

Bentley University

The Waverly Express and B Line: New Transportation Routes

FAQ

Q. Why A New Campus Transportation Program?

- A. The Harvard Shuttle was originally created in the 1980s to connect residential students to Harvard Square and Boston for social reasons. Over the years, the Harvard shuttle has morphed to serve as more than a social connection; many Bentley graduate students, faculty and staff have come to depend on the Harvard Shuttle for their daily commutes to school and work. Furthermore, residential students depend on the shuttle to commute to internships in Boston in addition to using it for social excursions.

Harvard Shuttle Reliability Issues: For years riders have reported that the Harvard Shuttle is not dependable, frequently arriving late, leaving early or leaving riders stranded for up to two hours in some instances. Compounding this issue is an ineffective “shuttle tracker” mobile application.

To address the issues above, in May, 2018 Bentley University sought a formalized transportation study by transportation experts to determine the best way to provide the transportation services and programs needed by our community.

Harvard Shuttle Noise Ordinance Issues: Compounding the issues above, in October 2018, the university and its shuttle service provider (Local Motion) received a noise ordinance violation from the City of Cambridge. The city had the right to revoke Bentley’s operating license for this shuttle all together, but the Bentley administration was able to negotiate a new route for the shuttle as a stop-gap so that the service could continue for the rest of the academic year. **The noise ordinance violation is considered an “open issue” by the City of Cambridge. Should city officials receive another complaint, Cambridge has the right to prevent Bentley from operating this bus in the city.** Electric buses are the only buses that meet the City of Cambridge’s noise ordinance requirements. There are currently no shuttle providers in Massachusetts with electric buses in their fleets. The cost of one electric bus is between \$800,000 - \$1,000,000.

Q. How was the transportation study conducted?

- A. Bentley convened a multistakeholder Transportation Working Group of faculty, staff and students to further identify transportation challenges on our campus and solicit a formal study. The university pursued a competitive bid process for transportation consulting and chose to work with Nelson/Nygaard Consulting Associates – transportation experts with a specialty in mass transit systems.

The consultants have examined Bentley’s entire transportation system including: the shuttle system, biking, walking and carpooling and parking.

Q. Who is represented on the Transportation Working Group?

A.

- Office of Undergraduate Admission
- The Graduate Student Association
- The Student Government Association
- The Office of Sustainability
- Finance and Accounting
- The Conference Center
- Student Affairs
- Faculty (Business & Arts & Sciences)
- University Events
- Human Resources
- Facilities Management
- Purchasing Administrative and Campus Services

Q. When will Bentley's new campus transportation system go into place?

A. The new campus transportation system will go into place in fall of 2019.

Q. How was the decision made for the new campus transportation routes?

A. The transportation consultants collected and analyzed a robust quantitative and qualitative data set during the fall of 2018. Data included:

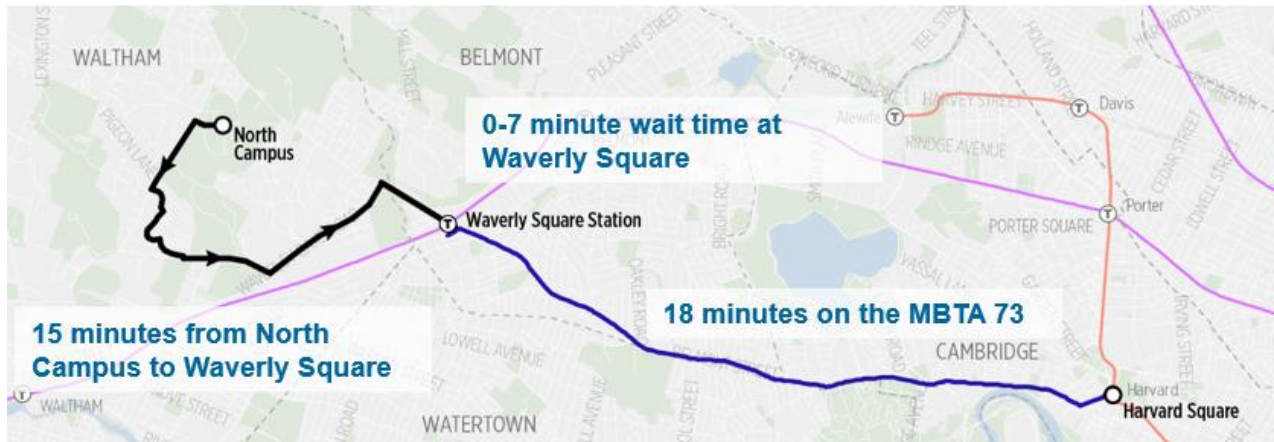
- 5 years of shuttle ridership data for both the Campus Loop Bus and Harvard Shuttle
- 5 years of Bentley Commuting Survey responses
- 400 additional surveys administered in fall 2018
- One-on-one conversations with key campus stakeholders
- Two open listening sessions for all campus constituents (held in October, 2018)

