TAC STATION CONDITION SURVEY REPORT:

On July 20th at 5:30 Members of the Transit Advisory Committee Subcommittee on the MBTA made a site visit to Lechmere 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. It should be noted that the elevator shaft itself is considered part of the static geometry.

Summary:

Lechmere station was found to be in excellent condition, and extremely clean. This was to be expected as the station is very new. The station does, however, have a few teething problems. The busway lacks signage, a section of the train platform was barricaded, benches were broken, and the pedal-and-park is not yet open. Overall, the committee wishes to see more stations on the MBTA in as good, if not better, condition than Lechmere station. Suggestions include: more dot matrix displays, better signage for local transit connections, hastening the opening of the pedal and park, and installing a system to lessen the brunt of the biting winter cold.

Findings:

The Subcommittee found the static geometry of the station to be in excellent condition. This is unsurprising given the age of the station. The floor of the station is very grippy and easy to walk on. The Subcommittee's only concern was about the benches. The subcommittee saw that half of the benches at the busway were in disrepair. Other members complained of too few benches at platform level.

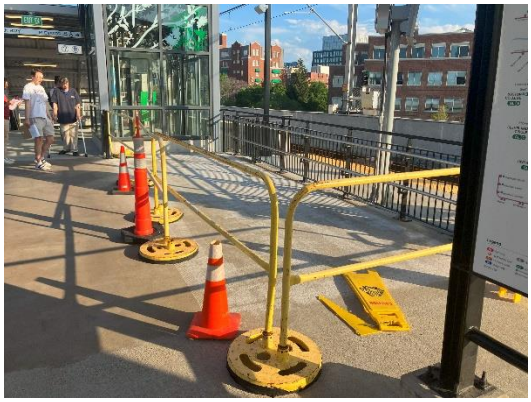

Figure 1 Section of Station Closed Off by Barricades

The station is usable - more so than central. The wide central platform and simple station layout allowed for excellent mobility at platform level. Unfortunately, a subcommittee member proved it to be difficult to get on the trolley at each end as the gap between the train and the platform was considerable. The subcommittee also became concerned by the section of the station closed off by yellow barricades for no obvious reason. The tactile warning systems, P.A. system and dot matrix displays were all in working order. Unlike the Harvard busway, there are no dot matrix displays for the buses which the subcommittee found disappointing. The subcommittee strongly suggests installing dot matrix displays at the busway. Only six out of eight fare machines were in full working order. One fare machine was fully broken, and one machine did not accept cash. Charlie cards were available at this station using the fare

machines. The maps in the station were up to date and highly readable and usable. Fare info was up to date, but the subcommittee observed that one of the fare information signs was loose in its frame on the lower level of the eastern headhouse. The station had fair cell phone reception on Verizon and AT&T; a member was able to load a YouTube video at platform level with ease. This was expected as the station is both above ground and outside.

The station was incredibly clean, no visible trash was found at the station and no trash was observed on the tracks. Trash bins were widely available, however there were no recycling bins, except for in the adjacent privately-owned plaza. The station had no noticeable smells. The temperature in the station was exceptionally good due to the exceptionally pleasant weather conditions that day. The subcommittee spoke with riders who complained of how cold the open-air station gets in mid-winter. The Subcommittee recommends that the MBTA install some sort of system to address the biting cold on the coldest days of the year.

The kinetic geometry of the station was in pristine condition. All elevators were in working order and all other kinetic geometry, such as the doors to offices, were observed by the subcommittee to be in working order. Lechmere station has less kinetic geometry than other stations as it has no fare gates or escalators.

Figure 2 The Only Signage at the Busway

The ability to make connections at Lechmere was where the station suffered. The busway contained only signage for one bus line, the 69 bus, and this sign was on a temporary sandwich board. There were no signs for any of the other bus lines, including for EZride. The subcommittee could only locate one area map in the entire station. The station had an impressively large number of bike racks due to the two pedal-and-parks, but neither were open or usable. The subcommittee hopes the MBTA will open the pedal and park soon.