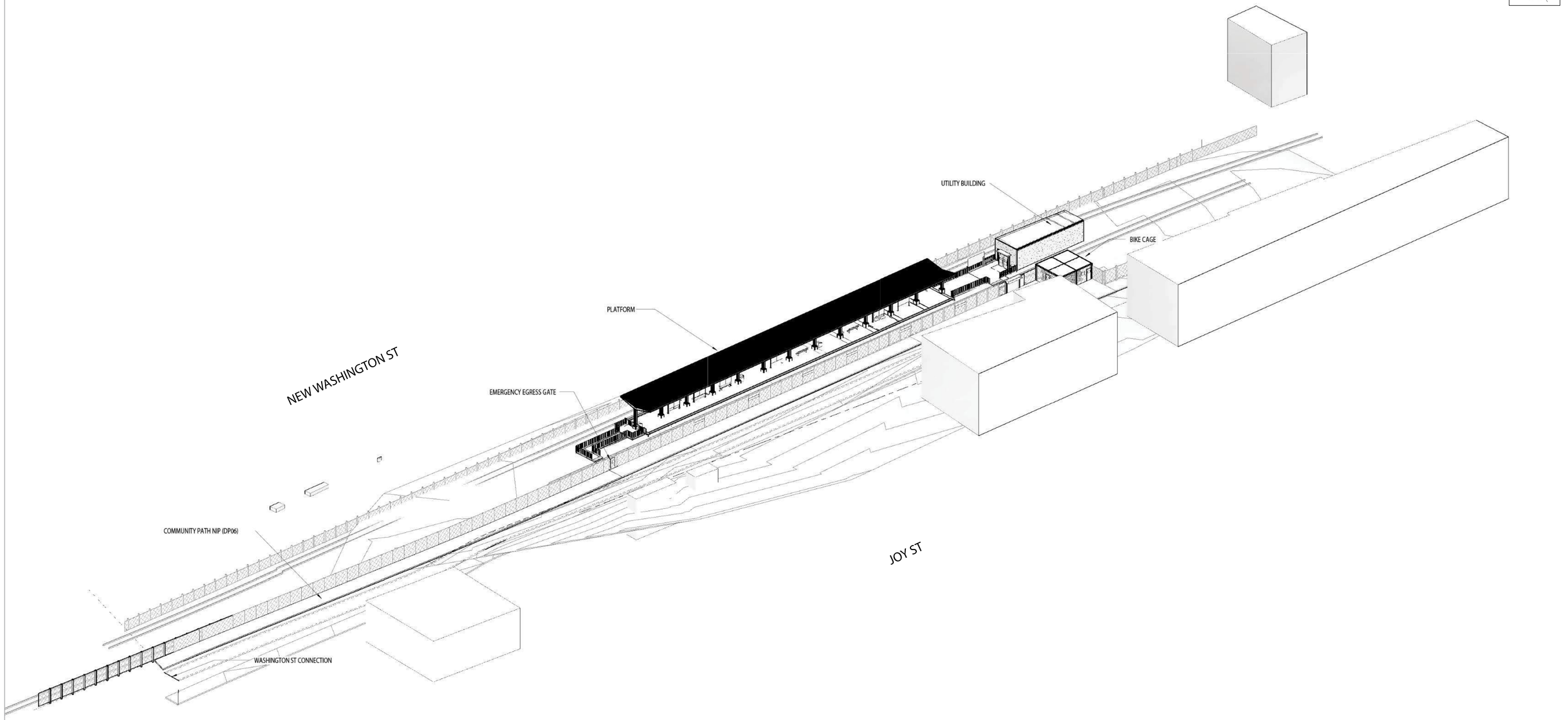
- **Design: 23% complete (as of Dec. 2018)**
- Station entrance is accessed from Washington Street Access Path adjacent to the Community Path
- Station entrance features two fare vending machines.
- Additive canopy over station platform
- Emergency egress walkway to emergency track crossing to community path.
- Two Customer Assistance Areas on the station platform, featuring an emergency call box.
- Access path is 10 feet in width
- Nearby buses include: 86, 91, CT-2
- Station services extremely active business and residential hub.
- Walking distance to Cobble Hill Apartments, Capuano Early Childhood Center, Target
- Dedicated bicycle lanes on Washington Street

Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Three Sided Shelter	Pick-up/Drop-off
5	52	20	20’x225’	X	X

East Somerville Station

AXONOMETRIC

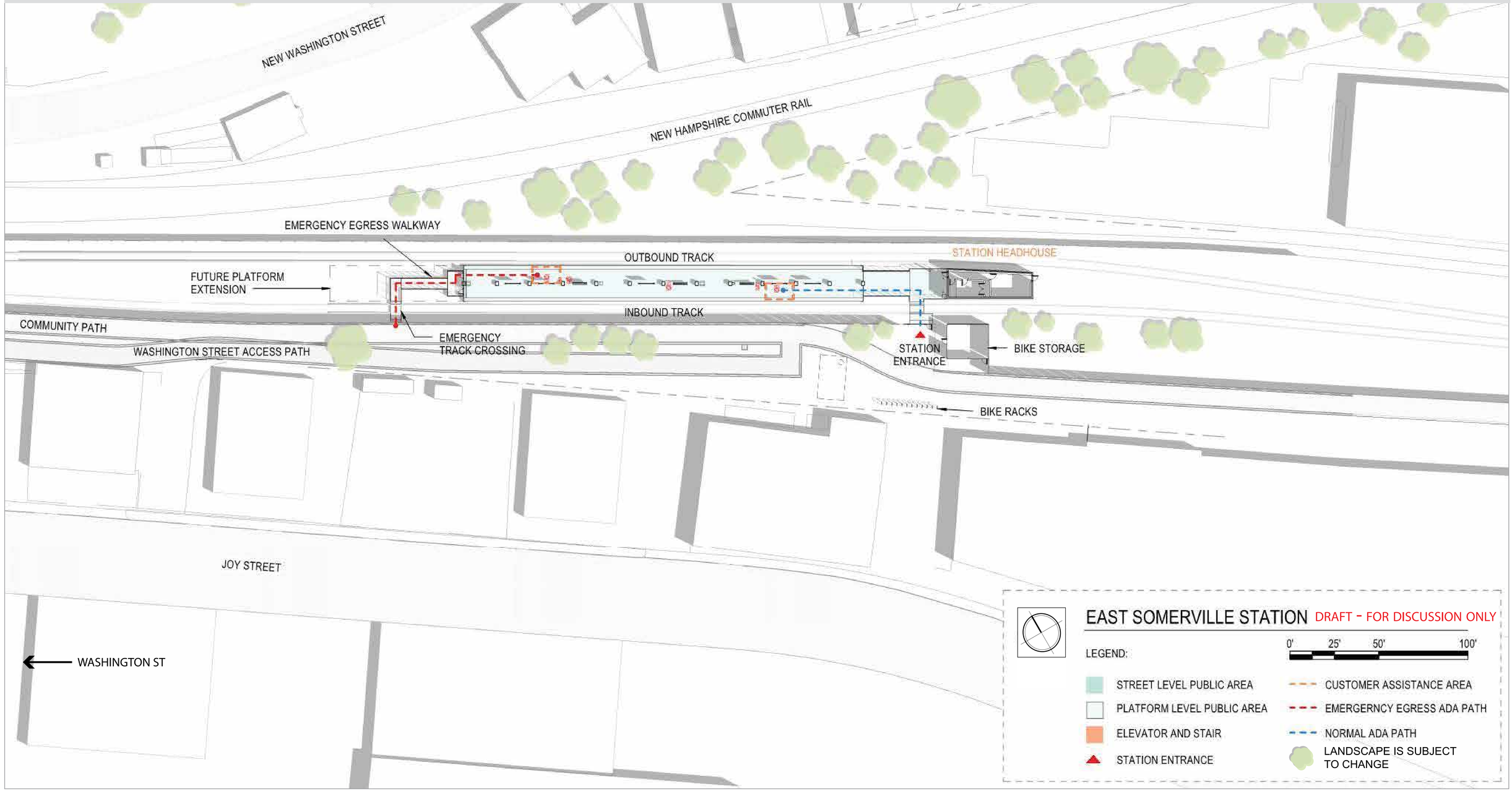
DRAFT - FOR DISCUSSION ONLY



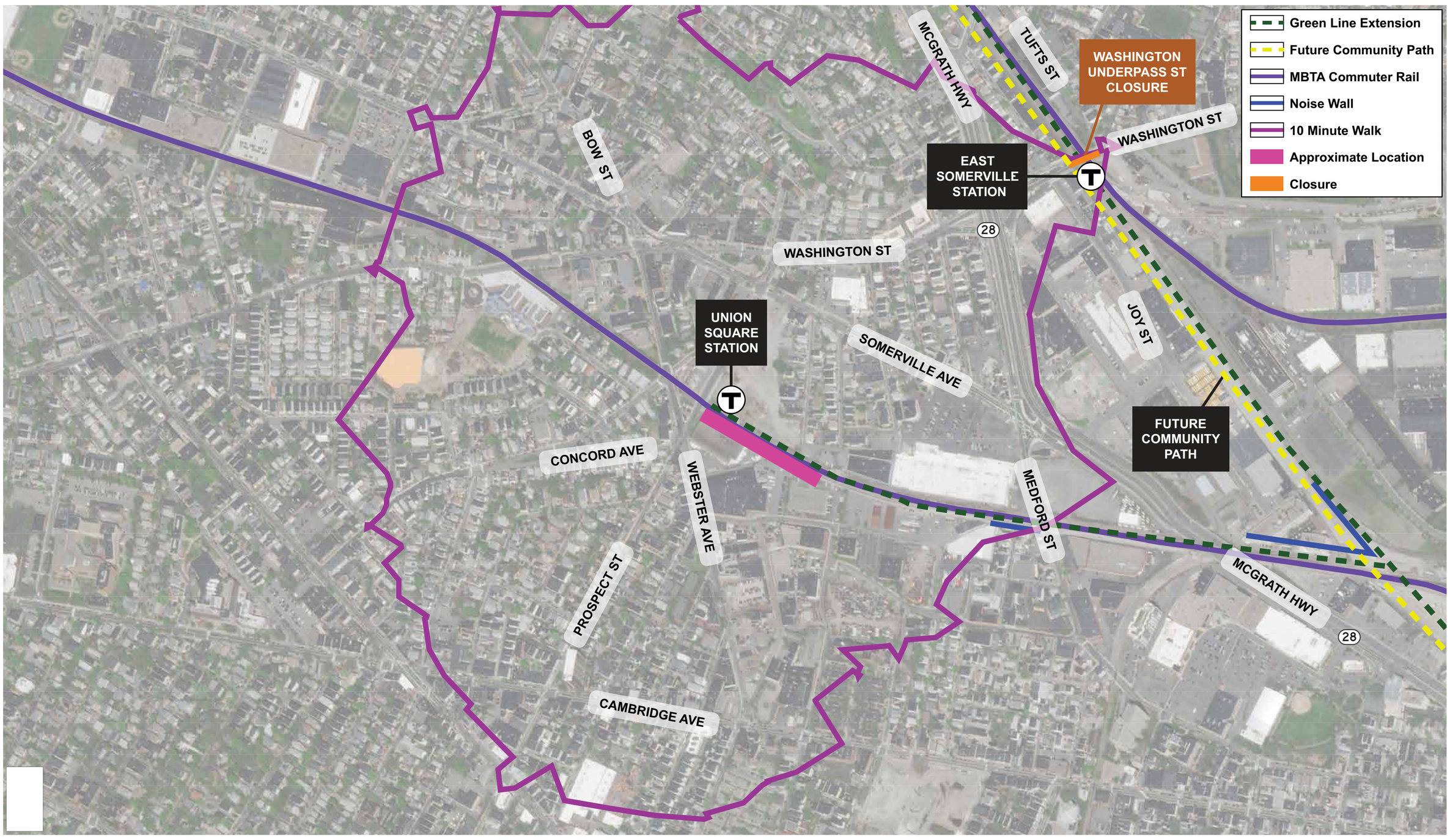
East Somerville Station

GLX CONSTRUCTORS

SITE PLAN



Union Square Station



STATION AREA LOOKING WEST

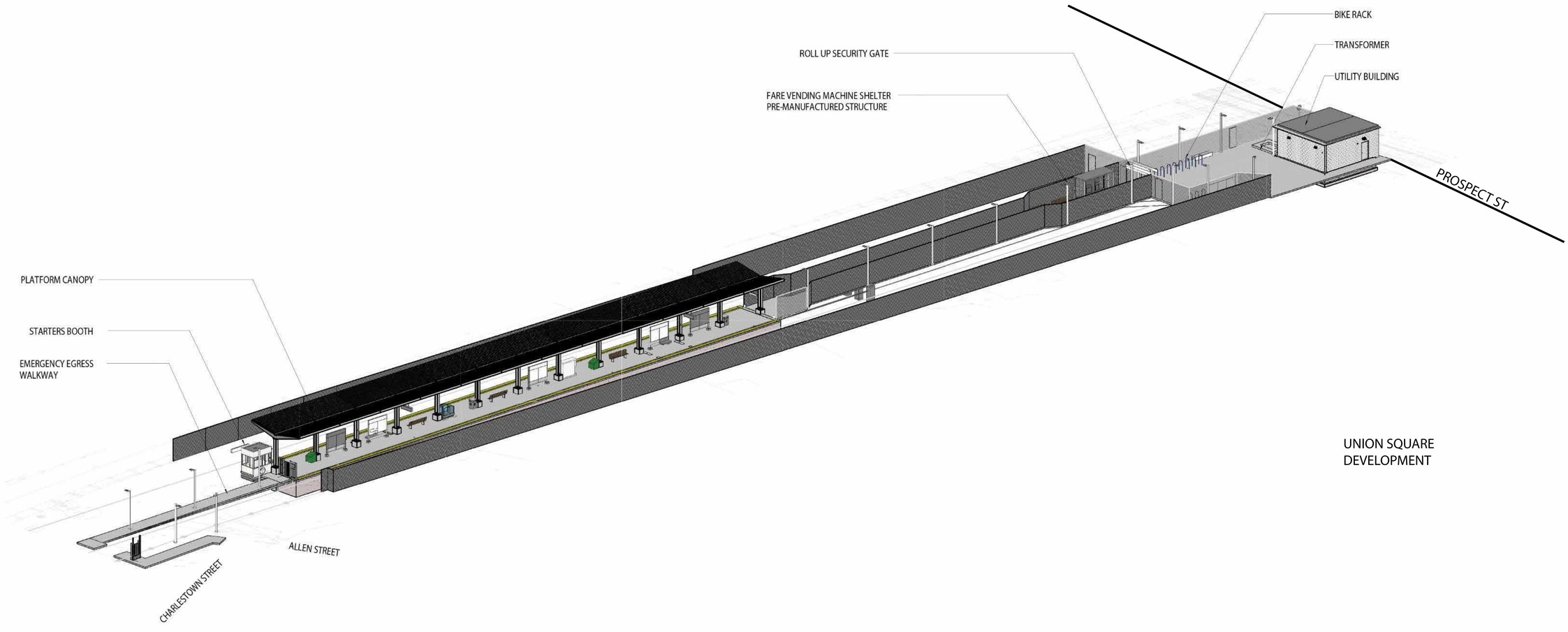
- **Design: 24% complete (as of Dec. 2018)**
- At grade entrance off Prospect Street/Bennett Court
- Additive canopy over station platform
- Emergency egress pathway to Allen Street
- Two Customer Assistance Areas on the station platform, featuring an emergency call box.
- Two transformers at the station may emit a light hum to passersby.
- Pedestrian and bicycle access coordinated with developer
- Nearby buses include: 91, 85, CT2, 87, 86
- Sidewalk is 10+ feet in width
- Station will be a catalyst for residential and business growth in this revitalized area
- Walking distance to Lincoln Park, Argenziano School, Market Basket, Target

Number of Benches	Bike Storage Covered	Bike Storage Uncovered	Width/Length of Platform	Three Sided Shelter	Pick-up/Drop-off
5	86 (Provided by US2)	34	20’x225’	X	X

Union Square Station

AXONOMETRIC

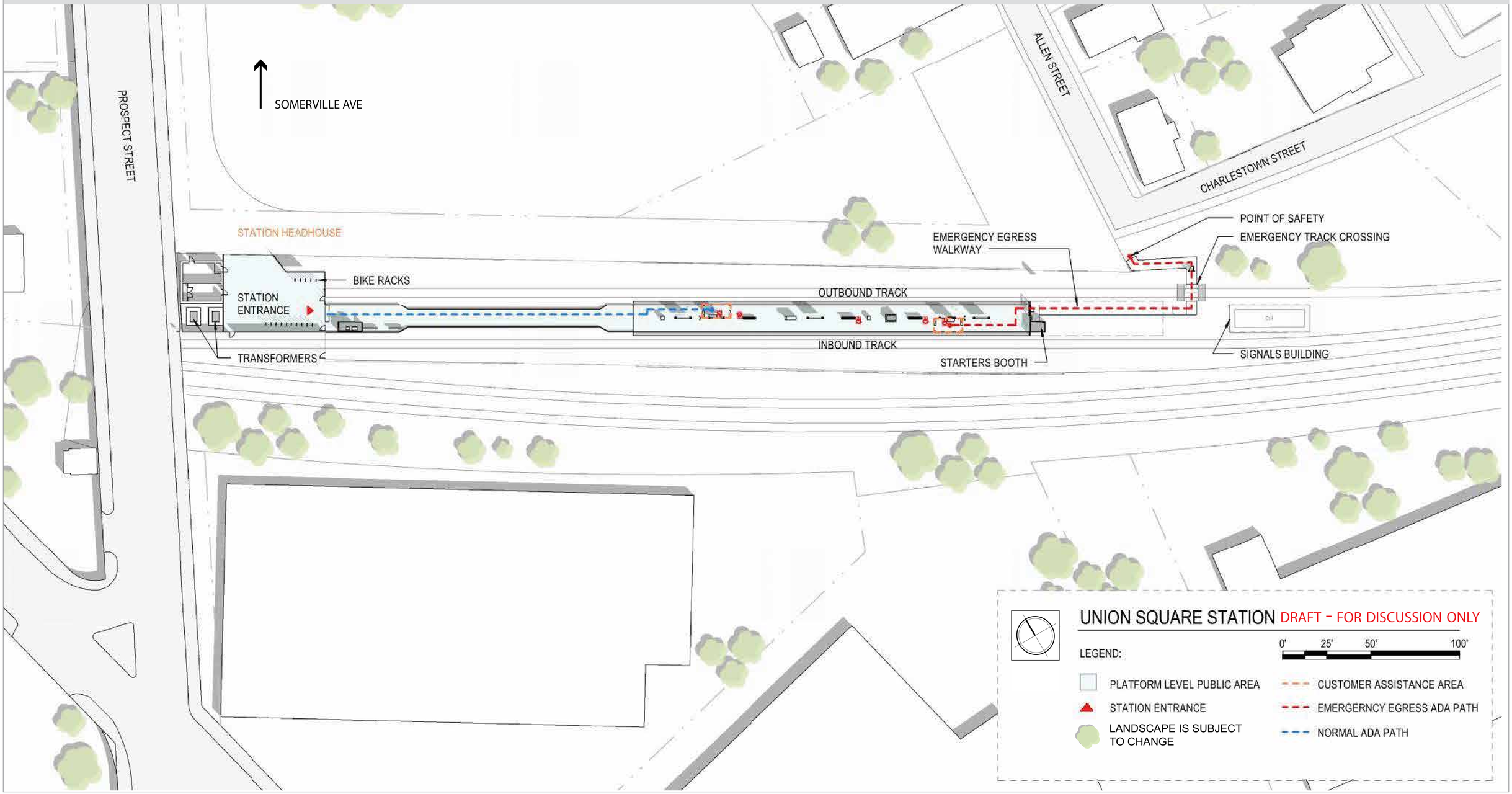
DRAFT - FOR DISCUSSION ONLY



UNION SQUARE
DEVELOPMENT

Union Square Station

SITE PLAN



TRIP GENERATION

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.46 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 95.7 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 4:45 and 5:45 p.m., respectively.

