
MEMORANDUM

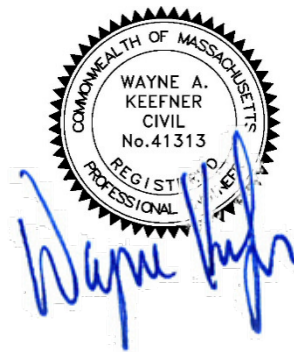
DCI JOB NO. 2018-032

TO: Tony Barros
Barros Properties LLC
65 Mountain Avenue
Boston, MA 02124

FROM: Wayne Keefner, P.E., PTOE
Design Consultants, Inc.

SUBJECT: **Parking Utilization Study**
124 Highland Avenue
Somerville, MA

DATE: August 28, 2019
Revised: September 12, 2019



As requested by the client, Design Consultants, Inc. (DCI) has performed a parking utilization study for the proposed Project located at 124 Highland Avenue ("Project") in Somerville, Massachusetts. It is our understanding that the client is proposing to redevelop the site with the construction of a residential and fraternal organization/lodge development. It is proposed that there will be 19 residential units and a fraternal organization/lodge room in the basement. This Parking Utilization Study is a revision to the study dated August 28, 2019, as requested by the Zoning Board of Appeals (ZBA) in Somerville. This revised study contains data collected during September 2019, when Somerville High School is back in session, as well as an additional time period, weekday mid-morning, when the Somerville High School and City Hall are both occupied.

As part of this redevelopment, there will be 16 parking spaces provided on-site. Of the 16 parking spaces, nine (9) will be standard-size parking spaces and seven (7) will be compact parking spaces. Additionally, there will be approximately 40 safe, secure bicycle parking spaces on-site for residents and visitors to use.

The City of Somerville Zoning Ordinance (SZO) details the parking requirements for various land uses. Currently, 124 Highland Avenue is located in Zoning District RC, and is proposed to be in UR (Urban Residential) according to the Proposed Official Zoning Map from 2018.

The proposed Project will consist of 19 residential units and approximately 1,300 square feet of fraternal organization/lodge space. The SZO requires a minimum of 1.0 parking spaces per studio unit, 1.5 parking spaces per 1- and 2-bedroom units, and two (2) parking spaces per 3-bedroom units. Residential properties must also provide one (1) parking space per six (6) units for visitors. This equates to a total of 32 residential parking spaces required. According to Section 9.5.5.d of the SZO, a lodge/fraternal organization that is limited to approximately 1,300 square feet of main assembly area and a maximum of 24 occupants, requires one (1) parking space per six (6) design occupants. As such, the fraternal organization/lodge space requires four (4) parking spaces. In total, the proposed Project will require 36 parking spaces on-site.

This memorandum serves to demonstrate that when the building at 124 Highland Avenue is built, the available on-street parking in the vicinity of the site will be able to accommodate the parking demand based on the land use context and future multi-modal transportation access. The required parking for 124 Highland Avenue is shown in Table 1.

Table 1: Required Parking Spaces (as per SZO)

Required Spaces According to Somerville Zoning Bylaws					
	Residential Units				Community Space
	Studio (1 unit)	1- or 2- bedroom (17 units)	3-bedroom (1 unit)	Visitors	1,300 sf (Max of 24 Occupants)
Minimum # of Required Spaces	1 per unit	1.5 per unit	2 per unit	1 per 6 units	1 per 6 max occupants
# of Required Spaces for Units/Community Space	1	26	2	3	4
Total Parking Spaces Required	36				

Existing On-Street Parking Utilization

DCI performed a parking survey of all available on-street parking within an approximate 500-foot radius from the Project site to determine the existing on-street parking utilization. The study area includes all on-street parking in the vicinity of 124 Highland Avenue along five (5) roadways. Parking on-street in this area of Somerville is mostly permit parking, with metered and two-hour parking along Highland Avenue. Residential parking permits can be bought by residents of Somerville at a cost of \$40 for the year (\$0 for residents 65+ years of age or those with handicap plates/placards) and it allows them to park on-street within Somerville. The study area is shown in Figure 1 and includes the following roadways:

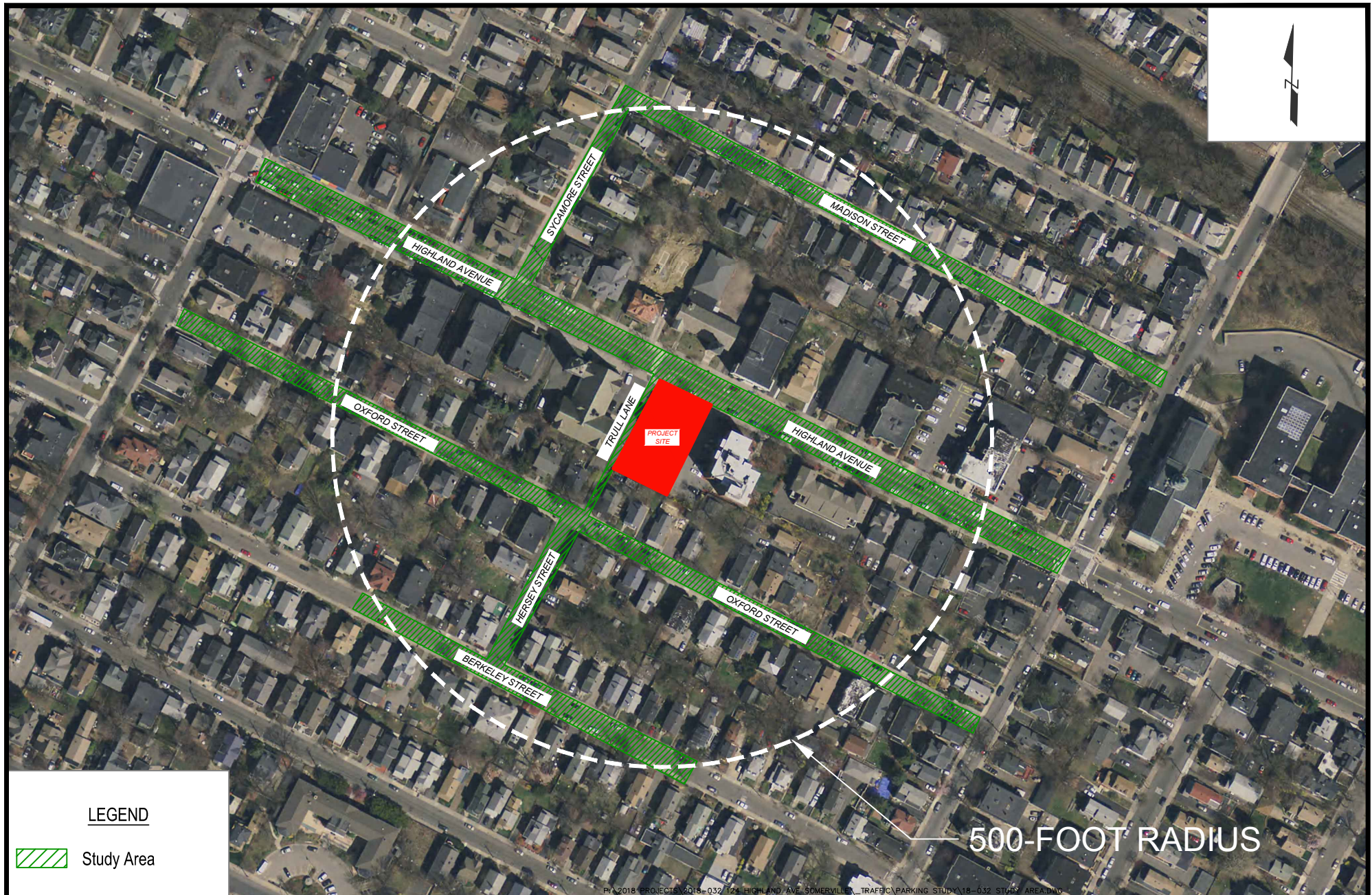
- Highland Avenue – Metered Parking and 2-Hour Parking along both sides
- Trull Lane/Hersey Road – No Parking (Private Parking Only)
- Sycamore Street – Permit-Only Parking on east side; No Parking on west side
- Madison Street – Permit-Only Parking on both sides
- Oxford Street – Permit-Only Parking on north side; No Parking on south side
- Berkeley Street – Permit-Only Parking on both sides

