



Design Consultants, Inc.

Civil Engineering
Transportation/Traffic
Water/Wastewater
Geotechnical
Land Surveying
Environmental
Planning

MEMORANDUM

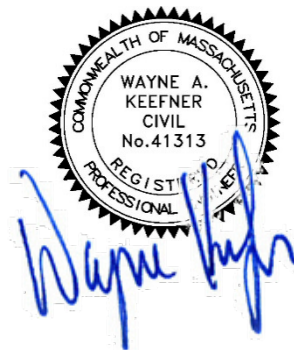
DCI JOB NO. 2018-032

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



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.

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				

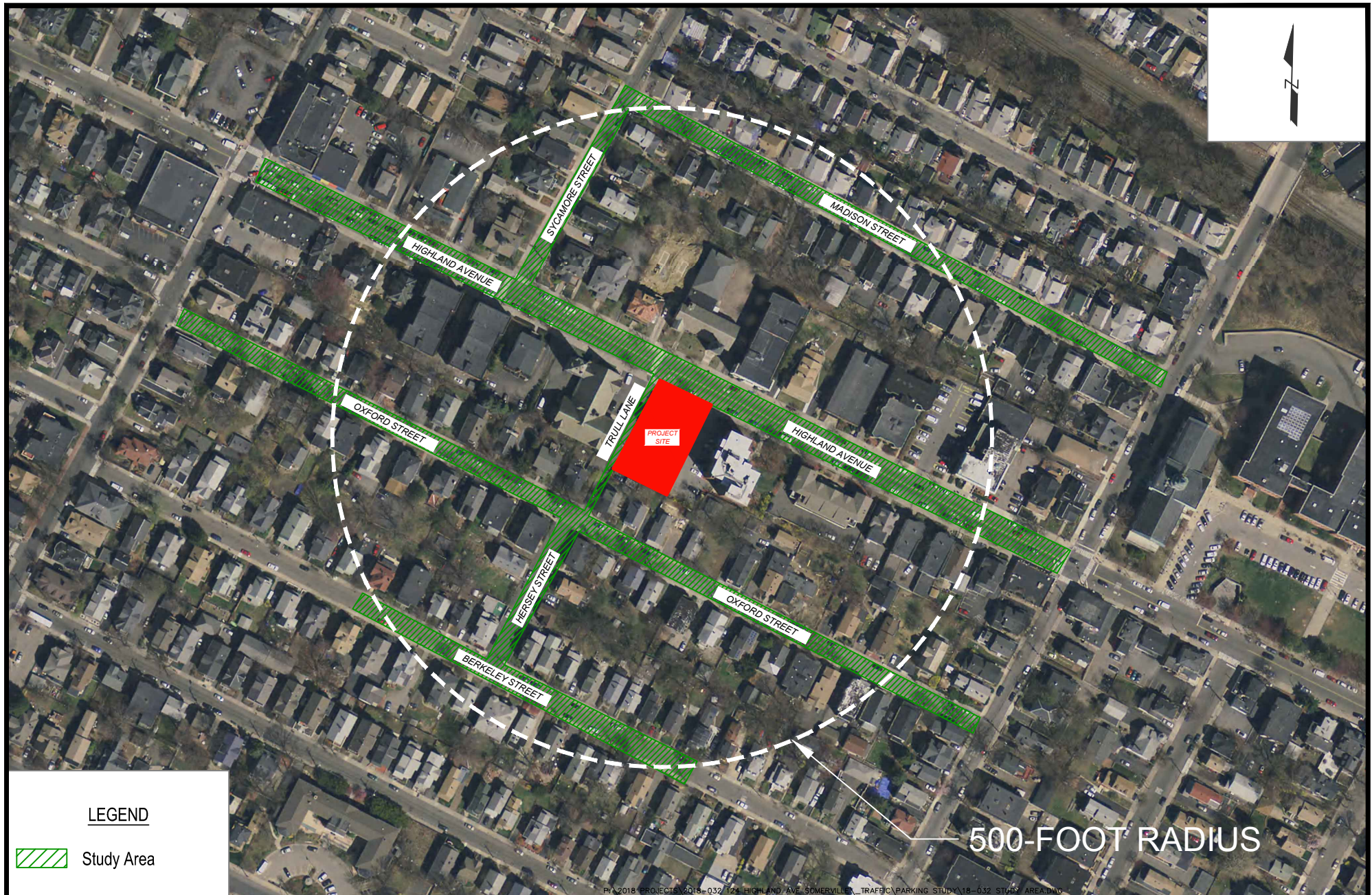
Existing On-Street Parking Utilization

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

DCI recorded the number of vehicles parked in on-street parking spaces in the study area in 30 minute intervals. The recorded data was used to determine parking utilization in the study area. The parking data was collected 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)



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.

