How to Participate in the Meeting

Virtual Public Meeting
June 24, 2020
5:30 p.m.

Click the “Raise Hand” button to ask a question

OR

Type a question in the question box.

Attendees will be called upon in the order they raise their hands.
Agenda

- MBTA Bus Facility Modernization Program Overview
- Issues Raised at January 29, 2020 Community Meeting
- Overview of Proposed Project
- Next Steps
- Questions and Comments
Safety Moment: Ride Safer

- Wear a face covering
- Maintain a healthy distance
- Practice good hygiene

mbta.com/ridesafer

Ride Safer.

Practice good hygiene
Do your part. Public health is a public responsibility.

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Viaje más seguro.
Use un protector de cara.
Mantenga una distancia prudente
Practice una buena higiene.

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• In September 2019, the MBTA served 1.26 million trips every weekday, helping to support a sustainable and economically competitive metropolitan Boston region.

• After the subway, MBTA bus carries the largest share of riders (about 33%).

• MBTA operates 1,050 buses on 170 routes, serving over 8,000 bus stops across 51 cities and towns.

• Bus plays an important role in helping the MBTA meet regional equity, economic development and environmental goals.
Buses serve significantly more minority riders and more low-income riders than other modes.

<table>
<thead>
<tr>
<th>Mode</th>
<th>% Low-income</th>
<th>% Minority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>41.5%</td>
<td>48.0%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>6.8%</td>
<td>14.6%</td>
</tr>
<tr>
<td>Ferry</td>
<td>3.7%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Rapid Transit</td>
<td>26.5%</td>
<td>30.8%</td>
</tr>
<tr>
<td>Quincy Buses</td>
<td>43.7%</td>
<td>45.0%</td>
</tr>
</tbody>
</table>

Bus routes operated out of the Quincy garage mirror the bus system as a whole.
Massachusetts and its expanding economy has reached a tipping point for congestion. Investment in transit resources is essential to the reliability of current operation and support of growing ridership.
Quincy Center is undergoing one of the largest urban revitalization efforts anywhere in Massachusetts.

- 50 acres of mixed-use development
- Significant increase in retail and residential space
- Investment in transportation infrastructure critical to support growth
Bus Role in Meeting Regional Goals - Environment

MBTA committed to promoting sustainability and delivering a more reliable bus system:

- Growing bus fleet to meet growing ridership and reduce the number of single occupancy vehicles
- Procuring advanced hybrid buses and testing battery electric buses (BEBs) to reduce greenhouse gas emissions
- Offering incentives to build more density near transit
Bus Facility Modernization Program Goals

1. Create state-of-the-art, efficient **work environments for our employees** who keep the fleet clean and reliable

2. Expand the capacity of the system so we can **add more buses and extra service**, especially during peak periods

3. Design the facilities to accommodate a **zero-emissions fleet** of battery-electric buses
Existing Bus Maintenance Facilities

- **Quincy**
  - In operation initially as streetcar facility (1904 or earlier);
  - accommodates 86 buses

- **Maintenance garages**: 9
- **Average age of a facility**: 54 years
- **Year of the oldest bus facility constructed**: 1925
Top Priority: Replace the Quincy Bus Garage
We heard you – Issues Raised at the Community Meeting (1/29/2020)

- Need for new cleaner and reliable buses to serve Quincy
- Site selection
- Property acquisition
- Pedestrian safety and access
- Interface with neighboring properties
- Traffic congestion
- Noise pollution
- Air pollution
- MBTA project communication
New Facility Supports Cleaner Buses, Better Service

- Provides **immediate** benefits
  - More reliable, cleaner service with newer, hybrid vehicles
  - Quiet, clean indoor operations
  - Environmentally friendly, resilient design
  - Larger capacity could support additional service for Quincy

- Supports **future** zero-emissions fleet
  - Facility as pre-cursor to procuring battery electric buses
  - Requires technological advancement to meet service needs and conditions

Source: Metro Link
## New Quincy Bus Maintenance Facility Site Selection Criteria

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Use</td>
<td>Vacant, available for lease, or for sale</td>
</tr>
<tr>
<td>Parcel Size and Shape</td>
<td>+/-10 acres, with potential to accommodate an expanded facility</td>
</tr>
<tr>
<td>Location to Bus Routes</td>
<td>Minimizes non-revenue miles for Quincy Routes</td>
</tr>
<tr>
<td>Environmental/EJ Concerns</td>
<td>Minimal potential environmental concerns, adverse impacts to EJ communities</td>
</tr>
<tr>
<td>Roadway Access</td>
<td>Provides access to the arterial road network</td>
</tr>
<tr>
<td>Internal Circulation</td>
<td>Accommodates internal bus circulation, parking, and driveway access</td>
</tr>
<tr>
<td>Zoning/Land Use</td>
<td>Consistency with local zoning; consistency with previous land use</td>
</tr>
<tr>
<td>Site Development Risk</td>
<td>Potential for high construction/demo costs, site contamination, or other risks</td>
</tr>
</tbody>
</table>
Potential Sites Evaluated

- Quincy Center Station
- Option 2
- Option 3
- Option 4
- Option 5
- Option 6
- Option 7
- Option 8
- Option 9
- Option 10