The data show that the existing shuttle system is not frequent or reliable enough and that it does not adequately match the needs of student, faculty and staff schedules. Informed with this data, the transportation consultants proposed two new bus routes that would be **more frequent, more reliable and meet the needs of more of the campus population.**

Q. What is the new service to Harvard Square?

A. The new service to Harvard Square will be called the Waverly Express. This bus will leave Bentley's campus **every twenty minutes – a 200% increase in service on average.** The Waverly Express's route is as follows: North Campus > Falcones > Collins > South Campus > Waverly Square Station (Belmont) > North Campus. The Waverly Express will run from 6:30 am – 12:00 am Monday – Friday and from 11:00 am – 12:00 am Saturday and Sunday.

At Waverly station passengers may transfer to the MBTA 73 bus. The 73 bus is a high-priority electric bus route running between Waverly Station and Harvard Square Station. The 73 leaves Waverly Square every 4-7 minutes during peak times and every 15 minutes off-peak. Passengers will save an average of 10 minutes per trip as compared to the existing shuttle and will be dropped off inside of the MBTA Red Line Station at Harvard Square.



Q. Why is Bentley no longer running a bus straight to Harvard Square?

A. Our current Harvard Shuttle is restricted in the City of Cambridge due to the noise complaint from fall 2018. **The City of Cambridge Traffic Commission could revoke our permission to run the shuttle through Cambridge at any time.** Furthermore, the current Harvard Shuttle offers a limited amount of service into Harvard Square with a complex schedule. The shuttle is often late due to traffic. By sending the Waverly Express to Waverly Station, which is only 15 minutes from North Campus (8-10 minutes from South Campus), rather than all of the way to Harvard Square, the university can **more than double service** during the day allowing for more frequent and reliable service for riders. **The new shuttle schedule will allow the Waverly Express to leave Bentley’s campus every 20 minutes.**

The 73 bus is the most efficient way to get riders into Harvard Square from our area. The 73 is a high-priority, electric bus line and takes the most direct route to Harvard Square from Waverly Station.

Q. Will the transfer to the MBTA 73 Bus cost me more?

A. **If you are headed downtown on the Red Line, this new program will not cost you any more per ride. Please see the fare chart below.** Riders formerly took a free shuttle to Harvard Square and then paid \$2.40 to board the Red Line (this number reflects new pricing which will go into effect July 1, 2019). With a CharlieCard, the 73 bus costs \$1.70 and the transfer to the Red Line is only .70 cents for a total of \$2.40.

If you are headed to Harvard Square only, the cost is \$1.70 each way on the 73 bus for a total of \$3.40 round trip (with a CharlieCard).