For the four dense multi-use urban sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:15 and 5:15 p.m., respectively. For the three center city core sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:45 and 7:45 a.m. and 5:00 and 6:00 p.m., respectively.

For the six sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.46 residents per occupied dwelling unit.

For the five sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 95.7 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the five center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 1.84 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.94 during Weekday, AM Peak Hour of Generator
- 2.07 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.59 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 32 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.90 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.90 during Weekday, AM Peak Hour of Generator
- 2.00 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.08 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 13 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.56 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.88 during Weekday, AM Peak Hour of Generator
- 1.70 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.07 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, and Wisconsin.

Source Numbers

168, 188, 204, 305, 306, 321, 357, 390, 436, 525, 530, 579, 638, 818, 857, 866, 901, 904, 910, 912, 918, 934, 936, 939, 944, 947, 948, 949, 959, 963, 964, 966, 967, 969, 970

Multifamily Housing (Mid-Rise)
(221)

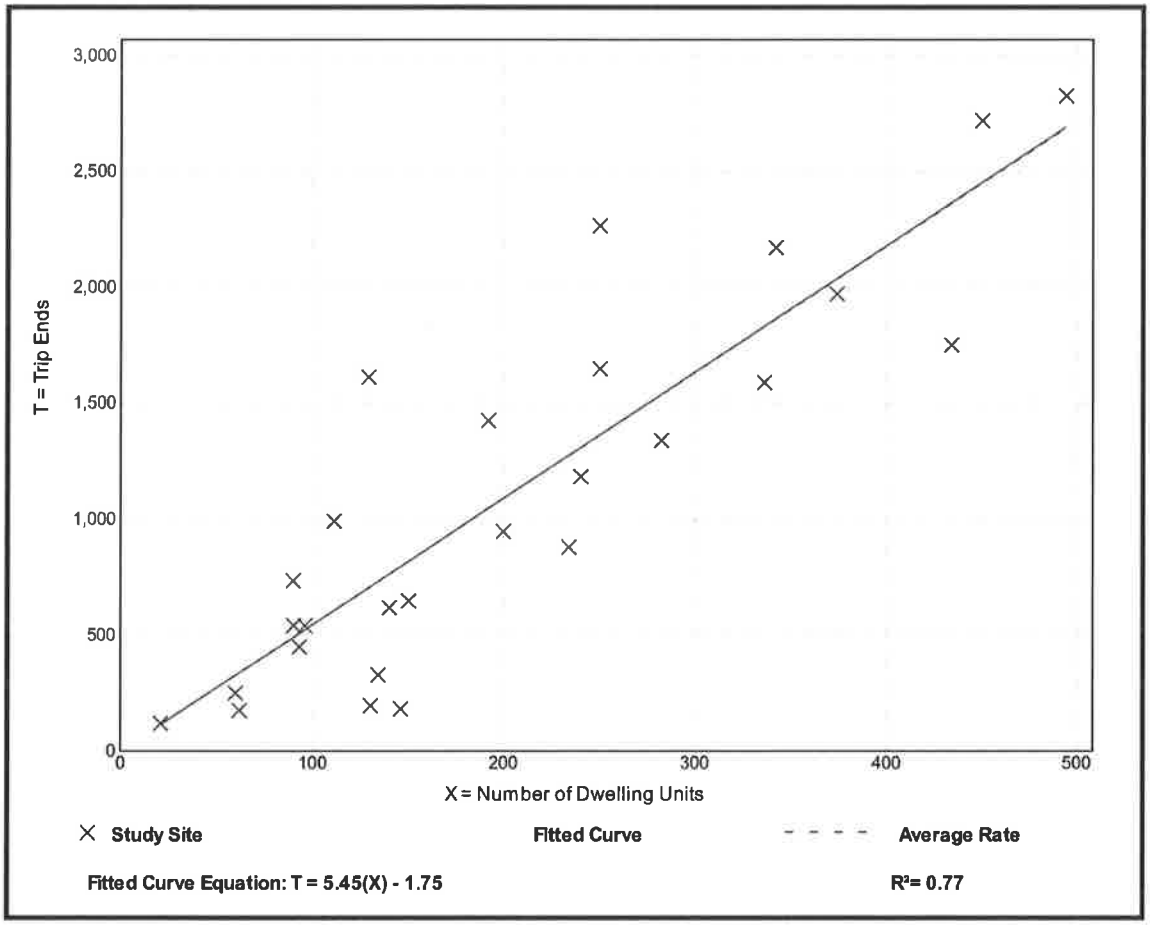
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



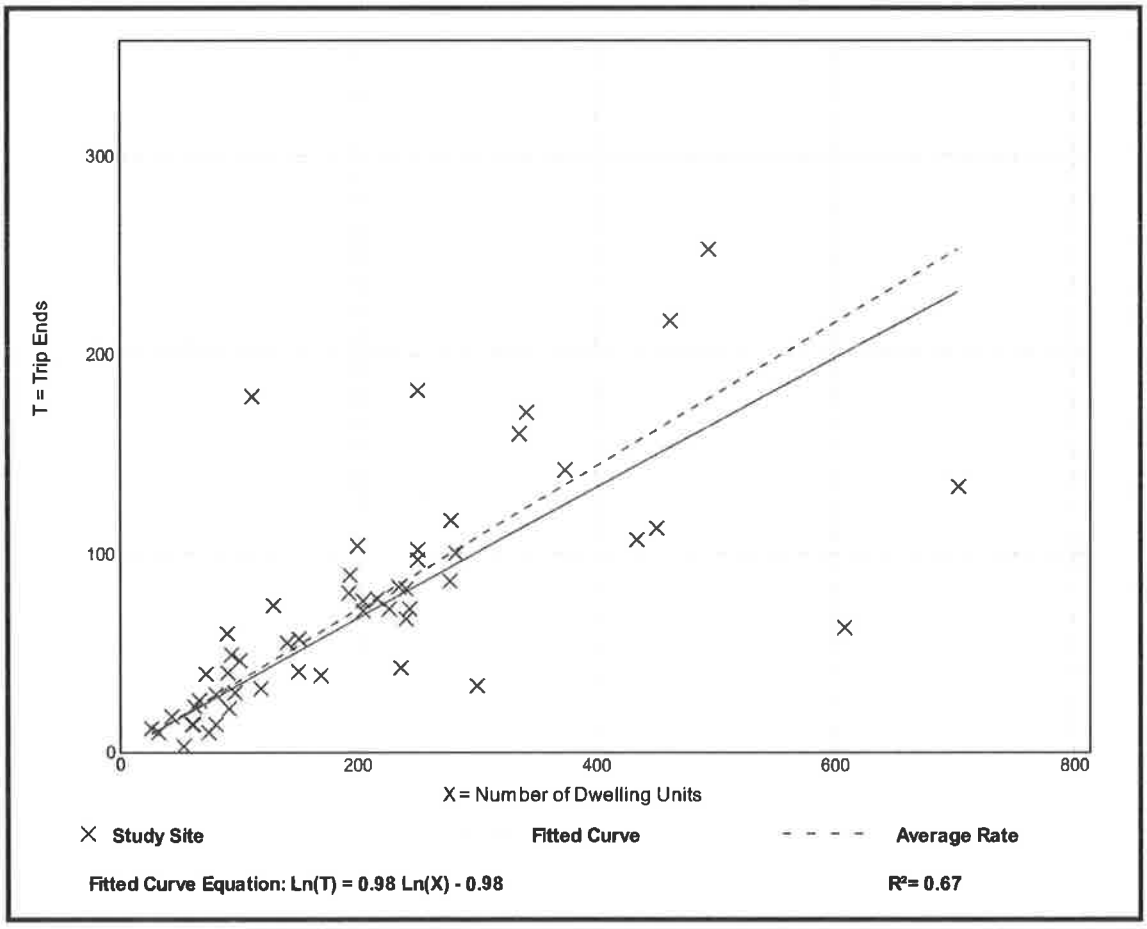
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



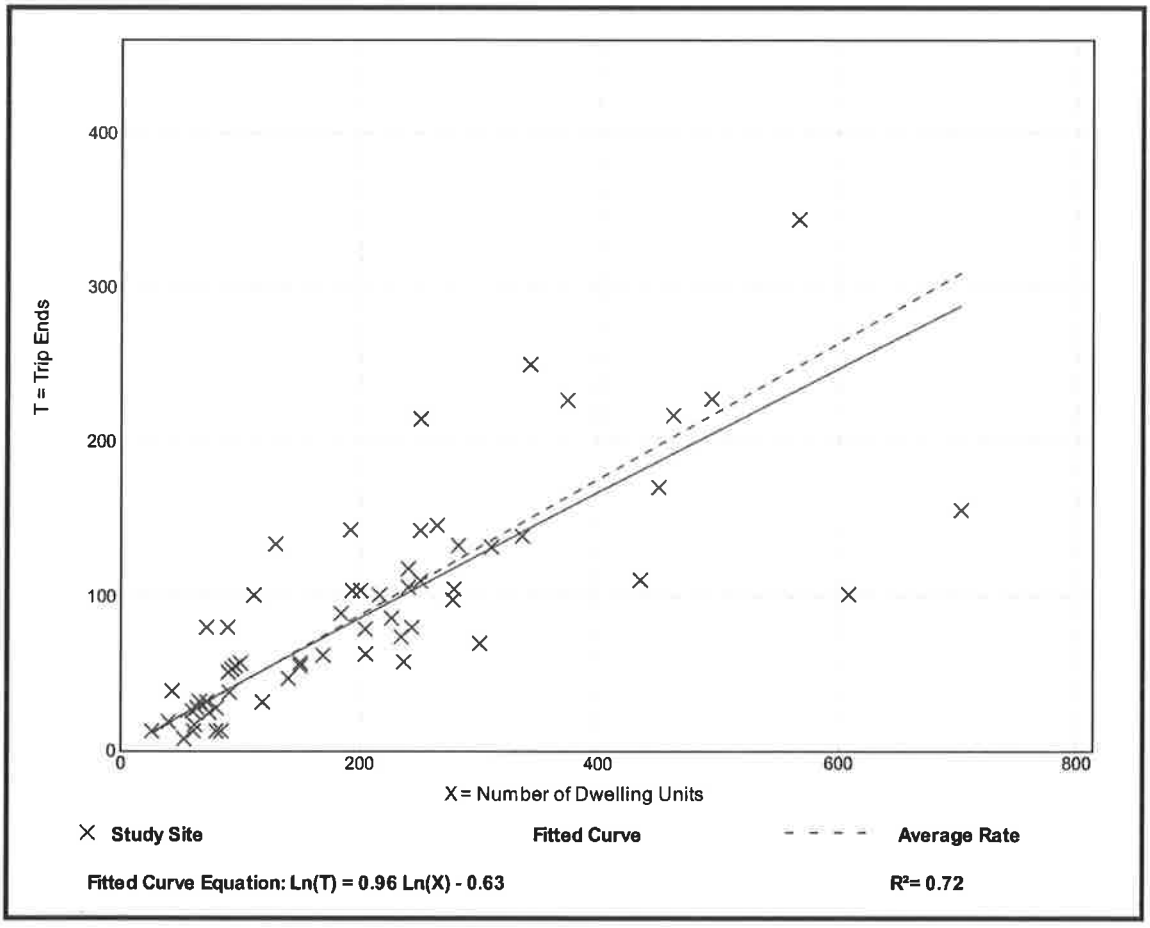
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Multifamily Housing (Mid-Rise)
(221)

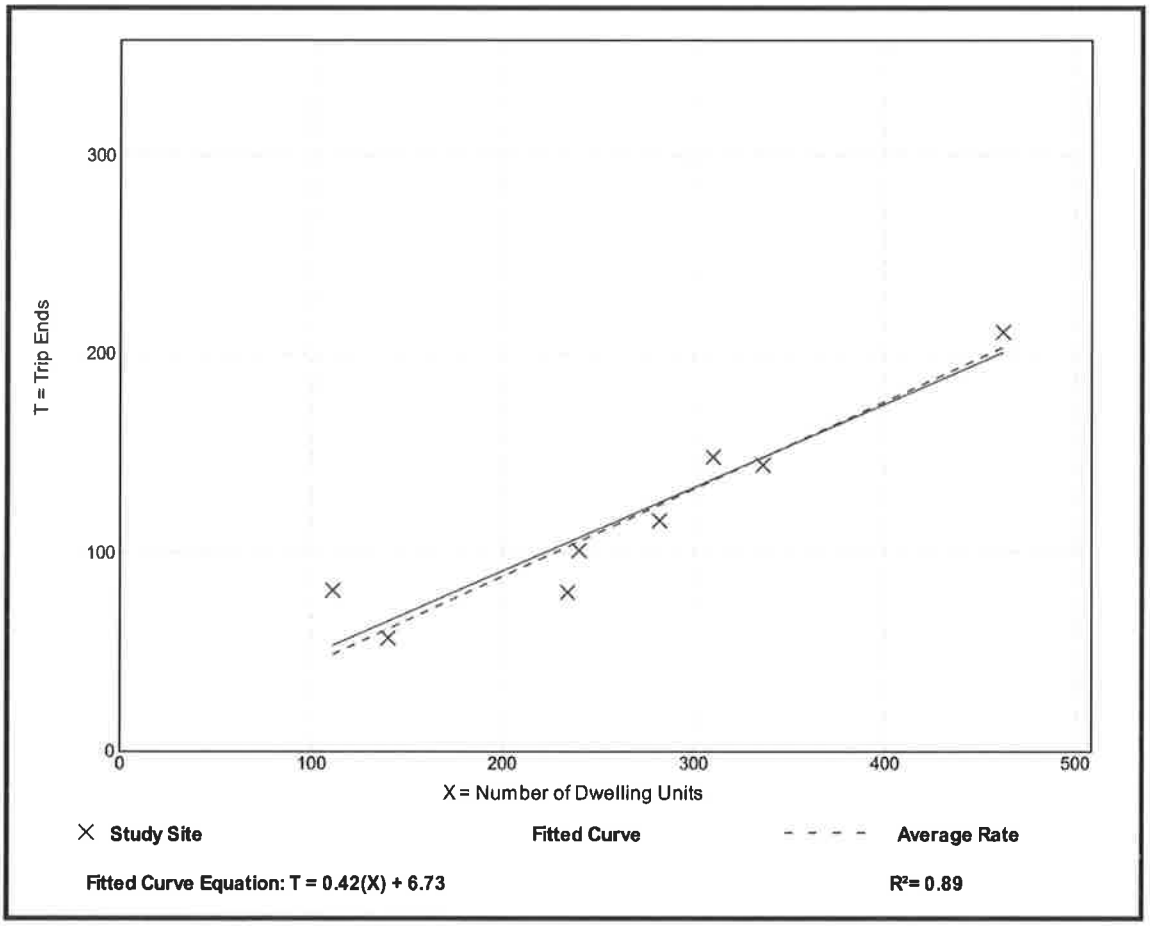
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 8
Avg. Num. of Dwelling Units: 264
Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.34 - 0.73	0.08

Data Plot and Equation



Land Use: 932
High-Turnover (Sit-Down) Restaurant

Description

This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks. Fast casual restaurant (Land Use 930), quality restaurant (Land Use 931), fast-food restaurant without drive-through window (Land Use 933), fast-food restaurant with drive-through window (Land Use 934), and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

sers should exercise caution when applying statistics during the AM peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the AM peak hour of the adjacent street traffic were removed from the database.

