

# **Town of Carrboro**

*301 W. Main St., Carrboro, NC 27510*



## **Meeting Agenda - Final**

**Tuesday, April 21, 2026**

**6:00 PM**

**Council Chambers - Room 110**

**Town Council**

**6:00-6:05****A. POETRY READING, RESOLUTIONS, PROCLAMATIONS, AND ACKNOWLEDGEMENTS****6:15-6:20****B. TOWN MANAGER'S UPDATE****6:20-6:35****C. PUBLIC COMMENT****6:35-6:40****D. CONSENT AGENDA**

*Items on the consent agenda are part of normal town business. There will be no discussion of these items unless a Council Member request to pull an item, after which the item will be removed from the Consent Agenda and considered individually. All other items not removed from the Consent Agenda will be adopted by a single motion.*

1. [26-044](#) Approval of Minutes from Town Council meeting held on April 14, 2026
2. [26-036](#) Resolution Authorizing the Town Manager to Purchase Property

**PURPOSE:** The purpose of this item is to authorize the Town Manager to enter into an agreement to purchase real property in Carrboro.

**Attachments:** [A - Resolution](#)

3. [26-043](#) Motion Entering into a Lease Agreement for Public Parking at 105 Laurel Avenue

**PURPOSE:** To enter into a lease agreement for public parking at 105 Laurel Avenue.

**Attachments:** [A - Pocket Questions](#)  
[B - Parking Lease Agreement](#)

**6:40-7:00****E. GENERAL AGENDA**

*INFORMATION ITEMS*

1. [26-032](#) Safe Routes to School Strategic Action Plan Update

**PURPOSE:** This agenda item is designed to provide the Town Council with an overview of the Safe Routes to School Strategic Action Plan update in an informal setting. A representative from Three Oaks Engineering, the consultant preparing the new plan, will make the presentation and be available for questions.

**Attachments:** [A - 2026 4 14 SRTS Action Plan Update \(CAPQs\)](#)  
[B - 2026 4 14 SRTS Action Plan Update \(REPs\)](#)  
[C - CarrboroSRTS Council Draftv4](#)



# Town of Carrboro

301 W. Main St., Carrboro,  
NC 27510

## Agenda Item Abstract

**File Number:** 26-044

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**Agenda Date:** 4/21/2026

**File Type:** Consent Agenda

**In Control:** Town Council

**Version:** 1

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Approval of Minutes from Town Council meeting held on April 14, 2026



## Agenda Item Abstract

**File Number: 26-036**

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**Agenda Date:** 4/21/2026  
**In Control:** Town Council  
**Version:** 2

**File Type:** Consent Agenda

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Resolution Authorizing the Town Manager to Purchase Property

**PURPOSE:** The purpose of this item is to authorize the Town Manager to enter into an agreement to purchase real property in Carrboro.

**DEPARTMENT:** Economic Development

**INFORMATION:** Background. The Town Manager received a letter on March 3, 2026, offering to sell the real property at 303 West Weaver Street to the Town. The Town has leased this property for over 20 years as public parking for downtown. Upon expressed interest in purchasing the property from the Town Council, the Manager made an offer to purchase the property for \$884,000 pending appropriate due diligence.

Findings. The Town conducted an analysis of Sandborn maps to determine if an environmental assessment would be necessary. No principle structures had ever been constructed on the property and the property has been residential in use, indicating an environmental assessment would not be necessary. A survey of the property was completed with no encroachments or easements found. Title research was also completed with no significant discrepancies (the property has been owned by Ms. Weaver since the 1960s).

**FISCAL IMPACT:** The purchase of this property will cost \$884,000.

**RECOMMENDATION:** Staff recommend approval of the resolution.

**A RESOLUTION AUTHORIZING THE TOWN  
MANAGER TO PURCHASE 303 WEST WEAVER  
STREET**

**April 21, 2026**

**WHEREAS**, Mildred Weaver has expressed an interest in selling her property located at 303 West Weaver Street; and

**WHEREAS**, she has provided the Town of Carrboro with a first opportunity to purchase the property; and

**WHEREAS**, the Town of Carrboro has leased this property from Mildred Weaver for many years as a public parking lot; and

**WHEREAS**, the Town Council has an interest in purchasing the property to continue its use as public parking in the near future; and

**WHEREAS**, the Town Manager has made an offer which has been accepted to purchase the property.

**NOW THEREFORE, BE IT RESOLVED** by the Carrboro Town Council that:

- Section 1. The Town Manager is authorized to sign any and all documents necessary to purchase real property at 303 West Weaver Street (PIN 9778768308).
- Section 2. This resolution is effective immediately and a copy of this resolution shall be forwarded to the Town's Finance Officer.

\_\_\_\_\_  
Barbara M. Foushee, Mayor

ATTEST:

\_\_\_\_\_  
Lamar Joyner, Town Clerk



Agenda Item Abstract

File Number: 26-043

Agenda Date: 4/21/2026
In Control: Town Council
Version: 1

File Type: Consent Agenda

Motion Entering into a Lease Agreement for Public Parking at 105 Laurel Avenue

PURPOSE: To enter into a lease agreement for public parking at 105 Laurel Avenue.

DEPARTMENT: Economic Development

COUNCIL DIRECTION:

\_\_\_ Race/Equity \_\_\_ Climate \_\_\_ Comprehensive Plan \_X\_ Other

This agreement would continue to provide downtown parking opportunities on lots that are already vacant and used for parking rather than building new parking locations.

INFORMATION: The Town has leased this property for public parking since the 1990s. Recently the property owner has changed, and this contract will update the contract to the new owner - Upstream Laurel Avenue LLC. The terms of this contract will remain the same as the previous contract - payment of the property taxes in return for a lease on the property.

While not significant, this parking lot is used both on weekdays and weekends. Data from the 2025 Parking Counts show a weekday average of 25 percent, and a weekend average of 53 percent occupancies indicating consistent but minor usage. In the table below, you can see Saturday morning is the most frequent occupation of this parking lot.

Table with 2 main columns: THURSDAY and SATURDAY. Each column has 4 sub-columns for time slots: 9:00 AM, 11:00 AM, 4:00 PM, 9:00 PM. Row 1: Laurel Ave. Row 2: 31%, 38%, 31%, 0% for Thursday; 94%, 100%, 0%, 19% for Saturday.

FISCAL IMPACT: There is no additional budgetary impact associated with this item. Funds are already budgeted in the Parking Fund for this purpose. Property taxes last year totaled \$4,596.46, the amount of the annual lease for 16 spaces (\$23.94 per space per month).

RECOMMENDATION: Based on the current monthly lease rate and usage data, staff recommend approving the lease agreement and authorizing the Town Manager to sign this lease agreement.



## Race and Equity Pocket Questions

Title: Motion Entering into a Lease Agreement for Public Parking at 105 Laurel Avenue

Purpose: To enter into a lease agreement for public parking at 105 Laurel Avenue.