The original study contained data, which includes the number of vehicles parked in on-street parking spaces in the study area in 30 minute intervals, during the following time periods:

- Tuesday, August 27, 2019 (6am to 8am)
- Friday, August 23, 2019 (6pm to 8pm)
- Saturday, August 24, 2019 (6pm to 8pm)

As previously mentioned, DCI has revised this study to include data collected in September 2019. The same methodology was used for this revision. Additional data was collected during the weekday mid-morning period, at the request of the ZBA, to include when both Somerville High School and City Hall were occupied. Data was collected on a Wednesday instead of a Tuesday due to the fact that Tuesday September 10, 2019 was a voting day in Somerville, which could potentially affect the data. Additionally, there is street sweeping along the north side of Highland Avenue on Wednesdays, so the early morning counts were taken on a Thursday. The recorded data was used to determine parking utilization in the study area. The parking data was collected during the following time periods:

- Wednesday, September 11, 2019 (10am to 12pm)
- Thursday, September 12, 2019 (6am to 8am)
- Friday, September 6, 2019 (6pm to 8pm)
- Saturday, September 7, 2019 (6pm to 8pm)



P:\2018 PROJECTS\2018-032 124 HIGHLAND AVE SOMERVILLE, MA TRAFFIC PARKING STUDY\18-032 STUDY AREA.DWG



124 HIGHLAND AVENUE
SOMERVILLE, MA

ON-STREET PARKING
STUDY AREA

PROJECT NO.: 2018-032

DATE: AUGUST 2019

SCALE: N.T.S.

FIGURE 1

The average number of parked vehicles during each time period is shown in Table 2 and the minimum parking availability during each time period is shown in Table 3. Table 4 shows the parking availability during critical time periods. There are a total of 227 parking spaces available on the five (5) roadways, which consist of metered parking spaces, 2-hour parking spaces, and permit-only parking spaces. With a parking permit, residents can park in any of these available parking spaces for an unlimited amount of time. As such, the salient number in each is the “total parking spaces available” during each of the four (4) study periods.

Table 2: Average Number of Vehicles Parked

							Average Number of Vehicles Parked			
							Weekday		Friday	Saturday
	Street	Side	From	To	Parking Type	Total No. of Spaces	Morning (6:00am to 8:00am)	Morning (10:00am to 12:00pm)	Evening (6:00pm to 8:00pm)	Evening (6:00pm to 8:00pm)
1	Highland Avenue	Northside	School Street	147 Highland Ave	2-Hour Parking	34	28	23	29	31
		Northside	147 Highland Ave	Central Street	Metered Parking	5	4	1	5	5
		Southside	Central Street	148 Highland Ave	Metered Parking	4	4	2	4	4
		Southside	148 Highland Ave	School Street	2-Hour Parking	35	28	30	31	27
2	Sycamore Street	Westside	Highland Avenue	Madison Street	No Parking	--	--	--	--	--
		Eastside	Highland Avenue	Madison Street	Permit-Only	12	10	8	8	7
3	Madison Street	Northside	Sycamore Street	School Street	Permit-Only	26	23	23	12	18
		Southside	Sycamore Street	School Street	Permit-Only	28	27	25	14	22
4	Oxford Street	Northside	School Street	Central Street	Permit-Only	46	39	27	42	33
		Southside	School Street	Central Street	No Parking	--	--	--	--	--
5	Berkeley Street	Northside	21 Berkeley Street	53 Berkeley Street	Permit-Only	17	12	6	12	12
		Southside	54 Berkeley Street	22 Berkeley Street	Permit-Only	20	13	5	12	15

Total Metered Parking Spaces	9			
Maximum Number of Vehicles Parked	8	3	9	9
Minimum Number of Metered Parking Spaces Available	1	6	0	0
Minimum % of Metered Parking Spaces Available	11%	67%	0%	0%
Total Permit-Only Parking Spaces	149			
Maximum Number of Vehicles Parked	124	94	100	107
Minimum Number of Permit-Only Parking Spaces Available	25	55	49	42
Minimum % of Permit-Only Parking Spaces Available	17%	37%	33%	28%
Total 2-Hour Parking Spaces	69			
Maximum Number of Vehicles Parked	56	53	60	58
Minimum Number of 2-Hour Parking Spaces Available	13	16	9	11
Minimum % of 2-Hour Parking Spaces Available	19%	23%	13%	16%
Total Parking Spaces	227			
Maximum Number of Vehicles Parked	188	150	169	174
Minimum Number of Total Parking Spaces Available	39	77	58	53
Minimum % of Total Parking Spaces Available	17%	34%	26%	23%