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 38 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 12:00 and 1:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Georgia, Indiana, Kentucky, Massachusetts, Minnesota, New Hampshire, New Jersey, New York, Ohio, Oklahoma, Oregon, Pennsylvania, South Dakota, Texas, Vermont, and Wisconsin.

Source Numbers

126, 269, 275, 280, 300, 301, 305, 338, 340, 341, 358, 384, 424, 432, 437, 438, 444, 507, 555, 577, 589, 617, 618, 728, 868, 884, 885, 903, 927, 944, 961, 962, 977

High-Turnover (Sit-Down) Restaurant
(932)

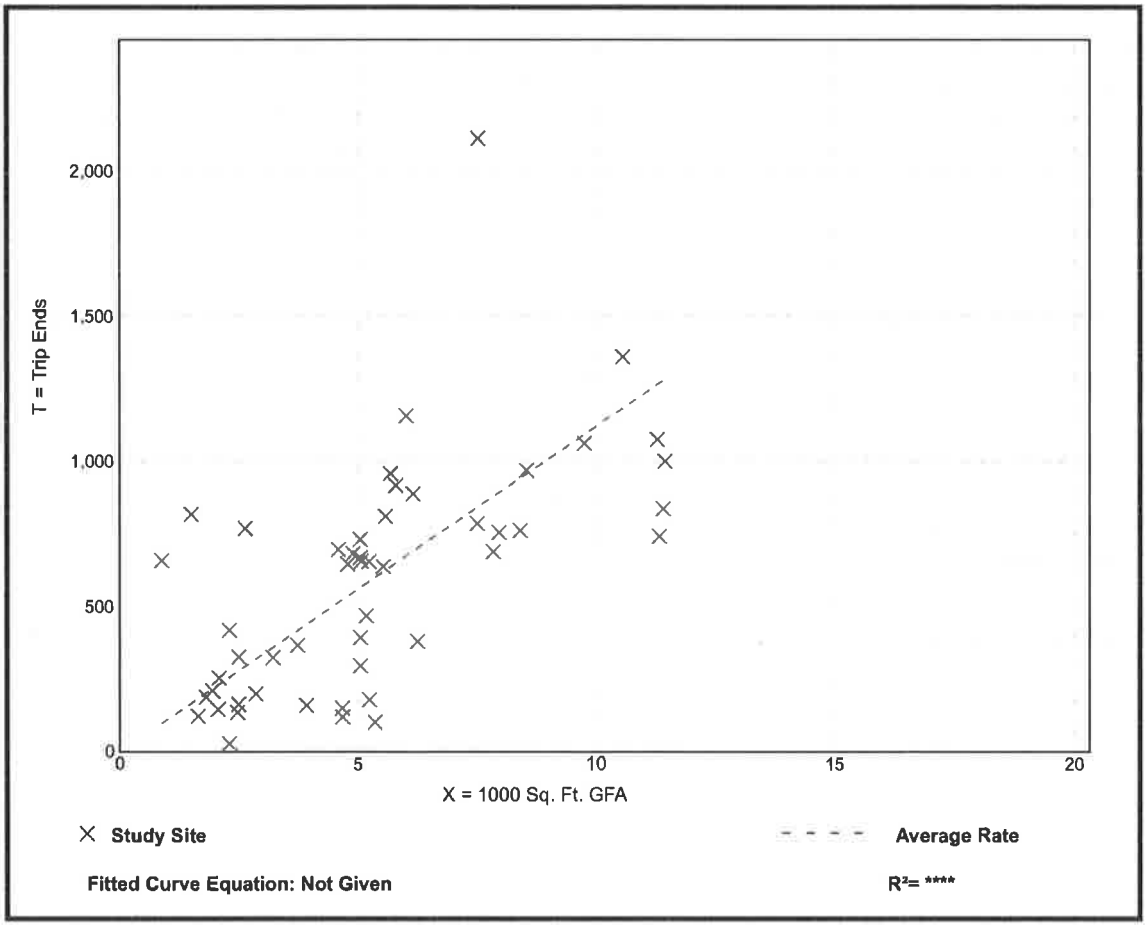
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 50
1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
112.18	13.04 - 742.41	72.51

Data Plot and Equation



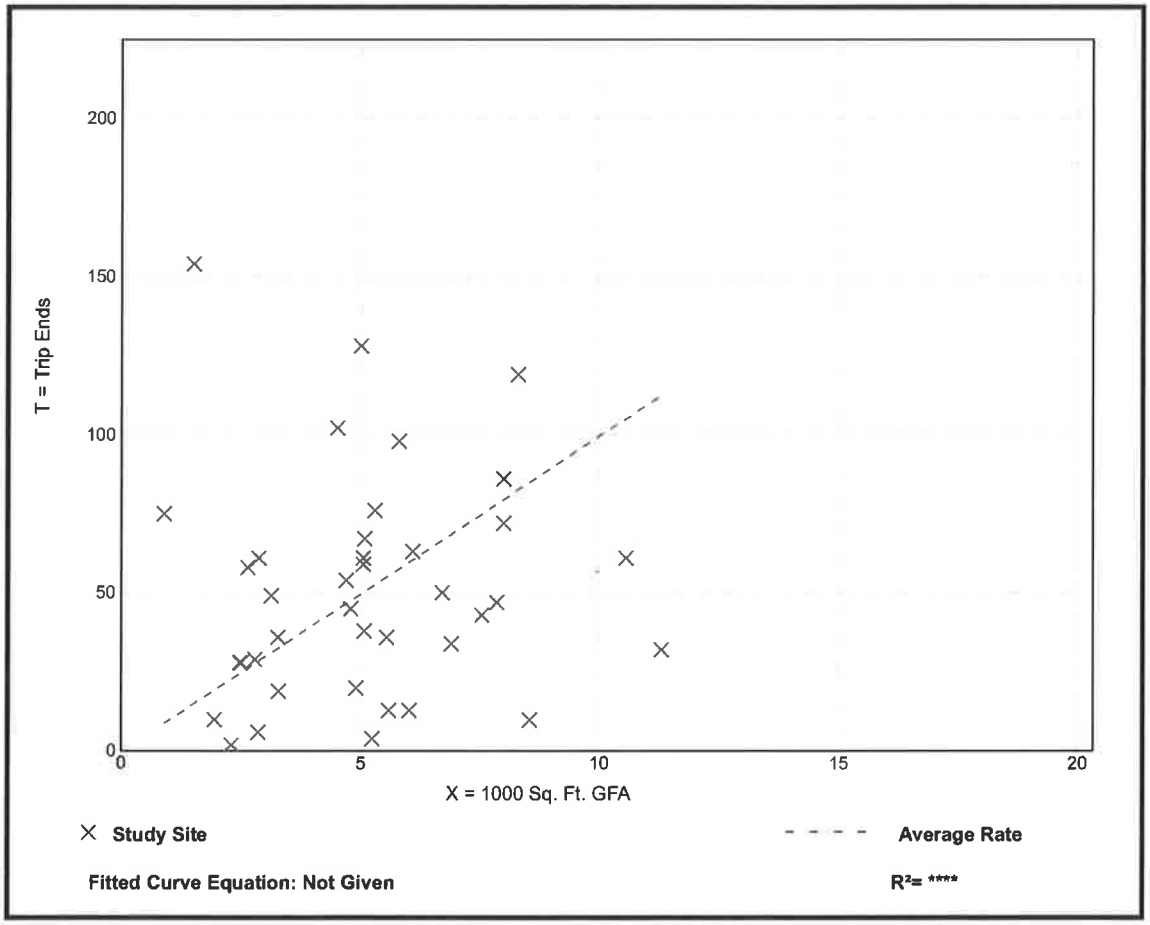
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 39
1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.94	0.76 - 102.39	11.33

Data Plot and Equation



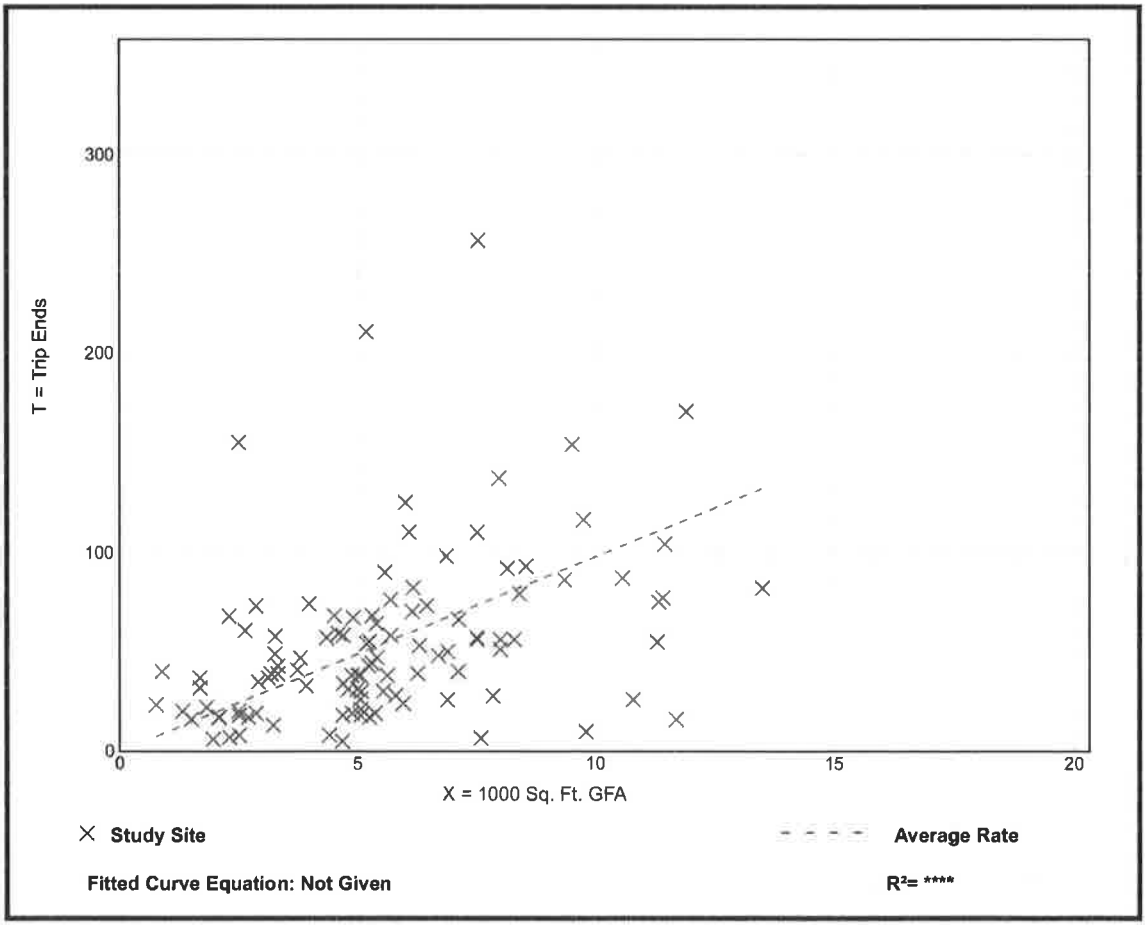
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 107
1000 Sq. Ft. GFA: 6
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.77	0.92 - 62.00	7.37

Data Plot and Equation



High-Turnover (Sit-Down) Restaurant
(932)

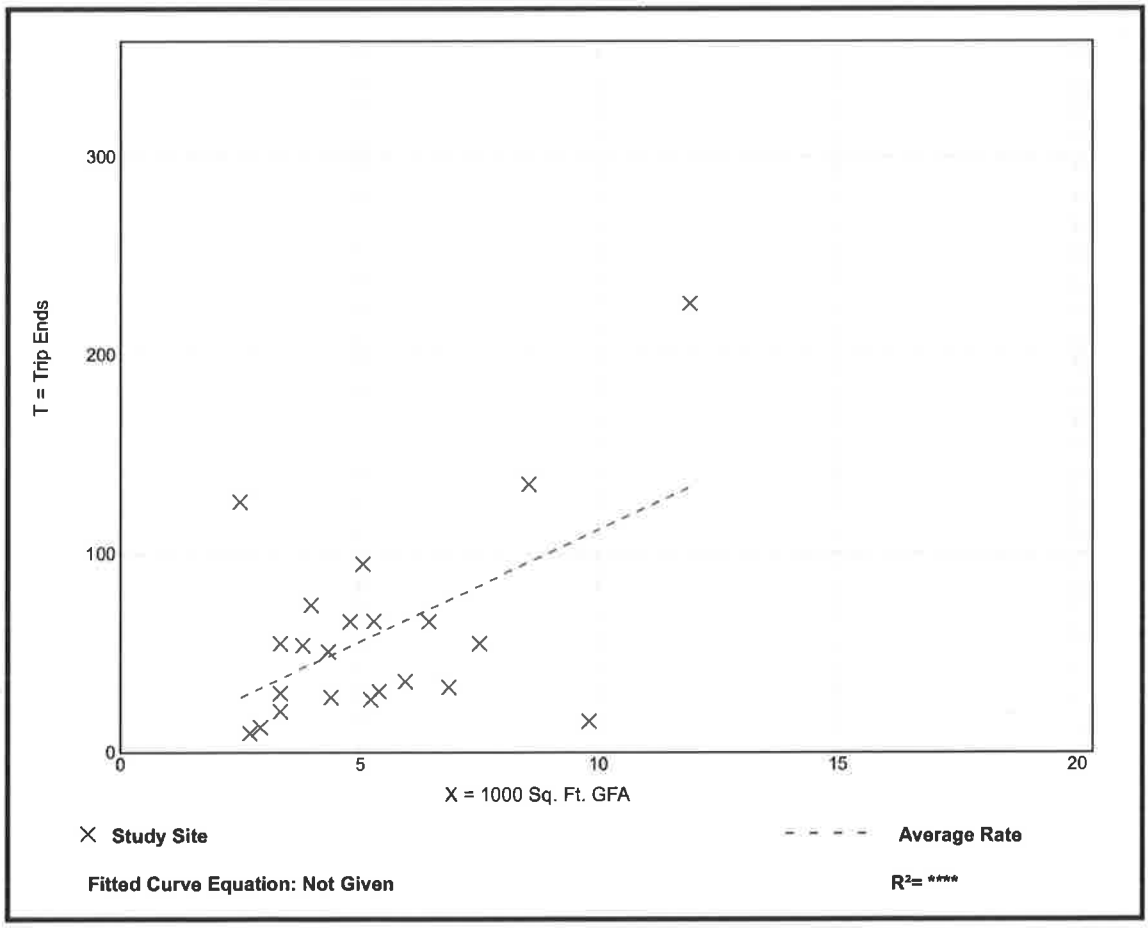
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Saturday, Peak Hour of Generator**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
1000 Sq. Ft. GFA: 5
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
11.19	1.63 - 50.40	8.30

Data Plot and Equation



Land Use: 944
Gasoline/Service Station

Description

This land use includes gasoline/service stations where the primary business is the fueling of motor vehicles. The sites included generally have a small building (less than 2,000 gross square feet) that houses a cashier and limited space for motor vehicle maintenance supplies and general convenience products. A gasoline/service station may also have ancillary facilities for servicing and repairing motor vehicles and may have a car wash. Convenience market with gasoline pumps (Land Use 853), gasoline/service station with convenience market (Land Use 945), and truck stop (Land Use 950) are related uses.

Additional Data

The independent variable—vehicle fueling positions—is defined as the maximum number of vehicles that can be fueled simultaneously.

Gasoline/service stations in this land use include "pay-at-the-pump" and traditional fueling stations.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 16 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 11:45 a.m. and 12:45 p.m. and 5:45 and 6:45 p.m., respectively. For the one center city core site with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 10:30 a.m. and 11:30 p.m. and 5:00 and 6:00 p.m., respectively.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Florida, Kentucky, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario (CAN), Oregon, South Dakota, Texas, and Washington.

Specialized Land Use Data

A 2006 study provided data on four private fuel facilities in Florida (source 721). These facilities provide self-fuel service, but are not open for use by the general public. To use the services offered at the facility, a pre-established membership account is required. The trip generation characteristics of this site differed from sites included in this land use; therefore, trip generation information for this site is presented here and was excluded from the data plots. The sites had an average of nine vehicle fueling positions. An average of 12 vehicle trips were counted during the weekday, AM peak hour of adjacent traffic and seven were counted during the weekday, PM peak hour of adjacent street traffic.

