MBTA signage system overview

for design consultants

MBTA signage system overview

for design consultants

02

Introduction Designer Roles System Overview Signage Types SignMaker™ Application End-to-End Process Responsibilities

Introduction

In January 2012 the MBTA adopted a new approach for design and fabrication of all wayfinding signage for the entire MBTA system. The new signage system applies to all existing and new subway, commuter rail, ferry, garage and bus signage.

This guide is designed to assist Design Consultants in understanding the goals of the new MBTA signage system and to provide resources for coordinating with the MBTA in order to implement the system. The MBTA is responsible for the design and layout of signage at each station, while the Design Consultant is responsible for the sign frames, the integration of signage with station architecture, and the inclusion of all signage content into the construction documents. Coordination between the parties is key for optimal implementation of the signage system.

The components that comprise the MBTA's new approach to wayfinding signage are described to the right.

Digital Signage Manual (DSM)

Server-based repository which houses all existing conditions information and design tools related to the system signage.
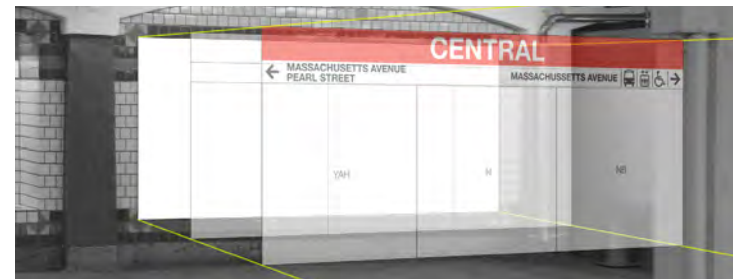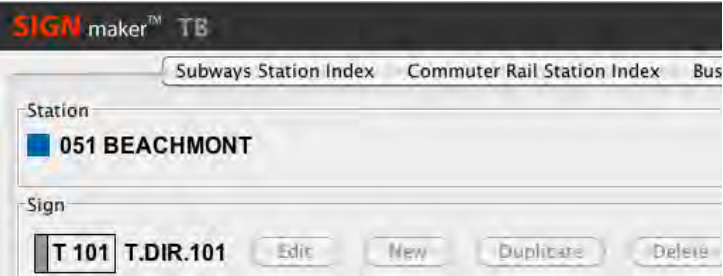

MBTA Signage Guidelines

Reference book which provides an overview of the MBTA's new signage system logic, rules and application.
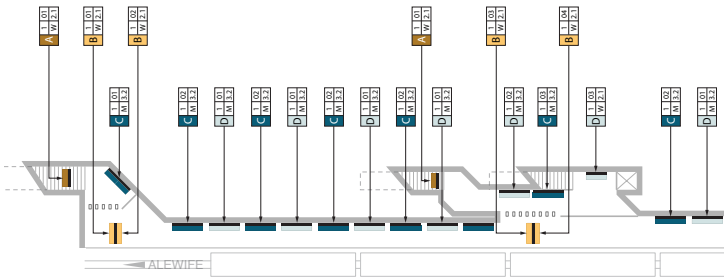
SignMaker™

A custom, menu-driven application for automating the design process and ensuring that visual wayfinding signs are correct, clear, and consistent across the system.

SignMaker™ TB

Enables automatic generation of full size, ADA-compliant Tactile/Braille signs. Output files are used for direct fabrication of etched zinc or stainless steel signs.

Data-Driven Graphic System

The entire signage system is built on individual station data and a newly-designed library of standard wayfinding graphic elements.


End-to-End Delivery Process

A fully integrated design, construction document, and fabrication process developed specifically for the MBTA signage system.

04

Introduction   Designer Roles   System Overview   Signage Types   SignMaker™ Application   End-to-End Process   Responsibilities

Creating "One System"

The MBTA has completed a comprehensive redesign of the wayfinding approach in order to create a unified signage system that links all modes of transit:

- 150 subway stations
- 130 train stations
- 8 ferry stations
- 18,000+ bus stops
- 40,000+ signs
- all delivered by automated software

Interconnected Modes

Customer Journey

1 Single line trip

2 Multi-mode trip
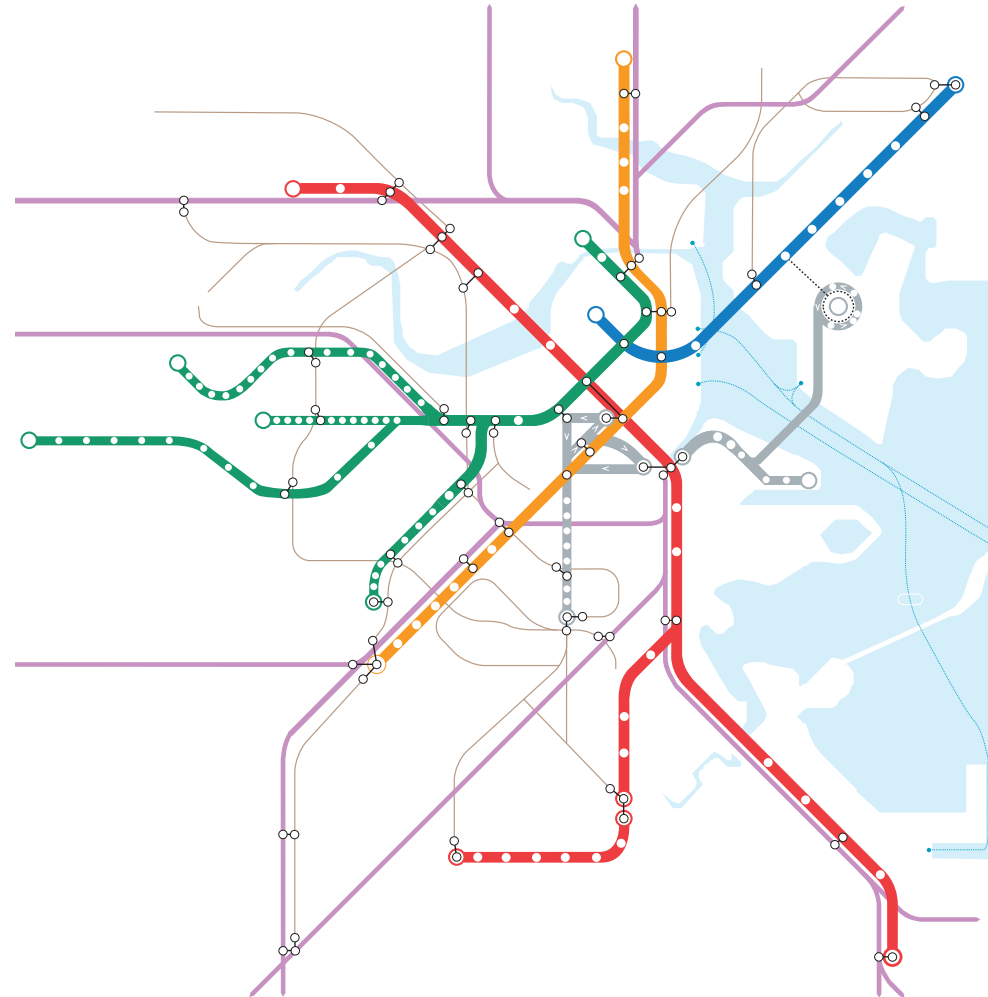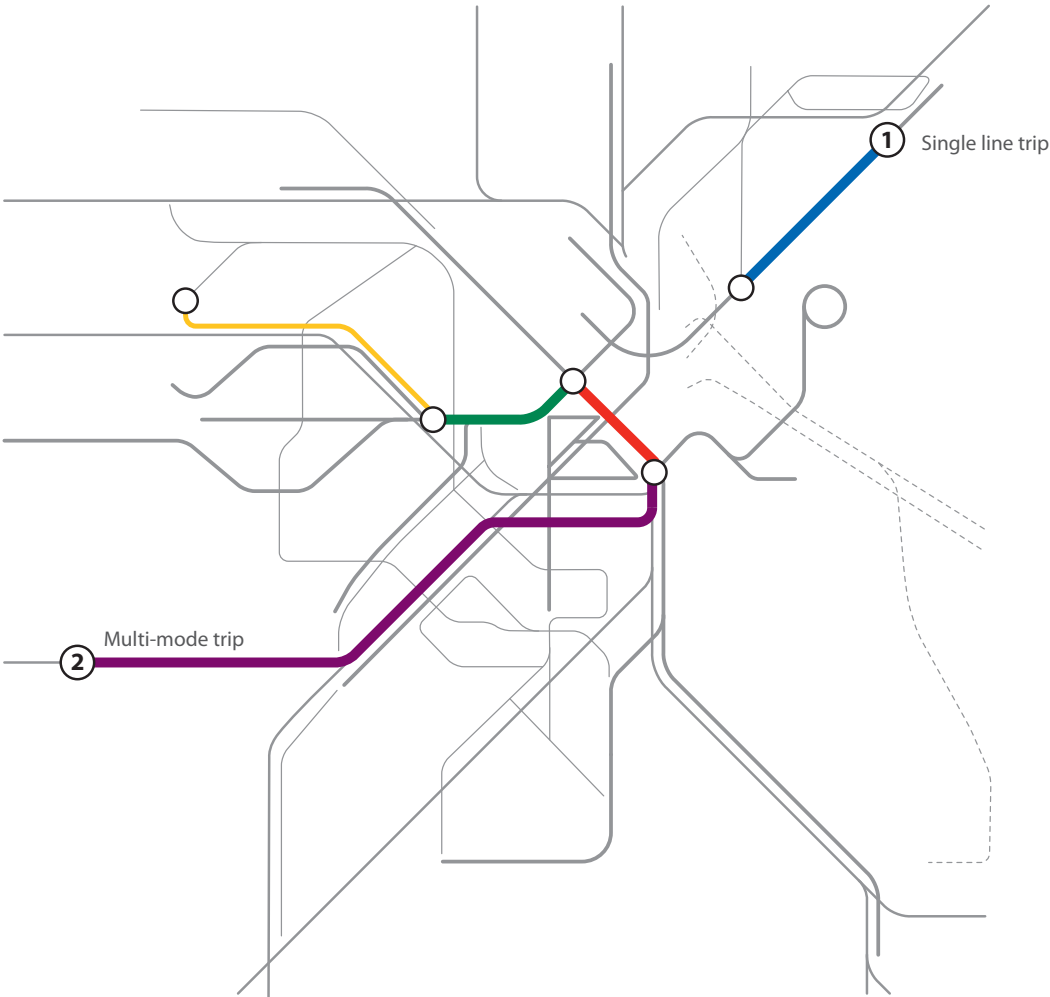
Subway

Trolley

Train

Bus

Ferry

All transit modes interconnect. A unified wayfinding system helps customers navigate from place to place, while helping the MBTA to project brand consistency and reliability.

