

Carrboro Town Council
February 18, 2025

RESIDENTIAL TRAFFIC CALMING REQUEST

Rosburn Way – Kent Woodlands Neighborhood



TOWN OF CARRBORO • NC

ROSSBURN WAY BACKGROUND



- In Kent Woodlands neighborhood.
- Neighborhood partially within Chapel Hill.
- Previous traffic calming request in 2011.
- Traffic calming solution: intersection with Palomar Ct turned into a three-way stop.

ROSSBURN WAY – REQUEST AND PETITION

- **Concerns:**
 - Speed limit (25mph) is too high.
 - Drivers often don't stop at Palomar Ct intersection.
 - An informal crosswalk exists at community park.
 - “Near misses,” including with children.
- **Solutions:**
 - Lower speed limit.
 - Add crosswalk/speed table at community park, perhaps elsewhere.
 - Add additional signage.
- **Petition**
 - Petition was completed by over 80% of residents in AOI, allowing analysis to begin.



ROSSBURN WAY – TRAFFIC AND BIKE/PED COUNTS

- **Traffic counts were performed on Nov. 15-16, 2023, at:**
 - **403 Rossburn Way (near Palomar Pt).**
 - **301 Rossburn Way (near Bixley Dr).**
- **Bike and pedestrian counts were performed by town staff on March 20, 2024, at same locations.**



ROSSBURN WAY – INITIAL TRAFFIC CALMING ANALYSIS (403 ROSSBURN)

Criteria	Application	Collected Data	Points	Notes
Traffic Volume	Criteria – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector).	Avg 284 vpd	0	Rosburn Way classified as local in 2012. Rosburn Way is designed as a subcollector not a local road. Average VPD was 138.5 NB and 145.5 SB totaling 284 per day. 568 vehicles counted during a two-day period.
85 th Percentile Speed	Criteria – 2 points for every mph that the 85 th percentile speed exceeds the posted speed limit.	22.7 mph	0	Northbound direction for this count location was used. Southbound 85th percentile speed was 15.1 mph.
Pedestrian Volume	Criteria – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	6	0	Ped counts conducted on 03/20/2024, from 3:00 to 5:00 pm. Peak hour , as specified in the criteria, is 6 pedestrians between 3:00 to 4:00 pm. Ten total pedestrians were counted from 3:00 to 5:00 pm.
Bicycle Volume	Criteria – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	1	0	Bike counts conducted on 03/20/2024, from 3:00 to 5:00 pm. Peak hour , as specified in the criteria, is 1 bicyclist between 3:00 to 4:00 pm. One bicyclist was counted from 3:00 to 5:00 pm.
Bus Stops	Criteria – 1 point for each transit stop and 2 points for each school bus stop on the street.	0 transit: 2 school	4	Confirmed by school district bus operator. Stops located on Rosburn Way @ Palomar Pt. and 408 Rosburn Way.
Proximity to Pedestrian Generator (Retail and Parks)	Criteria – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	0	0	Based on network distance.
	Additional Consideration: In some situations, the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.			
TOTAL POINTS			4	

ROSSBURN WAY – INITIAL TRAFFIC CALMING ANALYSIS (301 ROSSBURN)

Criteria	Application	Collected Data	Points	Notes
Traffic Volume	Criteria – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector).	195 vpd	0	Rosburn Way classified as local in 2012. It is designed as a subcollector not a local road. The highest volume count, Rosburn at Palomar, was used. Average VPD was 93.5 NB and 101.5 SB totaling 195 per day. 390 vehicles counted during a two-day period.
85 th Percentile Speed	Criteria – 2 points for every mph that the 85 th percentile speed exceeds the posted speed limit.	22.7 mph	0	The highest directional 85th percentile speed was used for scoring at this counting location. This was the southbound lane of Rosburn at Bixley. Both directions measured below the posted speed. The southbound 85th percentile was 22.7 mph. The northbound 85th percentile speed was 21.1 mph.
Pedestrian Volume	Criteria – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	16	1	Ped counts conducted on 03/20/2024, from 3:00 to 5:00 pm. Peak hour, as specified in the criteria, is 16 pedestrians between 4:00 to 5:00 pm. 20 total pedestrians were counted from 3:00 to 5:00 pm.
Bicycle Volume	Criteria – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	2	0	Bike counts conducted on 03/20/2024, from 3:00 to 5:00 pm. Peak hour, as specified in the criteria, is 2 bicyclists between 3:15 to 4:15 pm. One bicyclist was counted from 3:00 to 5:00 pm.
Bus Stops	Criteria – 1 point for each transit stop and 2 points for each school bus stop on the street.	0 transit; 2 school	4	Confirmed by school district bus operator. Stops located on Rosburn Way @ Palomar Pt. and 408 Rosburn Way.
Proximity to Pedestrian Generator (Retail and Parks)	Criteria – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	0	0	Based on network distance.
	Additional Consideration: In some situations, the residents’ concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.			
TOTAL POINTS			5	