Source Numbers

221, 274, 278, 288, 340, 350, 351, 355, 359, 366, 440, 583, 617, 618, 631, 721, 867, 882, 883, 888, 954, 977

Gasoline/Service Station
(944)

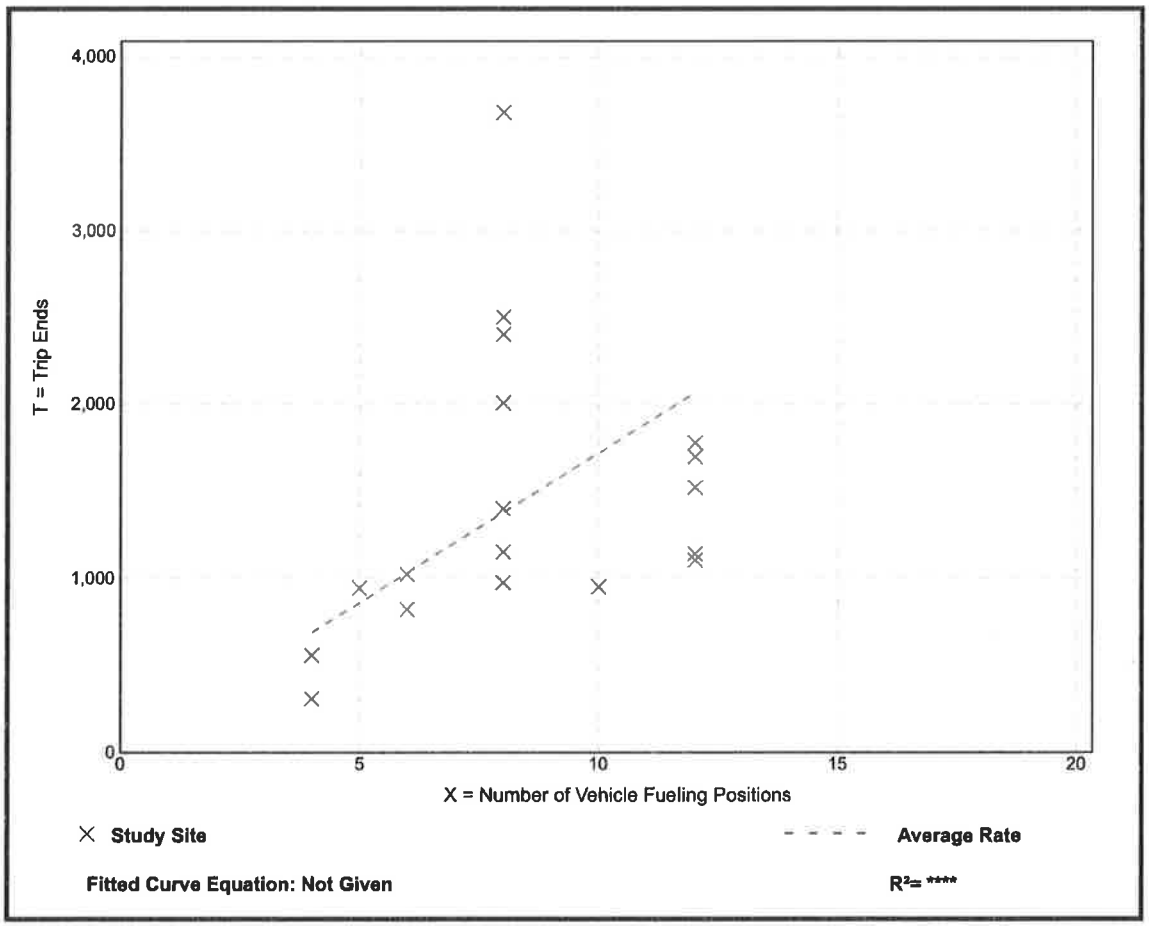
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. Num. of Vehicle Fueling Positions: 8
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
172.01	77.00 - 460.00	96.45

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ****

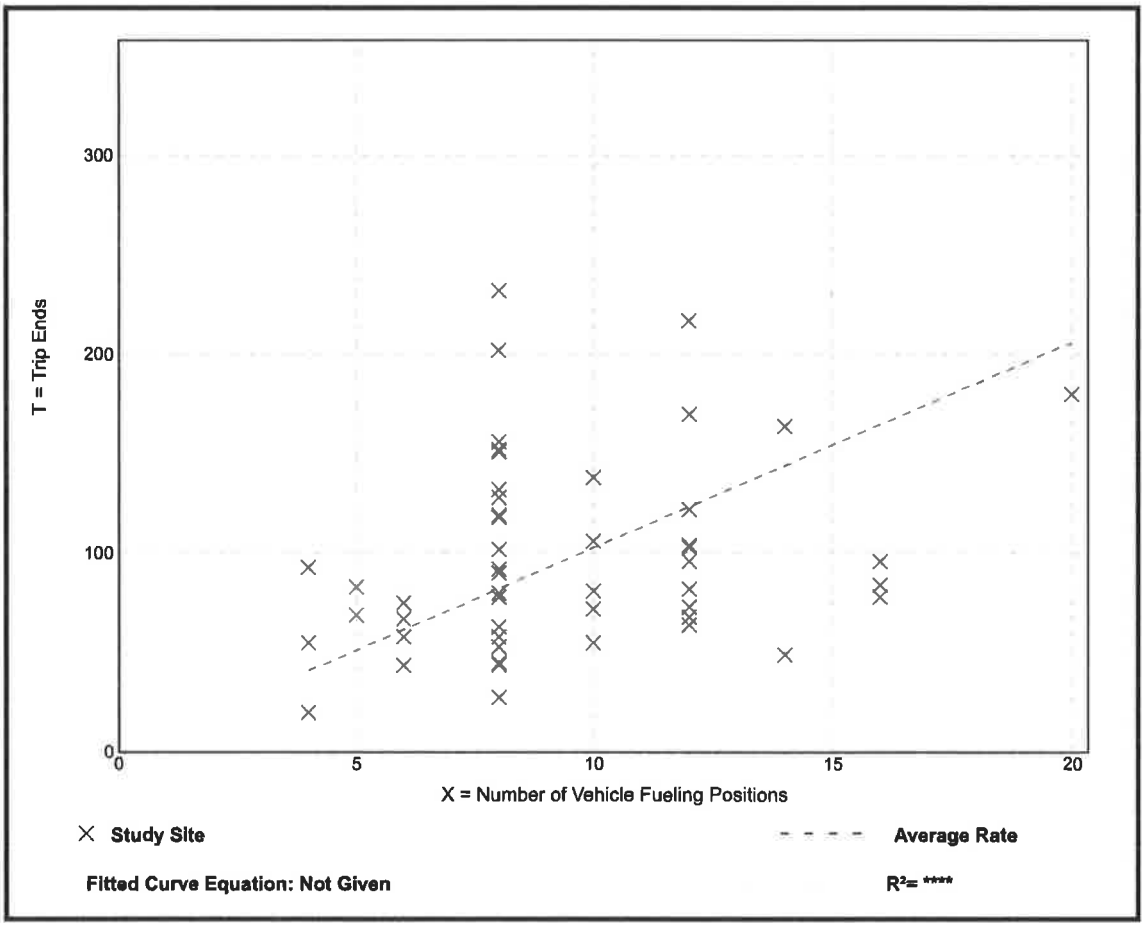
Gasoline/Service Station
(944)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
10.28	3.50 - 29.00	5.36

Data Plot and Equation



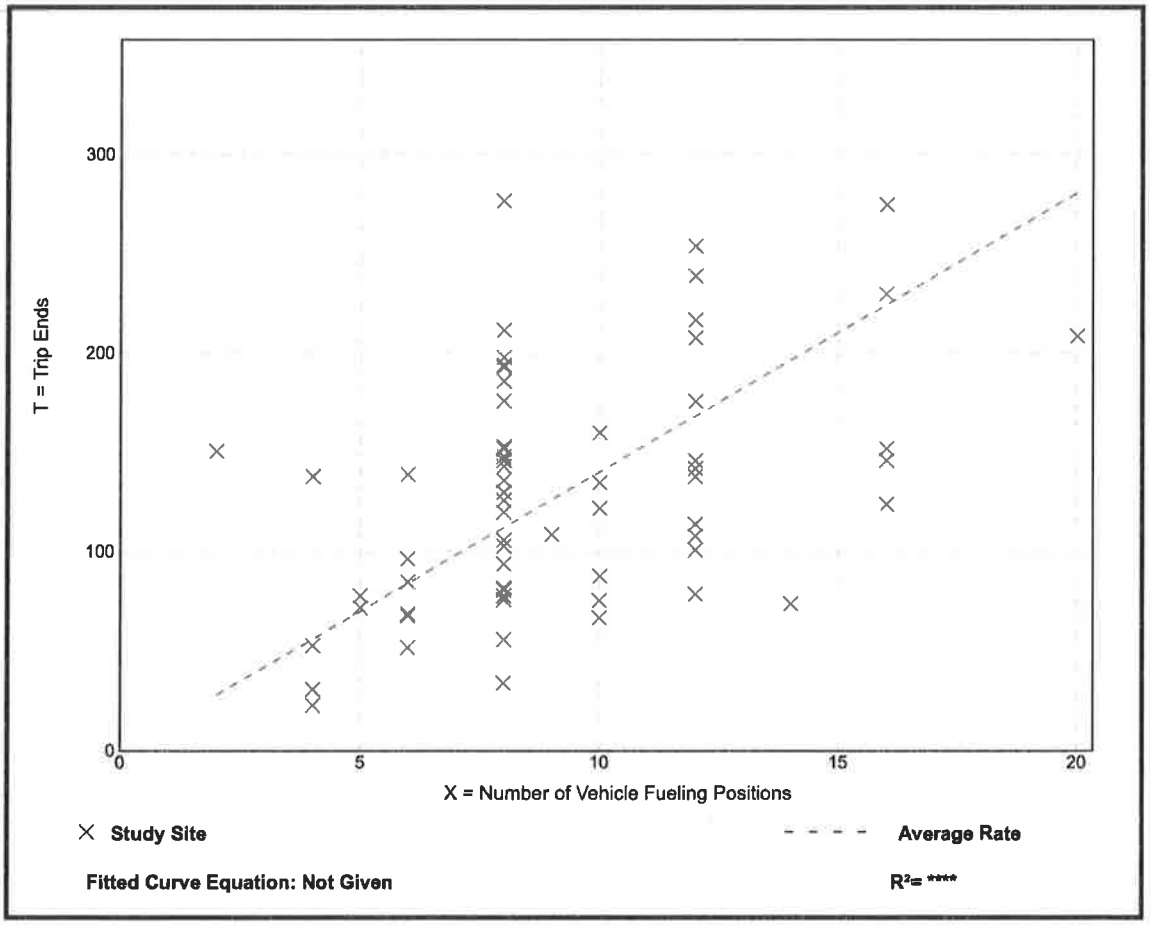
Gasoline/Service Station
(944)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 66
Avg. Num. of Vehicle Fueling Positions: 9
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
14.03	4.25 - 75.50	6.96

Data Plot and Equation



Gasoline/Service Station
(944)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
On a: **Saturday, Peak Hour of Generator**

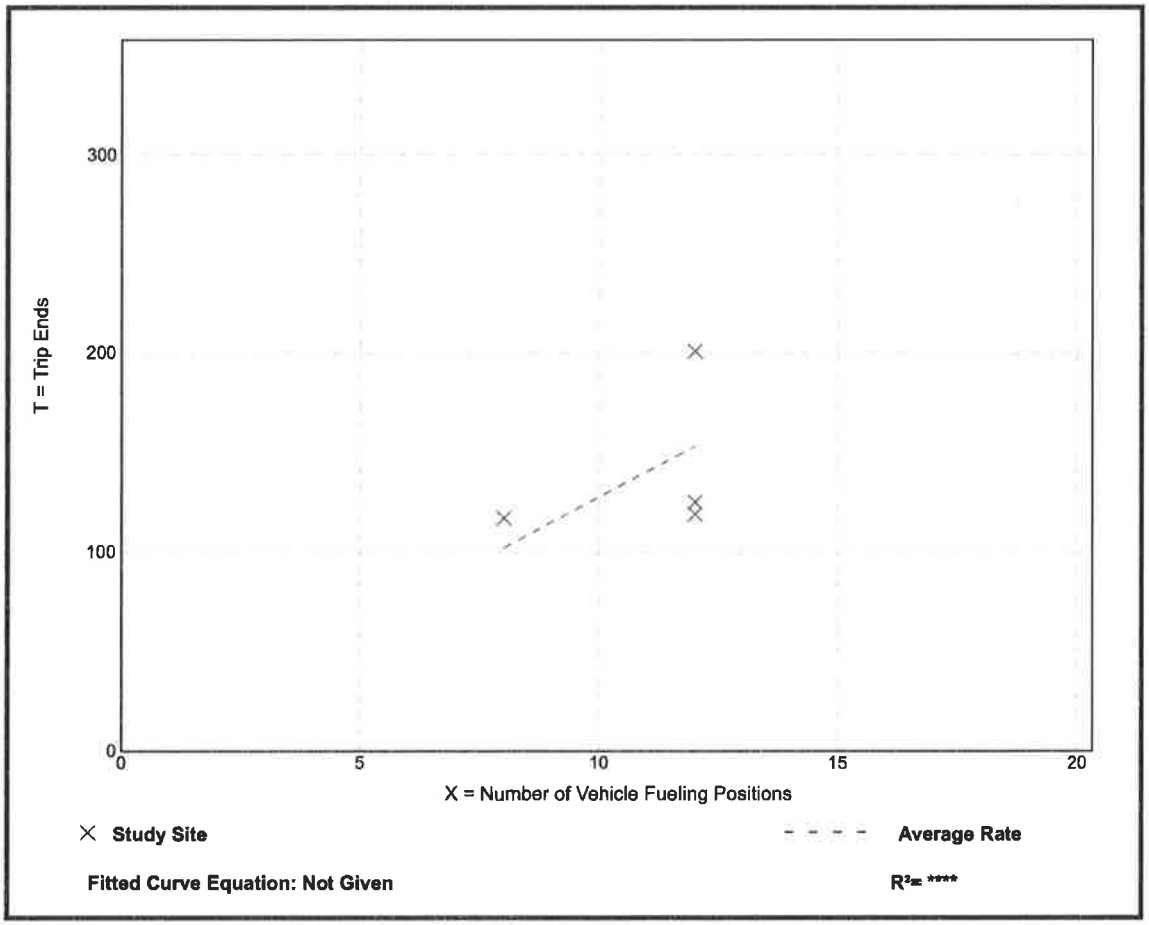
Setting/Location: **General Urban/Suburban**
Number of Studies: 4
Avg. Num. of Vehicle Fueling Positions: 11
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
12.77	9.92 - 16.75	3.40

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ****

MEANS OF TRANSPORTATION TO WORK	Census Tract 3515	**Percentage (Used for Residential)**	**Percentage (Used for Retail)**
Car, truck, or van	37.4%	**38.2%**	**41.4%**
Drove alone	29.0%	**29.6%**	**32.1%**
Carpooled:	8.4%	**8.6%**	**9.3%**
In 2-person carpool	8.4%	**8.6%**	**9.3%**
In 3-person carpool	0.0%	**0.0%**	**0.0%**
In 4 person carpool	0.0%	**0.0%**	**0.0%**
Public transportation	26.2%	**26.8%**	**0.0%**
Bicycle	12.7%	**13.0%**	**14.0%**
Walked	14.1%	**14.4%**	**44.6%**
Worked from home	7.6%	**7.6%**	**0.0%**
Other means	2.1%	**0.0%**	**0.0%**

Average Vehicle Occupancy (AVO)			
# Occupants	Weight	Occupants	Product
Drove Alone	0.321	1	0.321
Carpool (2)	0.093	2	0.186
Carpool (3)	0.000	3	0.000
Carpool (4)	0.000	4	0.000
Sums	*0.414*		*0.507*
AVO (Sum of Products/Sum of Weights)			***1.225***

Table: ACSDT5Y2019.B08301

	Census Tract 3515, Middlesex County, Massachusetts	
Label	**Estimate**	**Margin of Error**
Total:	1,547	±229
Car, truck, or van:	578	±209
Drove alone	448	±154
Carpooled:	130	±149
In 2-person carpool	130	±149
In 3-person carpool	0	±12
In 4-person carpool	0	±12
In 5- or 6-person carpool	0	±12
In 7-or-more-person carpool	0	±12
Public transportation (excluding taxicab):	405	±99
Bus	234	±79
Subway or elevated rail	171	±72
Long-distance train or commuter rail	0	±12
Light rail, streetcar or trolley (carro público in Puerto Rico)	0	±12
Ferryboat	0	±12
Taxicab	0	±12
Motorcycle	0	±12
Bicycle	196	±73
Walked	218	±103
Other means	32	±42
Worked from home	118	±88

MODE SPLIT

	AM	PM	Daily	Satuday
Vehicle	38.2%	38.2%	38.2%	38.2%
Transit	26.8%	26.8%	26.8%	26.8%
Walked	14.4%	14.4%	14.4%	14.4%
Bicycle	13.0%	13.0%	13.0%	13.0%
WFH	7.6%	7.6%	7.6%	7.6%
Other	0.0%	0.0%	0.0%	0.0%
	AM	PM	Daily	Daily
Enter %	26%	61%	50%	50%
Exit %	74%	39%	50%	50%

Residential Units	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily	Weekday Daily
Base Trips (per ITE)	18	23	276	28
Total Person-Trips	20	26	304	31
Total Person-Vehicle-Trips	8	10	116	12
Total Vehicle-Trips	**6**	**8**	**95**	**10**
Entering Vehicle-Trips	2	5	47	5
Exiting Vehicle-Trips	5	3	47	5
Total Public Transportation Trips	5	7	81	8
Total Walking Trips	3	4	44	4
Total Bicycle Trips	3	3	39	4
Worked From Home	2	2	23	2

MODE SPLIT

	AM	PM	Daily	Sat.
Vehicle	41.4%	41.4%	41.4%	41.4%
Non-Vehicu	58.6%	58.6%	58.6%	58.6%
	AM	PM	Daily	Sat.
Enter %	55%	62%	50%	51%
Exit %	45%	38%	50%	49%

Retail Space	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily	Sat. Midday Peak Hour
Base Trips (per ITE)	33	33	377	38
Total Person-Trips	33	33	377	38
Total Person-Vehicle-Trips	14	14	156	16
Total Vehicle-Trips	**11**	**11**	**127**	**12**
Entering Vehicle-Trips	6	7	64	6
Exiting Vehicle-Trips	5	4	64	6
Total Non-Vehicular Trips	19	19	221	22