06

Introduction   **Designer Roles**   System Overview   Signage Types   SignMaker™ Application   End-to-End Process   Responsibilities

Designer Roles

The End-to-End Process involves both MBTA Design and Design Consultants, and requires careful coordination in order to successfully implement the signage system at every station. The basic role of each party is described to the right.

Refer to the End-to-End Process summary on page 30, and the *MBTA Signage Guidelines* for more detailed descriptions of the End-to-End Process responsibilities and steps.

MBTA Design

The MBTA is responsible for:

1. Layout of signage based on pathway diagrams.
2. Design of sign graphics using SignMaker™ software.
3. Creation of full scale sign files used for fabrication, generated by the SignMaker™ software.
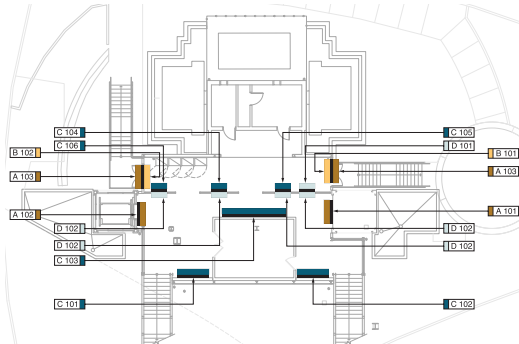
The MBTA provides all sign plans, sign schedules and sign elevations to the Design Consultant for inclusion in the construction documents.
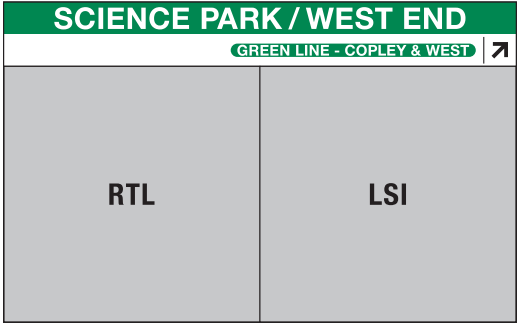
Design Consultant

The Design Consultant is responsible for:

1. Evaluation of existing sign frames (at existing stations).
2. Selection and engineering of sign frames and details selected from a CAD library of standard frames.
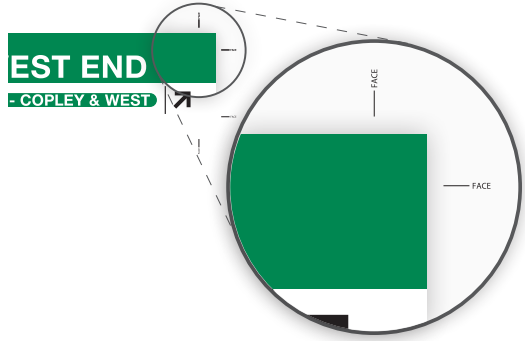3. Coordination and integration of signage with station architecture.

The Design Consultant is also responsible for incorporating all signage content into the construction documents.
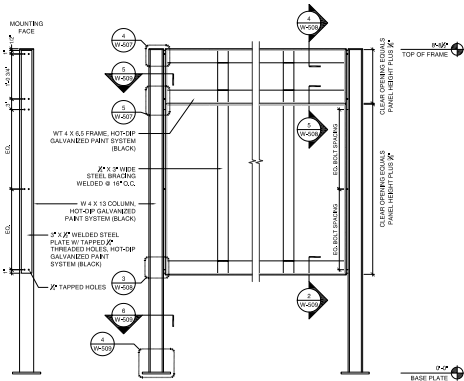
Sign Layouts

SCIENCE PARK / WEST END
GREEN LINE - COPLEY & WEST

RTL   LSI

Sign Graphics

EST END
- COPLEY & WEST

FACE

FACE

Full Scale Fabrication Files

Existing Sign Frames

Frames/Details

A 201
SI-1402

UNION

Coordination

08

Introduction   Designer Roles   **System Overview**   Signage Types   SignMaker™ Application   End-to-End Process   Responsibilities
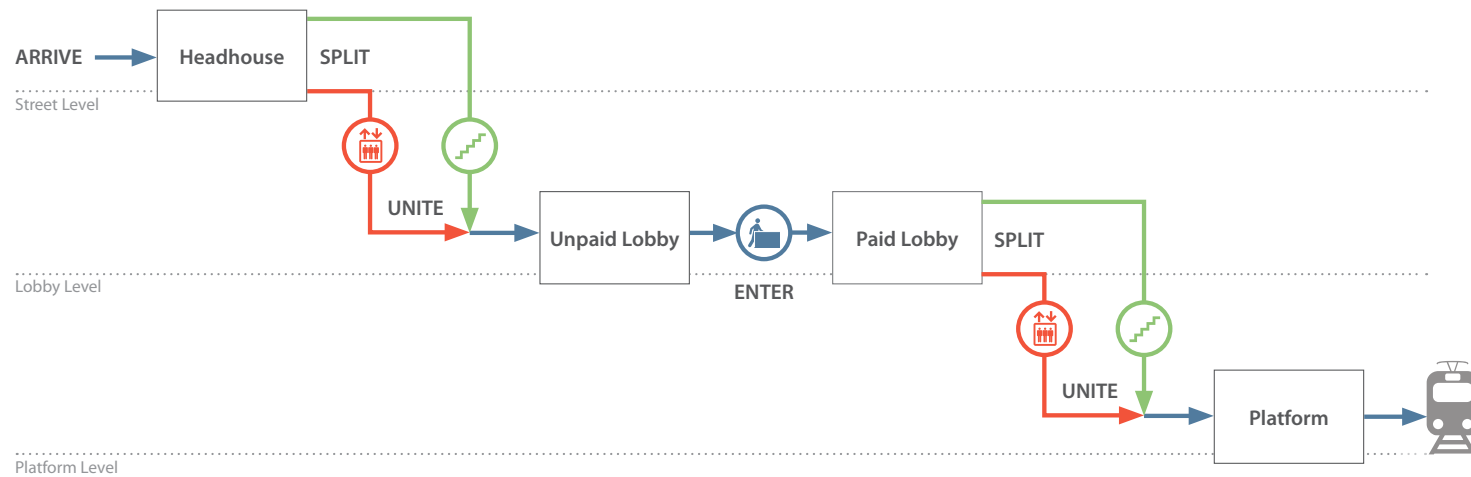
Understanding Customer Trips

Supporting a Diverse Community of Riders

While the majority of MBTA transit stations are accessible, the accessible paths connecting entrances to trains are frequently different than the ambulatory paths. The new wayfinding system is based on a pathway diagram system that identifies every path split and decision point within a station. Accurate signing of accessible, ambulatory and combined paths is determined by each station's unique set of pathways.

Rider Community

Accessible Path

Ambulatory Path

Combined Path

ARRIVE → Headhouse   SPLIT

Street Level

UNITE

Lobby Level

Unpaid Lobby → ENTER → Paid Lobby   SPLIT

UNITE

Platform Level

Platform

Station Journey section diagram: illustrates how the combined path (accessible/ambulatory) splits at vertical circulation points into separate accessible and ambulatory paths, and then rejoins on the next level.

