

TAC STATION CONDITION SURVEY REPORT: (DRAFT 5/8/2023)

On April 20th at 5:30 Members of the Transit Advisory Committee Subcommittee on the MBTA made a site visit to Central Square Station to assess the conditions of the station.

Definitions:

Static Geometry: This term describes the non-moving components of a structure, including walls, floors, support pillars, lighting, and other stationary features. These elements provide the foundation and structure of a building or space, and/or are typically fixed in place.

Kinetic Geometry: This term refers to the moving components of a structure or space, as well as those features that are interacted with or manipulated by users. Examples of kinetic geometry include doors, fare gates, and elevator cabs, but it should be noted that the elevator shaft itself is considered part of the static geometry.

Summary:

The Central Square station was found to be in poor condition with grime-covered walls, floors, and ceilings, water-damaged tiles, and peeling paint. Although the kinetic geometry was functional, there were minor issues with fare gate screens and the overall condition of the outbound platform elevator. Despite being usable, the station lacked up-to-date information such as service alerts and maps. The station was highly bike-friendly, had readable navigational signage, and had an acceptable number of trash bins. Recommendations include repairing the station's ceilings, benches, and the joint between the platform and the 6-car platform extension, updating system maps and fare information, and cleaning the track area of trash and debris.

Findings:

The Subcommittee found the static geometry of the station to be in poor condition. Walls, floors, ceilings, and station art were all covered in a thick layer of grime. Floor tiles were visibly water damaged in certain places, especially around station entrances and at the join between the original platform and the 6-car platform extension. The ceilings were found to be functional but in need of repair. Paint is peeling on almost every surface, and there are a number of holes in the ceiling throughout the station. Station lighting is acceptable in most places, most lightbulbs in the station are working, however several entrances, especially the entrances on the outbound side of the station are very dark, due to lightbulbs being out, lack of lights in general, and the grime. The subcommittee recommends that all entrances at Central Square station should be lighted like the east entrance on the inbound side. The seating at the station is usable and not sticky, however the wood was heavily scored and the bench in front of the watermelon tile work was missing a plank of wood. The



1: Hole in ceiling of station exit.



2: Bench missing plank of wood

stairs on the inbound side are all in good order despite being very dirty. The outbound side stairs are wobbly, broken in places, and not level.

The kinetic geometry of the station is, like the rest of the station, covered in grime, but everything is working. All elevators, escalators, fare gates, and non-fare gates and doors, such as the big metal turnstiles are working and move freely. For the kinetic geometry, the problems are in the little things, the screens on the fare gates are not all functional, and the escalator steps are very slightly wobbly. The door to the bathroom was locked, but the committee was able to determine that the automatic door mechanism was working.