MODE SPLIT

	AM	PM	Daily	Sat.
Vehicle	41.4%	41.4%	41.4%	41.4%
Non-Vehicu	58.6%	58.6%	58.6%	58.6%
	AM	PM	Daily	Sat.
Enter %	55%	62%	50%	51%
Exit %	45%	38%	50%	49%

Mixed-Use Development	Weekday AM Peak Hour	Weekday PM Peak Hour	Weekday Daily	Sat. Midday Peak Hour
Base Trips (per ITE)	51	56	653	66
Total Person-Trips	51	56	653	66
Total Person-Vehicle-Trips	21	23	270	27
Total Vehicle-Trips	**17**	**19**	**220**	**22**
Entering Vehicle-Trips	9	12	110	11
Exiting Vehicle-Trips	8	7	110	11
Total Non-Vehicular Trips	30	33	383	39

TRIP DISTRIBUTION

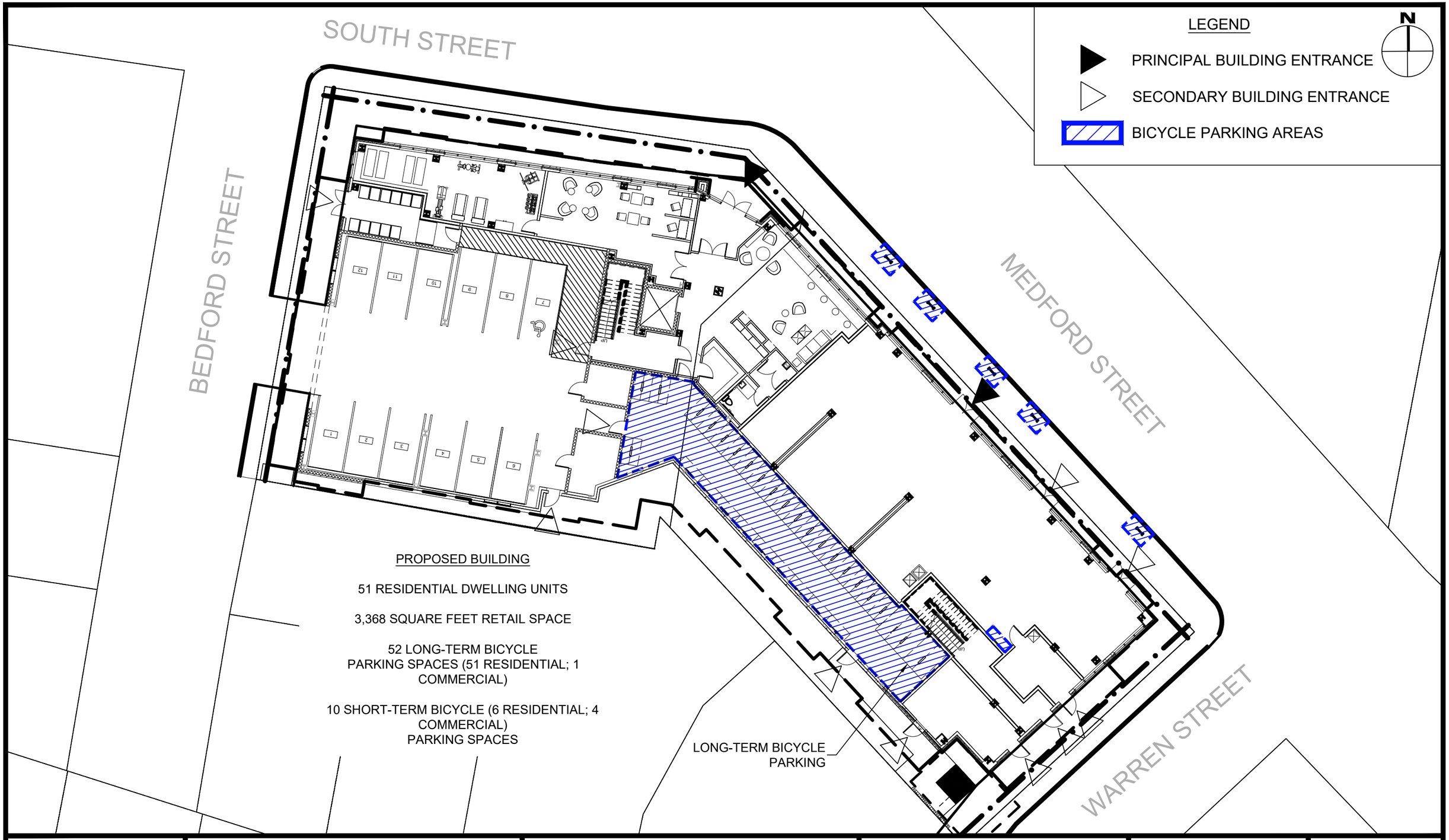
Residence						Place of Work						Commuting Flow		
State FIPS Code	County FIPS Code	Minor Civil Division FIPS Code	State Name	County Name	Minor Civil Division Name	State FIPS Code	County FIPS Code	Minor Civil Division FIPS Code	State Name	County Name	Minor Civil Division Name	Workers in Commuting Flow	Margin of Error	% of Workers
25	017	62535	Massachusetts	Middlesex County	Somerville city	006	037		California	Los Angeles County		23	37	0.05%
25	017	62535	Massachusetts	Middlesex County	Somerville city	006	073		California	San Diego County		11	17	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	009	001	73070	Connecticut	Fairfield County	Stamford town	24	28	0.05%
25	017	62535	Massachusetts	Middlesex County	Somerville city	009	003	68940	Connecticut	Hartford County	Simsbury town	46	65	0.09%
25	017	62535	Massachusetts	Middlesex County	Somerville city	009	013	44910	Connecticut	Tolland County	Mansfield town	53	66	0.11%
25	017	62535	Massachusetts	Middlesex County	Somerville city	023	005	24495	Maine	Cumberland County	Falmouth town	13	22	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	023	005	28240	Maine	Cumberland County	Gorham town	7	12	0.01%
25	017	62535	Massachusetts	Middlesex County	Somerville city	023	009	23200	Maine	Hancock County	Ellsworth city	9	14	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	001	03690	Massachusetts	Barnstable County	Barnstable Town city	22	33	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	005	02690	Massachusetts	Bristol County	Attleboro city	16	29	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	005	23000	Massachusetts	Bristol County	Fall River city	13	22	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	005	38225	Massachusetts	Bristol County	Mansfield town	13	19	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	005	49970	Massachusetts	Bristol County	Norton town	20	32	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	005	56060	Massachusetts	Bristol County	Raynham town	7	13	0.01%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	005	62430	Massachusetts	Bristol County	Somerset town	18	27	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	01465	Massachusetts	Essex County	Andover town	221	105	0.45%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	05595	Massachusetts	Essex County	Beverly city	68	50	0.14%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	07420	Massachusetts	Essex County	Boxford town	11	19	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	16250	Massachusetts	Essex County	Danvers town	144	125	0.29%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	25625	Massachusetts	Essex County	Georgetown town	24	37	0.05%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	29405	Massachusetts	Essex County	Haverhill city	7	10	0.01%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	32310	Massachusetts	Essex County	Ipswich town	15	18	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	34550	Massachusetts	Essex County	Lawrence city	132	97	0.27%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	37490	Massachusetts	Essex County	Lynn city	55	49	0.11%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	37560	Massachusetts	Essex County	Lynnfield town	17	28	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	38400	Massachusetts	Essex County	Marblehead town	22	36	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	40710	Massachusetts	Essex County	Methuen Town city	11	21	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	41095	Massachusetts	Essex County	Middleton town	20	21	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	46365	Massachusetts	Essex County	North Andover town	68	44	0.14%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	52490	Massachusetts	Essex County	Peabody city	76	76	0.16%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	57880	Massachusetts	Essex County	Rockport town	29	46	0.06%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	58405	Massachusetts	Essex County	Rowley town	12	21	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	59105	Massachusetts	Essex County	Salem city	156	82	0.32%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	60015	Massachusetts	Essex County	Saugus town	126	76	0.26%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	009	68645	Massachusetts	Essex County	Swampscott town	23	32	0.05%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	015	01325	Massachusetts	Hampshire County	Amherst town	7	11	0.01%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	00380	Massachusetts	Middlesex County	Acton town	98	67	0.20%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	01605	Massachusetts	Middlesex County	Arlington town	462	167	0.94%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	04615	Massachusetts	Middlesex County	Bedford town	236	131	0.48%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	05070	Massachusetts	Middlesex County	Belmont town	264	118	0.54%

25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	05805	Massachusetts	Middlesex County	Billerica town	215	76	0.44%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	07350	Massachusetts	Middlesex County	Boxborough town	63	39	0.13%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	09840	Massachusetts	Middlesex County	Burlington town	796	227	1.63%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	11000	Massachusetts	Middlesex County	Cambridge city	10,123	702	20.70%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	13135	Massachusetts	Middlesex County	Chelmsford town	154	86	0.31%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	15060	Massachusetts	Middlesex County	Concord town	312	111	0.64%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	17475	Massachusetts	Middlesex County	Dracut town	69	64	0.14%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	21990	Massachusetts	Middlesex County	Everett city	240	133	0.49%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	24925	Massachusetts	Middlesex County	Framingham town	423	222	0.86%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	27480	Massachusetts	Middlesex County	Groton town	9	16	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	30700	Massachusetts	Middlesex County	Holliston town	48	53	0.10%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	31085	Massachusetts	Middlesex County	Hopkinton town	26	33	0.05%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	31540	Massachusetts	Middlesex County	Hudson town	46	32	0.09%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	35215	Massachusetts	Middlesex County	Lexington town	656	161	1.34%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	35425	Massachusetts	Middlesex County	Lincoln town	58	50	0.12%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	35950	Massachusetts	Middlesex County	Littleton town	88	71	0.18%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	37000	Massachusetts	Middlesex County	Lowell city	281	110	0.57%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	37875	Massachusetts	Middlesex County	Malden city	286	106	0.58%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	38715	Massachusetts	Middlesex County	Marlborough city	300	148	0.61%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	39625	Massachusetts	Middlesex County	Maynard town	11	12	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	39835	Massachusetts	Middlesex County	Medford city	1,419	342	2.90%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	40115	Massachusetts	Middlesex County	Melrose city	77	42	0.16%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	43895	Massachusetts	Middlesex County	Natick town	342	177	0.70%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	45560	Massachusetts	Middlesex County	Newton city	1,032	256	2.11%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	48955	Massachusetts	Middlesex County	North Reading town	107	78	0.22%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	56130	Massachusetts	Middlesex County	Reading town	89	69	0.18%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	62535	Massachusetts	Middlesex County	Somerville city	7,391	742	15.11%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	67665	Massachusetts	Middlesex County	Stoneham town	188	95	0.38%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	68050	Massachusetts	Middlesex County	Stow town	35	39	0.07%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	68260	Massachusetts	Middlesex County	Sudbury town	47	41	0.10%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	69415	Massachusetts	Middlesex County	Tewksbury town	73	74	0.15%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	71025	Massachusetts	Middlesex County	Tyngsborough town	14	23	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	72215	Massachusetts	Middlesex County	Wakefield town	125	61	0.26%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	72600	Massachusetts	Middlesex County	Waltham city	1,158	228	2.37%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	73440	Massachusetts	Middlesex County	Watertown Town city	691	194	1.41%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	73790	Massachusetts	Middlesex County	Wayland town	57	42	0.12%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	76135	Massachusetts	Middlesex County	Westford town	170	108	0.35%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	77255	Massachusetts	Middlesex County	Weston town	84	54	0.17%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	80230	Massachusetts	Middlesex County	Wilmington town	309	96	0.63%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	80510	Massachusetts	Middlesex County	Winchester town	195	120	0.40%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	81035	Massachusetts	Middlesex County	Woburn city	670	215	1.37%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	04930	Massachusetts	Norfolk County	Bellingham town	9	18	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	07740	Massachusetts	Norfolk County	Braintree Town city	47	53	0.10%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	09175	Massachusetts	Norfolk County	Brookline town	280	128	0.57%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	11315	Massachusetts	Norfolk County	Canton town	103	85	0.21%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	16495	Massachusetts	Norfolk County	Dedham town	54	50	0.11%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	24820	Massachusetts	Norfolk County	Foxborough town	6	11	0.01%

25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	25172	Massachusetts	Norfolk County	Franklin Town city	48	50	0.10%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	41515	Massachusetts	Norfolk County	Millis town	8	16	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	41690	Massachusetts	Norfolk County	Milton town	54	49	0.11%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	44105	Massachusetts	Norfolk County	Needham town	160	81	0.33%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	46050	Massachusetts	Norfolk County	Norfolk town	20	25	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	50250	Massachusetts	Norfolk County	Norwood town	58	40	0.12%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	55745	Massachusetts	Norfolk County	Quincy city	186	111	0.38%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	55955	Massachusetts	Norfolk County	Randolph town	33	49	0.07%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	60785	Massachusetts	Norfolk County	Sharon town	1	3	0.00%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	72495	Massachusetts	Norfolk County	Walpole town	17	27	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	74175	Massachusetts	Norfolk County	Wellesley town	195	92	0.40%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	78690	Massachusetts	Norfolk County	Westwood town	48	47	0.10%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	021	78972	Massachusetts	Norfolk County	Weymouth Town city	178	115	0.36%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	023	08085	Massachusetts	Plymouth County	Bridgewater town	18	27	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	023	09000	Massachusetts	Plymouth County	Brockton city	13	21	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	023	28285	Massachusetts	Plymouth County	Hanover town	52	65	0.11%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	023	28495	Massachusetts	Plymouth County	Hanson town	8	13	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	023	30210	Massachusetts	Plymouth County	Hingham town	15	21	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	023	31645	Massachusetts	Plymouth County	Hull town	25	39	0.05%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	023	33220	Massachusetts	Plymouth County	Kingston town	7	11	0.01%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	023	40850	Massachusetts	Plymouth County	Middleborough town	7	12	0.01%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	023	57775	Massachusetts	Plymouth County	Rockland town	60	63	0.12%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	025	07000	Massachusetts	Suffolk County	Boston city	15,041	905	30.75%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	025	13205	Massachusetts	Suffolk County	Chelsea city	312	151	0.64%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	025	56585	Massachusetts	Suffolk County	Revere city	26	26	0.05%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	025	81005	Massachusetts	Suffolk County	Winthrop Town city	49	50	0.10%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	23875	Massachusetts	Worcester County	Fitchburg city	7	12	0.01%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	25485	Massachusetts	Worcester County	Gardner city	17	20	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	28950	Massachusetts	Worcester County	Harvard town	12	19	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	34165	Massachusetts	Worcester County	Lancaster town	11	19	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	35075	Massachusetts	Worcester County	Leominster city	23	27	0.05%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	46820	Massachusetts	Worcester County	Northborough town	2	4	0.00%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	61800	Massachusetts	Worcester County	Shrewsbury town	45	54	0.09%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	63165	Massachusetts	Worcester County	Southborough town	25	30	0.05%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	73895	Massachusetts	Worcester County	Webster town	6	10	0.01%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	75015	Massachusetts	Worcester County	Westborough town	97	84	0.20%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	027	82000	Massachusetts	Worcester County	Worcester city	76	47	0.16%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	003	14660	New Hampshire	Carroll County	Conway town	50	81	0.10%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	003	58740	New Hampshire	Carroll County	Ossipee town	12	29	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	009	33860	New Hampshire	Grafton County	Hanover town	9	15	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	011	37140	New Hampshire	Hillsborough County	Hollis town	14	23	0.03%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	011	45140	New Hampshire	Hillsborough County	Manchester city	36	29	0.07%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	011	48020	New Hampshire	Hillsborough County	Milford town	20	34	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	011	50260	New Hampshire	Hillsborough County	Nashua city	18	22	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	015	09300	New Hampshire	Rockingham County	Candia town	20	31	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	015	17940	New Hampshire	Rockingham County	Derry town	42	57	0.09%
25	017	62535	Massachusetts	Middlesex County	Somerville city	033	015	33060	New Hampshire	Rockingham County	Hampton town	8	12	0.02%

25	017	62535	Massachusetts	Middlesex County	Somerville city	033	015	66660	New Hampshire	Rockingham County	Salem town	9	14	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	036	047	10022	New York	Kings County	Brooklyn borough	8	13	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	036	061	44919	New York	New York County	Manhattan borough	34	30	0.07%
25	017	62535	Massachusetts	Middlesex County	Somerville city	036	093	65508	New York	Schenectady County	Schenectady city	8	12	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	044	007	41500	Rhode Island	Providence County	Lincoln town	10	15	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	044	007	59000	Rhode Island	Providence County	Providence city	7	12	0.01%
25	017	62535	Massachusetts	Middlesex County	Somerville city	048	201		Texas	Harris County		12	19	0.02%
25	017	62535	Massachusetts	Middlesex County	Somerville city	051	059		Virginia	Fairfax County		18	27	0.04%
25	017	62535	Massachusetts	Middlesex County	Somerville city				Outside of the U.S.			42	46	0.09%
25	017	62535	Massachusetts	Middlesex County	Somerville city	025	017	62535	Massachusetts	Middlesex County	Somerville city	7,391	742	32.23%

COMPREHENSIVE SITE PLAN AND CORRESPONDING TRAFFIC FIGURES



GM2 ASSOCIATES
10 Cabot Rd. Suite 101B - Medford, MA 02155
617-776-3350
www.gm2inc.com