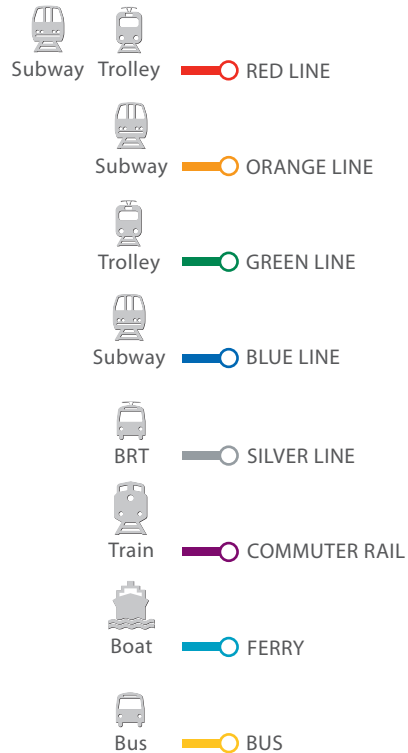## Pathway Diagrams
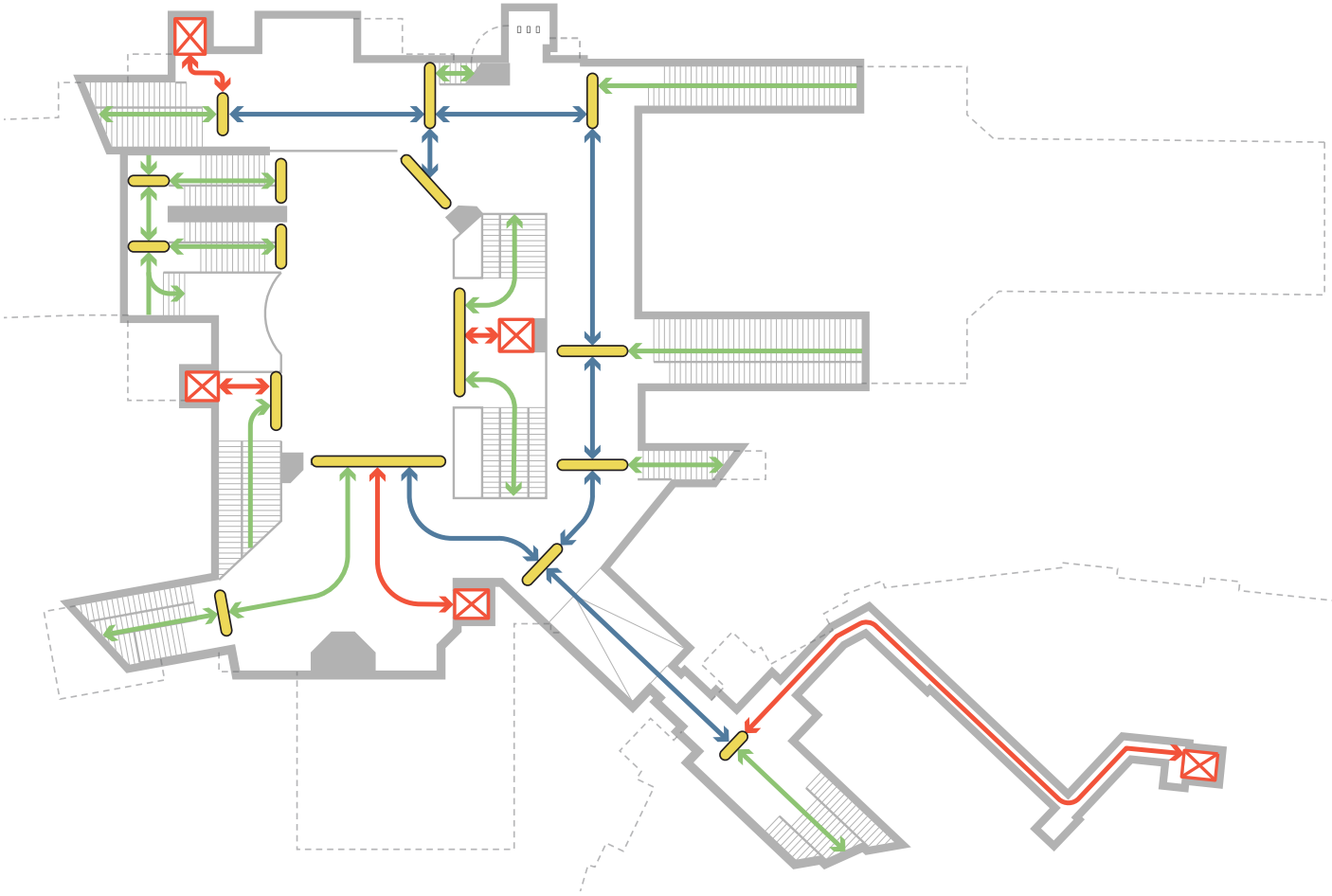
Accessible	←――――→
Ambulatory	←――――→
Combined	←――――→
Decision Point	▬

Pathway Diagram: illustrates the station journey on each level of the station by identifying every path and path split.

10

Introduction   Designer Roles   **System Overview**   Signage Types   SignMaker™ Application   End-to-End Process   Responsibilities

System Inventory

The entire MBTA wayfinding signage system is inventoried in the Digital Signage Manual (DSM). The DSM is a vast electronic repository of existing conditions information covering every individual station. The DSM organizes over 30,000 files, including 10,000 photographs, plans and sections of every station, as well as detailed signage layouts and sign artwork for re-signing every station.

Subway   Trolley   ━━◯ RED LINE

Subway   ━━◯ ORANGE LINE

Trolley   ━━◯ GREEN LINE

Subway   ━━◯ BLUE LINE

BRT   ━━◯ SILVER LINE

Train   ━━◯ COMMUTER RAIL

Boat   ━━◯ FERRY

Bus   ━━◯ BUS
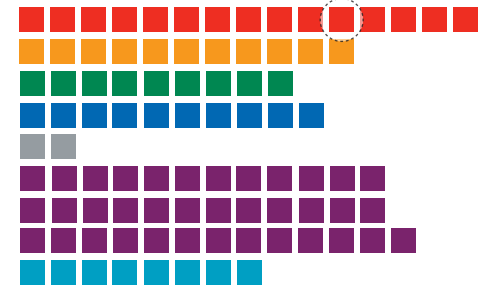
Stations

one-level

multilevel

173 single-line stations

92 single-line stations

15 multiline stations

190+ routes
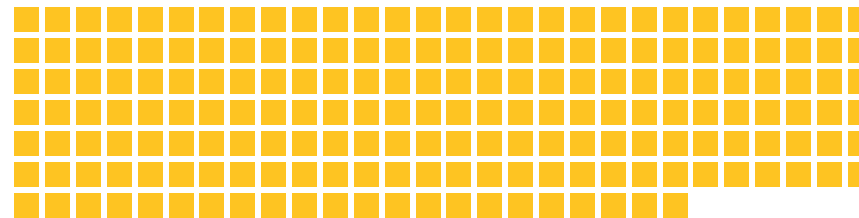
Website for Each Station

CENTRAL

STATION OVERVIEW

STATION	
Name:	CENTRAL
Branch:	Main
Line:	Red Line

PLATFORM	
Type:	Side

CONNECTIONS	
Parking:	No
Subway:	No
Commuter Rail:	No
Bus:	Yes
Bus Quantity:	8
Bus Configuration:	Single

EXITING	
Exit Configuration:	Direct
Section Type:	2.16

SUPPLEMENTAL	
Emergency Exit:	No
Backlit Signs:	Yes

ACCESSIBILITY	
Accessible:	Yes
Elevator Quantity: (Platform Config.)	Level 0 : 2 Level -1 : 2 (F2)

EXIT DESTINATIONS	
01	Prospect St
02	Essex St
03	Massachusetts Ave
04	Pearl St
05	City Hall

ELEVATOR PLATFORM CONFIGURATIONS

F2 - Offset Out, Center
(Level -1 : Platform)