Department: Economic Development

1. **What are the root causes of inequity in Carrboro and/or overall as it pertains to this subject area?**

Several structural and historical factors shape who benefits from or is burdened by public parking. Public parking often assumes car ownership as a baseline. Lower-income residents (including many BIPOC households and service-sector workers) face higher proportional costs for vehicle ownership, parking fees, and fines. Rising housing costs and displacement may have pushed many lower-income residents farther from downtown, increasing reliance on driving to access jobs, services, and cultural spaces—yet parking supply and pricing may not be designed with these residents in mind. Traditional parking policy often centers the needs of business owners and visitors over workers, renters, or residents without political influence. This can reinforce inequities in who is prioritized in public space.

2. **Who is experiencing community burden now? Who will experience community burden if this action is passed? Will others experience community burden if this action is NOT passed?** Experiencing burden may include: residents without cars receive no benefit from free parking but still bear the opportunity cost of land dedicated to cars instead of transit, sidewalks, or public amenities and residents in neighborhoods adjacent to downtown from spillover parking from visitors and employees can crowd their streets. If the action is not passed: small businesses may be burdened as customers may struggle to find short-term parking.

3. **Who is experiencing community benefit now? Who will experience community benefit if this action is passed? Will others experience community benefit if this action is NOT passed?** Experiencing a benefit may include: car-owning households, workers who drive, and visitors who can stay as long as they want. Experiencing a benefit if approved: residents in downtown neighborhoods as spillover is reduced, people with disabilities, small businesses, and downtown workers. Experiencing a benefit if the item is not passed: residents without cars receive no benefit from free parking.



4. **What might be the unintended consequences of this action or strategy?** Opportunity costs as free, unlimited parking prevents revenue generation for new development and takes funding opportunities away from alternative transportation improvements.

5. **What steps has your department taken to mitigate any burdens, inequities, and unintended consequences? What strategies might your department take to address these in the future?** *NOTE: This does not reflect a formal commitment by the Town of Carrboro.*

The Department has not undertaken any additional mitigation steps as of yet. To address unintended consequences, future public parking acquisition may lean on purchasing or lease parking in existing parking structures to allow for better use of surface parking areas.



## Climate Action Pocket Questions

Title: Motion Entering into a Lease Agreement for Public Parking at 105 Laurel Avenue

Purpose: To enter into a lease agreement for public parking at 105 Laurel Avenue.

Department: Economic Development

**1. How will this action impact municipal or community greenhouse gas emissions?**

This action will not reduce or increase greenhouse gas emissions.

**2. Please explain.**

The town currently leases this parking lot, so to continue to lease the property for this use will not reduce or increase current greenhouse gas emissions.

**3. How will this action impact the Town's environment?**

This action does not change the current environmental impact.

**4. Please explain.**

There is no significant change from the current environmental impact in the town. Environmental impacts from public parking may include additional stormwater runoff and heat island effects.

**5. How is your department planning to mitigate any climate or environmental impacts? NOTE: This does not reflect a formal commitment by the Town of Carrboro.**

While this is a small lot, there may be opportunities for new plantings to help mitigate any stormwater runoff.

**NORTH CAROLINA  
ORANGE COUNTY**

**PARKING SPACES LEASE AGREEMENT**

THIS LEASE AGREEMENT (“Lease”) is made this \_\_\_\_ day of \_\_\_\_\_ 2026, by and between **Upstream Laurel Avenue, LLC**, a North Carolina limited liability company (“**Lessor**”), and the **Town of Carrboro**, a North Carolina municipal corporation, formed and existing under the laws of North Carolina (“**Lessee**”).

**RECITALS:**

Lessor is the owner of a parcel of land (the “Land”) located at 105 Laurel Avenue in Carrboro, North Carolina (Orange County PIN 9778761138) (hereinafter the “Premises”), upon which Lessor has sixteen (16) marked automobile parking spaces. Lessee desires to lease from Lessor pursuant to the terms set forth herein sixteen (16) parking spaces, and the right of ingress, egress and regress for the parking spaces upon Lessor’s Premises. Lessor is willing to lease the designated parking spaces and the right of ingress, egress and regress upon the Premises, to Lessee.

**WITNESSETH:**

NOW, THEREFORE, for good and valuable consideration further described herein, the receipt of which are hereby acknowledged, the Lessor and the Lessee agree to the following:

1. Lessor hereby leases sixteen (16) parking spaces (and the right of ingress, egress and regress upon the Premises; collectively the leased parking spaces and the right of ingress, egress, and regress shall be referred to herein as the “Parking Area”) to Lessee to be used as public parking for a term commencing on April 1, 2026 (“Commencement Date”) and ending on January 31, 2029 (the “Term”) except that either party may terminate this Lease without further liability to the other upon providing written notice of such intent to terminate at least ninety (90) days prior to the date on which such termination is to be effective.

2. Lessor agrees to make the Parking Area available to Lessee, its servants, agents, employees, guests and members of the general public from 5:00am to 3:00am every day. No overnight parking shall be permitted in the Parking Area. Lessee will honor any existing leases or uses of the Parking Area by the Lessor, so long as the existing leases in no way impacts the Lessee’s ability to use the Parking Area pursuant to the terms of this Lease.

3. Lessee will monitor the Parking Area and shall enforce the time limitations established by this Lease for use thereof, including, in Lessee’s discretion, towing vehicles which remain in the Parking Area after 3:00 a.m.

4. The Term of this Lease shall be automatically renewed and extended on a month-to-month term following expiration of the initial lease Term stated in paragraph 1 above unless

either party provides the other with written notice of intent to not renew at least ninety (90) days prior to the expiration of the then current lease Term.

5. Rent during the Term shall be equivalent to the property taxes due each year, payable annually in one installment as shown on an invoice for that calendar year to be generated by Lessor and delivered to the Lessee at the address contained herein or emailed by Lessor to the Lessee's email address stated herein. The rent payment shall be prorated accordingly if the lease term incorporates less than a full year. Lessee shall use the Parking Area to provide general public parking for customers of downtown Carrboro businesses. Lessee shall not be required to make any improvements to the Premises prior to or after the commencement of the lease. Lessee shall maintain the Parking Area in the condition in which it was received and necessary to provide a safe and adequate parking facility. Upon the expiration or earlier termination hereof, Lessee shall return the Parking Area in the same condition as received, ordinary wear and tear and damage by casualty or condemnation excepted. Additionally, Lessee agrees to reimburse Lessor for any and all property taxes due for the 2025 and 2026 tax year.

6. Lessee shall be responsible for all costs of improvements it deems necessary or appropriate to make the condition of the Parking Area of the Premises suitable for the parking lot use. Lessee shall also, at its sole cost and expense, provide signage on the Premises to identify the parking lot area which is the subject of this lease. Plans for all such improvements shall be approved by Lessor in advance of the work, such approval not to be unreasonably withheld, conditioned or delayed. Lessee agrees that during the Term of this Lease, Lessee will, at its own expense, keep and maintain the parking lot on the Premises in good condition.

Lessee agrees that it shall not, except with the prior written consent of Lessor, make any permanent structural alterations or additions to the lease area on the Premises. Lessor shall not unreasonably withhold, condition or delay said consent. If improvements are made, Lessee agrees that when completed, such improvements shall be free and clear of all claims for liens by mechanics or materialmen for and on account of labor and material, and Lessee indemnifies Lessor from and against any such costs, expenses and liabilities including, but not limited to, any and all liabilities from mechanic's, laborer's, or materialmen's liens.