Table 2: Average Number of Vehicles Parked

	Street	Side	From	To	Parking Type	Total No. of Spaces	Average Number of Vehicles Parked		
							Tuesday	Friday	Saturday
							Morning (6:00am to 8:00am)	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	29	27	29
		Northside	147 Highland Ave	Central Street	Metered Parking	5	1	4	4
		Southside	Central Street	148 Highland Ave	Metered Parking	4	1	4	4
		Southside	148 Highland Ave	School Street	2-Hour Parking	35	28	33	31
2	Sycamore Street	Westside	Highland Avenue	Madison Street	No Parking	--	--	--	--
		Eastside	Highland Avenue	Madison Street	Permit-Only	12	8	9	10
3	Madison Street	Northside	Sycamore Street	School Street	Permit-Only	26	22	17	17
		Southside	Sycamore Street	School Street	Permit-Only	28	21	14	17
4	Oxford Street	Northside	School Street	Central Street	Permit-Only	46	39	40	35
		Southside	School Street	Central Street	No Parking	--	--	--	--
5	Berkeley Street	Northside	21 Berkeley Street	53 Berkeley Street	Permit-Only	17	12	13	11
		Southside	54 Berkeley Street	22 Berkeley Street	Permit-Only	20	13	7	12

Total Metered Parking Spaces	9		
Maximum Number of Vehicles Parked	2	8	8
Minimum Number of Metered Parking Spaces Available	7	1	1
Minimum % of Metered Parking Spaces Available	78%	11%	11%
Total Permit-Only Parking Spaces	149		
Maximum Number of Vehicles Parked	115	100	102
Minimum Number of Permit-Only Parking Spaces Available	34	49	47
Minimum % of Permit-Only Parking Spaces Available	23%	33%	32%
Total 2-Hour Parking Spaces	69		
Maximum Number of Vehicles Parked	57	60	60
Minimum Number of 2-Hour Parking Spaces Available	12	9	9
Minimum % of 2-Hour Parking Spaces Available	17%	13%	13%
Total Parking Spaces	227		
Maximum Number of Vehicles Parked	174	168	170
Minimum Number of Total Parking Spaces Available	53	59	57
Minimum % of Total Parking Spaces Available	23%	26%	25%

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. 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. The salient number in Table 2 is the lowest average number of total parking spaces available between the three study periods. During the Tuesday morning period, there is an average of 53 available parking spaces within the vicinity of the site. During the Friday evening period, there is an average of 59 spaces available. During the Saturday evening period, there is an average of 57 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		
							Tuesday	Friday	Saturday
	Street	Side	From	To	Parking Type	Total No. of Spaces	Morning (6:00am to 8:00am)	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	31	29	29
		Northside	147 Highland Ave	Central Street	Metered Parking	5	2	5	5
		Southside	Central Street	148 Highland Ave	Metered Parking	4	3	4	4
		Southside	148 Highland Ave	School Street	2-Hour Parking	35	30	34	31
2	Sycamore Street	Westside	Highland Avenue	Madison Street	No Parking	--	--	--	--
		Eastside	Highland Avenue	Madison Street	Permit-Only	12	8	9	11
3	Madison Street	Northside	Sycamore Street	School Street	Permit-Only	26	24	18	20
		Southside	Sycamore Street	School Street	Permit-Only	28	24	14	21
4	Oxford Street	Northside	School Street	Central Street	Permit-Only	46	39	41	35
		Southside	School Street	Central Street	No Parking	--	--	--	--
5	Berkeley Street	Northside	21 Berkeley St	53 Berkeley St	Permit-Only	17	13	15	13
		Southside	54 Berkeley St	22 Berkeley St	Permit-Only	20	13	7	12