SECTION TYPE

0 STREET
-1 PLATFORM

Section Type 2.16

Existing conditions
at every station

All transit modes

DSM Website

PLANS + PHOTOGRAPHS

PLATFORM

12

Introduction   Designer Roles   **System Overview**   Signage Types   SignMaker™ Application   End-to-End Process   Responsibilities
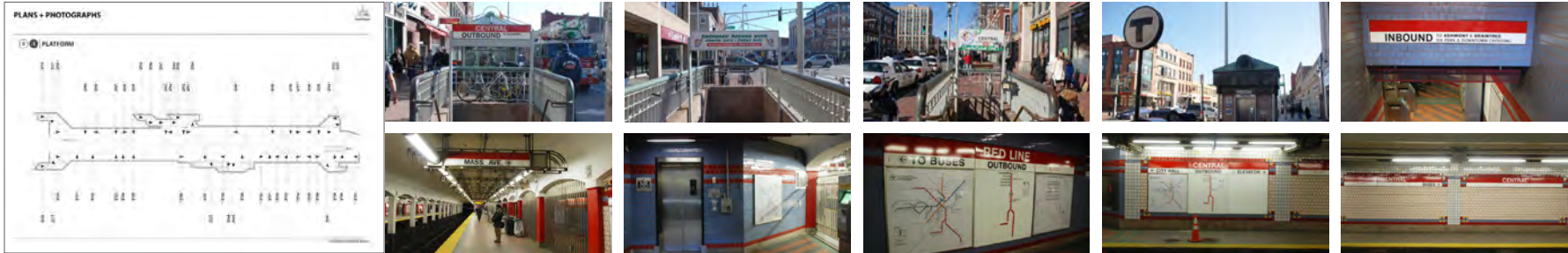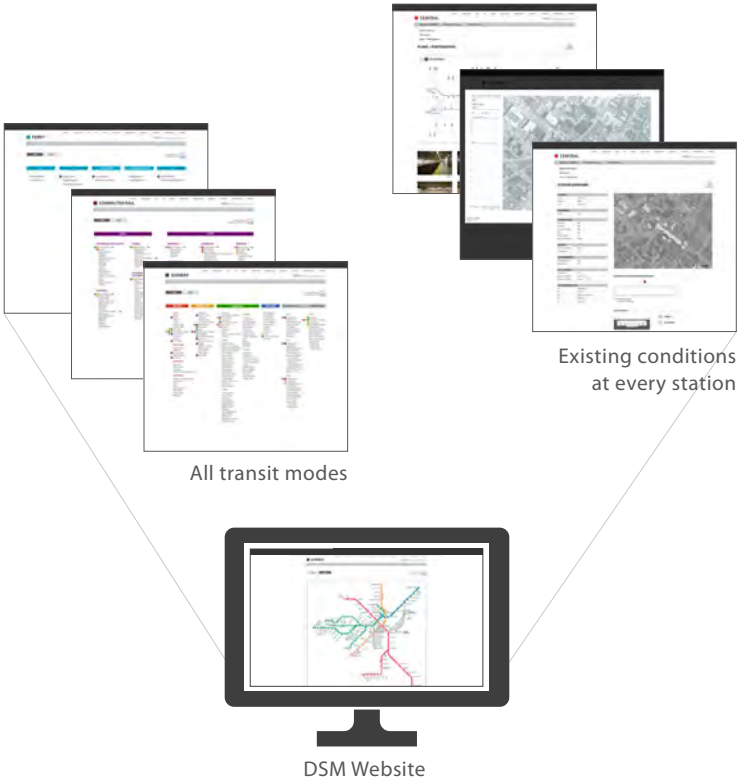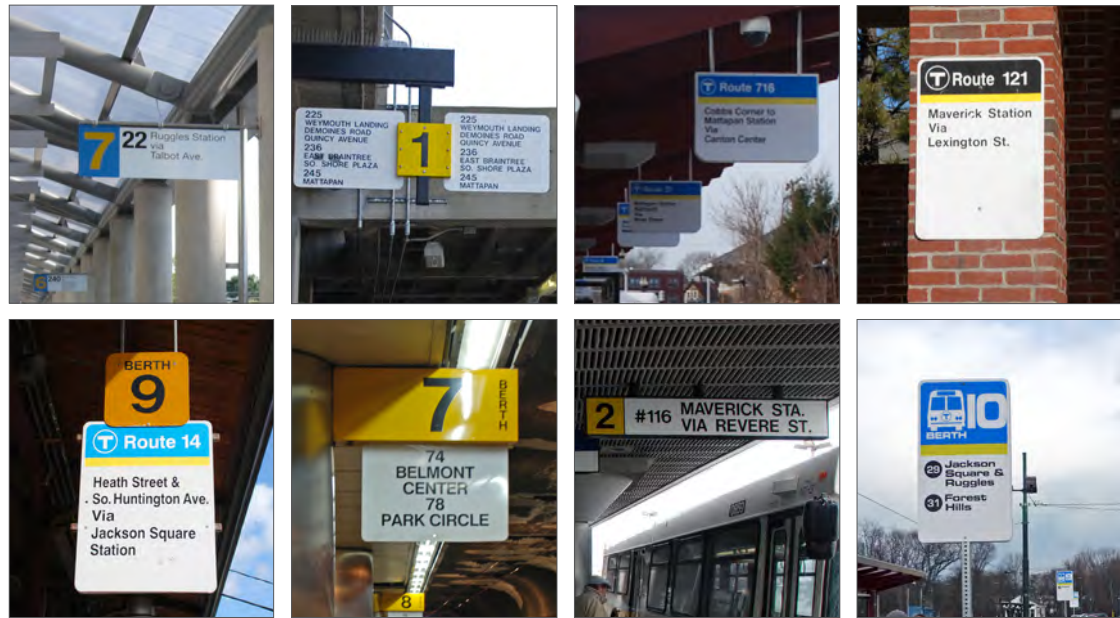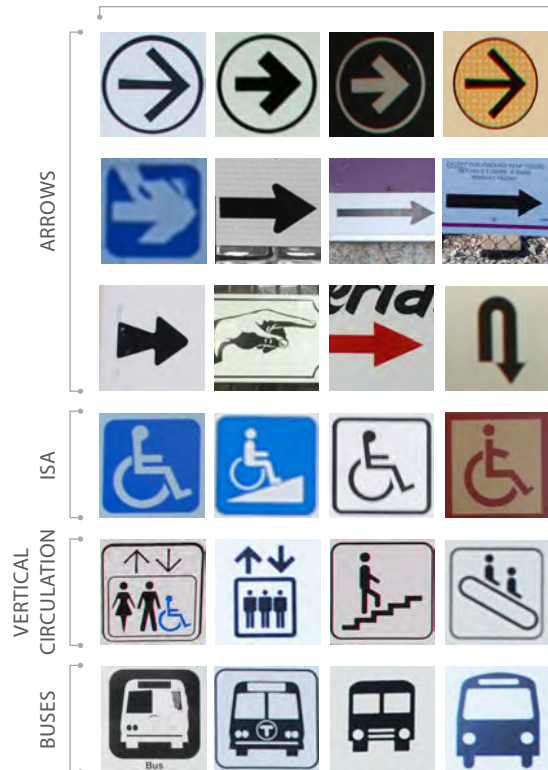
The Problem: Inconsistency Over Time

As the oldest transit system in the US, the MBTA has evolved many different ways of displaying wayfinding information and station identification. A complete inventory of every sign at every station established a baseline for conducting a thorough diagnosis of the overall system. This was the first step in creating a wayfinding system that is Correct, Clear, and Consistent.
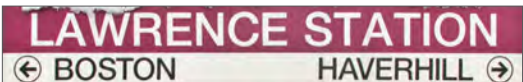
INCONSISTENT BUS SIGNAGE

INCONSISTENT ICONS

ARROWS

ISA

VERTICAL CIRCULATION

BUSES
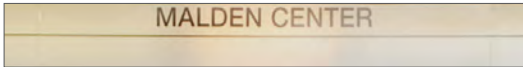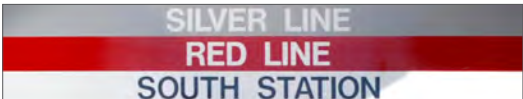
BUS STREET

BUSWAY

INCONSISTENT STATION IDS

FONTS

SINGLE-LINE ENTRANCES

MULTILINE ENTRANCES

GREEN LINE
ALL TRAINS ⊙

Helvetica Bold

LAWRENCE STATION
⊙ BOSTON   HAVERHILL ⊙

Helvetica Medium

MELROSE HIGHLANDS
INBOUND TO NORTH STATION   ♿ →

Helvetica Condensed

CENTRAL AVE
INBOUND TO ASHMONT

Microgamma Bold / Helvetica Medium

ALEWIFE
⊙ 🚊 ALL TRAINS INBOUND 🚊 ⊙

Microgamma Bold / Eurostile Light

FIELDS CORNER
ALL TRAINS

GREEN
♿ TO TRAINS ↑

MAVERICK
ALL TRAINS

BOYLSTON STREET
INBOUND

COURTHOUSE STATION
ELEVATOR   INBOUND / OUTBOUND

SHARON
OUTBOUND

BRAINTREE   **COMMUTER RAIL**
⊘ NO SMOKING   ♿ ↑   TO TRAINS ↗

⊙ **COMMUTER RAIL** ♿   **FOREST HILLS**
ORANGE LINE ♿ ↑

MALDEN CENTER

PORTER
ENTRANCE TO ALL TRAINS

HAYMARKET
HAYMARKET
⊙ TO TRAINS ⊙

SILVER LINE
RED LINE
SOUTH STATION

AD HOC SIGNAGE

14

Introduction   Designer Roles   **System Overview**   Signage Types   SignMaker™ Application   End-to-End Process   Responsibilities

The Solution: A Unified Signage System

Creating One Family of Signage

The MBTA is positioning the transit system as one interconnected network. The overarching goal of the new wayfinding system is to create a sense of unity and clarity among all modes of transit in order to improve customer perceptions of quality and dependability.

Subway

Train

Trolley

Boat

BRT

Bus

MBTA Rapid Transit/Key Bus Routes Map
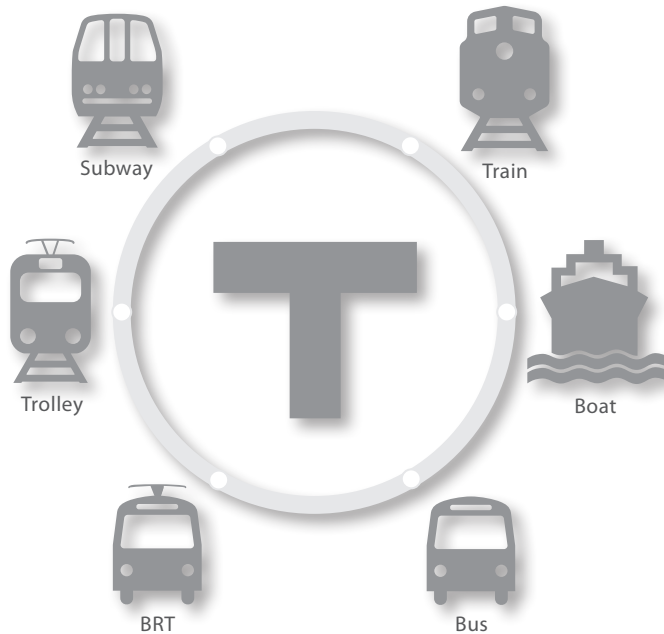
One-System Map

SINGLE-LINE STATIONS

MULTILINE STATIONS

BUS

TACTILE/BRAILLE

HARVARD
RED LINE - ALL TRAINS

Red Line

CHINATOWN
ORANGE LINE - OAK GROVE

Orange Line

AQUARIUM
✈ BLUE LINE - ALL TRAINS

Blue Line

COPLEY
GREEN LINE - GOV CTR & NORTH

Green Line

WORLD TRADE CTR
✈ SILVER LINE - SL1/SL2

Silver Line

CONCORD
OUTBOUND

Commuter Rail

LONG WHARF SOUTH
CHARLESTOWN FERRY

Ferry

PARK STREET
RED LINE - ALL TRAINS   GREEN LINE - COPLEY & WEST

DOWNTOWN CROSSING
ORANGE LINE - ALL TRAINS   RED LINE - ALL TRAINS

GOVERNMENT CENTER
♿ 🛗 ✈ BLUE LINE - ALL TRAINS   GREEN LINE - ALL TRAINS

NORTH STATION
♿ 🛗 GREEN LINE - ALL TRAINS   ORANGE LINE - ALL TRAINS

SOUTH STATION
♿ 🛗 ✈ SILVER LINE - SL1/SL2   RED LINE - ALL TRAINS
♿ 🛗 COMMUTER RAIL   AMTRAK

FRAMINGHAM
♿ 🛗 COMMUTER RAIL   AMTRAK

BERTH **A**

51
Forest Hills via
Cleveland Circle

111
Washington Ave at
Revere Beach Pkwy

Busway

T

51
Forest Hills via
Cleveland Circle

111
Washington Ave
at Revere Beach
Pkwy

NO STOPPING
$100 FINE
TOW ZONE ▶

MBTA.COM   BUS STOP 00000
617-222-3200   617-222-5146 (TTY)