Upon the expiration or termination of the term of this Lease, Lessee shall quit and surrender to Lessor the Premises and any permanent improvements. Any temporary structures installed during the Term of this Lease shall be removed by Lessee on or before the expiration or termination date of this Lease.

7. Lessee shall at all times during the Term carry commercial general liability insurance (or shall self-insure) covering Lessee's activities on the Premises insuring against liability for personal injury, bodily injury, including death and property damage for a minimum of \$1,000,000.00 per occurrence. Lessee shall forward to Lessor a certificate evidencing such insurance (or self-insurance) and such insurance shall not be cancelled or materially changed in the scope or amount of coverage unless fifteen (15) days' advance written notice has been given to Lessor.

8. Except for damage or injury due to Lessor's negligence or wrongful conduct, Lessee hereby releases Lessor from any liability for damage to Lessee's property or injury to Lessee's agents, contractors, servants or employees.

9. Any notice required by this Lease shall be sent by certified mail, return receipt requested, with sufficient postage attached or by a nationally recognized overnight courier to the following addresses:

Lessor: Upstream Laurel Avenue, LLC  
609 Lake Hogan Farm Rd.  
Chapel Hill, NC 27516

Lessee: Town of Carrboro  
ATTN: Economic Development Director  
301 W. Main Street  
Carrboro, NC 27510

10. If any Lease provision is invalid or unenforceable to any extent, then that provision shall become void and the remainder of this Lease shall continue in effect and be enforceable to the fullest extent permitted by law.

11. Lessor covenants that upon paying the rent and performing the covenants to be performed by Lessee, Lessee shall peaceably and quietly have, hold and enjoy the Parking Area during the designated times for the Term, including any renewal or extension periods. Lessee acknowledged, however, that Lessor may continue to enter and make use of the Premises including the Parking Area at all times except those stated in paragraph 2 above.

12. Each holding over after the expiration of the Term hereof, with the consent of Lessor, shall be construed to be a tenancy from month-to-month with rental payable at a rate of one-twelfth (1/12<sup>th</sup>) of the yearly rental in advance and shall be on the terms and conditions herein specified so far as applicable.

13. In consideration of the signing of this Lease, the parties hereto for themselves, their agents, officials, employees and servants agree not to discriminate in any manner on the basis of race, color, creed, national origin, age, handicap, sexual orientation, gender, gender identity or gender expression, with reference to this subject matter of this Lease, no matter how remote.

14. Lessee shall be responsible for all existing landscape and other maintenance of the Parking Area during the Term.

15. Upon the expiration or termination of this Lease or any extension thereof, Lessee shall promptly surrender possession of and vacate the Leased Premises and deliver possession thereof to Lessors.

16. Lessor and Lessee agree that all provisions hereof shall bind and inure to the benefit of all parties hereto, their respective heirs, legal representatives, assigns, and successor or successors.

17. This Lease shall be governed by the laws of the State of North Carolina, without regard for choice of law rules. Venue for any action associated with this Lease shall be in the Superior Court of Orange County, North Carolina.

**IN WITNESS WHEREOF**, Lessor and Lessee have caused this Lease to be executed by duly authorized individuals or officers (as the case may be) and their seal, if any, to be hereunto affixed, and the Lessee's Town Council authorization having been duly given, as of the day and year first above written.

**LESSOR: Upstream Laurel Avenue, LLC**

By: \_\_\_\_\_

Print: \_\_\_\_\_

Title: \_\_\_\_\_

**LESSEE: Town of Carrboro**

By: \_\_\_\_\_  
Patrice Toney, Town Manager

ATTEST:

\_\_\_\_\_  
Lamar Joyner, Town Clerk

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

\_\_\_\_\_  
Finance Director



Agenda Item Abstract

File Number: 26-032

Agenda Date: 4/21/2026
In Control: Town Council
Version: 1

File Type: Information Item

Safe Routes to School Strategic Action Plan Update

PURPOSE: This agenda item is designed to provide the Town Council with an overview of the Safe Routes to School Strategic Action Plan update in an informal setting. A representative from Three Oaks Engineering, the consultant preparing the new plan, will make the presentation and be available for questions.

DEPARTMENT: Planning, Zoning and Inspections

COUNCIL DIRECTION:

[X] Race/Equity [X] Climate [X] Comprehensive Plan [X] Other

The Carrboro 2022-2042 Comprehensive Plan, Carrboro Connects, speaks to the Safe Routes to School program in Goal 2 of the Transportation and Mobility Chapter, as project H, "Continue to implement the Safe Route to School Action Plan in coordination with schools." Pocket questions addressing possible impacts on Climate Action and Race and Equity have been provided as attachments A and B.

INFORMATION: In April 2023, Planning staff received notification that the Town's application for a FY23 Safe Routes to School Non-Infrastructure grant had been selected for funding. The project scope of work included three main components: updating the 2012 Safe Routes to School Strategic Action Plan <https://www.carrboronc.gov/741/Safe-Routes-to-School>, collecting current demographic data, and working collaboratively with the Town of Chapel Hill and the Chapel Hill-Carrboro City Schools (CHCCS) system toward the development of a district-wide Safe Routes to School program with an associated staff position. In August 2025, the Town executed a contract with Three Oaks Engineering to prepare the updated Action Plan. It should be noted that when the original plan was prepared, the national Safe Routes to School program focused on younger students, so only two local schools were eligible for inclusion: Carrboro Elementary School and McDougle Elementary School; Morris Grove Elementary School was not yet fully operational. The award of the grant has provided the Town with the opportunity to include all five Carrboro public schools in the new Action Plan: the three elementary schools, McDougle Middle School and Carrboro High School.

Work on the new Action Plan is well underway with initial engagement and walk audits completed and draft chapters under review. The worksession presentation will provide a detailed update on the status of the project and draft recommendations for infrastructure projects and programming, including recommendations for addressing the areas along the edge of the town limits where Carrboro students travel to schools located in Chapel Hill, and vice versa. Collaboration with the Town of Chapel Hill and the CHCCS District continues to be an important part of the project for infrastructure and programming recommendations to ensure consistency throughout the district. Additional information can be found on the Engage Carrboro webpage here: Safe Routes to School | Engage Carrboro <https://engage.carrboronc.gov/srts>.

The funding period for the grant is June 2023 through December 2026. Staff anticipates bringing a draft Action

Plan to the Council for public hearing in early fall 2026 to allow for revisions, and plan adoption by the end of the calendar year.

**FISCAL IMPACT:** There is no fiscal impact associated with the discussion of this item. The project is being funded by a Safe Routes to School Non-Infrastructure grant administered by the N. C. Department of Transportation Integrated Mobility Division (IMD). The total project budget is \$249,349: \$217,349 (grant funds) and \$32,000 (local match).

**RECOMMENDATION:** Staff recommends that the Town Council receive the presentation, ask questions and provide input as desired.