Total Metered Parking Spaces	9		
Maximum Number of Vehicles Parked	5	9	9
Minimum Number of Metered Parking Spaces Available	4	0	0
Minimum % of Metered Parking Spaces Available	44%	0%	0%
Total Permit-Only Parking Spaces	149		
Maximum Number of Vehicles Parked	121	104	112
Minimum Number of Permit-Only Parking Spaces Available	28	45	37
Minimum % of Permit-Only Parking Spaces Available	19%	30%	25%
Total 2-Hour Parking Spaces	69		
Maximum Number of Vehicles Parked	61	63	60
Minimum Number of 2-Hour Parking Spaces Available	8	6	9
Minimum % of 2-Hour Parking Spaces Available	12%	9%	13%
Total Parking Spaces	227		
Maximum Number of Vehicles Parked	187	176	181
Minimum Number of Total Parking Spaces Available	40	51	46
Minimum % of Total Parking Spaces Available	18%	22%	20%

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. As such, the salient number in Table 3 is the minimum number of parking spaces available. During the Tuesday morning period, there is a minimum of 40 available parking spaces within the vicinity of the site. During the Friday evening period, there is a minimum of 51 parking spaces available. During the Saturday evening period, there is a minimum of 46 parking spaces available. With the parking available within the vicinity of the Project during multiple time periods during the week, 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	
							Tuesday	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	31	25
		Northside	147 Highland Ave	Central Street	Metered Parking	5	0	5
		Southside	Central Street	148 Highland Ave	Metered Parking	4	2	4
		Southside	148 Highland Ave	School Street	2-Hour Parking	35	27	33
2	Sycamore Street	Westside	Highland Avenue	Madison Street	No Parking	--	--	--
		Eastside	Highland Avenue	Madison Street	Permit-Only	12	8	8
3	Madison Street	Northside	Sycamore Street	School Street	Permit-Only	26	22	17
		Southside	Sycamore Street	School Street	Permit-Only	28	20	13
4	Oxford Street	Northside	School Street	Central Street	Permit-Only	46	39	39
		Southside	School Street	Central Street	No Parking	--	--	--
5	Berkeley Street	Northside	21 Berkeley Street	53 Berkeley Street	Permit-Only	17	13	10
		Southside	54 Berkeley Street	22 Berkeley Street	Permit-Only	20	13	6

Total Metered Parking Spaces	9	
Maximum Number of Vehicles Parked	2	9
Minimum Number of Metered Parking Spaces Available	7	0
Minimum % of Metered Parking Spaces Available	78%	0%
Total Permit-Only Parking Spaces	149	
Maximum Number of Vehicles Parked	115	93
Minimum Number of Permit-Only Parking Spaces Available	34	56
Minimum % of Permit-Only Parking Spaces Available	23%	38%
Total 2-Hour Parking Spaces	69	
Maximum Number of Vehicles Parked	58	58
Minimum Number of 2-Hour Parking Spaces Available	11	11
Minimum % of 2-Hour Parking Spaces Available	16%	16%
Total Parking Spaces	227	
Maximum Number of Vehicles Parked	175	160
Minimum Number of Total Parking Spaces Available	52	67
Minimum % of Total Parking Spaces Available	23%	30%

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 67 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 52 parking spaces available.

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. The data was collected during a typical Tuesday from 6:00am to 8:00am, a Friday evening from 6:00pm to 8:00pm, and a Saturday from 6:00pm to 8:00pm during August 2019. 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 174 parked vehicles during the Tuesday morning period, 168 parked vehicles during the Friday evening period, and 170 parked vehicles during the Saturday evening period. Consequently, there is an average of 53 available parking spaces during the Tuesday morning period, 59 available parking spaces during the Friday evening period, and 57 available parking spaces during the Saturday evening period.

During the data collection period, there was a maximum of 187 parked vehicles during the Tuesday morning peak period, 176 parked vehicles during the Friday evening peak period, and 181 parked vehicles during the Saturday evening peak period. Consequently, there is a minimum of 40 available parking spaces during the Tuesday morning peak period, a minimum of 51 available parking spaces during the Friday evening peak period, and a minimum of 46 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 160 parked vehicles, meaning there were 67 parking spaces available in the study area. Additionally, the 6:00am to 6:30am period on Tuesday 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 175 parked vehicles, meaning there were 52 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.