As shown in Table 2, the available on-street parking within the vicinity of the Project is under-utilized when averaged over the entire study periods. During the weekday early morning period, there is an average of 39 (vs 53 in August 2019) available parking spaces within the vicinity of the site. During the weekday mid-morning period, there is an average of 77 available parking spaces. During the Friday evening period, there is an average of 58 (vs 59 in August 2019) parking spaces available. During the Saturday evening period, there is an average of 53 (vs 57 in August 2019) parking spaces available. Therefore, the minimum average available parking spaces during the week is weekdays from 6:00am to 8:00am.

Table 3: Maximum Number of Vehicles Parked

							Maximum Number of Vehicles Parked			
							Weekday		Friday	Saturday
	Street	Side	From	To	Parking Type	Total No. of Spaces	Morning (6:00am to 8:00am)	Morning (10:00am to 12:00pm)	Evening (6:00pm to 8:00pm)	Evening (6:00pm to 8:00pm)
1	Highland Avenue	Northside	School Street	147 Highland Ave	2-Hour Parking	34	30	25	33	34
		Northside	147 Highland Ave	Central Street	Metered Parking	5	5	1	5	4
		Southside	Central Street	148 Highland Ave	Metered Parking	4	4	3	4	3
		Southside	148 Highland Ave	School Street	2-Hour Parking	35	30	29	33	30
2	Sycamore Street	Westside	Highland Avenue	Madison Street	No Parking	--	--	--	--	--
		Eastside	Highland Avenue	Madison Street	Permit-Only	12	10	8	10	8
3	Madison Street	Northside	Sycamore Street	School Street	Permit-Only	26	24	23	14	21
		Southside	Sycamore Street	School Street	Permit-Only	28	27	26	13	23
4	Oxford Street	Northside	School Street	Central Street	Permit-Only	46	39	29	43	36
		Southside	School Street	Central Street	No Parking	--	--	--	--	--
5	Berkeley Street	Northside	21 Berkeley St	53 Berkeley St	Permit-Only	17	14	7	12	13
		Southside	54 Berkeley St	22 Berkeley St	Permit-Only	20	17	7	12	17

Total Metered Parking Spaces	9			
Maximum Number of Vehicles Parked	9	4	9	7
Minimum Number of Metered Parking Spaces Available	0	5	0	2
Minimum % of Metered Parking Spaces Available	0%	56%	0%	22%
Total Permit-Only Parking Spaces	149			
Maximum Number of Vehicles Parked	131	100	104	118
Minimum Number of Permit-Only Parking Spaces Available	18	49	45	31
Minimum % of Permit-Only Parking Spaces Available	12%	33%	30%	21%
Total 2-Hour Parking Spaces	69			
Maximum Number of Vehicles Parked	60	54	66	64
Minimum Number of 2-Hour Parking Spaces Available	9	15	3	5
Minimum % of 2-Hour Parking Spaces Available	13%	22%	4%	7%
Total Parking Spaces	227			
Maximum Number of Vehicles Parked	200	158	179	189
Minimum Number of Total Parking Spaces Available	27	69	48	38
Minimum % of Total Parking Spaces Available	12%	30%	21%	17%

As shown in Table 3, the available on-street parking within the vicinity of the Project is under-utilized during the peak demand period on both weekdays and weekends. During the early morning time period, there is a minimum of 27 (vs 40 in August 2019) available parking spaces within the vicinity of the site. During the mid-morning period, there is a minimum of 69 available parking spaces. During the Friday evening period, there is a minimum of 48 (vs 51 in August 2019) parking spaces available. During the Saturday evening period, there is a minimum of 38 (vs 46 in August 2019) parking spaces available. Even with the reduction in minimum available parking, there should be sufficient supply of parking spaces to accommodate the 124 Highland Avenue development.

Table 4: Number of Vehicles Parked – Critical Time Periods

							# of Vehicles Parked	
							Weekday	Friday
	Street	Side	From	To	Parking Type	Total No. of Spaces	Morning (6:00am to 6:30am)	Evening (6:00pm to 6:30pm)
1	Highland Avenue	Northside	School Street	147 Highland Ave	2-Hour Parking	34	30	26
		Northside	147 Highland Ave	Central Street	Metered Parking	5	4	5
		Southside	Central Street	148 Highland Ave	Metered Parking	4	4	4
		Southside	148 Highland Ave	School Street	2-Hour Parking	35	30	31
2	Sycamore Street	Westside	Highland Avenue	Madison Street	No Parking	--	--	--
		Eastside	Highland Avenue	Madison Street	Permit-Only	12	10	6
3	Madison Street	Northside	Sycamore Street	School Street	Permit-Only	26	24	10
		Southside	Sycamore Street	School Street	Permit-Only	28	27	13
4	Oxford Street	Northside	School Street	Central Street	Permit-Only	46	36	39
		Southside	School Street	Central Street	No Parking	--	--	--
5	Berkeley Street	Northside	21 Berkeley Street	53 Berkeley Street	Permit-Only	17	14	7
		Southside	54 Berkeley Street	22 Berkeley Street	Permit-Only	20	17	9

Total Metered Parking Spaces	9	
Maximum Number of Vehicles Parked	8	9
Minimum Number of Metered Parking Spaces Available	1	0
Minimum % of Metered Parking Spaces Available	11%	0%
Total Permit-Only Parking Spaces	149	
Maximum Number of Vehicles Parked	128	84
Minimum Number of Permit-Only Parking Spaces Available	21	65
Minimum % of Permit-Only Parking Spaces Available	14%	44%
Total 2-Hour Parking Spaces	69	
Maximum Number of Vehicles Parked	60	57
Minimum Number of 2-Hour Parking Spaces Available	9	12
Minimum % of 2-Hour Parking Spaces Available	13%	17%
Total Parking Spaces	227	
Maximum Number of Vehicles Parked	196	150
Minimum Number of Total Parking Spaces Available	31	77
Minimum % of Total Parking Spaces Available	14%	34%

Based on the primarily residential use of the Project site, the most important time period for residents to find overnight parking will be when most residents are returning home from work. The average commute to work time in Somerville is approximately 30 minutes and the typical work day ends at 5:00pm. Therefore, most residents should arrive home by 5:30pm. Therefore the most important time period during our study for residents to find overnight parking in the study area was considered to be the 6:00pm to 6:30pm Friday period. At this time there were 77 (vs 67 in August 2019) parking spaces available in the study area. Additionally, the number of vehicles parked at 6:00am is also indicative of the amount of overnight parking available, as this is before most residents leave for the day. During this time period, there were 31 (vs 52 in August 2019) parking spaces available. This data was collected on Thursday 9/12, as there is street sweeping on Wednesday mornings along Highland Avenue.