Fare*	Local Bus	Rapid Transit (Red Line)	Total
Current Scenario (Spring 2018)	Harvard Shuttle (\$0.00)	\$2.40	\$2.40
Waverly Express with a transfer to the Red Line	MBTA 73 bus (\$1.70)	\$.70 (Transfer fee within 2 hours)	\$2.40
Waverly Express to Harvard Square only (no transfer to Red Line)	MBTA 73 bus (\$1.70)	-	\$1.70 one-way
Cost for 5 day a week commuting from Watertown, Belmont or Cambridge	MBTA 73 bus (\$1.70*2) = \$3.40 *5 days		\$17.00/Week
Monthly cost for daily commuters (5 days a week)	\$17.00/week*4.3 weeks		\$73.00/Month
Monthly Bus Pass available through the MBTA			\$55.00
Student Semester Pass (bus only)**	4 months at 11% discount		\$195.00 (~\$48.75 per month)

* Fare is shown as of July 1, 2019. Assuming the user has a Charlie Card.

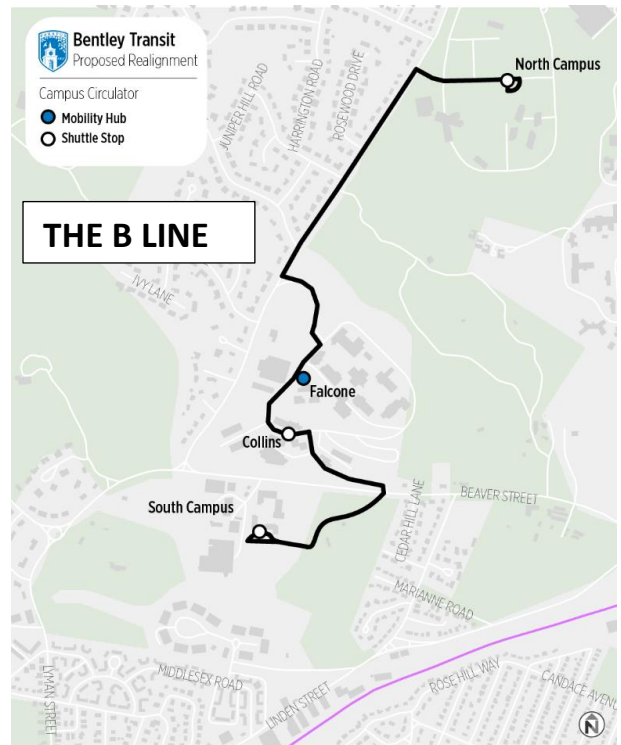
** This pass will be available to order from Bentley's Card office in August 2019. Student Semester Bus + Subway passes will also be available.

Q. What is a CharlieCard and how can I get one?

A. CharlieCards are reusable cards that can be loaded with cash value or passes to pay MBTA fares. You can obtain them directly from certain MBTA stations including the Harvard Square station during normal business hours. Last year the university gave out CharlieCards to all first year undergraduate and graduate students. The university intends to both distribute CharlieCards to incoming students next fall and have them available for pick up on campus.

Q. What is the new Loop Bus route?

A. The Loop Bus currently connects North Campus and South Campus to Main Campus, but also runs an inefficient lap around the Main Campus by stopping at numerous locations that are less than ¼ mile from one another. **The new “B Line”** which will replace the Loop Bus and follows a linear north/south route, saving time and ensuring a more frequent service for students. **The B Line route is as follows: North Campus > Falcones > Collins > South Campus, and then reverse. The B Line will run every 15 minutes.** This new, more efficient route, eliminates the LaCava stop and moves the South Campus stop to near Fenway Hall. This bus will run from 7:00 am – 12:00 am, Monday – Friday. On weekends, North Campus students may use the Waverly Express to travel to main or South Campus.



Q. What is the Falcone Mobility Hub?

A. The Falcone stop will become a mobility hub. This means that no matter what bus you are boarding or what direction you’d like to go, you will be able to go to Falcones to find the bus you need and more information about both routes. The establishment of this hub also means that the bus will no longer stop at Miller, Trees and LaCava, in order to be more efficient, frequent and reliable. Buses can pull out of traffic at the Falcone circle which decreases congestion on College Drive and increases safety for pedestrians. The university is examining the opportunity to add more bus shelters and signage to this area.