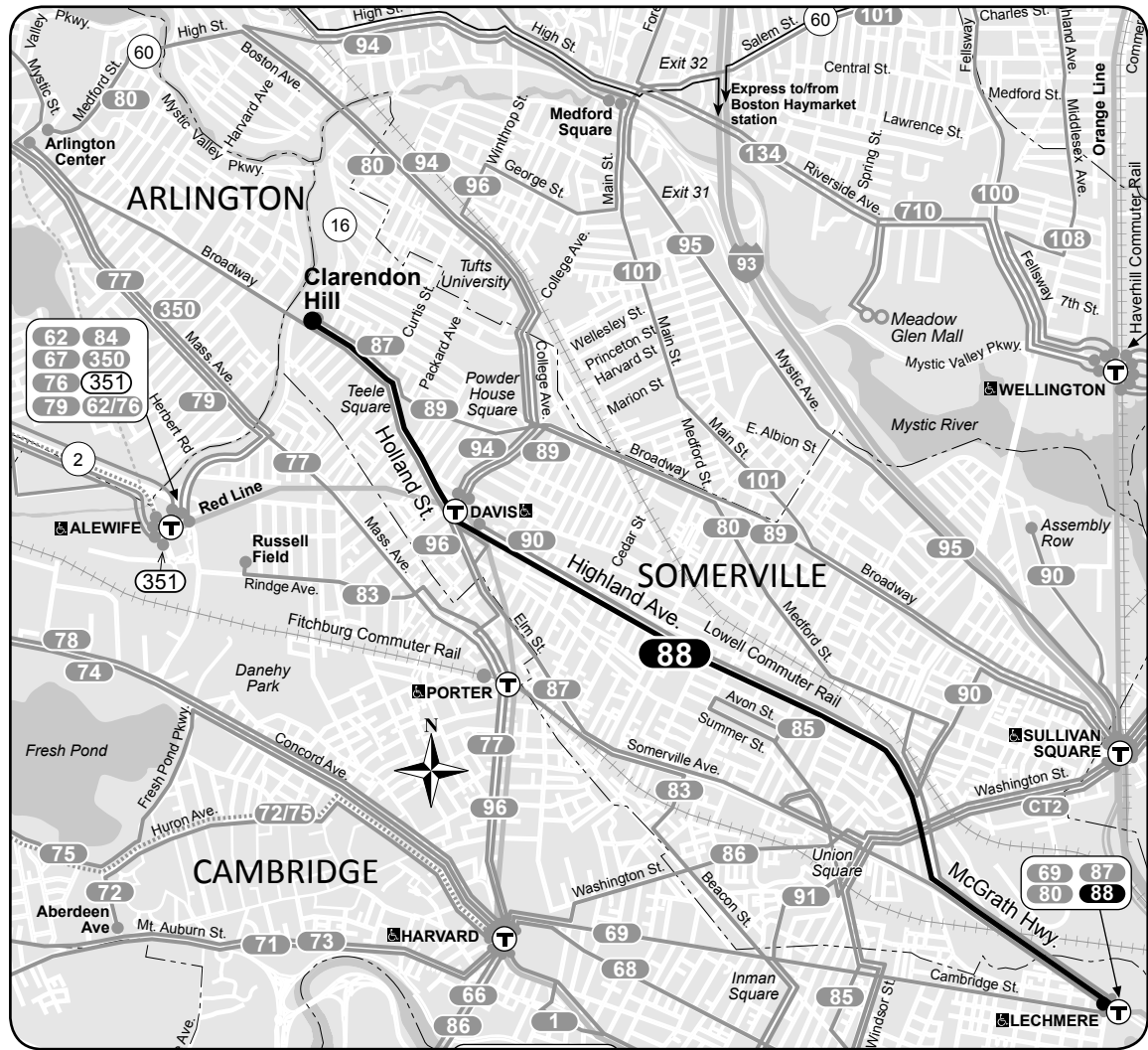
Based on these facts and the results of this study, DCI believes the available on-street parking in the vicinity of the Project site will be able to accommodate the 20 parking spaces for which the 124 Highland Avenue development requires a parking variance.