Proximity to Public Transportation and Pedestrian/Bicycle Infrastructure

In the vicinity of the Project, access to rail transit will increase as part of the Green Line Extension Project. A station is planned at Gilman Square, approximately a 0.25 mile walk from the Project. This station will provide rail transit to downtown Boston. This station will provide access to downtown Boston as well as Medford. Currently, there are also two bus routes, the 88 and 90, which all stop at bus stops located along Highland Avenue immediately adjacent to the Project. Detailed schedules and maps are attached in the Appendix.

In addition, the Project site is located near many bikeable and walkable streets that connect to destinations both within Somerville and surrounding communities. The Green Line Extension project will also extend the Somerville Community Path to Gilman Square Station, which will help facilitate connection to Davis Square and other biking/walking paths. There will be approximately 40 safe, secure bicycle parking spaces on-site for residents to use. The combination of walkability and mixed use allows residents to make a majority of their daily trips by walking.

Parking Demand Rates from Similar Somerville Buildings

For comparison purposes, an actual demand rate based on existing similar uses was calculated. DCI gathered information from four (4) similar sized residential buildings within Somerville. This information included number of residential units, number of provided on-site parking spaces, and number of occupied parking spaces during certain time periods. The calculated data concluded that the four (4) sites had an average parking demand rate of 0.49 parking spaces/residential unit. Applying this demand rate to the 124 Highland Avenue development, which will have 19 residential units, it would result in a demand of approximately 10 on-site parking spaces. There will be 16 parking spaces provided on-site, which should provide sufficient parking based on demand from similar residential sites within Somerville.

Conclusion

The Project located at 124 Highland Avenue currently has one building on-site that serves as a commercial property, as well as a parking area on the south and west of the site. The proposed building will contain 19 residential units and approximately 1,300 square feet of fraternal organization/lodge space. According to the SZO, the residential units will require 32 parking spaces and the fraternal organization/lodge will require four (4) parking spaces, for a total of 36 parking spaces required on-site. The proposed development will provide 16 parking spaces on-site. Therefore, the Applicant is seeking a parking variance of 20 parking spaces for the 124 Highland Avenue site.

DCI performed a parking utilization study of available on-street parking along five (5) roadways in the vicinity of the site: Highland Avenue, Sycamore Street, Madison Street, Oxford Street, and Berkeley Street. As previously mentioned, the original data was collected in August 2019, which showed there was available on-street parking to accommodate the potential vehicles as part of the new development. At the request of the ZBA of Somerville, additional data was collected in September 2019. The new data was collected during a Wednesday and Thursday, when both Somerville High School and City Hall were occupied, from 6:00am to 8:00am (Wednesday) and

10:00am to 12:00pm (Thursday), a Friday evening from 6:00pm to 8:00pm, and a Saturday from 6:00pm to 8:00pm. In total, there are 227 parking spaces along those five roadways in the vicinity of the site. There are 69 2-Hour parking spaces, nine (9) metered parking spaces, and 149 permit parking spaces.

During the data collection period, there was an average of 188 (vs 174 in August 2019) parked vehicles during the weekday early morning period, 150 parked vehicles during the weekday mid-morning period, 169 (vs 168 in August 2019) parked vehicles during the Friday evening period, and 174 (vs 170 in August 2019) parked vehicles during the Saturday evening period. Consequently, there is an average of 39 (vs 53 in August 2019) available parking spaces during the Wednesday early morning period, 77 available parking spaces during the Wednesday mid-morning period, 58 (vs 59 in August 2019) available parking spaces during the Friday evening period, and 53 (vs 57 in August 2019) available parking spaces during the Saturday evening period.

During the data collection period, there was a maximum of 200 (vs 187 in August 2019) parked vehicles during the weekday early morning peak period, 158 parked vehicles during the Wednesday mid-morning peak period, 179 (vs 176 in August 2019) parked vehicles during the Friday evening peak period, and 189 (vs 181 in August 2019) parked vehicles during the Saturday evening peak period. Consequently, there is a minimum of 27 (vs 40 in August 2019) available parking spaces during the weekday early morning peak period, a minimum of 69 available parking spaces during the weekday mid-morning peak period, a minimum of 48 (vs 51 in August 2019) available parking spaces during the Friday evening peak period, and a minimum of 38 (vs 46 in August 2019) available parking spaces during the Saturday evening peak period.

The most important time period for residents to secure an overnight parking space was determined to be 6:00pm to 6:30pm during the week. During this time period, there were 150 (vs 160 in August 2019) parked vehicles, meaning there were 77 (vs 67 in August 2019) parking spaces available in the study area. Additionally, the 6:00am to 6:30am period on Wednesday morning is also indicative of the amount of overnight parking, as this is prior to most residents leaving for the day. During this time, there were 196 (vs 175 in August 2019) parked vehicles, meaning there were 31 (vs 52 in August 2019) parking spaces available.

As mentioned previously, the actual demand for parking should be significantly below the Somerville Zoning requirements. Based on similar residential developments within Somerville, a parking demand rate of 0.49 parking spaces/residential unit would result in approximately 10 parking spaces necessary for the proposed Project. Additionally, there is a planned MBTA Subway Station at Gilman Square to be located approximately 0.25 miles away from the Project site. There are also two (2) bus lines that have stops along Highland Avenue in front of the Project site, which further reduces the need for parking on-site.