## Climate Action Pocket Questions

**Title:** Safe Routes to School (SRTS) Strategic Action Plan Update

**Purpose:** In 2023, the Town of Carrboro received an NCDOT SRTS non-infrastructure grant to update its Safe Routes to School Strategic Action Plan. This project has been underway with consultant support from Three Oaks Engineering since August 2025. After completing preliminary engagement, the team is now working with stakeholder groups to develop recommendations that improve safety and make it easier and more enjoyable for students to walk, bike, and roll to school.

The purpose of this agenda item is to update Town Council on the project's progress and provide an opportunity for feedback and guidance as the consultant begins drafting the plan.

**Department:** Planning, Zoning & Inspections

### 1. How will this action impact municipal or community greenhouse gas emissions?

- While there is no council action requested for this agenda item, the plan has the potential to reduce greenhouse gas emissions.

### 2. Please explain.

- By improving safety and making it easier and more enjoyable for students to walk, bike, and roll to school, the plan aims to increase the number of students using active transportation rather than being driven. Reducing vehicle drop-offs can help lower greenhouse gas emissions.

### 3. How will this action impact the Town's environment?

- While there is no council action requested for this agenda item, the plan has the potential to impact water quality, erosion and surface run-off, flooding, air quality, heat islands or extreme heat, biodiversity, solid waste, hazardous waste and other environmental impacts.

### 4. Please explain.

- Increasing active transportation and reducing vehicle drop-offs can lower emissions from idling and short car trips, improving local air quality.



- Infrastructure projects, such as new sidewalks, crossings, or paths, may increase impervious surface area, which can affect runoff, water quality, flooding, solid waste, etc. if not thoughtfully designed with appropriate stormwater controls, green infrastructure, native plantings or tree preservation goals, and material recycling practices.

**5. How is your department planning to mitigate any climate or environmental impacts?** *NOTE: This does not reflect a formal commitment by the Town of Carrboro.*

- There are several ways in which we might mitigate any adverse climate or environmental impacts, including:
  - Using green infrastructure (permeable pavement, bioswales, native plantings) to reduce runoff, improve water quality, and manage flooding
  - Prioritizing low-impact, context-sensitive design to minimize environmental disturbance
  - Reducing construction waste and encourage use of low-carbon or recycled materials
  - Pairing infrastructure with programs that encourage walking and biking to reduce emissions and improve air quality



## Race and Equity Pocket Questions

**Title:** Safe Routes to School (SRTS) Strategic Action Plan Update Worksession

**Purpose:** The NCDOT grant-funded update to the Town's Safe Routes to School (SRTS) Strategic Action Plan is underway with consultant support from Three Oaks Engineering. After completing preliminary engagement, the team is working with stakeholder groups to develop recommendations that improve safety and make it easier and more enjoyable for students to walk, bike, and roll to school. The purpose of this agenda item is to update Town Council on the project's progress and provide an opportunity for feedback and guidance as the consultant begins drafting the plan.

**Department:** Planning, Zoning & Inspections

1. **What are the root causes of inequity in Carrboro and/or overall as it pertains to this subject area?**
  - Students from low-income, BIPOC, and immigrant families are more likely to live in areas where conditions make active travel less safe and less accessible, such as:
    - Incomplete sidewalks
    - Limited bike facilities
    - Higher speed roads
    - Minimal traffic calming
  - These inequities are most visible for those living in apartments along the NC- 54 corridor.
  - Similar challenges exist in the Rogers Road neighborhoods, which remain disconnected from the Town's larger active transportation network.
  - Disparities stem from historic land-use decisions, unequal infrastructure investment, and enforcement practices that disproportionately affect marginalized communities.
  - Carrboro families whose students attend schools in Chapel Hill also face barriers due to limited connectivity across municipal boundaries.
  
2. **Who is experiencing community burden now? Who will experience community burden if this action is passed? Will others experience community burden if this action is NOT passed?**
  - Students who must walk, bike, or roll because their neighborhoods are not eligible for bus transportation.
  - If the plan is adopted, some students will continue to experience burden in both the short and long term as the plan itself does not build new infrastructure.
  - If the plan is not adopted, existing inequities will persist/deepen, and the Town may lose a coordinated framework for addressing disparities in active transportation access
  - Each recommended project will require separate funding, design, and coordination, especially for improvements involving NCDOT or major capital investment.



- Because priority routes do not capture every neighborhood with significant gaps, students in areas with more complex or costly needs may wait longer for improvements.
3. **Who is experiencing community benefit now? Who will experience community benefit if this action is passed? Will others experience community benefit if this action is NOT passed?**
- Students living near connected sidewalks, bike facilities, and traffic-calmed streets.
  - Families with flexible schedules or reliable transportation benefit from having more options to support their travel.
  - Combined infrastructure and programmatic recommendations are expected to provide broad benefits over time.
  - If the plan is adopted, the greatest benefit will go to students along the identified priority routes, where improvements can be implemented more quickly and efficiently.
  - If the plan is not adopted, students who already have safe, connected infrastructure will continue to benefit.
4. **What might be the unintended consequences of this action or strategy?**
- Even with specific equity and access goals, unintended consequences may arise, including:
- Uneven distribution of improvements
  - Long implementation timelines
  - Perception of exclusion
  - Resource strain on schools and families
  - Continued cross-jurisdictional gaps
5. **What steps has your department taken to mitigate any burdens, inequities, and unintended consequences? What strategies might your department take to address these in the future? NOTE: This does not reflect a formal commitment by the Town of Carrboro.**
- Outreach was designed to reach families who are often underrepresented in traditionally underrepresented in planning, including People of Color and low-income residents:
    - Pop-up outreach events timed to coincide with arrival, dismissal, and existing school activities to meet parents where they are
    - Walk audits at each school, engaging students, parents, school staff, and Town representatives in on-the-ground safety assessments
    - In-person conversations at two Carrboro in Motion events
    - Printed and digital bilingual outreach materials, including postcards, flyers, and bookmarks distributed to every family through classrooms and 18 multifamily apartment complexes to ensure broad reach
    - Outreach materials were also posted at all 10 Town Information Centers and at the Drakeford Library Complex to increase visibility and access
  - The project team is developing a prioritization matrix for funding that considers gaps along routes, safety needs, student access, feasibility, equity, and coordination opportunities.

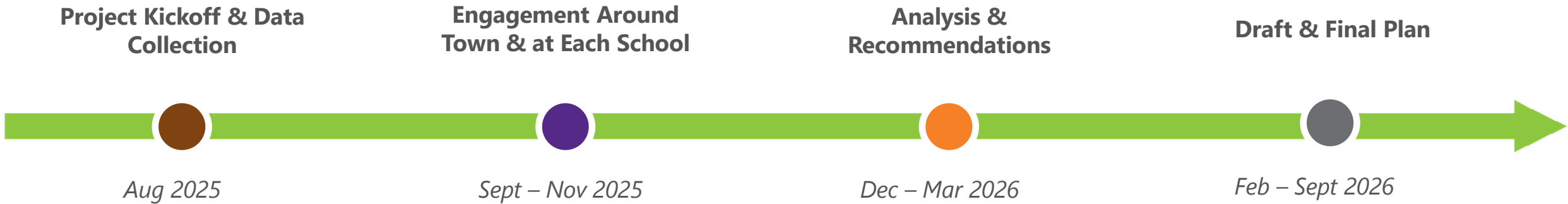


- Staff continue to work with Town of Chapel Hill, CHCCS, NCDOT and other key agencies to address programmatic and infrastructure gaps.
- The project team plans to use additional SRTS grant funding to advance several projects into the design phase, making them more competitive for future funding opportunities.
- Monitoring and evaluation to track who benefits and who continues to face barriers and adjusting strategies as inequities persist or new ones emerge will be essential.