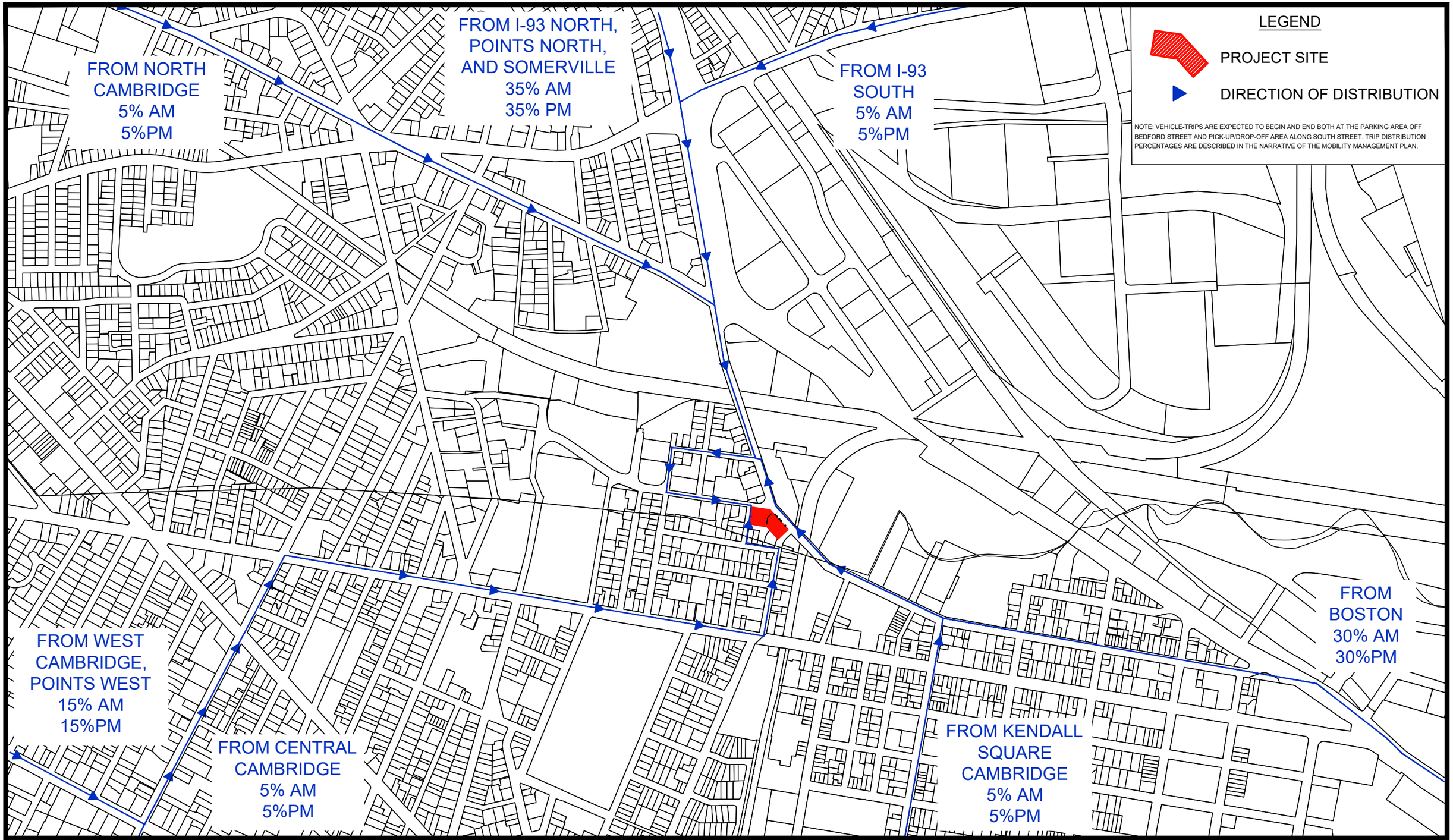
DEVELOPER:
SOMERVILLE LIVING, LLC
P.O. BOX 780
LYNNFIELD, MA 01940
PROJECT TEAM

MIXED-USE DEVELOPMENT
20 MEDFORD STREET
SOMERVILLE, MA
SITE NAME/ADDRESS

Comprehensive Site Plan
SHEET NAME

Figure C-101
SHEET #

DR BY: SZ
CHK BY: DG
DCI PROJ NO.: 2021-24
DATE: FEBRUARY 2023
SCALE: 1" = 20'



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10 Cabot Rd. Suite 101B - Medford, MA 02155
617-776-3350
www.gm2inc.com

DEVELOPER:
SOMERVILLE LIVING, LLC
P.O. BOX 780
LYNNFIELD, MA 01940
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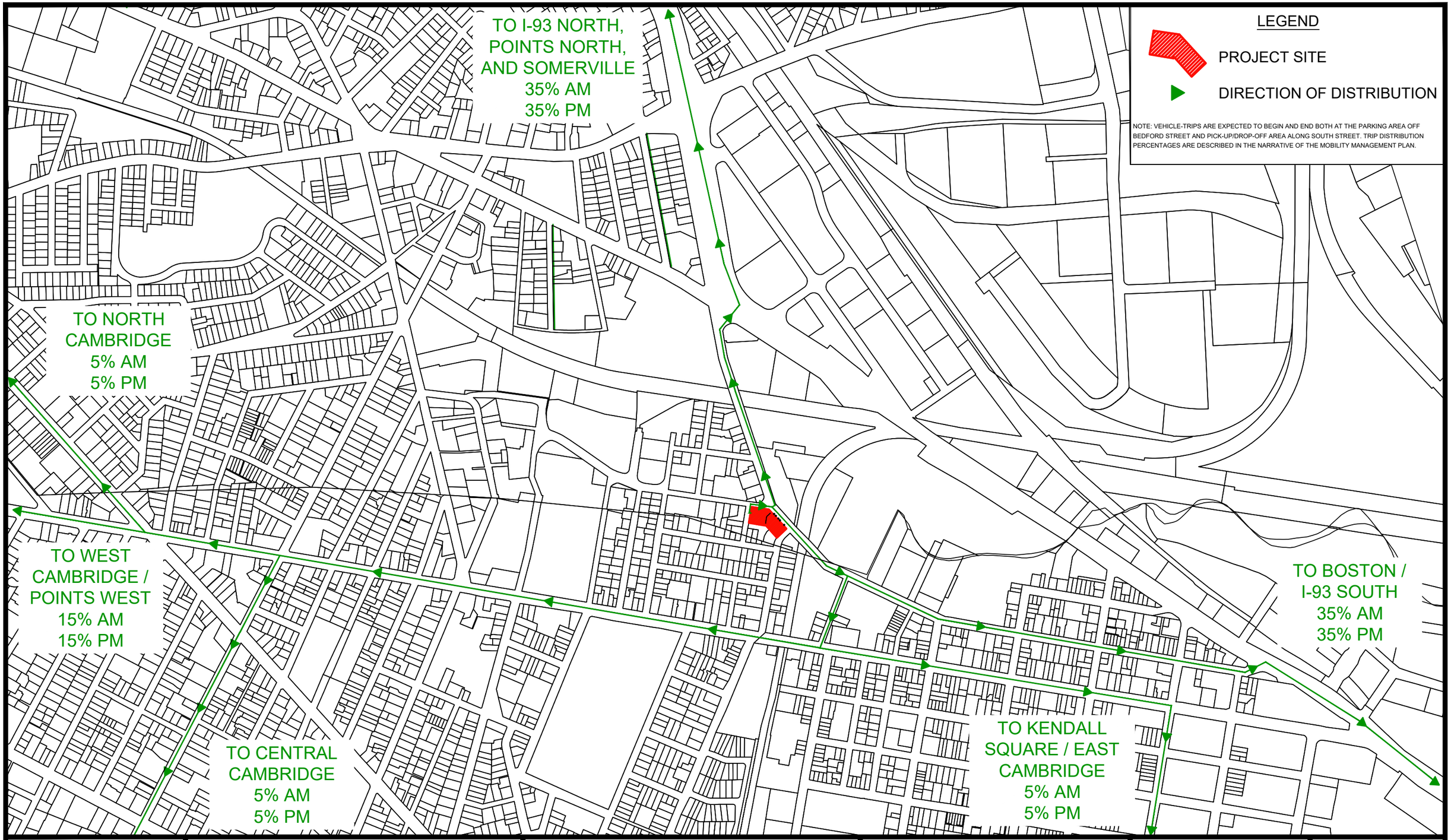
MIXED-USE DEVELOPMENT
20 MEDFORD STREET
SOMERVILLE, MA
SITE NAME/ADDRESS

Vehicle Trip Distribution - Inbound
SHEET NAME

Figure C-102
SHEET #

DR BY: SZ
CHK BY: DG
DCI PROJ NO.: 2021-24
DATE: FEBRUARY 2023
SCALE: 1" = 500'



GM2 ASSOCIATES
10 Cabot Rd. Suite 101B - Medford, MA 02155
617-776-3350
www.gm2inc.com

DEVELOPER:
SOMERVILLE LIVING, LLC
P.O. BOX 780
LYNNFIELD, MA 01940
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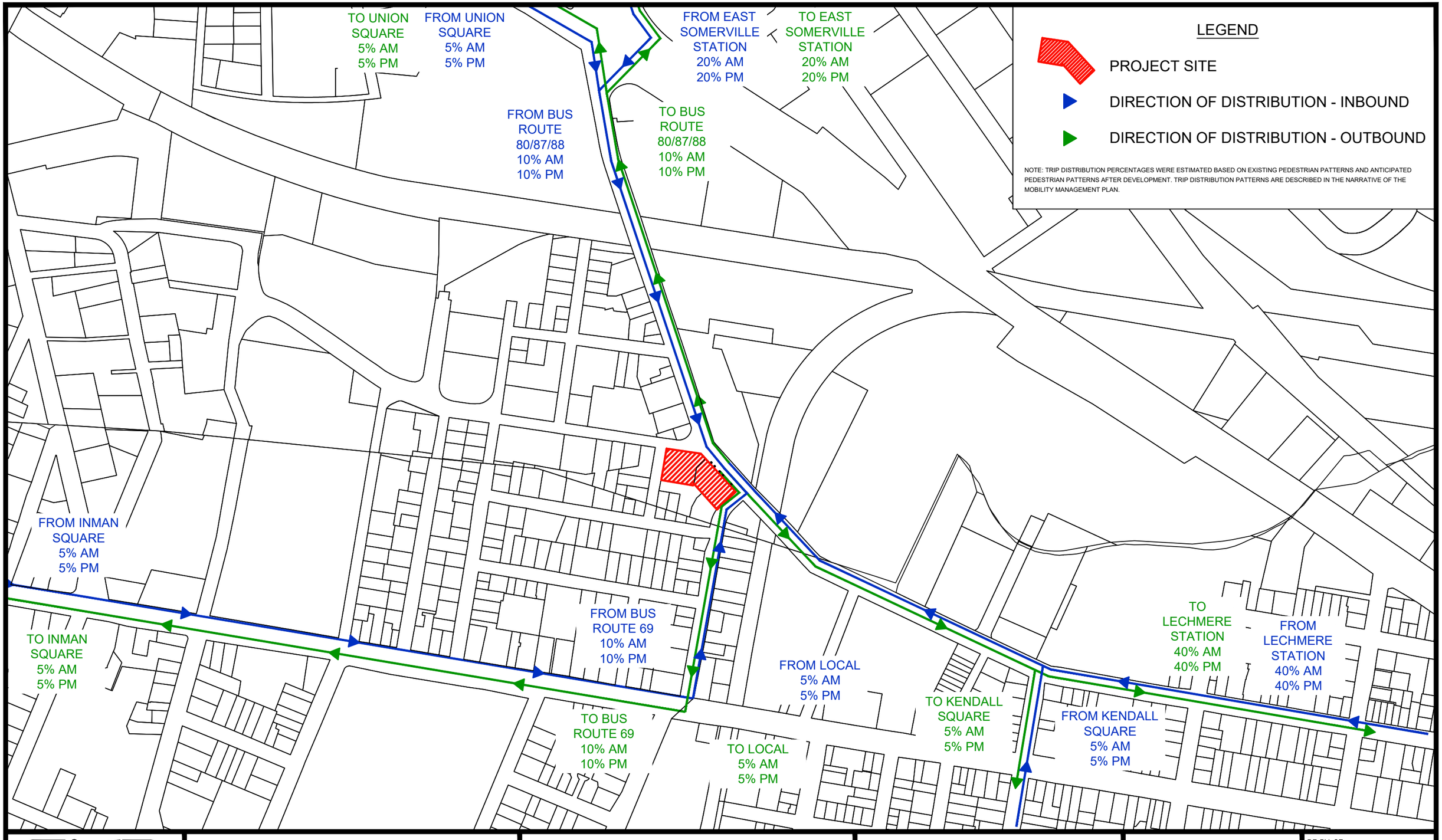
MIXED-USE DEVELOPMENT
20 MEDFORD STREET
SOMERVILLE, MA
SITE NAME/ADDRESS

Vehicle Trip Distribution - Outbound
SHEET NAME

Figure C-103
SHEET #

DR BY: SZ
CHK BY: DG
DCI PROJ NO.: 2021-24
DATE: FEBRUARY 2023
SCALE: 1" = 500'



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10 Cabot Rd. Suite 101B - Medford, MA 02155
617-776-3350
www.gm2inc.com

DEVELOPER:
SOMERVILLE LIVING, LLC
P.O. BOX 780
LYNNFIELD, MA 01940
PROJECT TEAM

MIXED-USE DEVELOPMENT
20 MEDFORD STREET
SOMERVILLE, MA
SITE NAME/ADDRESS

Pedestrian Trip Distribution
SHEET NAME

Figure C-104
SHEET #

DR BY: SZ
CHK BY: DG
DCI PROJ NO.: 2021-24
DATE: FEBRUARY 2023
SCALE: 1" = 250'

FROM CENTRAL / WEST SOMERVILLE
20% AM
20% PM

TO CENTRAL / WEST SOMERVILLE
20% AM
20% PM

FROM EAST SOMERVILLE
5% AM
5% PM

TO EAST SOMERVILLE
5% AM
5% PM

FROM CAMBRIDGE
25% AM
25% PM

TO CAMBRIDGE
25% AM
25% PM

TO KENDALL SQUARE
5% AM
5% PM

FROM KENDALL SQUARE
5% AM
5% PM

TO BOSTON
45% AM
45% PM

FROM BOSTON
45% AM
45% PM

LEGEND

- PROJECT SITE
- DIRECTION OF DISTRIBUTION - INBOUND
- DIRECTION OF DISTRIBUTION - OUTBOUND

NOTE: TRIP DISTRIBUTION PERCENTAGES WERE ESTIMATED BASED ON EXISTING BICYCLE PATTERNS AND ANTICIPATED BICYCLE PATTERNS AFTER DEVELOPMENT, AS WELL AS THE BICYCLE INFRASTRUCTURE THAT IS CURRENTLY IN PLACE. TRIP DISTRIBUTION PATTERNS ARE DESCRIBED IN THE NARRATIVE OF THE MOBILITY MANAGEMENT PLAN.