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
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5:15	5:19	5:29	5:39	5:10	5:21	5:33	5:42
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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	Until	Every	30 Minutes	Until	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
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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
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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
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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
<p>s - Does NOT run during school vacation</p> <p>w- Waits for last trolley to arrive at Le</p>							

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.mbta.com/youthpass for details.

**

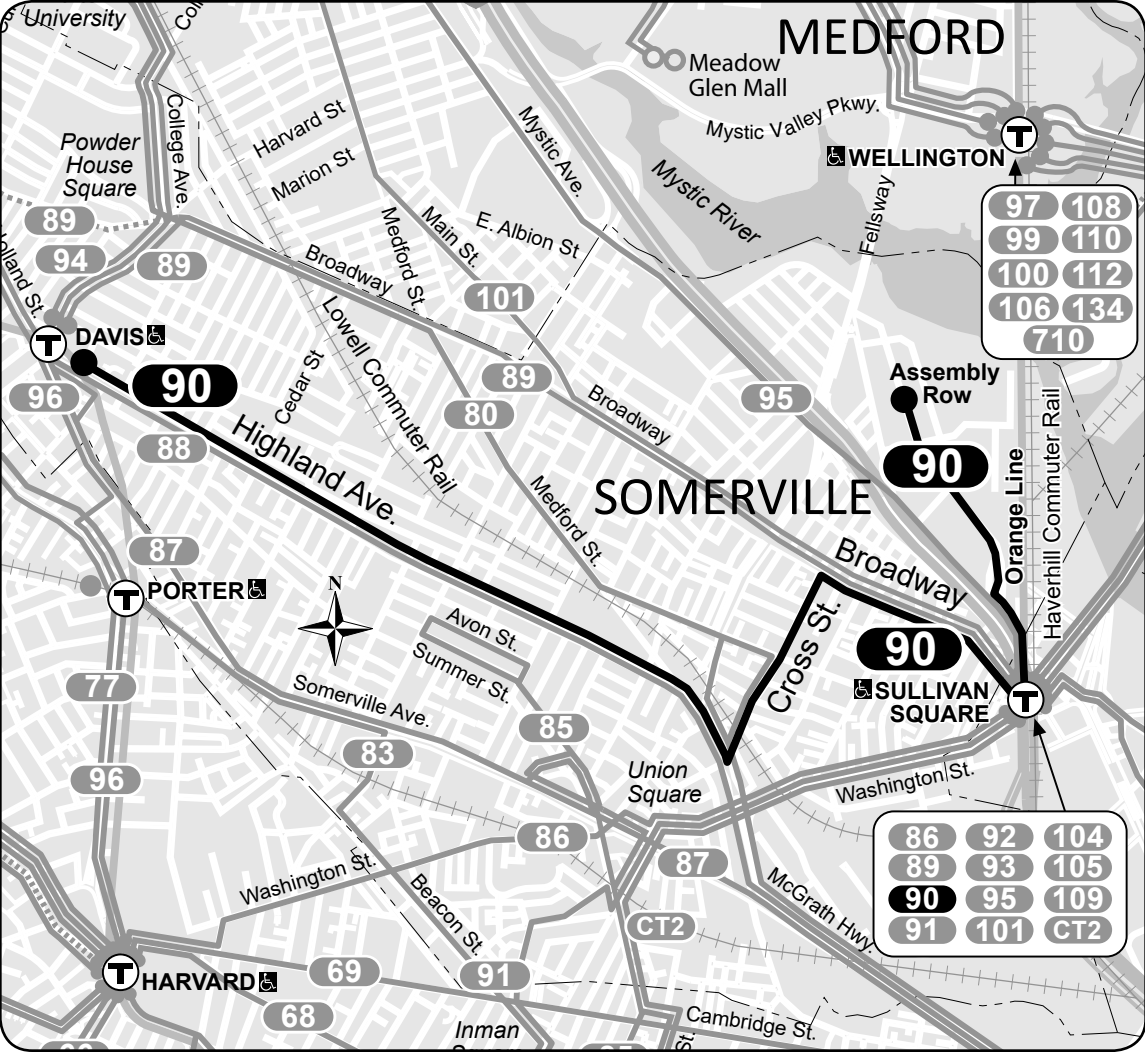
Requires Senior/TAP CharlieCard, available to Medicare cardholders, seniors 65+, and persons with disabilities.