Q. Why is the South Campus stop moving?

A. The South Campus stop has been located along Beaver Street for approximately two years as a result of the construction of the Bentley Arena. The stop along Beaver Street is dangerous for riders and causes traffic congestion. Relocating the stop to behind Fenway Hall brings removes it from a public street allowing riders to wait for the bus in a safe location.

Q. Why is the LaCava Stop being eliminated?

A. In order to increase frequency and reliability on both the B-Line and Waverly Express routes, the university is decommissioning the LaCava stop. Data show a **low** number of boardings at this stop for the Loop Bus and there are pedestrian safety concerns associated with the bus stopping in the line of traffic at this location on College Drive. The closest stop to LaCava will be the Falcone Mobility Hub which is 800 feet from the existing LaCava stop.

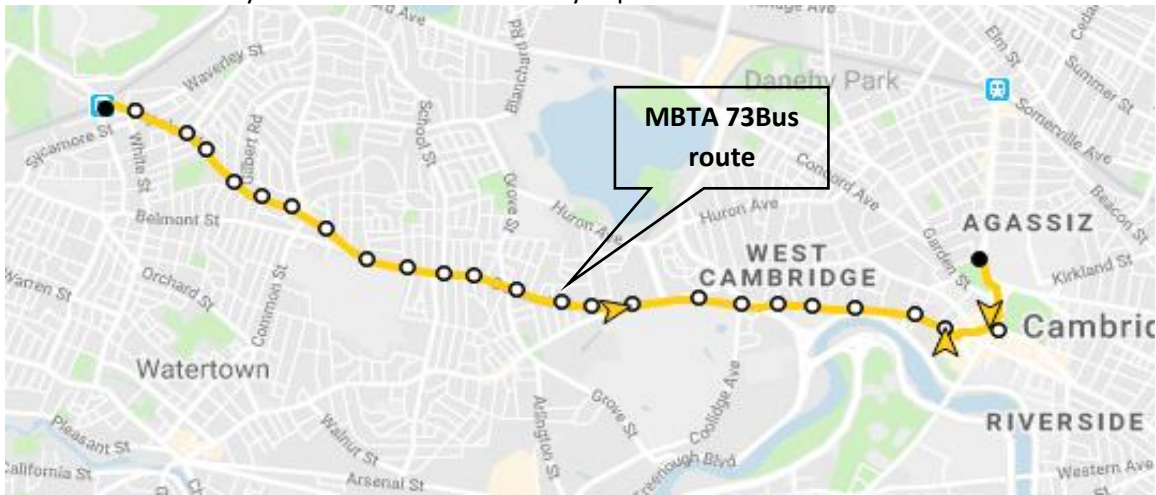
Q. Why are we eliminating service to Garden Crest?

A. Garden Crest is an off-site apartment complex that is not owned nor operated by Bentley University. Data show that there has been a 36% decrease in the number of graduate students living in Garden Crest over the past three years and a 10% increase in the number of graduate students living in Belmont over that same time period. The 73 Bus makes 16 stops along

Belmont Street and Trapelo Road in Belmont/Watertown and 10 stops along Mount Auburn Street in Cambridge which supports graduate students who are already living in these locations.

Q. How does this affect off-campus living arrangements?

A. The increased frequency of the Waverly Express and connection to the MBTA's 73 bus opens up a huge swath of Belmont, Watertown, East Watertown and West Cambridge to students for off-campus housing. Rather than clustering around Harvard Square or Waverly Station only, students can now live along the 73 bus route in any of these neighborhoods and have direct access to Bentley via the 73 and the Waverly Express.



Q. If I want to go straight to downtown Boston is the Waverly Express the best way?

A. Maybe. The MBTA's 554 bus stops adjacent to Bentley's campus along Beaver Street. This bus connects Waltham to Boston's financial district. The 554 bus runs less frequently than the Waverly Express but offers a no-transfer option to commute downtown. The bus costs \$4.00 each way (with a CharlieCard) and the trip takes between 45 and 60 minutes.