Bus Street

LECHMERE
⠇⠑⠉⠓⠍⠑⠗⠑
T

GREEN LINE –
COPLEY & WEST
⠛⠗⠑⠑⠝ ⠇⠊⠝⠑⠉⠕⠏⠇⠑⠽ ⠺⠑⠎⠞

Directional

DOWNTOWN
CROSSING
⠙⠕⠺⠝⠞⠕⠺⠝ ⠉⠗⠕⠎⠎⠊⠝⠛
T

STAIRS DOWN
TO: RED LINE,
ORANGE LINE,
CHARLIECARD
STORE
⠎⠞⠁⠊⠗⠎ ⠙⠕⠺⠝ ⠞⠕ ⠗⠑⠙ ⠇⠊⠝⠑
⠕⠗⠁⠝⠛⠑ ⠇⠊⠝⠑ ⠉⠓⠁⠗⠇⠊⠑⠉⠁⠗⠙
⠎⠞⠕⠗⠑

ACCESSIBLE
ENTRY MAP
⠁⠉⠉⠑⠎⠎⠊⠃⠇⠑ ⠑⠝⠞⠗⠽ ⠍⠁⠏

♿ ACCESSIBLE ENTRY   ⊗ YOU ARE HERE

Entry

16

Introduction   **Designer Roles**   **System Overview**   **Signage Types**   **SignMaker™ Application**   **End-to-End Process**   **Responsibilities**
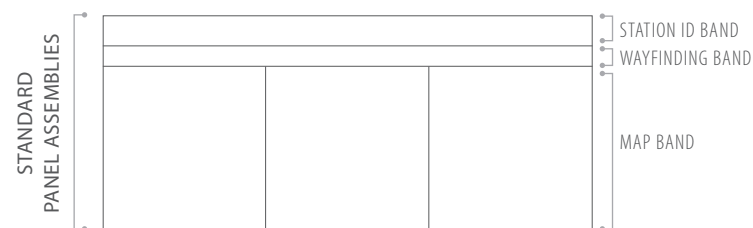
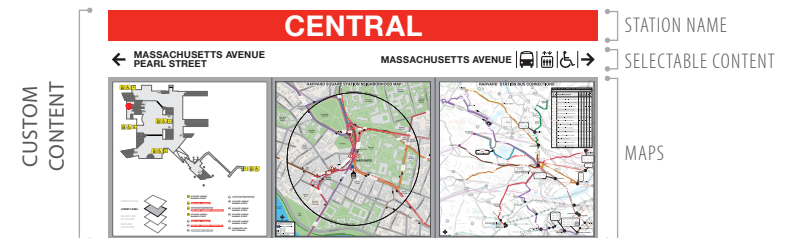# Signage DNA

Standardized Assemblies & Content

The new wayfinding signage system combines an extensive inventory of standard panel assemblies with the ability to apply customized, data-driven content resulting in location-specific wayfinding signage. A library of predefined colors, path icons, symbols, maps and fonts form a common vocabulary of communication for all modes of transit. The custom software application SignMaker™ uses these components to automate the design process.

Assembly

STANDARD PANEL ASSEMBLIES

STATION ID BAND
WAYFINDING BAND
MAP BAND

CUSTOM CONTENT

STATION NAME
SELECTABLE CONTENT
MAPS

Identity

COLOR BANDS

Red Line
Orange Line
Green Line
Blue Line
Silver Line

Commuter Rail
Ferry
Bus

T-LOGO

Icons

PATHS

Ambulatory

Accessible

SYMBOLS

Maps

ENTERING

System

Line

Busway

EXITING

Neighborhood

Neighborhood Bus

Destinations

FONTS

Custom-kerned fonts create consistent, ADA-compliant text:

HELVETICA NEUE MBTA BOLD

Helvetica Neue ADA Bus

ENTERING

LINE - DESTINATION

000

18

Introduction · Designer Roles · **System Overview** · Signage Types · SignMaker™ Application · End-to-End Process · Responsibilities
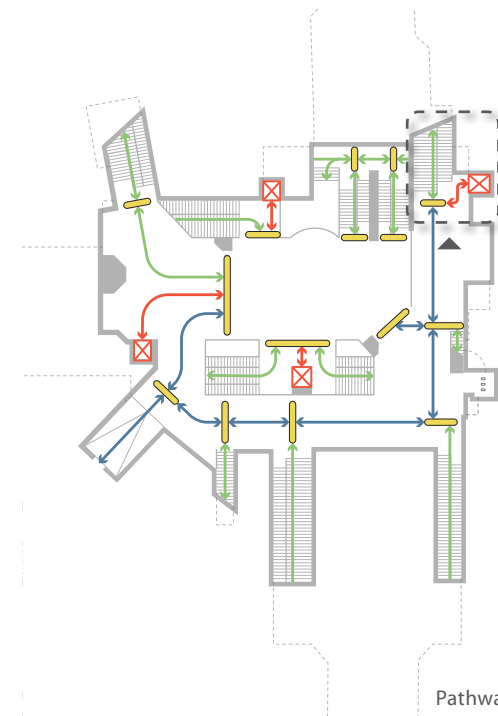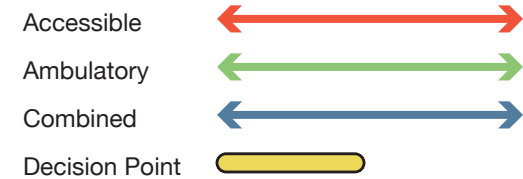
Pathway Clarity

Locating Decision Points

Decision points are places along a circulation route where a path splits between accessible (elevators or ramps) and ambulatory (stairs or escalators), or where paths to different destinations diverge. The new wayfinding system is based on locating each and every path split within a station and placing signage to help customers continue along the appropriate path to their desired destination. Signs are defined by two characteristics: 1) Mounting (overhead or surface) and 2) Direction (in or out of the station), resulting in four sign types.

Decision point:
ambulatory & accessible paths split

Pathway Diagram

Accessible
Ambulatory
Combined
Decision Point

Pathway Diagram

Sign Layout - 4 Sign Types

A: Overhead-In

B: Overhead-Out

C: Surface-In

D: Surface-Out

Sign Layout

ATLANTIC AVE, SUMMER ST

ELEVATOR

Signed decision point:
ambulatory & accessible paths split

20

Introduction   Designer Roles   System Overview   **Signage Types**   SignMaker™ Application   End-to-End Process   Responsibilities
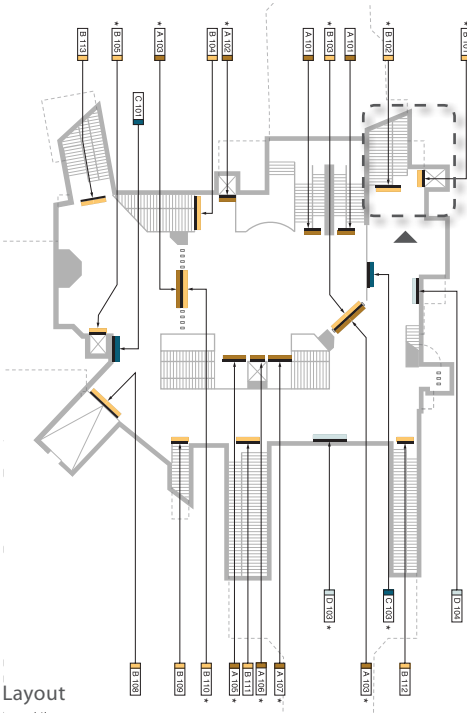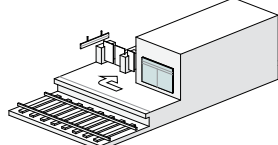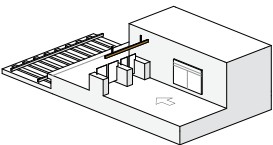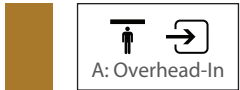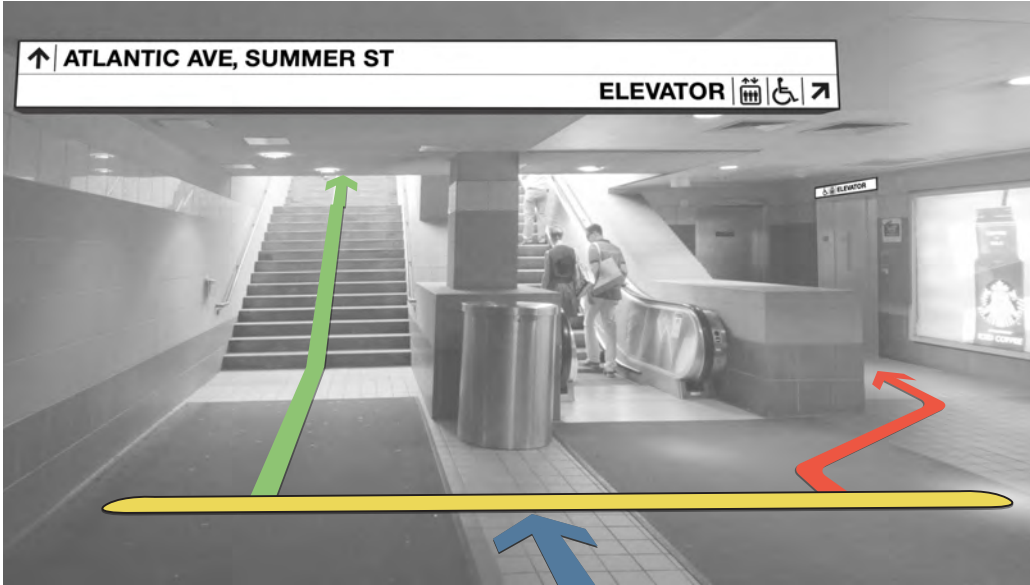
Keeping it Simple: CCC
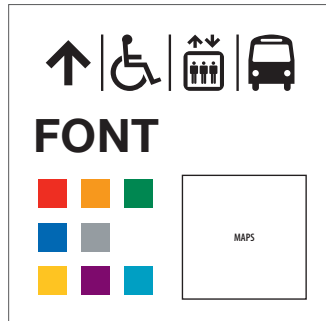
Correct