ROSSBURN WAY – INITIAL RECOMMENDATION/ACTION

- Neither location on Rossburn Way met the threshold for Stage 2 traffic calming.
- During the bicycle and pedestrian counts, staff identified a potential safety concern at the informal crossing at the community park, concurring with resident's concerns.
- Staff recommended that the informal crossing at the community park receive a thermoplastic crosswalk marking and signage to warn drivers of the upcoming crosswalk.
- At a September 2024 TAB meeting attended by community members, it was decided to table the recommendation in favor of doing further counts, including at 413 Rossburn at the entrance of the neighborhood.

ROSSBURN WAY – ADDITIONAL TRAFFIC COUNTS

- Traffic counts were performed on Nov. 15-16, 2023, at:
 - 413 Rossburn Way
 - 301 Rossburn Way
- No bike and pedestrian counts were performed.



ROSSBURN WAY – ADDITIONAL TRAFFIC CALMING ANALYSIS (413 ROSSBURN)

Criteria	Application	Collected Data	Points	Notes
Traffic Volume	Criteria – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector).	Avg 346.5 vpd	0	Rosburn Way was originally classified as local in 2012. Rosburn Way is currently designed as a subcollector not a local road. Average VPD was 164.5 EB and 182 WB totaling 182 per day. 693 vehicles were counted during a two-day period.
85 th Percentile Speed	Criteria – 2 points for every mph that the 85 th percentile speed exceeds the posted speed limit.	25.6 mph	2	Eastbound direction for this count location was used. Westbound 85th percentile speed was 23.4 mph.
Pedestrian Volume	Criteria – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	N/A	0	No pedestrian counts were performed at this location.
Bicycle Volume	Criteria – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	N/A	0	No bicycle counts were performed at this location
Bus Stops	Criteria – 1 point for each transit stop and 2 points for each school bus stop on the street.	0 transit; 2 school	4	Confirmed by school district bus operator. Stops located on Rosburn Way @ Palomar Pt. and 408 Rosburn Way.
Proximity to Pedestrian Generator (Retail and Parks)	Criteria – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	0	0	Based on network distance.
	Additional Consideration: In some situations, the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.			
TOTAL POINTS			6	

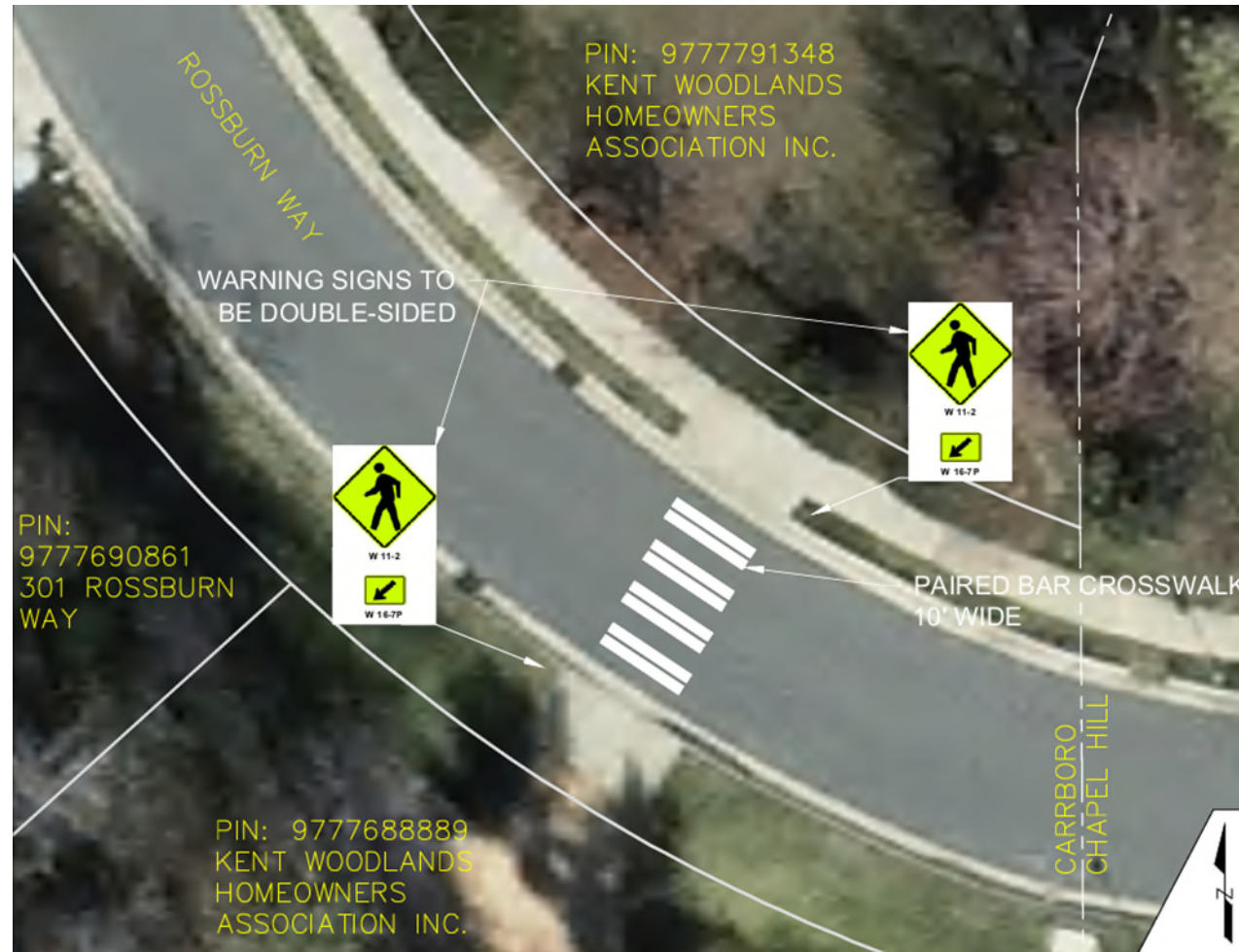
ROSSBURN WAY – ADDITIONAL TRAFFIC CALMING ANALYSIS (301 ROSSBURN)

