

July 30, 1990

WHEREAS The City of Cambridge and the M.B.T.A. invested substantial funds in refurbishing Central Square Station on the Red Line within the past five years, and

WHEREAS a primary purpose of the station improvement was to expand and accommodate larger ridership, and

WHEREAS stairways to and from street level were provided at the middle and each end of both the outbound and the inbound platforms, and

WHEREAS the portals at each end of each platform were provided both with floor-to-ceiling stainless steel exit turnstiles and with cage-type token-operated entrance turnstiles, and

WHEREAS the cage-type token-operated entrance turnstiles have been chained and never rendered functional from the day of their installation, and

WHEREAS the stainless steel exit turnstiles on the the Harvard-Square end of both the inbound and the outbound platforms have for several weeks been immobilized with bolted-on steel panels marked "Not an Exit," and

WHEREAS the disfunctional cage-type entrance turnstiles result in inconvenience to riders and in significant danger in forcing eastward-walking pedestrians to cross Prospect Street before reaching a working entrance, and

WHEREAS the disfunctional stainless-steel exit turnstiles also result in inconvenience to riders and expose them to danger in case of fire or accident in the station area and in forcing westward-walking pedestrians to cross Prospect Street after leaving the station, and

Whereas a fully functional station is important to the revitalization of Central Square and to encouraging the fullest use of public transportation; therefore be it

Whereas, unless these exits and entrances are used by the public, their construction and current appearance stands as a cruel joke and a broken promise to the people of Cambridge and a visual blight in Central Square;

Ordered that the City Manager communicate to the General Manager of the MBTA the firm request of this City Council that within two weeks' time all exit and entrance turnstiles on both inbound and outbound platforms be rendered fully functional and that they shall thereafter be maintained in fully operational condition; and be it further

Ordered that copies of this order be sent to the MBTA Board of Directors, the MBTA Advisory Committee and the Cambridge Legislative delegation.



# City of Cambridge

32.

COUNCILLOR DUBHAY

IN CITY COUNCIL  
July 30, 1990

- WHEREAS: The City of Cambridge and the M.B.T.A. invested substantial funds in refurbishing Central Square Station on the Red Line within the past five years; and
- WHEREAS: A primary purpose of the station improvement was to expand and accommodate larger ridership; and
- WHEREAS: Stairways to and from street level were provided at the middle and at each end of both the outbound and the inbound platforms; and
- WHEREAS: The portals at each end of each platform were provided both with floor-to-ceiling stainless steel exit turnstiles and with cage-type token-operated entrance turnstiles; and
- WHEREAS: The cage-type token-operated entrance turnstiles have been chained and never rendered functional from the day of their installation; and
- WHEREAS: The stainless steel exit turnstiles on the Harvard-Square end of both the inbound and the outbound platforms have for several weeks been immobilized with bolt-on steel panels marked "Not an Exit,"; and
- WHEREAS: The disfunctional cage-type entrance turnstiles result in inconvenience to riders and in significant danger in forcing eastward-walking pedestrians to cross Prospect Street before reaching a working entrance; and
- WHEREAS: The disfunctional stainless-steel exit turnstiles also result in inconvenience to riders and expose them to danger in case of fire or accident in the station area and in forcing westward-walking pedestrians to cross Prospect Street after leaving the station, and
- WHEREAS: A fully functional station is important to the revitalization of Central Square and to encouraging the fullest use of public transportation; and
- WHEREAS: Unless these exits and entrances are used by the public, their construction and current appearance stands as a cruel joke and a broken promise to the people of Cambridge and a visual blight in Central Square; now therefore be it
- ORDERED: That the City Manager communicate to the General Manager of the MBTA the firm request of this City Council that within two weeks' time all exit and entrance turnstiles on both inbound and outbound platforms be rendered fully functional and that they shall thereafter be maintained in fully operational condition; and be it further
- ORDERED: That copies of this order be sent to the MBTA Board of Directors, the MBTA Advisory Committee and the Cambridge Legislative delegation.

In City Council July 30, 1990.

Adopted by the affirmative vote of nine members.

Attest:- Joseph E. Connarton, City Clerk.

A true copy;

ATTEST:- Joseph E. Connarton, City Clerk



# City of Cambridge

## 32. IN CITY COUNCIL

COUNCILLOR DUEHAY

JULY 30, 1990

- WHEREAS: The City of Cambridge and the M.B.T.A. invested substantial funds in refurbishing Central Square Station on the Red Line within the past five years; and
- WHEREAS: A primary purpose of the station improvement was to expand and accommodate larger ridership; and
- WHEREAS: Stairways to and from street level were provided at the middle and at each end of both the outbound and the inbound platforms; and
- WHEREAS: The portals at each end of each platform were provided both with floor-to-ceiling stainless steel exit turnstiles and with cage-type token-operated entrance turnstiles; and
- WHEREAS: The cage-type token-operated entrance turnstiles have been chained and never rendered functional from the day of their installation; and
- WHEREAS: The stainless steel exit turnstiles on the Harvard-Square end of both the inbound and the outbound platforms have for several weeks been immobilized with bolt-on steel panels marked "Not an Exit,"; and
- WHEREAS: The disfunctional cage-type entrance turnstiles result in inconvenience to riders and in significant danger in forcing eastward-walking pedestrians to cross Prospect Street before reaching a working entrance; and
- WHEREAS: The disfunctional stainless-steel exit turnstiles also result in inconvenience to riders and expose them to danger in case of fire or accident in the station area and in forcing westward-walking pedestrians to cross Prospect Street after leaving the station, and

WHEREAS: A fully functional station is important to the revitalization of Central Square and to encouraging the fullest use of public transportation; and

WHEREAS: Unless these exits and entrances are used by the public, their construction and current appearance stands as a cruel joke and a broken promise to the people of Cambridge and a visual blight in Central Square; now therefore be it

ORDERED: That the City Manager communicate to the General Manager of the MBTA the firm request of this City Council that within two weeks' time all exit and entrance turnstiles on both inbound and outbound platforms be rendered fully functional and that they shall thereafter be maintained in fully operational condition; and be it further

ORDERED: That copies of this order be sent to the MBTA Board of Directors, the MBTA Advisory Committee and the Cambridge Legislative delegation.

City Council JUL 30 1990

Adopted by the affirmative vote

of 9 members

Joseph E. Conerton City Clerk

Order # 32

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Councillor Duehay re: functional exists and  
entrance turnstiles at the MBTA stations.

In City Council,

July 30, 1990

*Order adopted*