The foundation of the new signage system is a standardized, code-compliant vocabulary of symbols, fonts, colors and maps, along with the an accurate master database of destinations, modes and terms that may appear on signage.
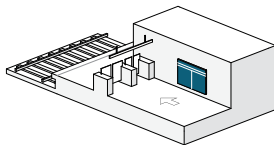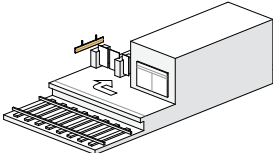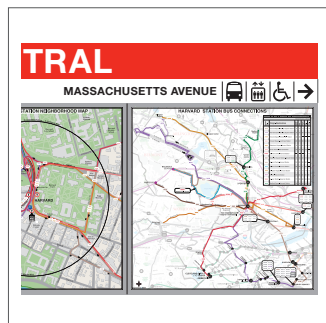

Clear

Clarity is achieved through a comprehensive set of rules for organizing the placement of graphics and content on sign panels. Clarity is the judicious display of wayfinding information, arranged and presented to maximize the customer's ability to easily scan for information and navigate stations.
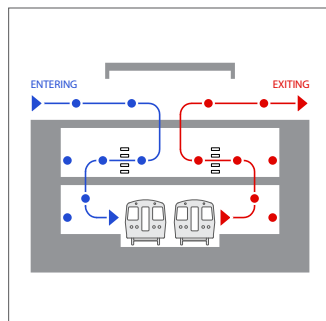
Consistent

The purpose of consistency is to instill trust in the users of the overall MBTA system – this is the sense that each station uses the same methods and conventions of communication. In turn, customers develop confidence that the signage everywhere is reliable, clear and correct.

Subway multiline stations

Subway single-line stations

Commuter Rail

Ferry

Tactile/Braille

Bus

22

Introduction   Designer Roles   System Overview   **Signage Types**   SignMaker™ Application   End-to-End Process   Responsibilities

Subway

Using Color to Enhance Wayfinding

The new wayfinding system uses color ovals corresponding to Subway line colors to display each line and destination, clarifying which lines and destinations are available within a station. For customers, this greatly improves the wayfinding information hierarchy along circulation paths, especially in complex multiline, multilevel stations.

4 Sign Types

entering

exiting

overhead
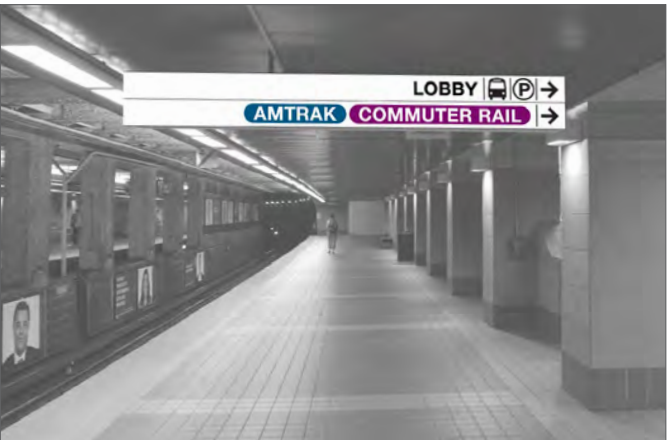
surface
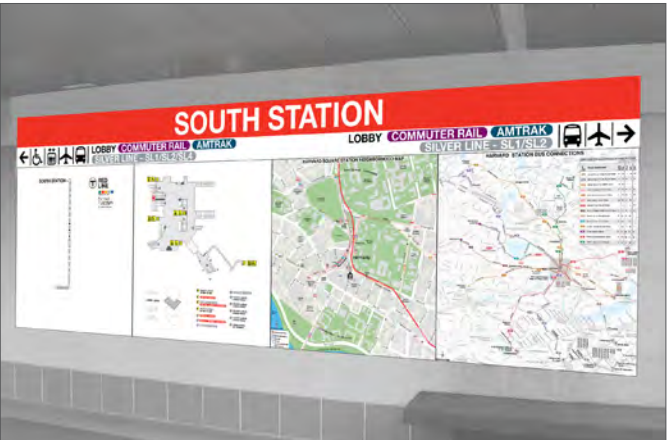
Application of the four sign types at a multiline subway station

24

Introduction Designer Roles System Overview **Signage Types** SignMaker™ Application End-to-End Process Responsibilities

Commuter Rail

Complementary Rail Signage

Commuter Rail stations are brand-identified with the Commuter Rail's signature purple color. Wayfinding signs draw on the same library of graphic components and conventions as used on the Subway system, adapted to serve the signage needs of the Commuter Rail.
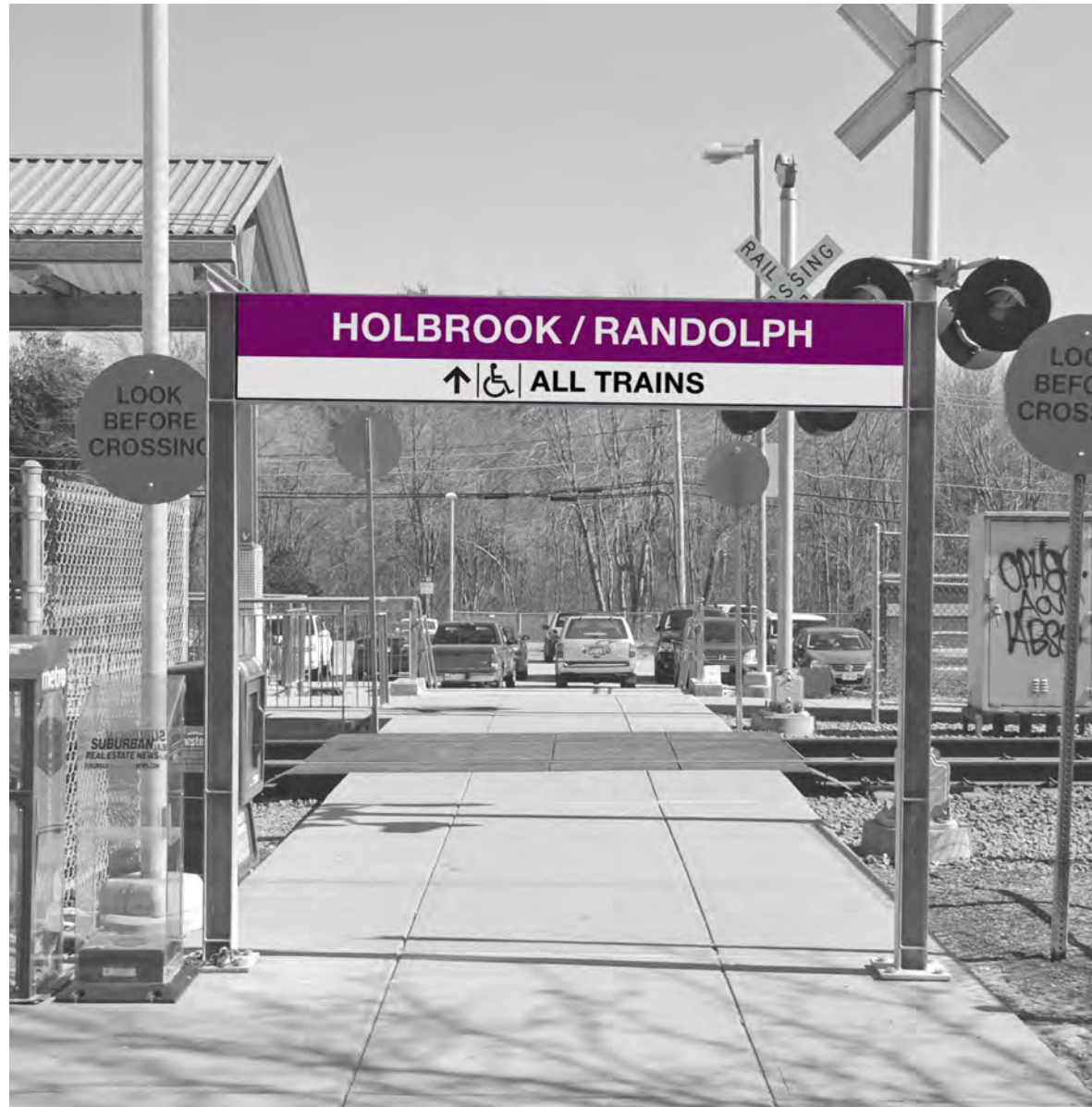
Ferry

Incorporating the Ferry System

The Ferry system is color-coded with light blue to signify another "line" of transit, using the Subway's traditional color banding system to identify terminals as part of a unified MBTA system. Wayfinding signage is typically simple, focusing on identifying line names and the locations of accessible paths.

26

Introduction   Designer Roles   System Overview   **Signage Types**   SignMaker™ Application   End-to-End Process   Responsibilities

Tactile/Braille

The Tactile/Braille signage system is comprised of three sign types: Directional, Informational and Room IDs. Directional signs are located at specific ADA-required points within a station, including station entries and platforms.

SignMaker™ TB automates the creation of ADA-compliant signs, with all dimensional metrics pre-defined within the software. The mounting location is also highly defined by ADA: signs must be mounted at the correct height in uniform locations, with an 18" square clear space in front of them, so that visually impaired customers may readily locate and make use of them. Without consistent placement relative to paths and architectural elements, Tactile/Braille signs are like finding a needle in a haystack for the customers who need them.

Bus

There are over 8,100 bus stops and 27 busways on the MBTA system. In the existing system there was no consistency in the appearance of bus berth or street signage. The new bus signage system creates a unified identity for buses - both on the street and at stations - that integrates visually and functionally with the overall graphic wayfinding program of the new signage system.