# SAFE ROUTES TO SCHOOL ACTION PLAN



# What We've Done & Where We Are Now



**Previous plan review, data analysis, and field reviews**

- 2012 SRTS Plan
- 2019 Bike Plan
- Chapel Hill SRTS
- NCDOT SRTS
- Student Tally Analysis
- Data Overlays

**Coordinate with each school to listen and learn**

- Updated Website
- Parent Survey
- Principal Communication
- Walk Audits
- Pop-up Events

**Recommend and prioritize projects, policies, and programs**

- Crossing improvements and network gaps
- Project funding
- Programs and policies

**Develop a readable final plan to guide implementation**

- Matrix organized by school
- Identify a key route for each school
- Priority action steps

# Engagement



*Tabling at school events*



*Walk audits with school staff, students, parents, and Town staff*



*Pop-ups at Town events with interactive activities, material distribution, and swag*

## What We Did

### Engagement by the Numbers:

**1,670+** students, parents, and school staff engaged

**22** school-based events and pop-up activities

**2,145** flyers distributed through classrooms

**575** students participated in Walk and Roll to School Day 2025

**332** SRTS survey responses

**34%** of surveyed families walk, bike, or roll to school everyday

# Engagement

## Key Safety Concerns



### Driver Behavior

People drive too fast, do not obey traffic laws, and do not yield to pedestrians



### Dangerous Crossings

Kids don't feel visible or protected at busy intersections and difficult crossings



### Lack of Facilities

Missing or incomplete sidewalks, crosswalks, and bike paths

## Top 3 Reasons Kids Do Not Walk or Roll According to the survey...

**1** Distance to School

**2** Time Constraints

**3** Unsafe Conditions

## What We Heard

“ I strongly support planning and investing in more safe routes to school so more families can benefit from the ease, mental and physical health benefits, and positive child development that walking, biking, scooting, etc. to school offers. ”

## How Do Kids Currently Get to School? According to the survey...



**108** bike or roll



**113** walk



**161** drive or get dropped off

# Draft Vision & Goals



**Improve Safety**



**Expand Access**



**Support a Healthy Community**



**Build a Lasting SRTS Program**

*All students deserve a safe route to school and the option to walk, bike, or roll when it works for them, regardless of age, race, ability, or neighborhood.*

# Carrboro Schools

## *Morris Grove Elementary School*

- Principal Amy Rickard
- ~383 enrolled students

## *McDougle Middle & Elementary School*

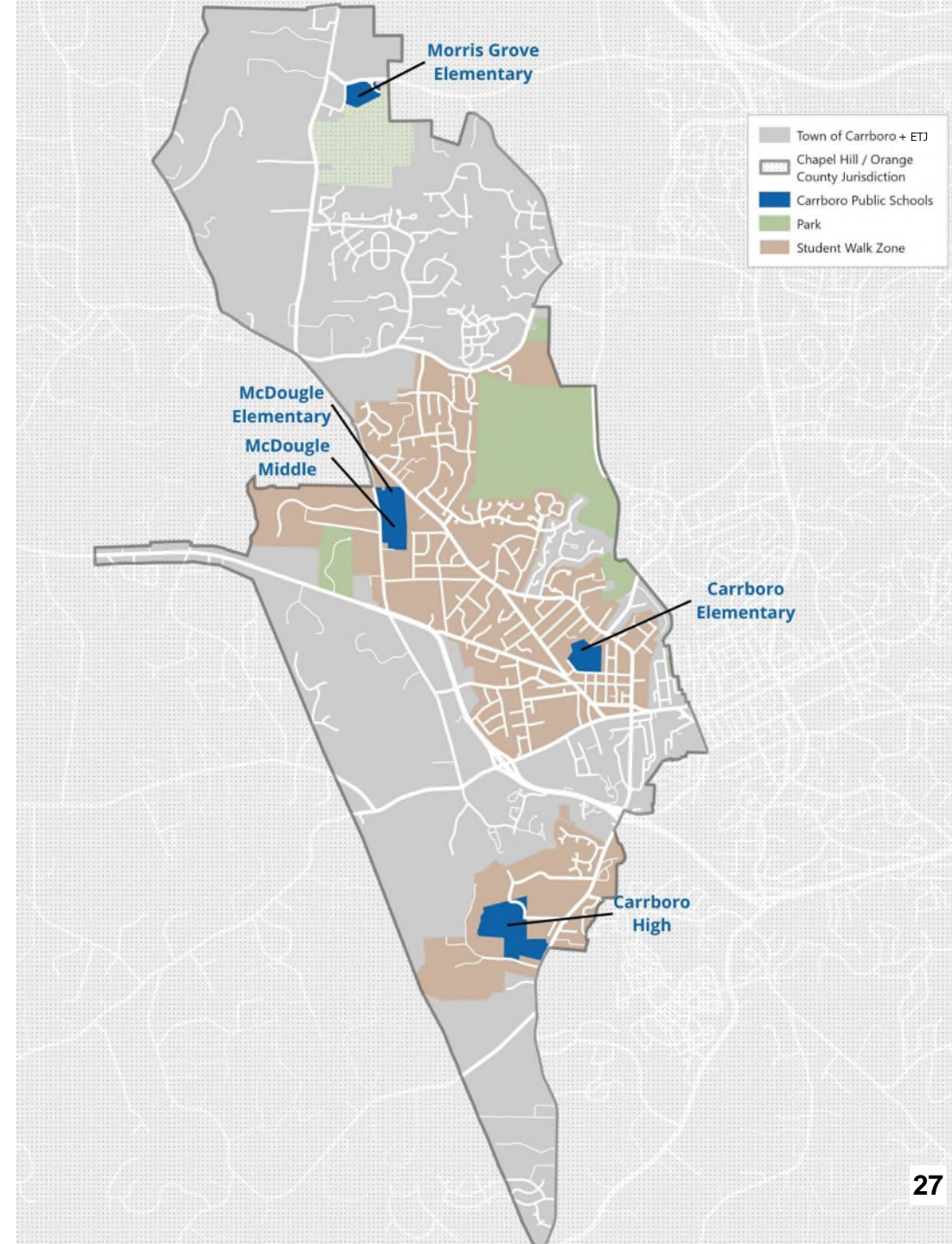
- Middle: Principal Christopher Horne
- ~659 enrolled students
- Elementary: Principal Kirtisha Jones
- ~487 enrolled students