Fall 2019 & Winter 2020 Holidays

9/27/19: see Sunday 10/14/19 & 11/11/19: see Weekday

11/28/19, 12/25/19, & 1/1/20: see Sundav 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

90	Weekday				
	Inbound		Outbound		
Leave Davis Square	Arrive Sullivan Station	Arrive Assembly Row	Leave Assembly Row	Arrive Sullivan Station	Arrive Davis Square
6:30A	7:01A	7:02A	6:30A	6:36A	7:00A
7:10	7:41	7:42	7:10	7:16	7:40
7:50	8:22	8:25	7:50	7:56	8:18
8:25	8:59	9:00	8:30	8:36	8:57
9:05	9:32	9:33	9:05	9:11	9:32
9:40	10:06	10:07	9:40	9:46	10:05
10:15	10:40	10:41	10:15	10:21	10:39
10:45	11:08	11:10	10:45	10:51	11:09
11:15	11:37	11:39	11:15	11:20	11:37
11:45	12:08P	12:10P	11:45	11:50	12:07P
12:15P	12:38P	12:40P	12:15P	12:20P	12:37P
2:45	1:08	1:10	12:45	12:50	1:07
1:15	1:38	1:40	1:15	1:20	1:37
1:45	2:08	2:10	1:45	1:50	2:08
2:16	2:39	2:41	2:15	2:21	2:41
2:48	3:15	3:18	2:52	2:58	3:18
3:24	3:53	3:56	3:32	3:39	4:01
4:06	4:36	4:38	4:06	4:13	4:35
4:45	5:15	5:17	4:48	4:55	5:18
5:26	5:56	5:58	5:27	5:35	5:59
6:07	6:37	6:39	6:08	6:14	6:34
6:47	7:10	7:12	6:46	6:52	7:11
7:17	7:38	7:40	7:17	7:22	7:40
8:09	8:30	8:32	7:45	7:50	8:06
8:40	9:01	9:03	8:17	8:22	8:36
9:31	9:52	9:54	9:08	9:13	9:27
			10:00	10:05	10:19

90			Saturday		
Inbound			Outbound		
Leave Davis Square	Arrive Sullivan Station	Arrive Assembly Row	Leave Assembly Row	Arrive Sullivan Station	Arrive Davis Square
7:55A	8:13A	8:15A	7:30A	7:35A	7:49A
8:45	9:04	9:06	8:20	8:25	8:39
9:40	10:02	10:05	9:15	9:20	9:36
10:35	10:57	11:00	10:10	10:15	10:31
11:35	11:57	12:00N	11:05	11:10	11:26
12:35P	12:59P	1:01P	12:05P	12:10P	12:24P
1:35	1:59	2:01	1:05	1:11	1:29
2:40	3:03	3:05	2:05	2:12	2:29
3:40	4:03	4:05	3:10	3:16	3:31
4:40	5:03	5:05	4:10	4:16	4:31
5:40	6:03	6:05	5:10	5:16	5:31
6:40	7:02	7:04	6:10	6:16	6:31
7:40	8:00	8:02	7:10	7:15	7:31
8:40	8:59	9:01	8:10	8:15	8:31
9:35	9:54	9:56	9:10	9:15	9:30
			10:00	10:05	10:20

Inbound			Outbound		
Leave Davis Square	Arrive Sullivan Station	Arrive Assembly Row	Leave Assembly Row	Arrive Sullivan Station	Arrive Davis Square
10:30A	10:48A	10:51A	10:55A	11:01A	11:15A
11:20	11:38	11:43	11:50	11:56	12:12P
12:20P	12:41P	12:44P	12:50P	12:57P	1:14P
1:20	1:41	1:44	1:50	1:56	2:14
2:20	2:41	2:45	2:50	2:57	3:14
3:20	3:41	3:45	3:50	3:57	4:12
4:20	4:41	4:45	4:50	4:56	5:11
5:20	5:38	5:42	5:50	5:56	6:11
6:20	6:38	6:42			

 All buses are accessible to persons with disabilities

				
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.