The creation of bus street signs is completely automated by a separate module of the SignMaker™ software: SignMaker™ BUS. Signs at station busways, created in the first SignMaker™ module, have many more design variables than street signs - including mounting, orientation, identity type and sign size. Busway signs are included in construction documents for station signage, while bus street signs are handled completely separately from station signage.

28

Introduction   Designer Roles   System Overview   Signage Types   **SignMaker™ Application**   End-to-End Process   Responsibilities

SignMaker™ Application

MBTA In-House

The traditional methods for designing signage have been replaced with a new methodology that utilizes a custom software application developed specifically to create MBTA wayfinding signs. All new signs are produced in-house by the MBTA using this software.

SignMaker™ is an innovative, menu-driven software application custom-developed for automating the design process. The interface automatically positions all signage elements, including sign panel sizes, colors, text, symbols, and maps. SignMaker™ simplifies the process of designing signage, and ensures that signs are correct, clear, and consistent from station to station.

The application includes three modules:
- SignMaker™ (visual wayfinding signage, including busway and garage signs)
- SignMaker™ TB (Tactile/Braille signage)
- SignMaker™ BUS (bus street signage - not used to create signage for stations)

The SignMaker™ application outputs scaled sign elevations and schedules for use in construction documents, as well as full-scale sign elevations used to fabricate the finished signs.

SignMaker™

SignMaker™ TB
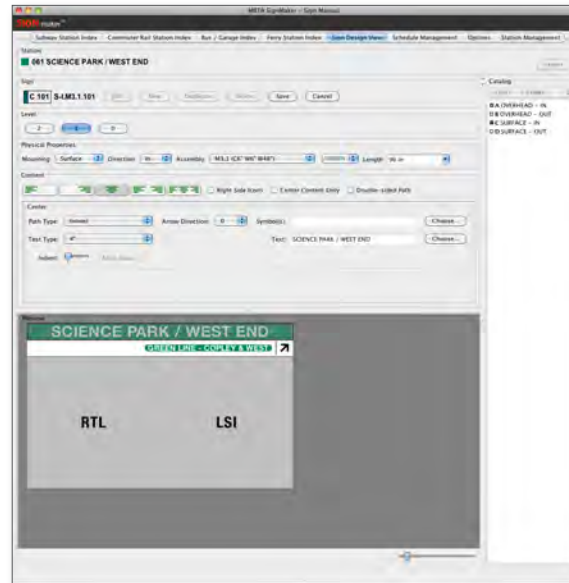
Application used for the creation of visual wayfinding signage (including busway and garage signage). It is a custom, menu-driven application for automating every aspect of the sign design process:
- physical properties (assembly)
- path type and sign content selection
- entire station catalog of signs
- sign schedules
- outputs half-inch scale sign files for construction documents
- outputs accurate full-size sign files for fabrication
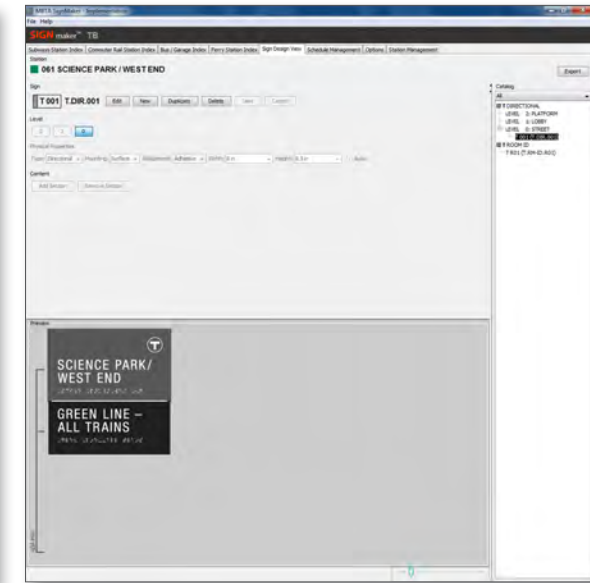
Application used for the creation of Tactile/Braille signage. It is a custom, menu-driven application for automating every aspect of ADA-compliant Tactile/Braille sign generation:
- braille generated automatically
- physical properties (size, mounting)
- sign content selection
- entire station catalog of signs
- sign schedules
- outputs one-and-a-half-inch scale sign files for construction documents
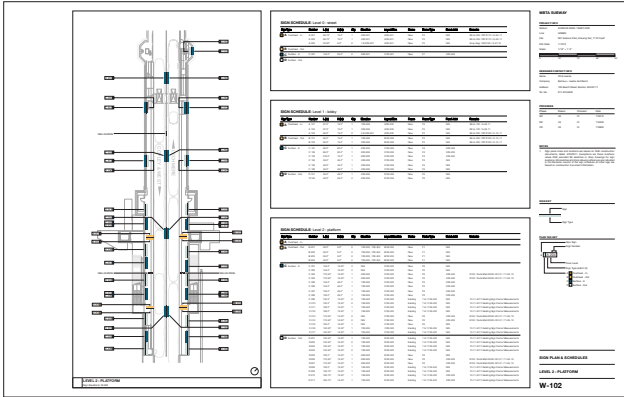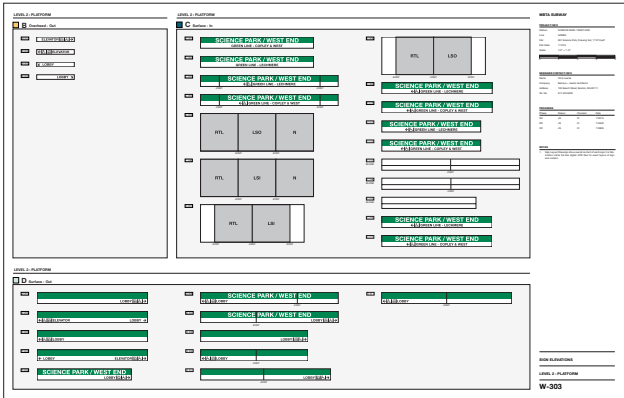- outputs accurate full-size sign files for fabrication