GM2 ASSOCIATES
10 Cabot Rd. Suite 101B - Medford, MA 02155
617-776-3350
www.gm2inc.com

PROJECT TEAM

DEVELOPER:
SOMERVILLE LIVING, LLC
P.O. BOX 780
LYNNFIELD, MA 01940

SITE NAME/ADDRESS

MIXED-USE DEVELOPMENT
20 MEDFORD STREET
SOMERVILLE, MA

SHEET NAME

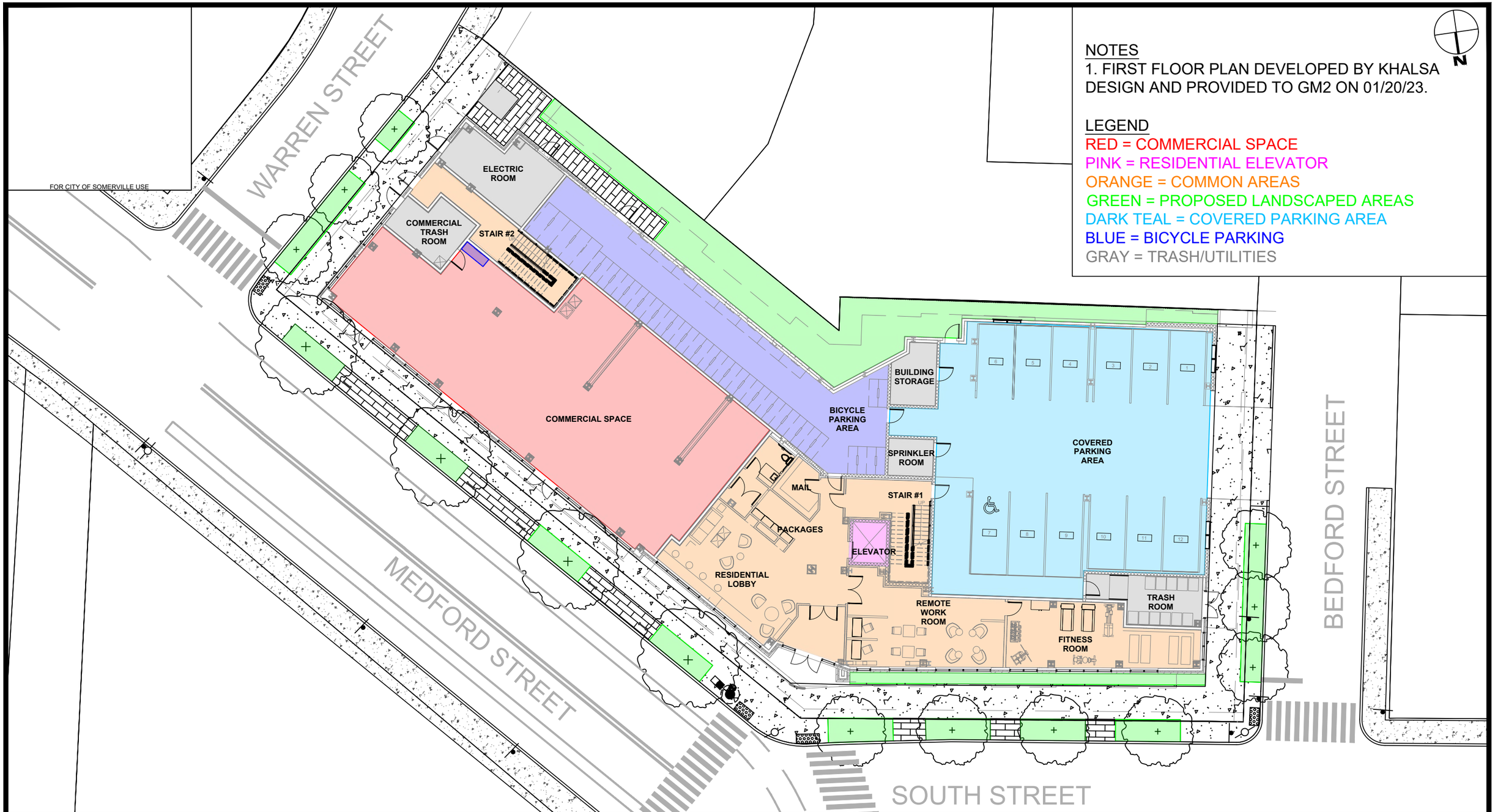
Bicycle Trip Distribution

SHEET #

Figure C-105

DR BY: SZ
CHK BY: DG
DCI PROJ NO.: 2021-24
DATE: FEBRUARY 2023
SCALE: 1" = 250'

DRAFT TRANSPORTATION ACCESS PLAN FIGURES



NOTES

1. FIRST FLOOR PLAN DEVELOPED BY KHALSA DESIGN AND PROVIDED TO GM2 ON 01/20/23.

LEGEND

RED = COMMERCIAL SPACE
PINK = RESIDENTIAL ELEVATOR
ORANGE = COMMON AREAS
GREEN = PROPOSED LANDSCAPED AREAS
DARK TEAL = COVERED PARKING AREA
BLUE = BICYCLE PARKING
GRAY = TRASH/UTILITIES

GM2 ASSOCIATES
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617-776-3350
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LYNNFIELD, MA 01940

SITE NAME/ADDRESS

MIXED USE DEVELOPMENT
16-20 MEDFORD STREET
SOMERVILLE, MA

SHEET NAME

Illustrative Site Plan

SHEET #

Figure C-101

DR BY: SZ
CHK BY: DG
DCI PROJ NO: 2021-024
DATE: FEBRUARY 2023
SCALE: 1" = 20'

FOR CITY OF SOMERVILLE USE

NOTES
1. ALL EXISTING ON-SITE ELEMENTS TO BE REMOVED.

LEGEND
RED = EXISTING ELEMENTS TO BE REMOVED
BLUE = PROPOSED ELEMENTS
GRAY = EXISTING ELEMENTS TO REMAIN
BLACK = PROPOSED SITE ELEMENTS

N

WARREN STREET

REMOVAL OF ~25' CURB CUT

EXISTING BUILDINGS TO BE REMOVED

EXISTING STOP AND STREET SIGN

PROPOSED SIDEWALK

EXISTING SPEED LIMIT AND NO PARKING ANYTIME SIGN

PROPOSED SHORT TERM BICYCLE PARKING (U-RACK)

REMOVAL OF ~40' CURB CUT

MEDFORD STREET

EXISTING PEDESTRIAN CROSSING AHEAD

EXISTING NO PARKING ANYTIME SIGN

PROPOSED 20' CURB CUT

BEDFORD STREET

RELOCATE EXISTING "TOW ZONE NO STOPPING ANYTIME" SIGN

EXISTING STOP SIGN

REMOVAL OF ~55' CURB CUT

SOUTH STREET

EXISTING "SOUTH STREET" SIGN

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LYNNFIELD, MA 01940

SITE NAME/ADDRESS

MIXED USE DEVELOPMENT
16-20 MEDFORD STREET
SOMERVILLE, MA

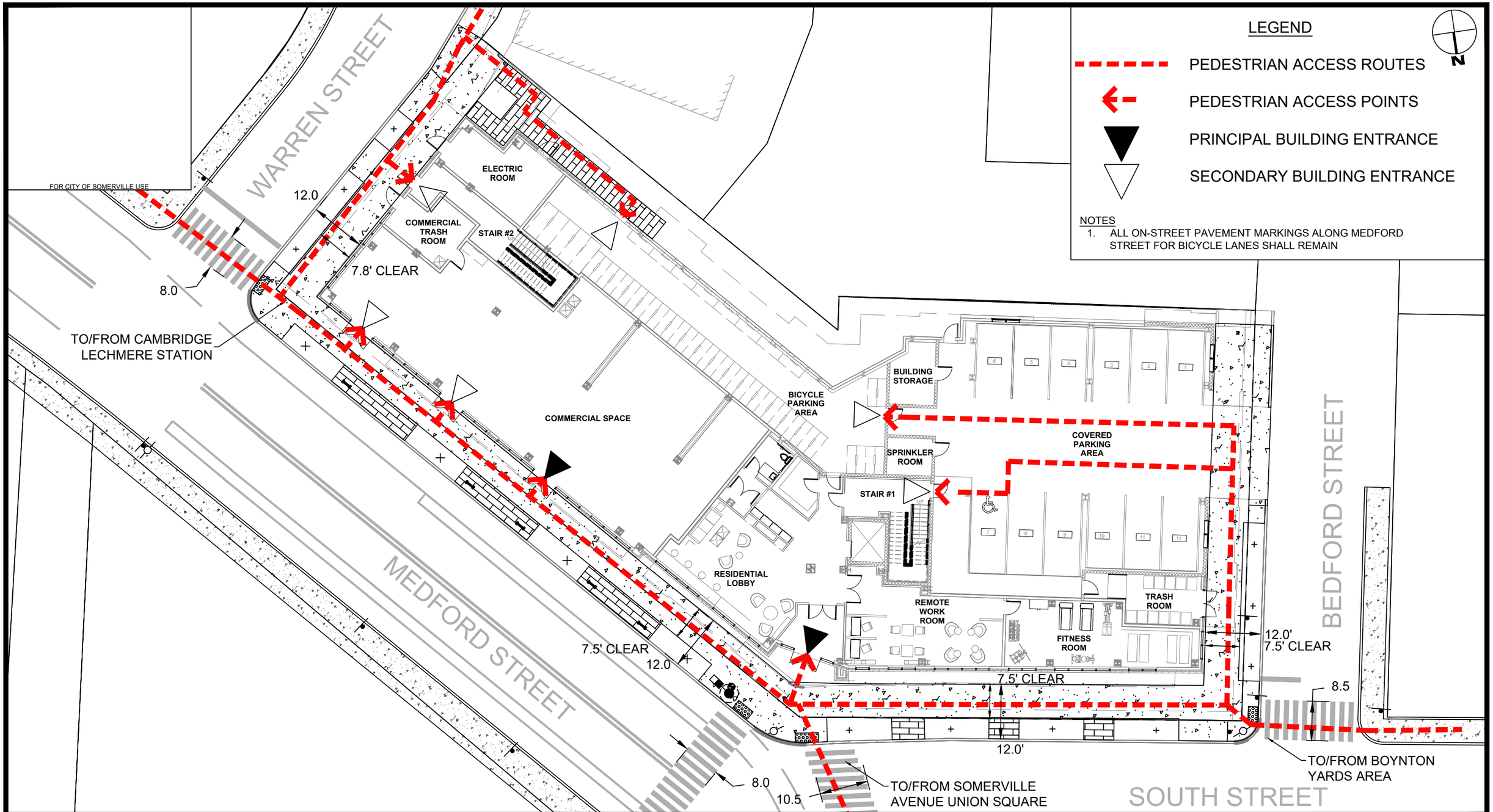
SHEET NAME

Transportation Elements Plan

SHEET #

Figure C-102

DR BY: SZ
CHK BY: DG
DCI PROJ NO: 2021-024
DATE: FEBRUARY 2023
SCALE: 1" = 20'



GM2 ASSOCIATES
10 Cabot Rd. Suite 101B - Medford, MA 02155
617-776-3350
www.gm2inc.com

PROJECT TEAM

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SOMERVILLE LIVING, LLC
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LYNNFIELD, MA 01940

SITE NAME/ADDRESS

MIXED USE DEVELOPMENT
16-20 MEDFORD STREET
SOMERVILLE, MA

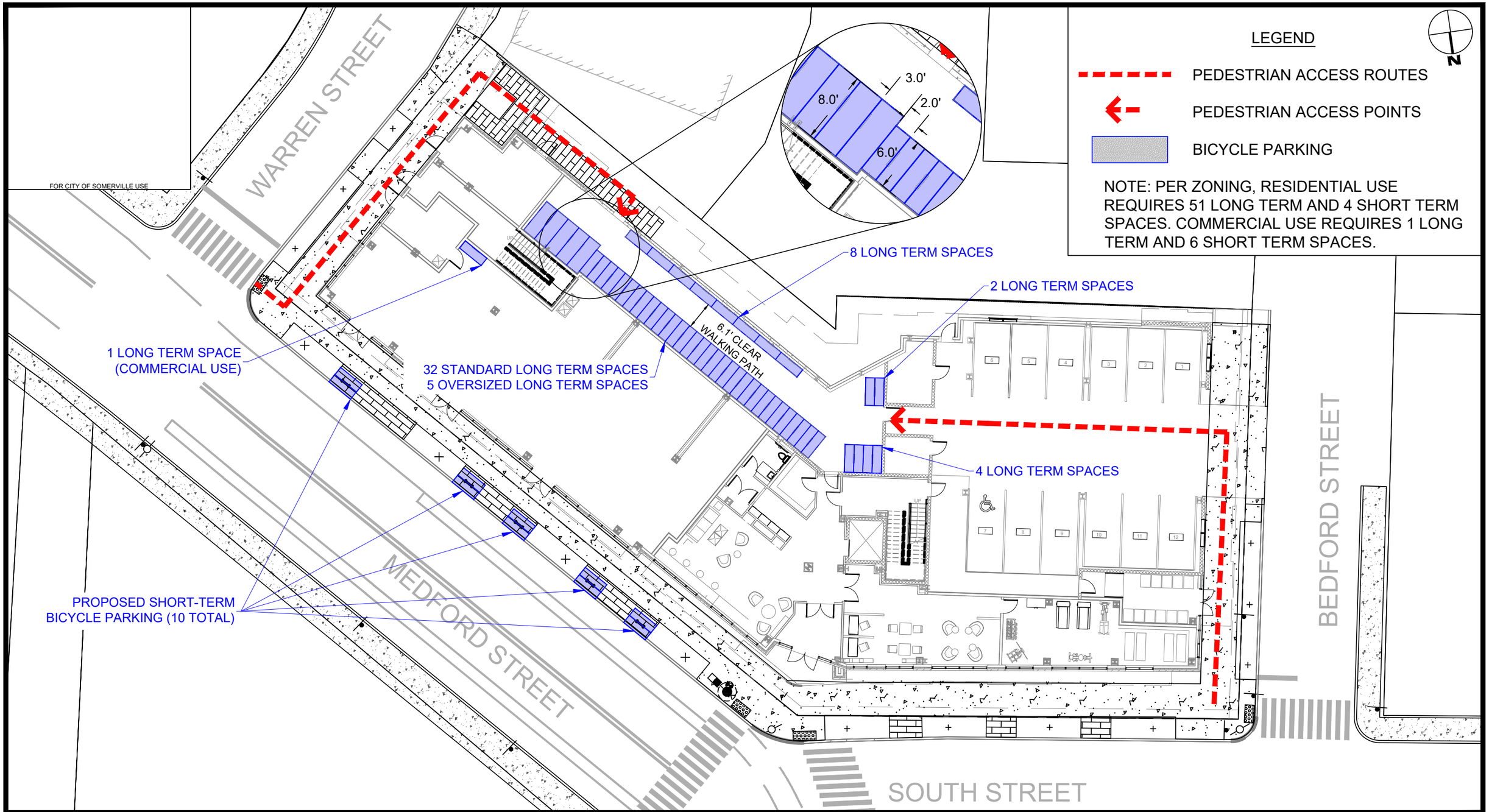
SHEET NAME

Pedestrian Access Plan

SHEET #

Figure C-103

DR BY: SZ
CHK BY: DG
DCI PROJ NO: 2021-024
DATE: FEBRUARY 2023
SCALE: 1" = 20'



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10 Cabot Rd. Suite 101B - Medford, MA 02155
617-776-3350
www.gm2inc.com

DEVELOPER:
SOMERVILLE LIVING, LLC
P.O. BOX 780
LYNNFIELD, MA 01940

PROJECT TEAM

MIXED USE DEVELOPMENT
16-20 MEDFORD STREET
SOMERVILLE, MA

SITE NAME/ADDRESS

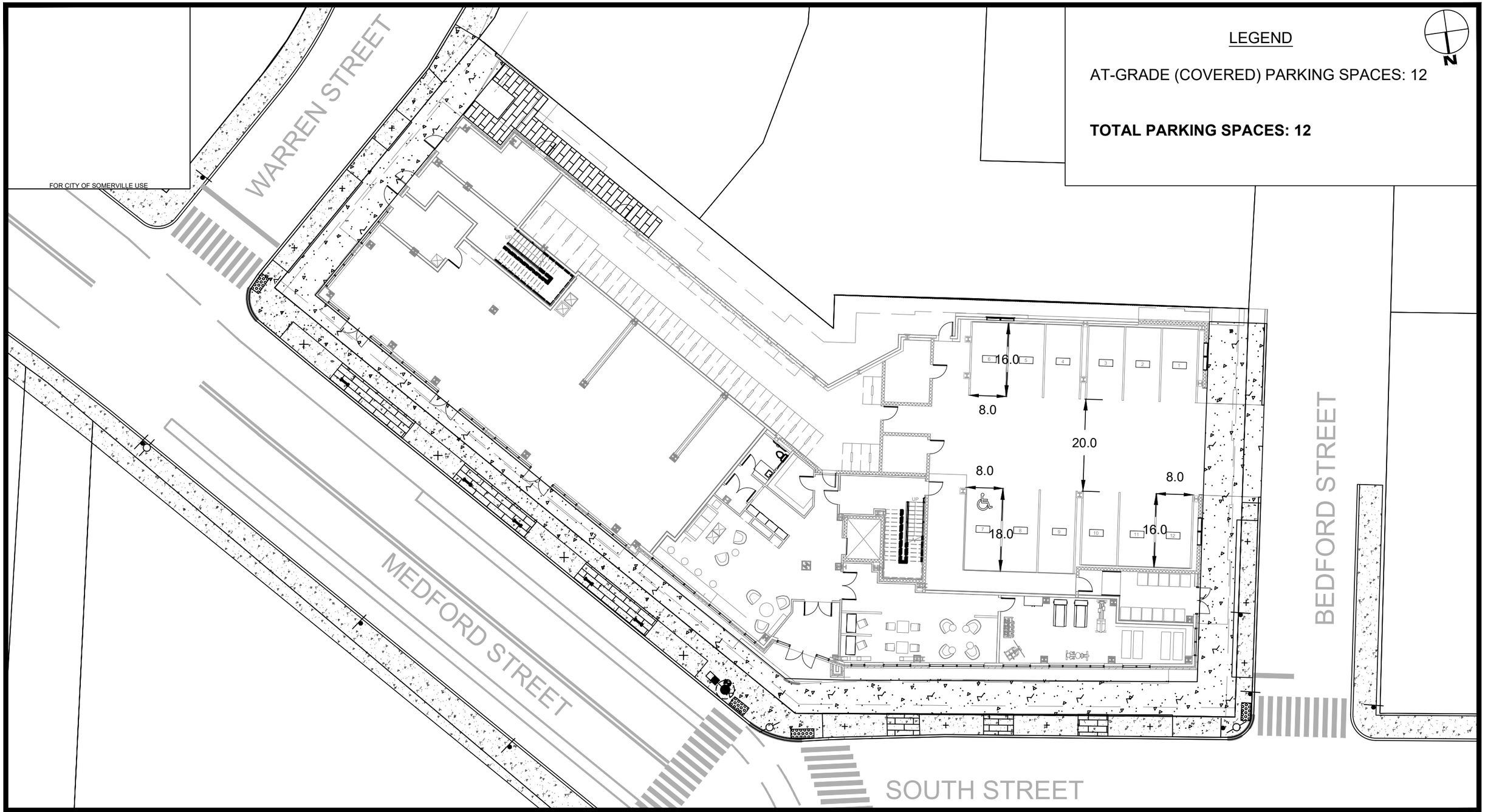
Bicycle Parking Plan

SHEET NAME

Figure C-104

SHEET #

DR BY: SZ
CHK BY: DG
DCI PROJ NO: 2021-024
DATE: FEBRUARY 2023
SCALE: 1" = 20'



GM2 ASSOCIATES
10 Cabot Rd. Suite 101B - Medford, MA 02155
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www.gm2inc.com

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DEVELOPER:
SOMERVILLE LIVING, LLC
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LYNNFIELD, MA 01940