## *Carrboro Elementary School*

- Principal Jordi Roman
- ~519 enrolled students

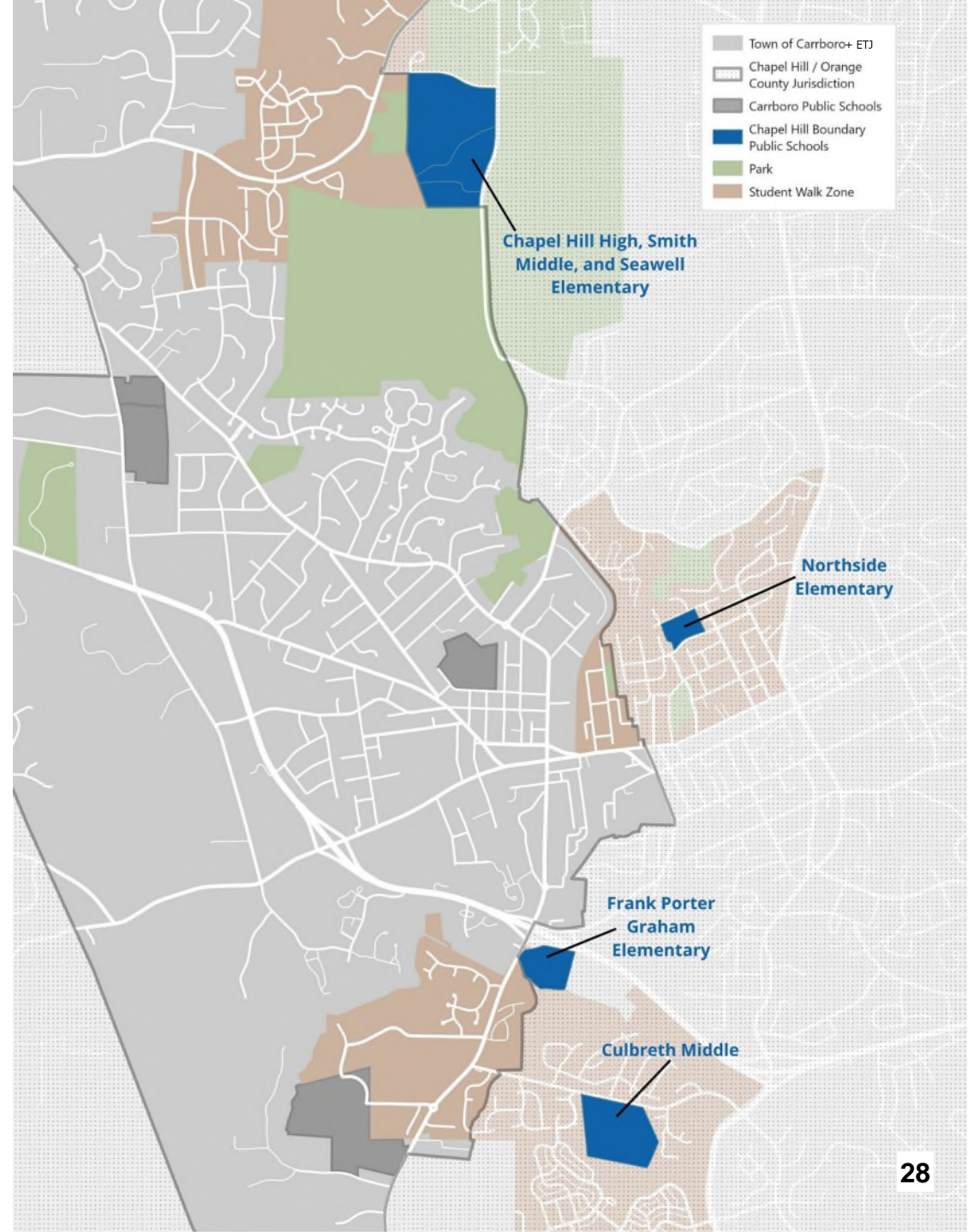
## *Carrboro High School*

- Principal Diego Mureño
- ~1,608 enrolled students



# Regional Connections

- 1 Homestead Rd
- 2 E Main St
- 3 NC-54
- 4 Smith Level Rd
- 5 Culbreth Rd
- 6 Public Works Dr



# Recommendations

## School Travel Routes

*Identifies preferred walking, biking, and rolling routes to each school based on where students live, existing conditions, and public feedback.*

## Programmatic

*Provides education, encouragement, and coordination strategies to build awareness, improve safety behaviors, and increase participation over time.*

## Infrastructure

*Recommends projects to create safer and more comfortable conditions.*

### **Four Key Categories:**

Programmed  
Projects with some level of commitment (funding, design, or construction)

Priority  
Projects along the school travel routes that address immediate safety needs

Long-Term  
Projects to address complex safety and barriers & require additional study

Longer-Term (Big Ideas)  
Concepts that may require significant investment, coordination, and study

# Toolbox of Improvements



## Bicycle and Pedestrian Improvements



Bicycle Lanes



Crosswalk Visibility  
Enhancements



Leading Pedestrian  
Interval



Medians & Pedestrian  
Refuge Islands



Pedestrian Hybrid  
Beacons



Rectangular Rapid  
Flashing Beacons



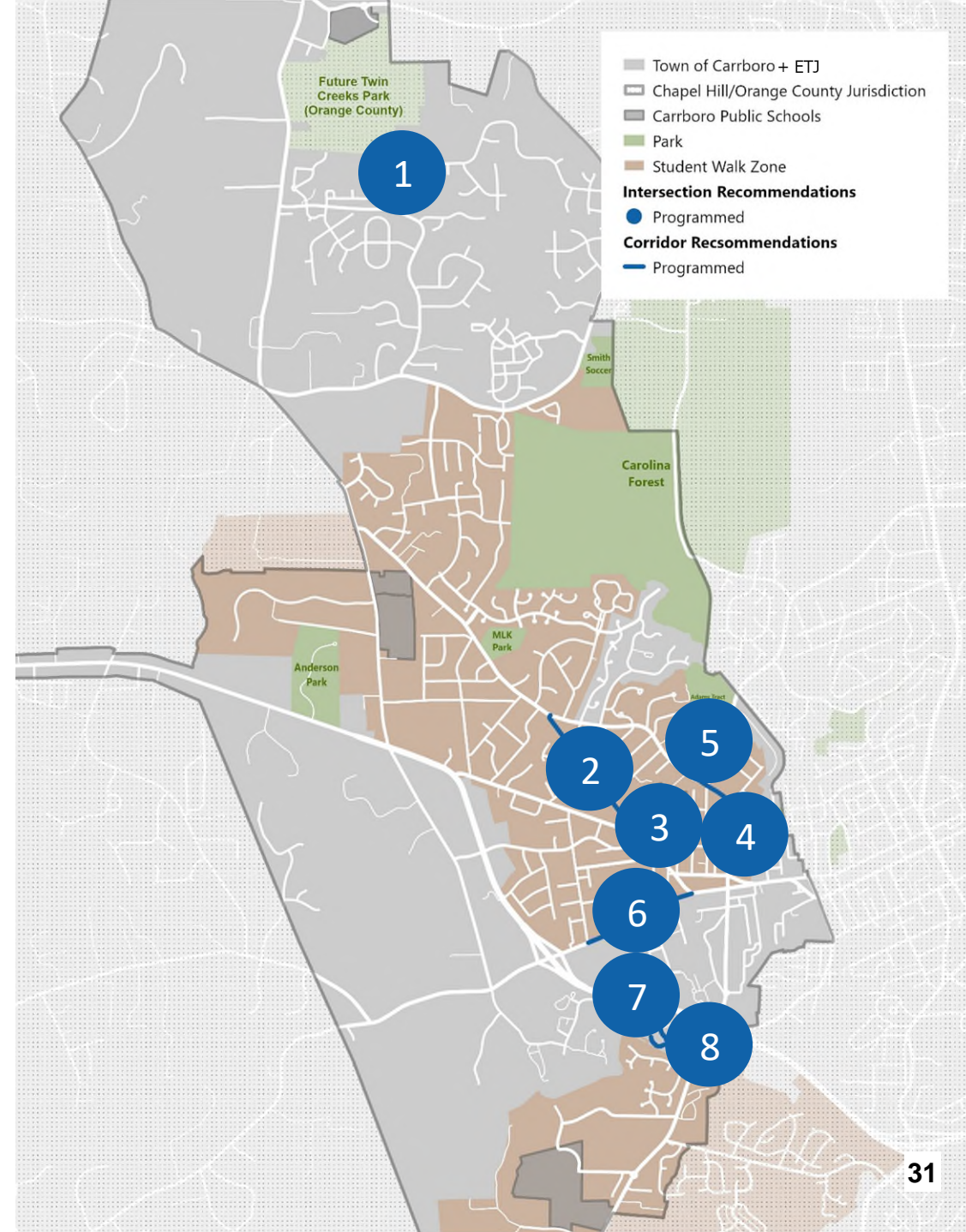
Road Diets (Roadway  
Reconfiguration)