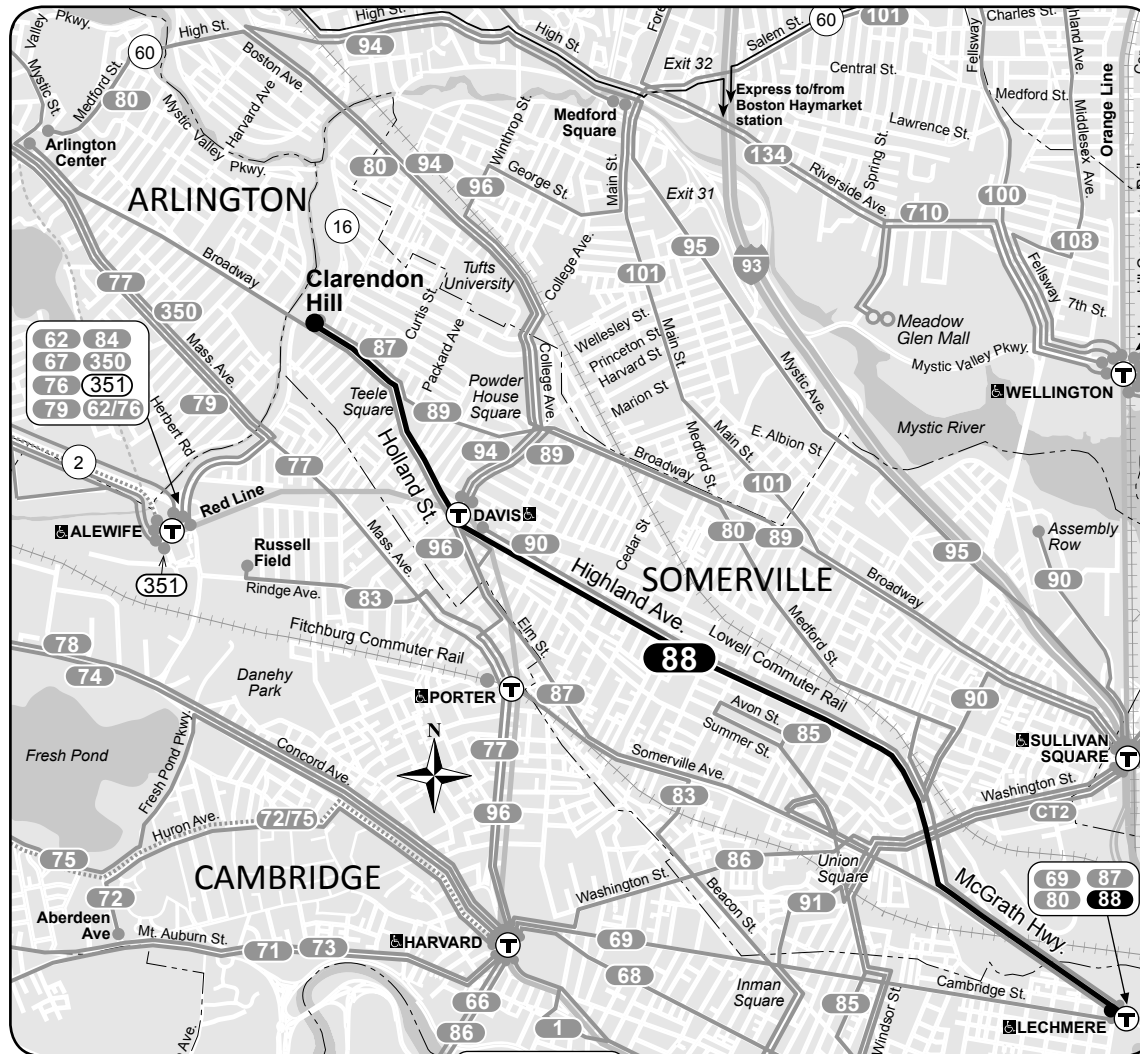
Based on these facts and the results of this study, DCI believes the available on-street parking in the vicinity of the Project site will be able to accommodate the 20 parking spaces for which the 124 Highland Avenue development requires a parking variance.

APPENDIX

BUS ROUTES/SCHEDULES AND GLX PROJECT

BUS ROUTES/SCHEDULES AND GLX

Route 88 Clarendon Hill - Lechmere Station



88

Effective September 1, 2019

Clarendon Hill- Lechmere Station

Serving

- Teele Square
- Davis Station
- Somerville City Hospital
- Somerville High School
- Somerville City Hall
- Green Line
- Red Line