SITE NAME/ADDRESS

MIXED USE DEVELOPMENT
16-20 MEDFORD STREET
SOMERVILLE, MA

SHEET NAME

Vehicle Parking Plan - At-Grade

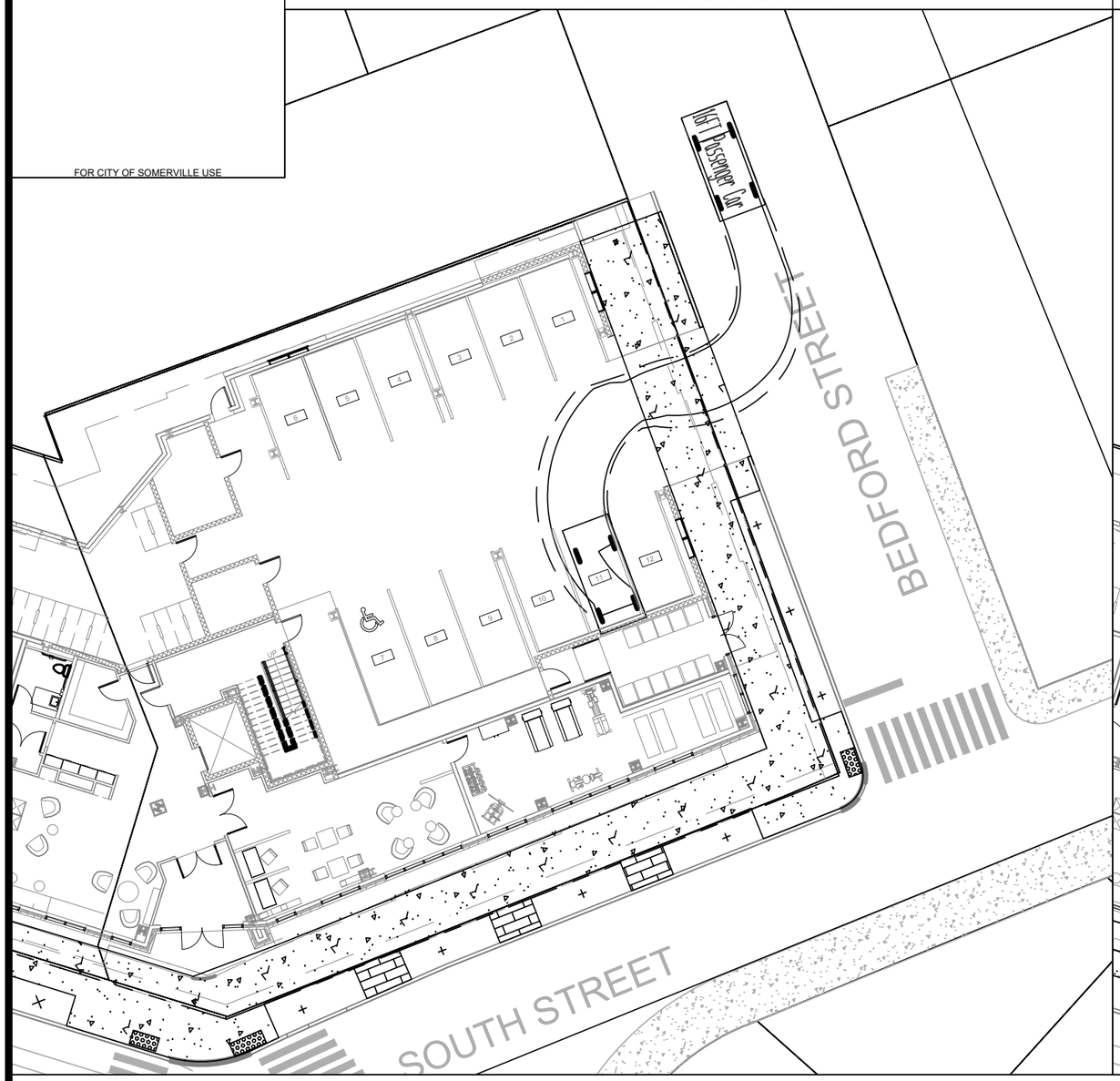
SHEET #

Figure C-105

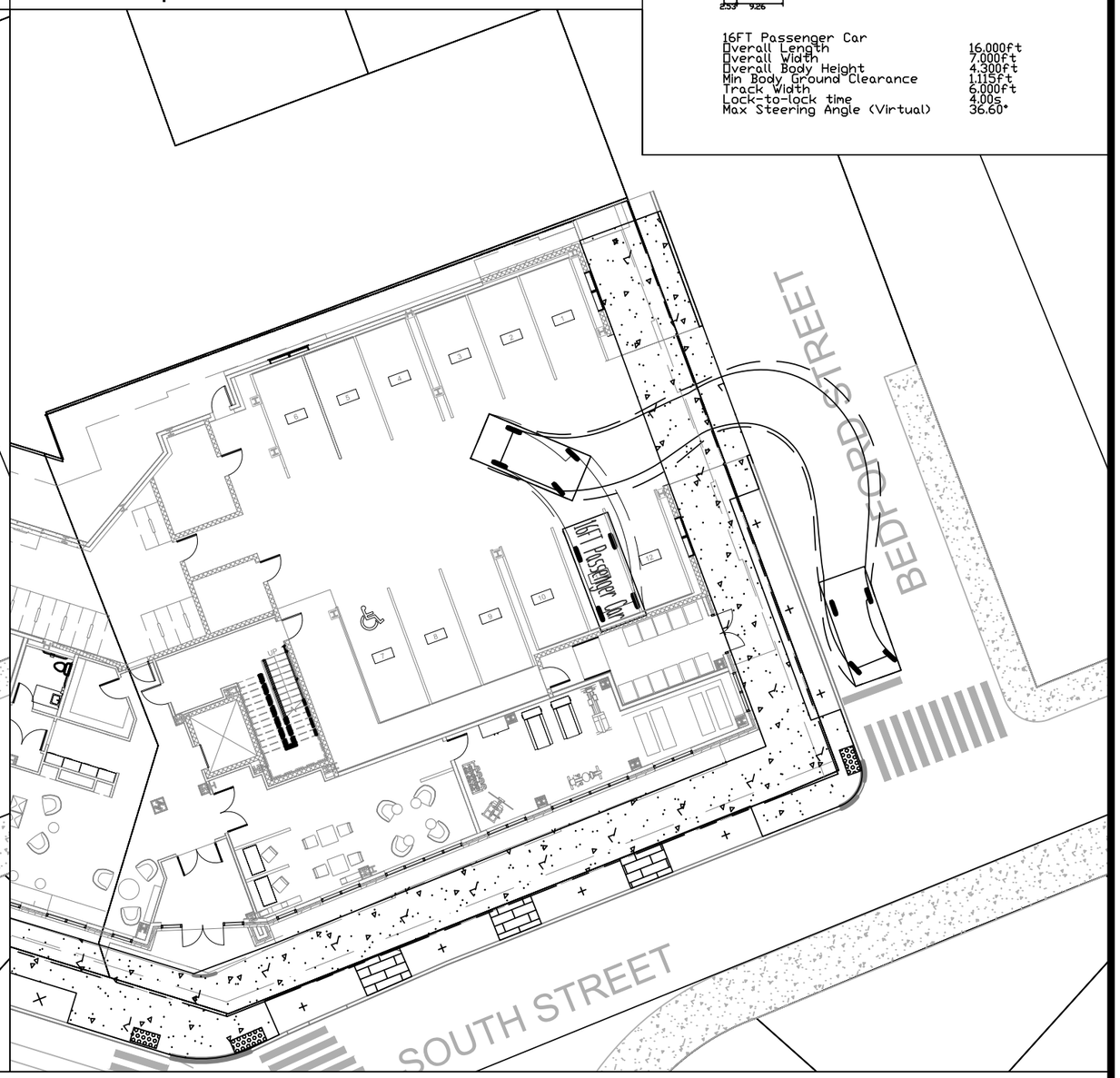
DR BY: SZ
CHK BY: DG
DCI PROJ NO: 2021-024
DATE: FEBRUARY 2023
SCALE: 1" = 20'

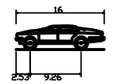
FOR CITY OF SOMERVILLE USE

Passenger Vehicle - Pulling into At-Grade Space from Bedford Street



Passenger Vehicle - Pulling out of At-Grade Space onto Bedford Street





N

16FT Passenger Car	
Overall Length	16.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	36.60°

GM2 ASSOCIATES
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617-776-3350
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LYNNFIELD, MA 01940

SITE NAME/ADDRESS

MIXED USE DEVELOPMENT
16-20 MEDFORD STREET
SOMERVILLE, MA

SHEET NAME

Vehicle Maneuver Plan - At-Grade

SHEET #

Figure C-106

DR BY: SZ

CHK BY: DG

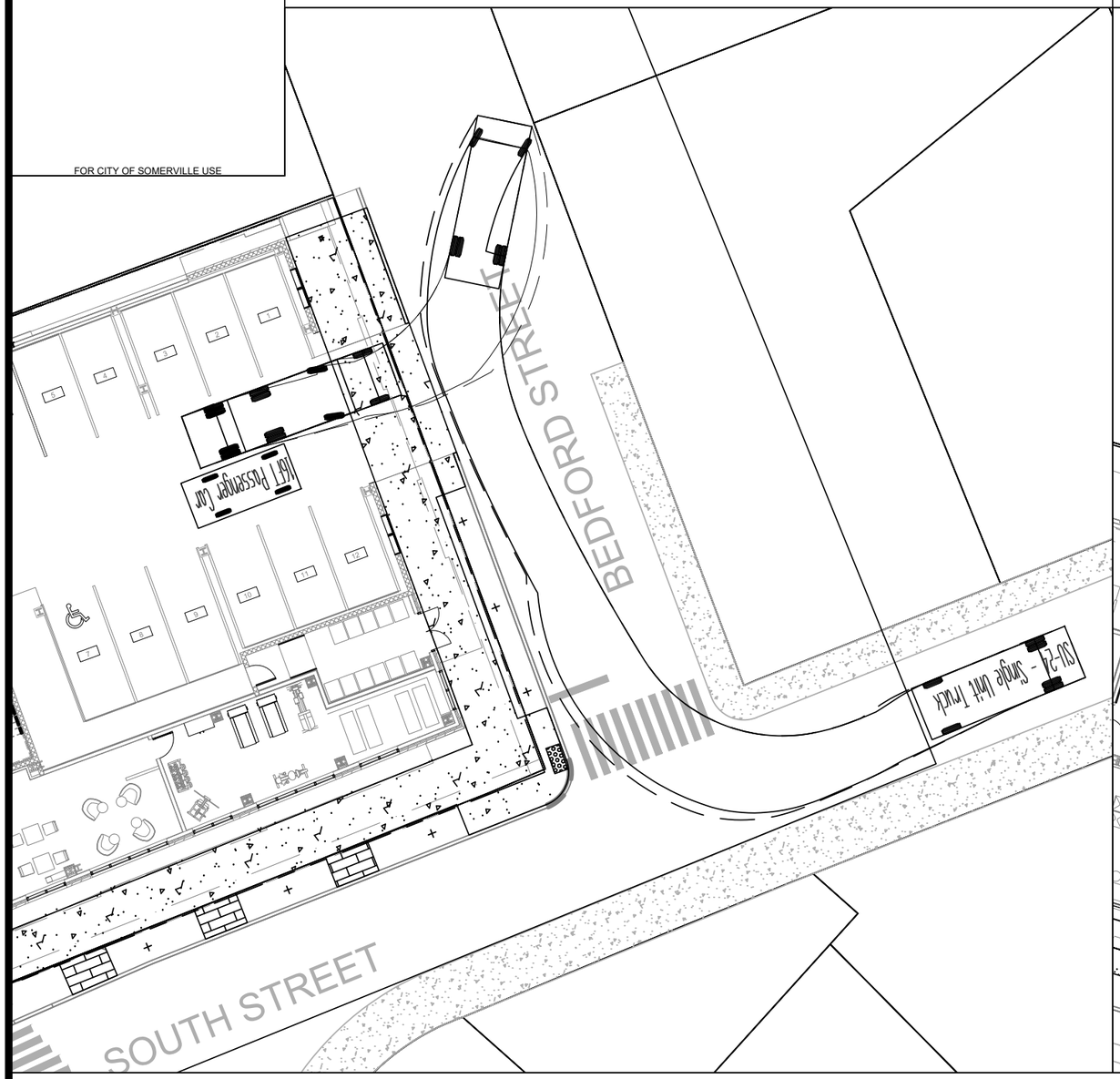
DCI PROJ NO: 2021-024

DATE: FEBRUARY 2023

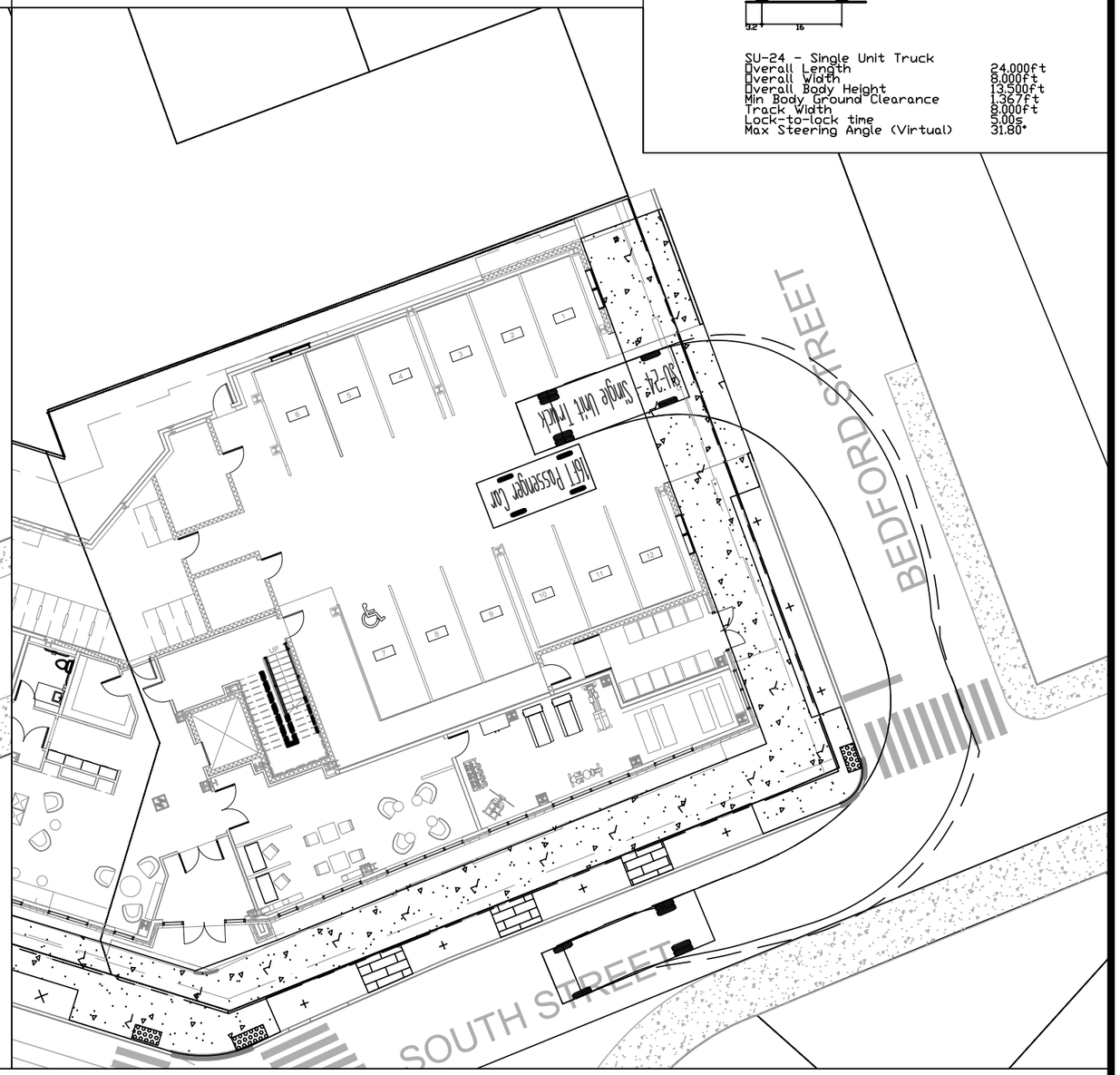
SCALE: 1" = 20'

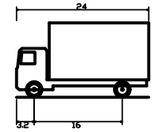
FOR CITY OF SOMERVILLE USE

SU-24 Truck - Pulling into At-Grade Garage from Bedford Street



SU-24 Truck - Pulling out of At-Grade Garage onto Bedford Street





SU-24 - Single Unit Truck	
Overall Length	24.000ft
Overall Width	8.000ft
Overall Body Height	13.500ft
Min Body Ground Clearance	1.367ft
Track Width	8.000ft
Lock-to-lock time	5.00s
Max Steering Angle (Virtual)	31.80°

N

GM2 ASSOCIATES
10 Cabot Rd. Suite 101B - Medford, MA 02155
617-776-3350
www.gm2inc.com

PROJECT TEAM

DEVELOPER:
SOMERVILLE LIVING, LLC
P.O. BOX 780
LYNNFIELD, MA 01940

SITE NAME/ADDRESS

MIXED USE DEVELOPMENT
16-20 MEDFORD STREET
SOMERVILLE, MA

SHEET NAME

Vehicle Maneuver Plan - At-Grade

SHEET #

Figure C-107

DR BY: SZ
CHK BY: DG
DCI PROJ NO: 2021-024
DATE: FEBRUARY 2023
SCALE: 1" = 20'