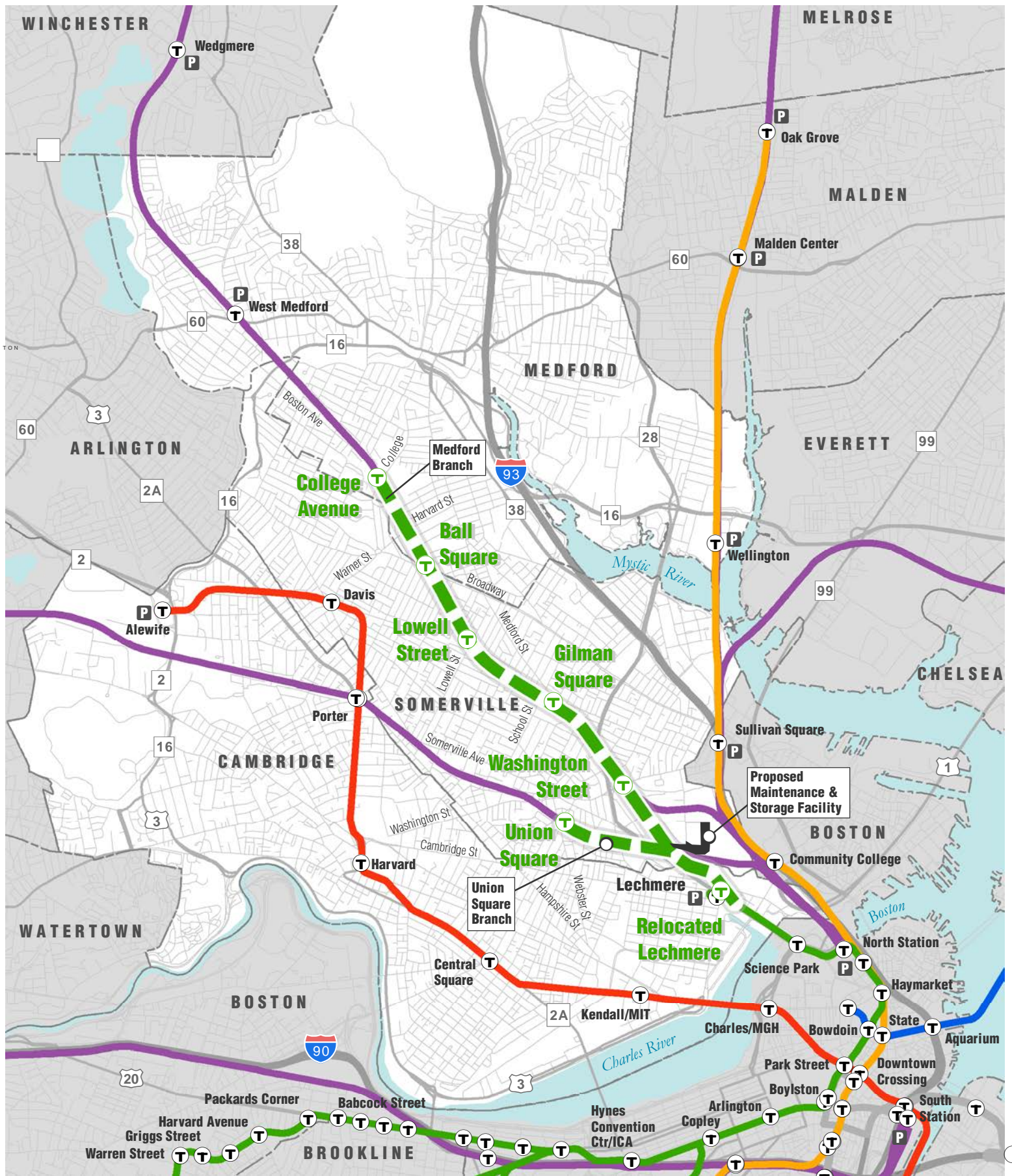
- * Requires Student CharlieCard or Youth CharlieCard. Student CharlieCards are available to students through participating middle schools and high schools. Youth CharlieCards are available through community partners in the Boston metro area. Visit www.mbta.com/youthpass for details.

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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



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