Massachusetts Bay
Transportation Authority

massDOT
Massachusetts Department of Transportation

Information 617-222-3200 • 1-800-392-6100
(TTY) 617-222-5146 • www.mbta.com

Weekday

Inbound				Outbound			
Leave Clarendon Hill	Arrive Davis Square	Arrive Somerville High School	Arrive Lechmere Station	Leave Lechmere Station	Arrive Somerville High School	Arrive Davis Square	Arrive Clarendon Hill
5:16A	5:19A	5:25A	5:32A	5:37A	5:43A	5:49A	5:53A
5:41	5:44	5:50	5:57	6:07	6:15	6:23	6:27
5:57	6:00	6:06	6:13	6:26	6:34	6:42	6:46
6:13	6:16	6:22	6:29	6:39	6:47	6:55	6:59
6:31	6:37	6:45	6:56	6:58	7:06	7:14	7:18
6:50	6:56	7:04	7:15	7:14	7:22	7:31	7:36
7:06	7:12	7:20	7:30	7:30	7:38	7:48	7:53
7:22	7:28	7:38	7:49	7:46	7:54	8:04	8:09
7:38	7:45	7:56	8:07	8:02	8:10	8:20	8:25
7:54	8:01	8:12	8:23	8:18	8:26	8:36	8:41
8:10	8:17	8:28	8:39	8:34	8:42	8:52	8:57
8:26	8:33	8:44	8:55	8:50	8:58	9:08	9:13
8:41	8:48	8:59	9:09	9:06	9:14	9:24	9:29
8:58	9:03	9:13	9:23	9:32	9:40	9:50	9:55
9:14	9:18	9:28	9:38	9:55	10:03	10:13	10:18
9:29	9:33	9:43	9:53	10:25	10:33	10:43	10:48
9:50	9:54	10:04	10:14	10:57	11:05	11:15	11:20
10:15	10:19	10:29	10:39	11:20	11:28	11:38	11:43
10:40	10:44	10:54	11:04	11:35	11:43	11:53	11:58
11:05	11:09	11:19	11:29				
11:35	11:39	11:49	11:59	12:00N	12:08P	12:18P	12:23P
11:55	11:59	12:09P	12:19P	12:30P	12:38	12:48	12:53
				1:00	1:08	1:18	1:23
12:15P	12:19P	12:29P	12:39P	1:15	1:23	1:33	1:38
12:35	12:39	12:49	12:59	1:35	1:43	1:53	1:58
1:00	1:04	1:14	1:24	1:55	2:03	2:13	2:18
1:15	1:19	1:29	1:39	2:15	2:23	2:33	2:38
1:35	1:39	1:49	1:59	.....	s 2:35	2:48	2:54
1:50	1:54	2:04	2:14	.....	s 2:40	2:53	2:59
2:15	2:19	2:29	2:39	2:35	2:45	2:55	3:00
2:35	2:39	2:49	2:59	.....	s 2:50	3:03	3:09
2:55	2:59	3:09	3:19	2:50	3:00	3:10	3:15
3:15	3:19	3:29	3:39	3:10	3:20	3:30	3:35
3:35	3:39	3:49	3:59	3:30	3:40	3:50	3:55
3:55	3:59	4:09	4:19	3:50	4:00	4:10	4:15
4:15	4:19	4:29	4:39	4:10	4:20	4:30	4:35
4:35	4:39	4:49	4:59	4:30	4:40	4:50	4:55
4:55	4:59	5:09	5:19	4:50	5:00	5:12	5:21
5:15	5:19	5:29	5:39	5:10	5:21	5:33	5:42
5:35	5:40	5:51	6:01	5:30	5:41	5:53	6:01
5:55	6:00	6:11	6:21	5:50	6:01	6:12	6:17
6:15	6:20	6:31	6:41	6:10	6:20	6:31	6:36
6:35	6:40	6:51	7:01	6:30	6:40	6:51	6:56
6:55	7:00	7:11	7:21	6:50	7:00	7:11	7:16
7:15	7:20	7:30	7:39	7:10	7:20	7:31	7:35
7:43	7:47	7:55	8:04	7:40	7:47	7:57	8:01
8:11	8:15	8:23	8:32	8:10	8:17	8:27	8:31
8:40	8:44	8:52	9:01	8:40	8:47	8:57	9:01
Every	30 Minutes	Until		Every	30 Minutes	Until	
11:40	11:43	11:50	11:58	11:40	11:46	11:53	11:57
12:15A	12:17A	12:23A	12:30A	12:10A	12:15A	12:21A	12:24A
12:35	12:37	12:43	12:50	12:40	12:45	12:51	12:54
				w 1:00	1:05	1:11	1:14

Saturday

Inbound				Outbound			
Leave Clarendon Hill	Arrive Davis Square	Arrive Somerville High School	Arrive Lechmere Station	Leave Lechmere Station	Arrive Somerville High School	Arrive Davis Square	Arrive Clarendon Hill
5:30A	5:32A	5:37A	5:46A	5:55A	6:00A	6:06A	6:11A
6:00	6:02	6:07	6:16	6:25	6:30	6:36	6:41
6:30	6:32	6:37	6:46	6:55	7:00	7:06	7:11
7:00	7:02	7:07	7:16	7:25	7:30	7:36	7:41
7:30	7:32	7:37	7:46	7:55	8:00	8:08	8:12
8:00	8:02	8:07	8:16	8:25	8:30	8:38	8:43
8:30	8:32	8:40	8:49	8:55	9:01	9:09	9:14
9:00	9:02	9:10	9:19	9:25	9:31	9:39	9:44
9:30	9:32	9:41	9:52	9:55	10:01	10:12	10:16
10:00	10:02	10:11	10:22	10:30	10:36	10:47	10:51
10:30	10:32	10:41	10:52	11:02	11:08	11:19	11:23
11:00	11:02	11:11	11:22	11:30	11:36	11:47	11:51
11:31	11:34	11:45	11:55	11:55	12:01P	12:12P	12:16P
11:56	11:59	12:10P	12:20P				
				12:20P	12:26P	12:37P	12:41P
12:21P	12:24P	12:35P	12:45P	12:45	12:51	1:02	1:06
12:46	12:49	1:00	1:11	1:10	1:16	1:27	1:31
1:11	1:15	1:25	1:36	1:35	1:41	1:52	1:56
1:36	1:40	1:50	2:01	2:00	2:06	2:17	2:21
2:01	2:05	2:15	2:26	2:25	2:31	2:42	2:46
2:26	2:30	2:39	2:49	2:50	2:56	3:07	3:11
2:51	2:54	3:03	3:13	3:15	3:21	3:32	3:36
3:16	3:19	3:28	3:38	3:40	3:46	3:57	4:01
3:41	3:44	3:53	4:03	4:05	4:11	4:22	4:26
4:06	4:09	4:18	4:28	4:30	4:36	4:47	4:51
4:31	4:34	4:43	4:53	4:55	5:01	5:12	5:16
4:56	4:59	5:08	5:18	5:20	5:26	5:36	5:41
5:21	5:24	5:33	5:43	5:45	5:51	6:00	6:05
5:46	5:49	5:58	6:08	6:10	6:16	6:25	6:30
6:11	6:14	6:23	6:33	6:35	6:41	6:50	6:55
6:36	6:39	6:48	6:58	7:10	7:16	7:25	7:30
7:10	7:13	7:21	7:30	7:50	7:56	8:05	8:10
7:40	7:43	7:51	8:00	8:30	8:36	8:45	8:50
8:20	8:23	8:31	8:40	9:10	9:16	9:25	9:30
9:00	9:03	9:11	9:20	9:50	9:56	10:03	10:08
9:40	9:43	9:51	10:00	<i>Every</i>	<i>40 Minutes</i>	<i>Until</i>	
<i>Every</i>	<i>40 Minutes</i>	<i>Until</i>		11:50	11:55	12:01A	12:07A
11:40	11:42	11:49	11:57	12:30A	12:35A	12:41	12:47
12:20A	12:22A	12:29A	12:37A	w 1:00	1:04	1:10	1:14

s - Does NOT run during school vacation
w- Waits for last trolley to arrive at Lechmere Station.