Source: Google Maps. Copyright 2018 Google. All rights reserved.
<table>
<thead>
<tr>
<th></th>
<th>Option 1 Burgin Parkway Quincy</th>
<th>Option 2 Crown Colony Quincy</th>
<th>Option 3 Wood Rd Braintree</th>
<th>Option 4 Plain St Braintree</th>
<th>Option 5 Centre St Quincy</th>
<th>Option 6 Union St Braintree</th>
<th>Option 7 Ivory St Braintree</th>
<th>Option 8 Sites 6 + 7 Braintree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Use</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Parcel Size and Shape</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>○</td>
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<tr>
<td>Location to Bus Routes</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>●</td>
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<td>○</td>
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</tr>
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<td>●</td>
<td>○</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
<tr>
<td>Internal Circulation</td>
<td>●</td>
<td>○</td>
<td>○</td>
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<td>●</td>
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<td>●</td>
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<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Site Development Risk</td>
<td>●</td>
<td>○</td>
<td>●</td>
<td>●</td>
<td>○</td>
<td>○</td>
<td>○</td>
<td>○</td>
</tr>
</tbody>
</table>
MBTA to Minimize Impact on Adjacent Properties

North Side
- Original design required taking of the entire adjacent property to create secondary access to the site
- Updated design makes an adjustment to minimize impact on local business

South Side
- Pedestrian improvements to Penn Street involve working closely with adjacent property
Near-Term MBTA Uses will Reactivate Site

- Indoor storage for spare parts and other equipment
- Overflow commuter parking as needed to expedite Quincy Adams garage reconstruction
Intersection Improvements @ Burgin Parkway/ Penn St

Signal improvement has been shown to reduce pedestrian-vehicle collisions at intersections by as much as 60%.

- Re-stripe the crosswalks and stop lines
- New leading pedestrian intervals (LPI)
- Upgraded signage for pedestrian safety
Key Components of Proposed Project

Site
- New sidewalk on Burgin Parkway
- New pedestrian access from the Columbia/Plain/Taber Street neighborhood through the site and Grasso Park to Quincy Adams MBTA Station
- 235 parking spaces
- Site design to consider quality and aesthetic in the selection of building materials and incorporate landscaping and greenery where feasible
- Proposed electrical substation sited adjacent Burgin Parkway

Building
- Capacity to store and maintain up to 135 battery-electric buses and supporting administrative needs
- Additional storage and office space for MBTA employees

Area
- New signalized intersection on Burgin Parkway/Columbia Street
- Pedestrian improvements at Burgin Parkway/Penn Street
Site Plan and Pedestrian Access and Safety

• Entry/Exit: Penn Street
• Entry/Exit: Columbia St. Ext.
• Security fencing & gate
• Pedestrian access to MBTA station
• ADA-compliant accessible path of travel
• New sidewalks
• Lighting
New Signalized Intersection

- Columbia Street/Thomas Burgin Parkway – **New signal, restricted access**
- Columbia Street/Penn Street – **New intersection, restricted access**
- Crosswalks
Quincy Bus Maintenance Facility – Site Plan and Circulation

• Primary Entry/Exit: Penn Street
• Secondary Entry/Exit: Columbia St. Ext.
• Security fencing & gate
• Pedestrian accessibility
• Generator location
Sample Interior Design
Views from Grasso Park Walkway
Views from Deco Complex
View from Columbia Street
### Trip Generation Comparison

<table>
<thead>
<tr>
<th></th>
<th>Lowe's Home Improvement Store</th>
<th>New Bus Maintenance Facility - All Trips</th>
<th>Bus Trips New Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Weekday</strong></td>
<td><strong>AM (7:45-8:45)</strong></td>
<td><strong>AM (7:45-8:45)</strong></td>
<td><strong>AM (7:45-8:45)</strong></td>
</tr>
<tr>
<td>Enter</td>
<td>75</td>
<td>161</td>
<td>22</td>
</tr>
<tr>
<td>Exit</td>
<td>34</td>
<td>59</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>109</td>
<td>220</td>
<td>22</td>
</tr>
<tr>
<td><strong>Weekday</strong></td>
<td><strong>PM (5:00-6:00)</strong></td>
<td><strong>PM (5:00-6:00)</strong></td>
<td><strong>PM (5:00-6:00)</strong></td>
</tr>
<tr>
<td>Enter</td>
<td>135</td>
<td>62</td>
<td>4</td>
</tr>
<tr>
<td>Exit</td>
<td>150</td>
<td>153</td>
<td>17</td>
</tr>
<tr>
<td>Total</td>
<td>285</td>
<td>215</td>
<td>21</td>
</tr>
<tr>
<td><strong>Daily</strong></td>
<td><strong>Totals</strong></td>
<td><strong>Totals</strong></td>
<td><strong>Totals</strong></td>
</tr>
<tr>
<td>Enter</td>
<td>1,725</td>
<td>1,178</td>
<td>267</td>
</tr>
<tr>
<td>Exit</td>
<td>1,725</td>
<td>1,178</td>
<td>267</td>
</tr>
<tr>
<td>Total</td>
<td>3,450</td>
<td>2,356</td>
<td>534</td>
</tr>
</tbody>
</table>

- Similar distribution of trips as Lowe’s, as it’s less peak-focused
- Different peak hour – highest concentration of buses leaving facility is before 7am
- To be conservative this analysis was based on the facility’s maximum 135 bus capacity
Noise and Air Quality Analyses

Environmental filings will include the findings from these and future analyses.

Noise Results:
- Noise from buses on Burgin Parkway accessing the site will increase noise levels by only 2 dBA
- Project includes a new electrical substation that will be designed to have minimal noise impacts

Air Quality Results:
- Air quality emissions would not result in any exceedance of the NAAQS; no direct Project air quality mitigation is necessary
- Construction air quality impacts (fugitive road dust and engine exhaust emissions) will be controlled by implementing best practice methods such as watering of construction areas, covering dust-producing materials during transport, maintaining equipment, minimizing idle time, etc.
Next Steps

- Complete state and federal environmental review for the bus maintenance facility
- Continue preliminary design process
- Continue stakeholder engagement and communication – visit mbta.com/quincybus for updates
Scott Hamwey
Director of Bus Modernization
MBTA

shamwey@mbta.com
QuincyBus@mbta.com