NEIGHBORHOOD SLOW STREETS: STONYBROOK
MEETING GOALS

- Review original goals for diverter
- Share data collected and community feedback
- Discuss potential next steps
NEIGHBORHOOD SLOW STREETS

- Developed to manage requests for traffic-calming, supplemental to ongoing PWD and BTD full redesign and reconstruction
- Emphasis on quick-build, lower-cost changes to slow traffic and improve safety
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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<tbody>
<tr>
<td>NOVEMBER 2015</td>
<td>Initial community walk and presentation</td>
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<tr>
<td>JANUARY 2016</td>
<td>Initial data collection for NSS project</td>
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<tr>
<td>FEBRUARY 2016</td>
<td>Neighborhood meeting and presentation</td>
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<tr>
<td>AUGUST 2016</td>
<td>Additional observations and data collected</td>
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<tr>
<td>SEPTEMBER 2016</td>
<td>Shared idea at public meeting</td>
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<tr>
<td>SPRING 2017</td>
<td>Additional in-field meetings</td>
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<td>Plan refinement</td>
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<tr>
<td>FALL 2017</td>
<td>Speed humps and daylighting added</td>
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<tr>
<td>JUNE 2018</td>
<td>Diverter installed</td>
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<tr>
<td>JULY 2018</td>
<td>NSS project data collection</td>
</tr>
<tr>
<td>OCTOBER 2018</td>
<td>Diverter removed</td>
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<tr>
<td>NOVEMBER 2018</td>
<td>Diverter-specific data collected</td>
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Primary measurement: reduction in speeds

Traffic data collected on:
- Brookley
- Rossmore
- Williams
- Kenton
VOLUMES: ALL DAY

JANUARY 2016

JULY 2018
ROSSMORE RD: SPEEDS

01/2016 < 20 MPH
01/2016 ≥ 20 MPH
07/2018 ≤ 20 MPH
07/2018 > 20 MPH
KENTON RD: WESTBOUND SPEEDS

01/2016 < 20 MPH
01/2016 ≥ 20 MPH
07/2018 ≤ 20 MPH
07/2018 > 20 MPH
11/2018 ≤ 21 MPH
11/2018 > 21 MPH
DUNGarven DivERTer PILOt
DIVERTER GOALS

We proposed the diverter to address community-noted issues:

- Wrong-way driving on Washington Street
- Drivers cutting through Hatoff’s driveways
- Wrong-way driving on Williams Street
- Visibility issues at intersection of Dungarven/Kenton
- Volume of vehicular traffic on Kenton Road
Before piloting the diverter, we heard concerns from the community:

- Unnecessary diversion of traffic to already-busy Washington St or to Williams St
- Diverter would “privatize” some streets, create a gated community
- Inconvenient re-routing for people who live in the neighborhood
- Aesthetically unpleasant
- Impacts to snow plowing, trash pick-up, and emergency access
WE HAD A ROCKY START

• New-to-us materials had a longer lead time for procurement
• Crews were challenging to schedule
• Flyered homes in immediate neighborhood – but just one day before installation
• First week confusion, frustration, and additional traffic on Gartland
• Slow uptake in Waze, Google, etc.
DIVERTER RESULTS

• Significant reduction in total vehicles on Kenton and in speeding vehicles
• No diversion to other streets in zone (e.g., to Williams)
• Mostly positive feedback following acclimation
POTENTIAL OPTIONS

Add speed hump on Dungarven

Leave Dungarven as-is

Make Dungarven one-way from Kenton to Williams

Make Dungarven one-way to Kenton from Williams

Make Dungarven one-way south from Kenton to Gartland, two-way between Gartland and Williams

Make Dungarven one-way north from Gartland to Kenton, one-way from Williams

Other ideas??

Apply for temporary art permit, paint mural

Re-install diverter in different location

Re-install diverter in same location
NEXT STEPS

• Brainstorm potential ideas
• For each idea: Who will benefit? Who will be adversely impacted by it?
  – Geography, mode of travel, age, etc.
  – Safety, health, access, climate, etc.
• Is there additional information you need to inform your preferred solution?
THANK YOU

boston.gov/slow-streets
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