All buses are accessible to persons with disabilities

Route 88
Clarendon Hill-Lechmere Station

Sunday

Inbound				Outbound			
Leave Clarendon Hill	Arrive Davis Square	Arrive Somerville High School	Arrive Lechmere Station	Leave Lechmere Station	Arrive Somerville High School	Arrive Davis Square	Arrive Clarendon Hill
6:40A	6:43A	6:49A	6:56A	6:20A	6:26A	6:33A	6:36A
7:40	7:43	7:49	7:56	7:20	7:26	7:33	7:36
8:40	8:43	8:50	8:58	8:20	8:26	8:33	8:36
9:10	9:13	9:20	9:28	9:20	9:26	9:34	9:37
9:45	9:48	9:55	10:03	9:58	10:04	10:13	10:16
10:25	10:29	10:38	10:48	10:38	10:45	10:54	10:59
11:05	11:09	11:18	11:28	11:18	11:25	11:34	11:39
11:45	11:49	11:58	12:08P	11:58	12:05P	12:14P	12:19P
12:25P	12:29P	12:39P	12:49P	12:38P	12:45P	12:54P	12:59P
1:05	1:09	1:19	1:29	1:18	1:25	1:35	1:41
1:45	1:49	1:59	2:09	1:58	2:05	2:14	2:20
2:25	2:29	2:39	2:49	2:38	2:45	2:54	3:00
3:05	3:09	3:19	3:29	3:18	3:25	3:34	3:40
3:45	3:49	3:59	4:08	3:58	4:05	4:14	4:20
4:25	4:29	4:38	4:47	4:38	4:45	4:54	5:00
5:05	5:09	5:18	5:27	5:18	5:26	5:34	5:39
5:45	5:49	5:58	6:07	5:58	6:06	6:14	6:19
6:25	6:29	6:38	6:47	6:38	6:46	6:54	6:59
7:05	7:09	7:17	7:26	7:18	7:26	7:34	7:39
7:45	7:48	7:56	8:04	7:58	8:05	8:12	8:17
8:25	8:28	8:36	8:44	8:36	8:43	8:50	8:55
9:05	9:08	9:16	9:24	9:15	9:22	9:29	9:34
9:45	9:48	9:56	10:04	9:55	10:01	10:08	10:13
10:25	10:28	10:35	10:44	10:35	10:40	10:47	10:52
11:00	11:03	11:10	11:19	11:10	11:15	11:22	11:27
11:35	11:38	11:45	11:54	11:50	11:55	12:01A	12:05A
12:10A	12:13A	12:18A	12:25A	12:20A	12:25A	12:31	12:35
12:40	12:43	12:48	12:55	w 1:00	1:05	1:11	1:15

Fare	Local Bus	Bus + Bus	Rapid Transit	Bus + Rapid Transit
CharlieCard	\$1.70	\$1.70	\$2.40	\$2.40
CharlieTicket	\$2.00	\$2.00	\$2.90	\$4.90
Cash-on-Board	\$2.00	\$4.00	\$2.90	\$4.90
Student/Youth*	\$0.85	\$0.85	\$1.10	\$1.10
Senior/TAP**	\$0.85	\$0.85	\$1.10	\$1.10

VALID PASSES: LinkPass (\$90.00/mo.); Local Bus (\$55/mo.); *Student/Youth LinkPass (\$30.00/mo.); **Senior/TAP LinkPass (\$30/mo.); and express bus, commuter rail, and boat passes.

FREE FARES: Children 11 and under ride free when accompanied by an adult; Blind Access CharlieCard holders ride free and if using a guide, the guide rides free.

* Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards are available through community partners in the Boston metro area. Visit www.mbt.com/youngpass for details.

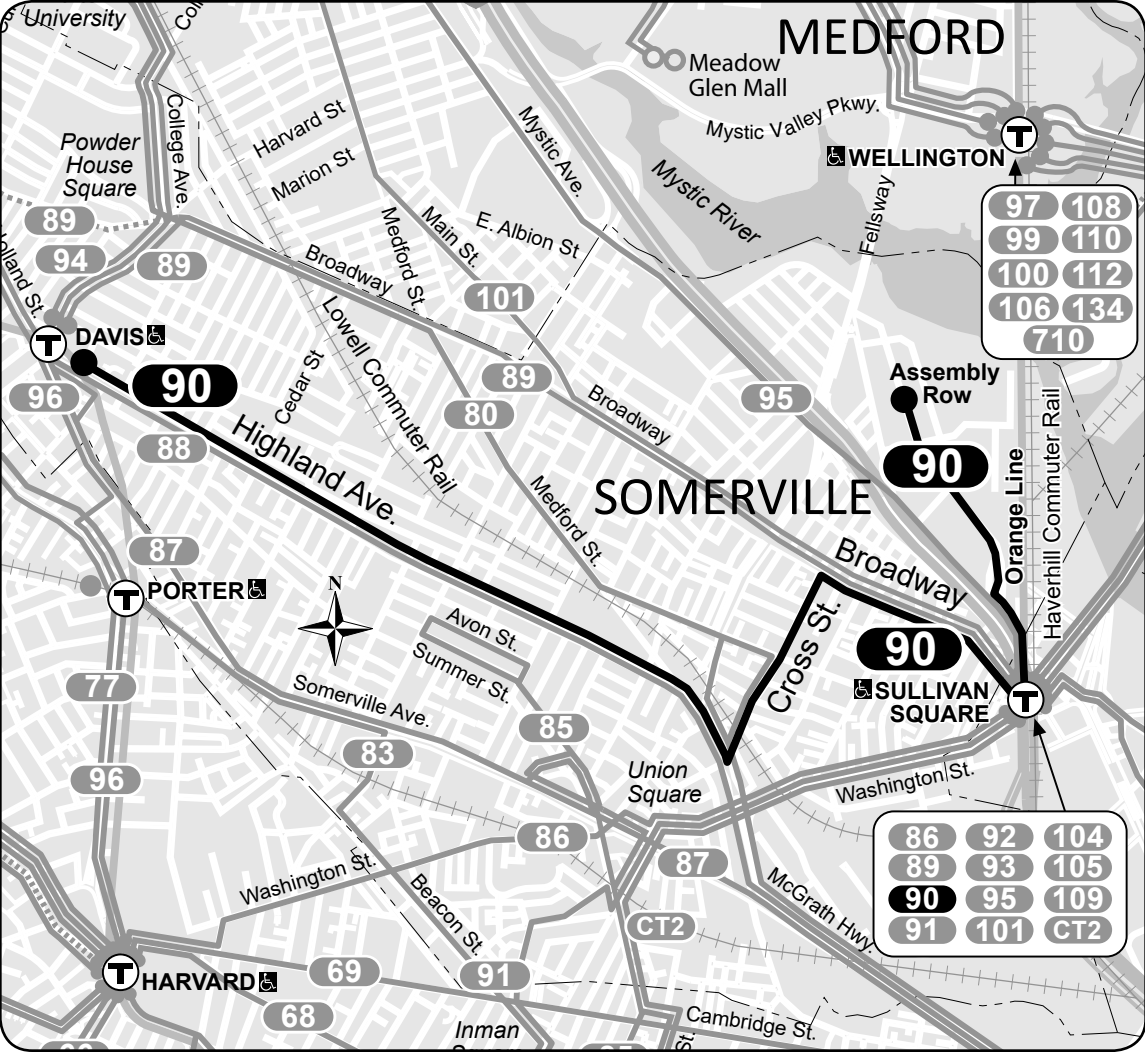
** Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Fall 2019 & Winter 2020 Holidays