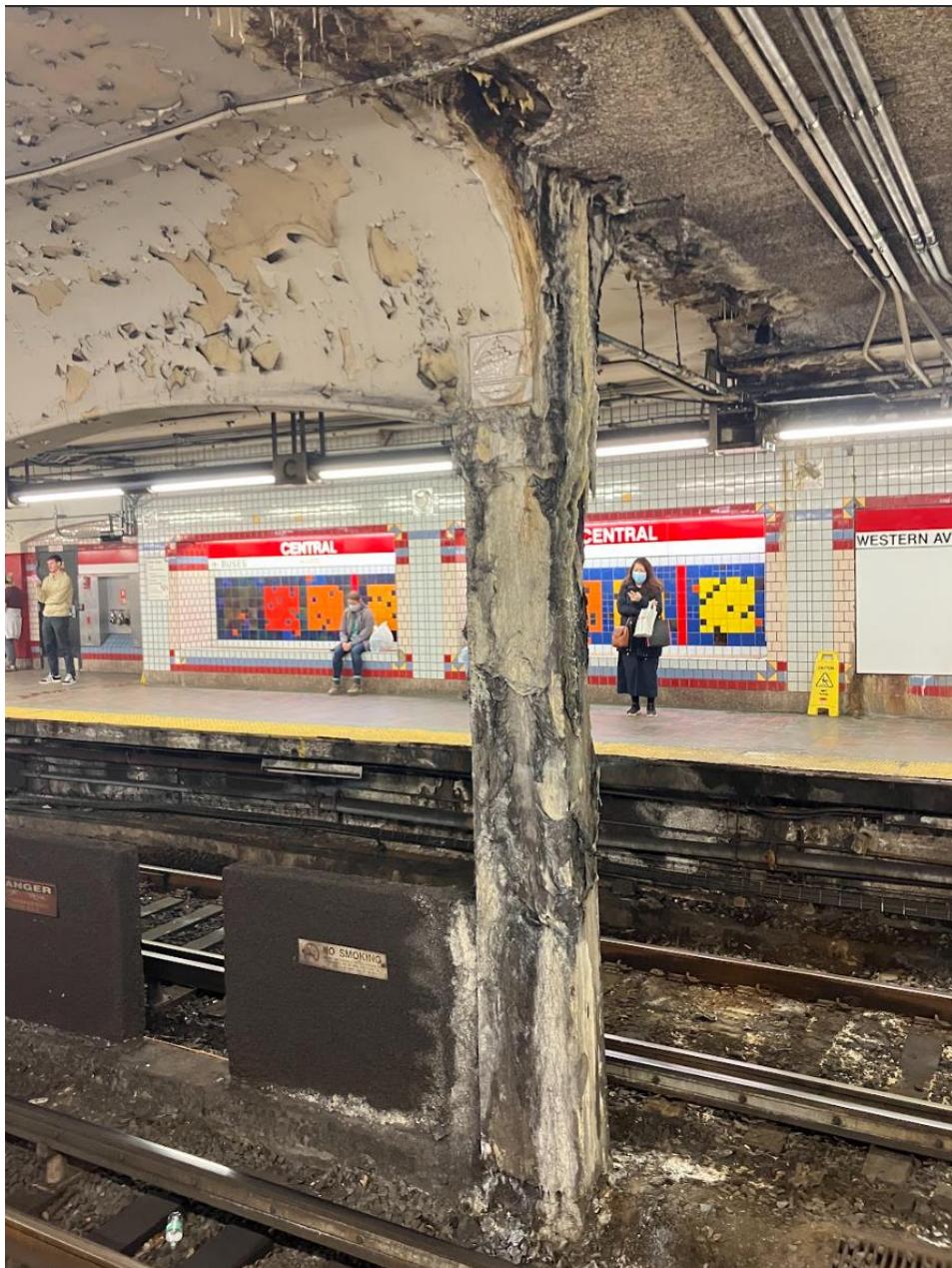
The station was found to be highly usable, the fare machines were all in working order, except for one machine that was not able to accept cash. The PA system and dot matrix displays were all working and presented accurate and timely information. Phone reception was also satisfactory: both T-Mobile and Verizon networks were a full 5 bars of coverage with at least 4G speeds. Unfortunately service alerts were nowhere to be found and the maps and fare info were severely out of date. There were no schedule cards present at the station despite the presence of a location to put such cards. Charlie cards were available at the station through the use of the fare machines.

Despite the severe water damage in places, the station was acceptably clean. The station had no noticeable bad odors, except in the outbound elevator. The temperature was acceptable. There were an acceptable number of trash bins, and there was no trash on the platforms. The tracks, however, had a noticeable amount of trash and the MBTA should work to clean this area. A member of the public informed the Subcommittee of the presence of an NBA basketball that had littered the tracks for at least “two months”. The Subcommittee was unable to confirm the presence of the basketball independently, but the claim was highly believable due to the amount of trash on the tracks. The subcommittee counted 4 trash bins inside the station.



3: Visibly water damaged tiles at station entrance

The station was found to be extremely bike friendly, the subcommittee counted at least 40 bike racks around and between entrances to the station. The navigational signage within the station was found to be present, readable, and usable. The navigational map was highly outdated and needed replacement.



4: Water damage, area of station in need of repair.