Criteria	Application	Collected Data	Points	Notes
Traffic Volume	Criteria – 5 points for every 20 % of volume that exceeds the expected number of vehicles per day (vpd) on the street, based on the function of the street (75 vpd for minor streets, 200 vpd for local streets, and 800 vpd for subcollector and collector).	Avg 132.5 vpd	0	Rosburn Way was originally classified as local in 2012. Rosburn Way is currently designed as a subcollector not a local road. Average VPD was 72.5 SEB and 60 NWB totaling 132.5 per day. 265 vehicles were counted during a two-day period.
85 th Percentile Speed	Criteria – 2 points for every mph that the 85 th percentile speed exceeds the posted speed limit.	23.0 mph	0	Southeastbound direction for this count location was used. Northwestbound 85th percentile speed was 19.9 mph.
Pedestrian Volume	Criteria – 1 point for every 10 pedestrians if the street has a sidewalk, 5 points per 10 pedestrians if no sidewalk. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	N/A	0	No pedestrian counts were performed at this location at this time.
Bicycle Volume	Criteria – 1 point for every 10 cyclists if the street has bike lanes, 3 points per 10 cyclists if no bike lanes. Counts are made in either the peak traffic hour or the hour when students are traveling to or from school.	N/A	0	No bicycle counts were performed at this location at this time.
Bus Stops	Criteria – 1 point for each transit stop and 2 points for each school bus stop on the street.	0 transit; 2 school	4	Confirmed by school district bus operator. Stops located on Rosburn Way @ Palomar Pt. and 408 Rosburn Way.
Proximity to Pedestrian Generator (Retail and Parks)	Criteria – 5 points if within 0-0.2 miles; 3 points if within 0.21 and 0.4 miles; 1 point if within 0.41 and 0.6 miles.	0	0	Based on network distance.
	Additional Consideration: In some situations, the residents' concern is for a few drivers greatly exceeding the speed limit. In this case, town staff would also review the 95th percentile speed on the street.			
TOTAL POINTS			4	

ROSSBURN WAY – UPDATED RECOMMENDATION

- Neither location on Rossburn Way meets the threshold for Stage 2 traffic calming.
- Staff continues to recommend that the informal crossing at the community park receive a thermoplastic crosswalk marking and signage to warn drivers of the upcoming crosswalk.
- To address potential speeding at 413 Rossburn, staff also recommends a short section of double yellow line be painted in the curve.
- Further counts and analysis will be needed to study the effectiveness of the new traffic calming treatments and determine if there is need for further traffic calming on Rossburn Way.

ROSSBURN WAY - CROSSWALK TREATMENT DESIGN



ROSSBURN WAY - DOUBLE YELLOW LOCATION



QUESTIONS? DISCUSSION.