9/2/19: see Sunday 10/14/19 & 11/11/19: see Weekday

11/28/19, 12/25/19, & 1/1/20: see Sunday 1/20/20 & 2/17/20: see Saturday

Route 90 Davis Station - Assembly Row



route/schedule change

90

Effective September 1, 2019

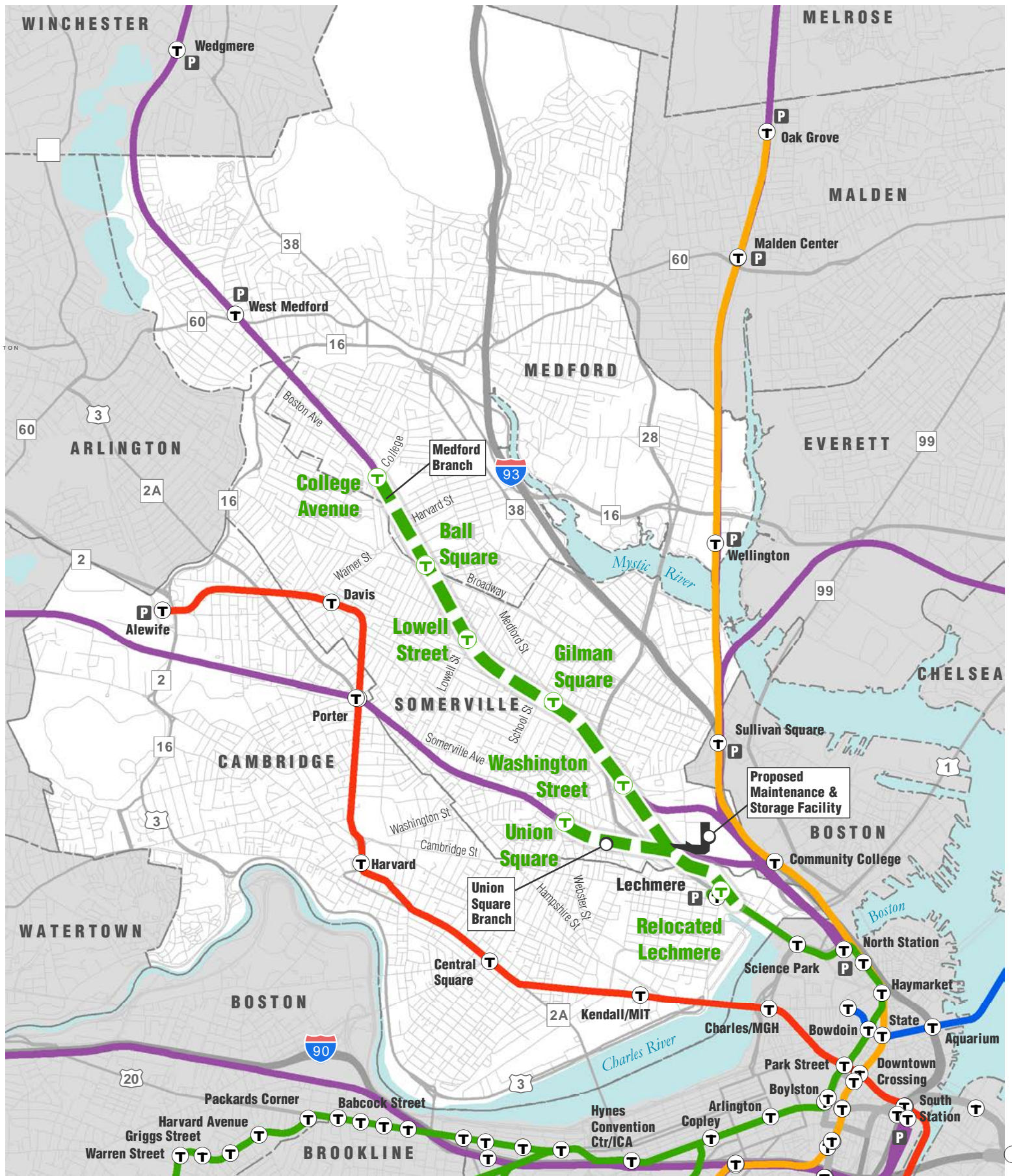
Davis Station-
Assembly Row

Serving

- Sullivan Square Station
- Somerville City Hospital
- Somerville High School
- Somerville City Hall
- Orange Line
- Red Line



 Massachusetts Bay
Transportation Authority *massDOT*
Massachusetts Department of Transportation
Information 617-222-3200 • 1-800-392-6100
(TTY) 617-222-5146 • www.mbta.com



GREEN LINE EXTENSION PROJECT

Project Area Map | Cambridge, Somerville, Medford, MA

- MBTA Blue Line
- MBTA Green Line
- MBTA Orange Line
- MBTA Red Line
- MBTA Silver Line
- MBTA Commuter Rail
- Existing Station
- Proposed Station
- Proposed Maintenance Facility
- MBTA Parking Lot
- Green Line Proposed Action

massDOT GLX

Source: MassGIS

0 0.25 0.5 1 Miles