Walkways

# Programmed Projects

- 1 **Jones Creek Greenway**
- 2 **Hillsborough Rd Bike Lanes** from N Greensboro St to Shelton St
- 3 **Shelton St Multiuse Path**
- 4 **Greensboro St Buffered Bike Lanes** (NCDOT Resurfacing)
- 5 **Estes Dr Multiuse Path**
- 6 **Jones Ferry Rd Sidewalks** from W Main St to Davie Rd
- 7 **NC-54 Pedestrian Crossings** (Abbey Ln & Westbrook Dr)
- 8 **Morgan Creek Greenway Phase 1**



# School Travel Route

1

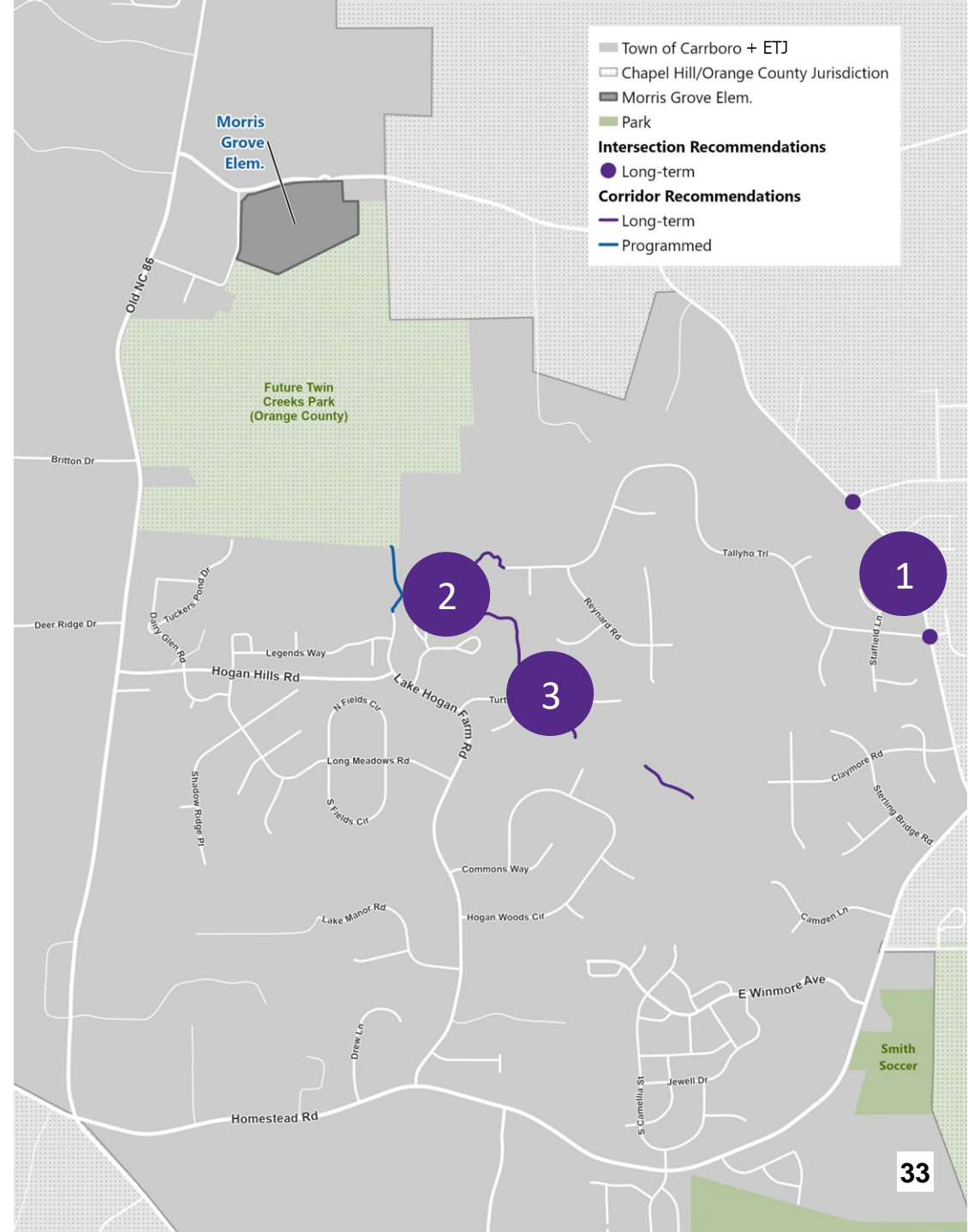
## Twin Creeks & Future Jones Creek Greenway

- Route connects the Lake Hogan Farms neighborhoods to Morris Grove



# Long-Term Projects

- 1 Rogers Road Crossing Improvements:**
  - Purefoy Dr
  - Rusch Dr
  - Tallyho Trail/Ezekial Peppers Trail
- 2 Tallyho Trail to Jones Creek Greenway**
- 3 Bolin Creek Greenway Phase 2**