Construction Documents

Finished Product

Create

Produce

30

Introduction · Designer Roles · System Overview · Signage Types · SignMaker™ Application · **End-to-End Process** · Responsibilities
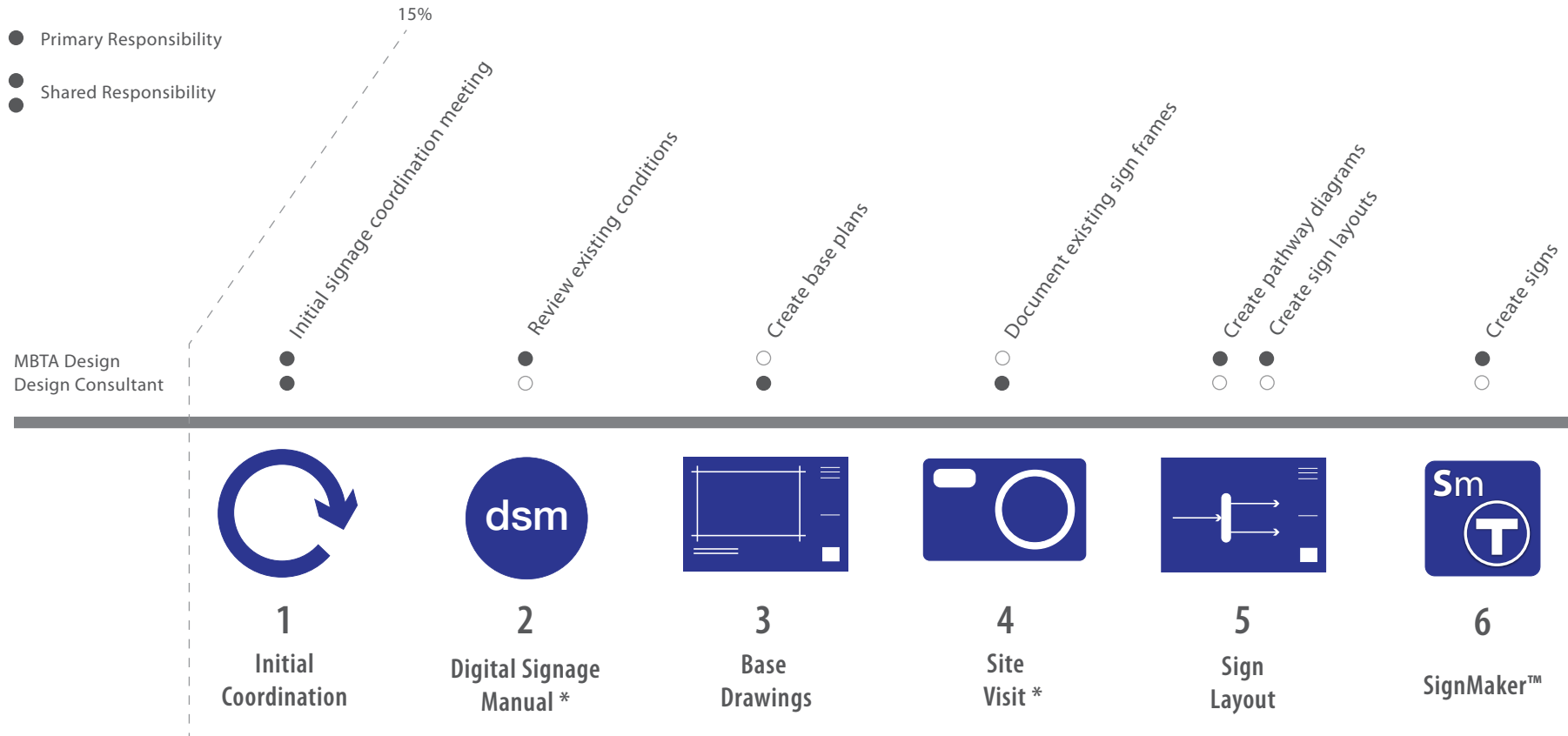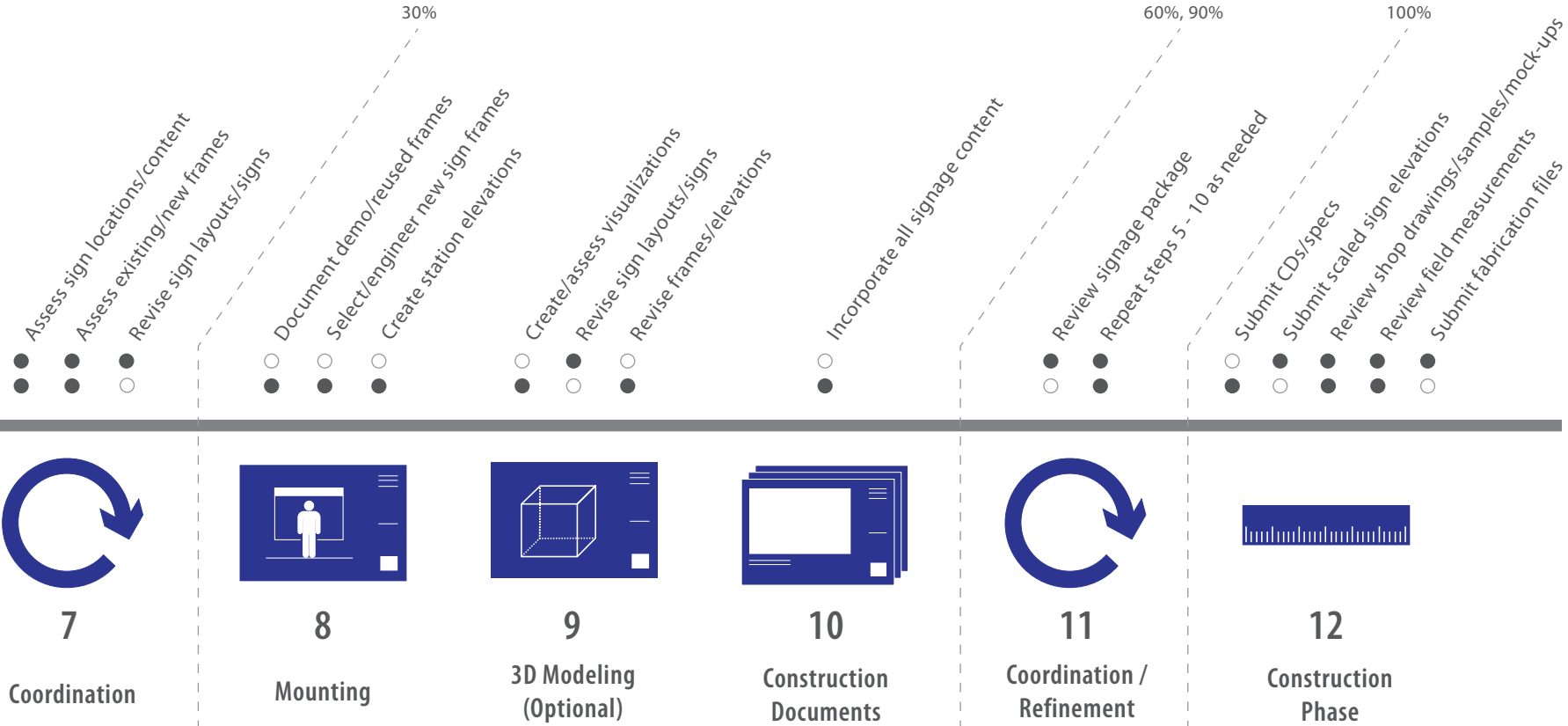
End-to-End Process

The End-to-End Process consists of those steps necessary to implement the new signage system at MBTA transit stations, from the initial coordination meeting through the construction phase. The overall steps are displayed below and consist of actions by both MBTA Design and Design Consultants. Chapter 19: End-to-End Process of the *MBTA Signage Guidelines* describes the steps in further detail, indicating the division of responsibilities, the templates used, and where coordination between the parties is required.

● Primary Responsibility

● Shared Responsibility

15%

	Initial signage coordination meeting	Review existing conditions	Create base plans	Document existing sign frames	Create pathway diagrams	Create sign layouts	Create signs
MBTA Design	●	●	○	○	●	●	●
Design Consultant	●	○	●	●	○	○	○

1

Initial Coordination

2

dsm

Digital Signage Manual *

3

Base Drawings

4

Site Visit *

5

Sign Layout

6

Sm T

SignMaker™

* Existing stations only

30%

60%, 90%

100%

Assess sign locations/content
Assess existing/new frames
Revise sign layouts/signs

Document demo/reused frames
Select/engineer new sign frames
Create station elevations

Create/assess visualizations
Revise sign layouts/signs
Revise frames/elevations

Incorporate all signage content

Review signage package
Repeat steps 5 - 10 as needed

Submit CDs/specs
Submit scaled sign elevations
Review shop drawings/samples/mock-ups
Review field measurements
Submit fabrication files

7

Coordination

8

Mounting

9

**3D Modeling
(Optional)**

10

**Construction
Documents**

11

**Coordination /
Refinement**

12

**Construction
Phase**

32

Introduction   Designer Roles   System Overview   Signage Types   SignMaker™ Application   End-to-End Process   **Responsibilities**

Responsibilities

The chart below identifies the division of responsibilities for the content (design, drawings) and documents (inclusion of signage content in construction documents) for each signage element, as well as resources pertaining to that element. Additional resources, including templates used to implement the signage system, are described in Chapter 19: End-to-End Process of the *MBTA Signage Guidelines*. All relevant resources are provided to Design Consultants by the MBTA to facilitate the implementation of the signage system.

SIGNAGE		RESPONSIBILITIES			RESOURCES		NOTES
		MBTA		**DC**			
TYPES	**ELEMENTS**	Content by / Docs by		Content by / Docs by	MBTA Specs	MBTA Signage Guidelines chapters	
WAYFINDING	SIGNS	●		●	10400	3, 4, 5, 11 - 15, 17, 19	Wayfinding signage includes all Subway, Commuter Rail, and Ferry station wayfinding signage, as well as Garage and Busway signage. Templates used in the End-to-End Process, including a CAD library of standard frames/details, are discussed in Ch. 19 of the Guidelines.
	LOCATIONS	●		●	-	4, 5, 11 - 15, 17, 19	
	MAPS	●		●	-	3, 19, 20	
	DISPLAY CASES	●		●	10100	3, 19, 20	
	CAA SIGN	●		●	10400	18, 19	
	FRAMES/MOUNTING		●	●	10401	19, 20	
TACTILE/BRAILLE	SIGNS	●		●	10426	3, 4, 16, 19	Tactile/Braille signage includes all code-required T/B signs. Templates used in the End-to-End Process, including a CAD library of standard mounting elevations, are discussed in Ch. 19 of the Guidelines.
	LOCATIONS	●		●	-	3, 4, 16, 19	
	FRAMES/MOUNTING		●	●	10401	16, 19, 20	
WARNING/ INFORMATIONAL	SIGNS	●		●	10400	18, 19	Templates used in the End-to-End Process, including a CAD library of standard frames/details, are discussed in Ch. 19 of the Guidelines.
	LOCATIONS	●		●	-	18, 19	
	FRAMES/MOUNTING		●	●	1040	19, 20	
VMS	LOCATIONS		●	●	-	18, 19	The coordination of VMS with station wayfinding signage is discussed in Ch. 18: Related Systems of the Guidelines.
	-						
BUS	STREET SIGNS	●	●		10400	5, 17	Bus Street signage is handled by the MBTA separately from station signage.
	-						

SIGNAGE			RESPONSIBILITIES		RESOURCES		NOTES
			MBTA	DC			
TYPES		ELEMENTS	Content by • Docs by	Content by • Docs by	MBTA Specs	MBTA Signage Guidelines chapters	
T-LOGO		LOLLIPOP SIGN -		● ●	10428	3, 11	The T-logo graphics and "lollipop" or "landmark ID" sign are discussed in the Guidelines.
CHARLIECARD		SIGNS -	● ●		10400	-	CharlieCard graphics are not included in the Guidelines and are handled separately by the MBTA.
ELEVATOR		ELEVATOR SERVICE SIGN	● ●		10428	-	Elevator Service signs are not included in the Guidelines and are handled separately by the MBTA. T/B elevator controls are discussed in relation to T/B signage.
		T/B CONTROLS		● ●	-	3	
EMERGENCY EGRESS		ILLUMINATED EXIT SIGNS		● ●	10400	18	Standard exit sign graphics are discussed in Ch. 18: Related Systems of the Guidelines. Other egress signs are not included in the Guidelines and are handled separately by the Design Consultant. See Tactile/Braille for Tactile/Braille exit signage.
		STAIRWAY ID SIGNS		● ●	-	-	
		AREA OF REFUGE SIGNS		● ●	-	-	
		EMERGENCY EXIT/ALARM SIGNS		● ●	-	-	
EQUIPMENT LABELING		ELEVATOR MACHINE RM SIGNS		● ●	-	-	Equipment Labeling signs are not included in the Guidelines and are handled separately by the Design Consultant.
		FIRE ALARM/SPRINKLER SIGNS		● ●	-	-	
TEMPORARY		WAYFINDING SIGNS	● ●		-	3, 4, 5, 11 - 15, 17	Temporary wayfinding sign graphics are designed the same way as permanent wayfinding sign graphics, and are handled by the MBTA. Temporary A-frames are discussed in the Guidelines, while Advisories are not.
		A-FRAMES	● ●		-	18	
		ADVISORIES	● ●		-	-	