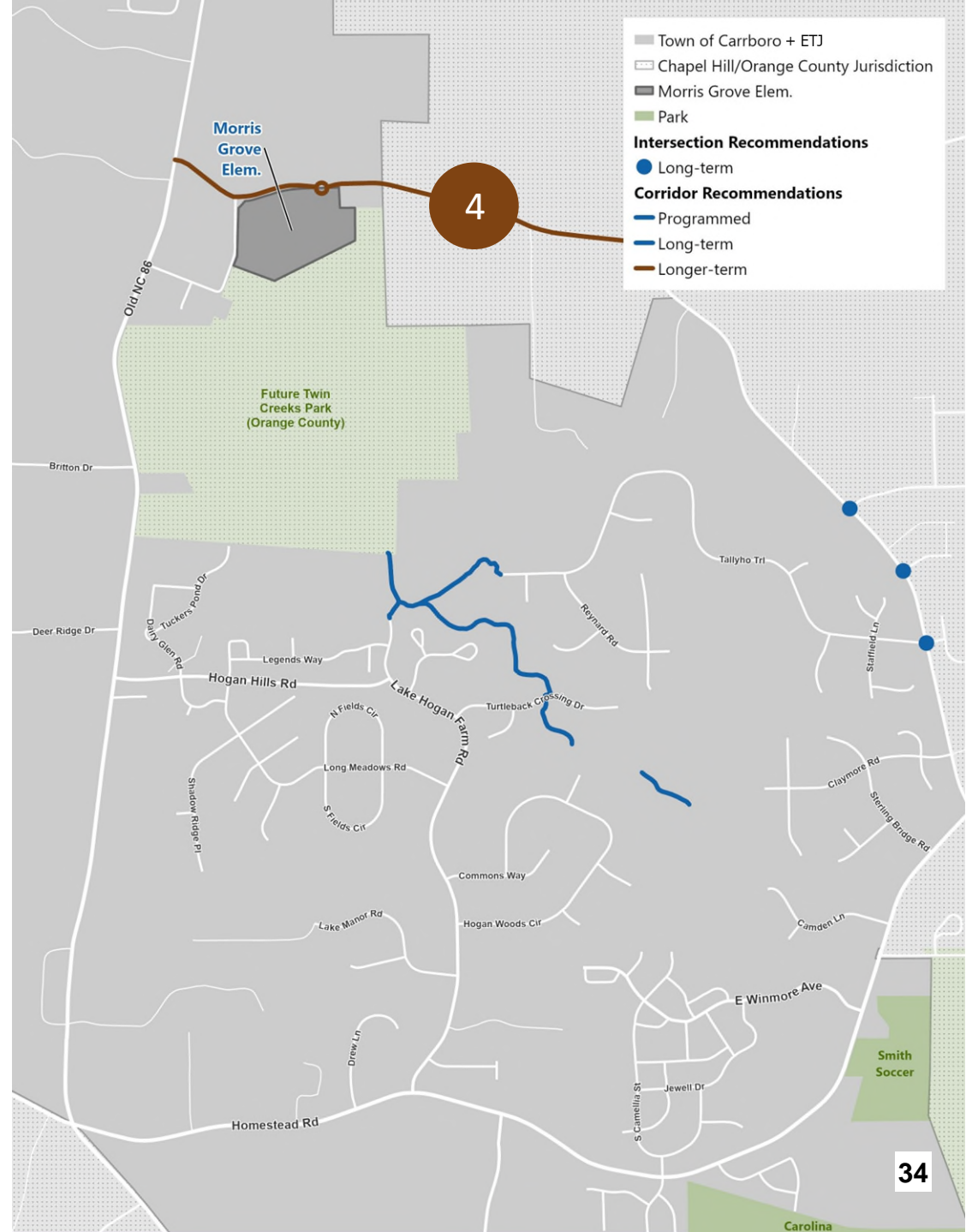


# Longer-Term Projects

4

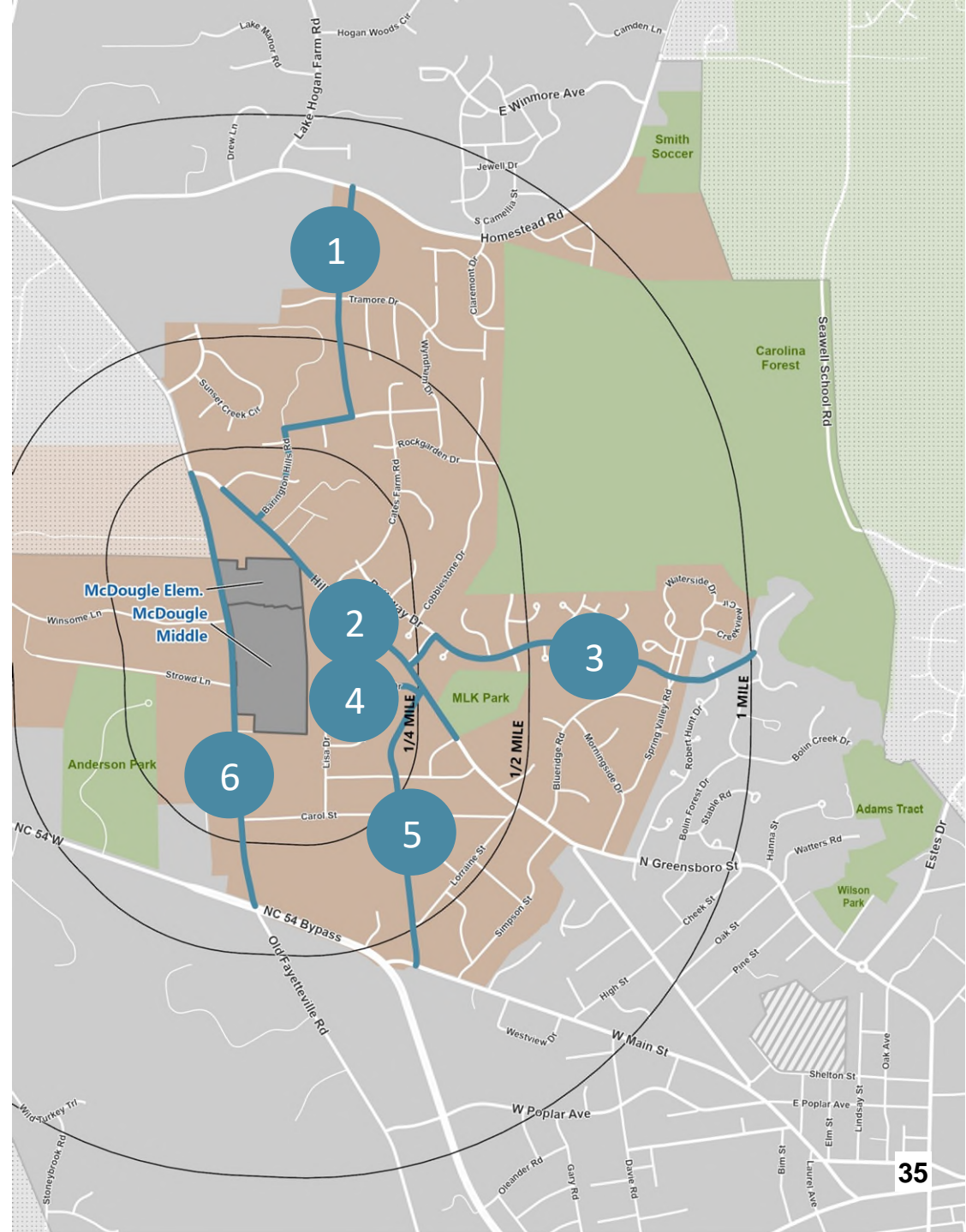
## Eubanks Rd from Old NC-86 to Carrboro Town Limits

- Consider multiuse path
- Coordinate with NCDOT, Chapel Hill, and Orange County



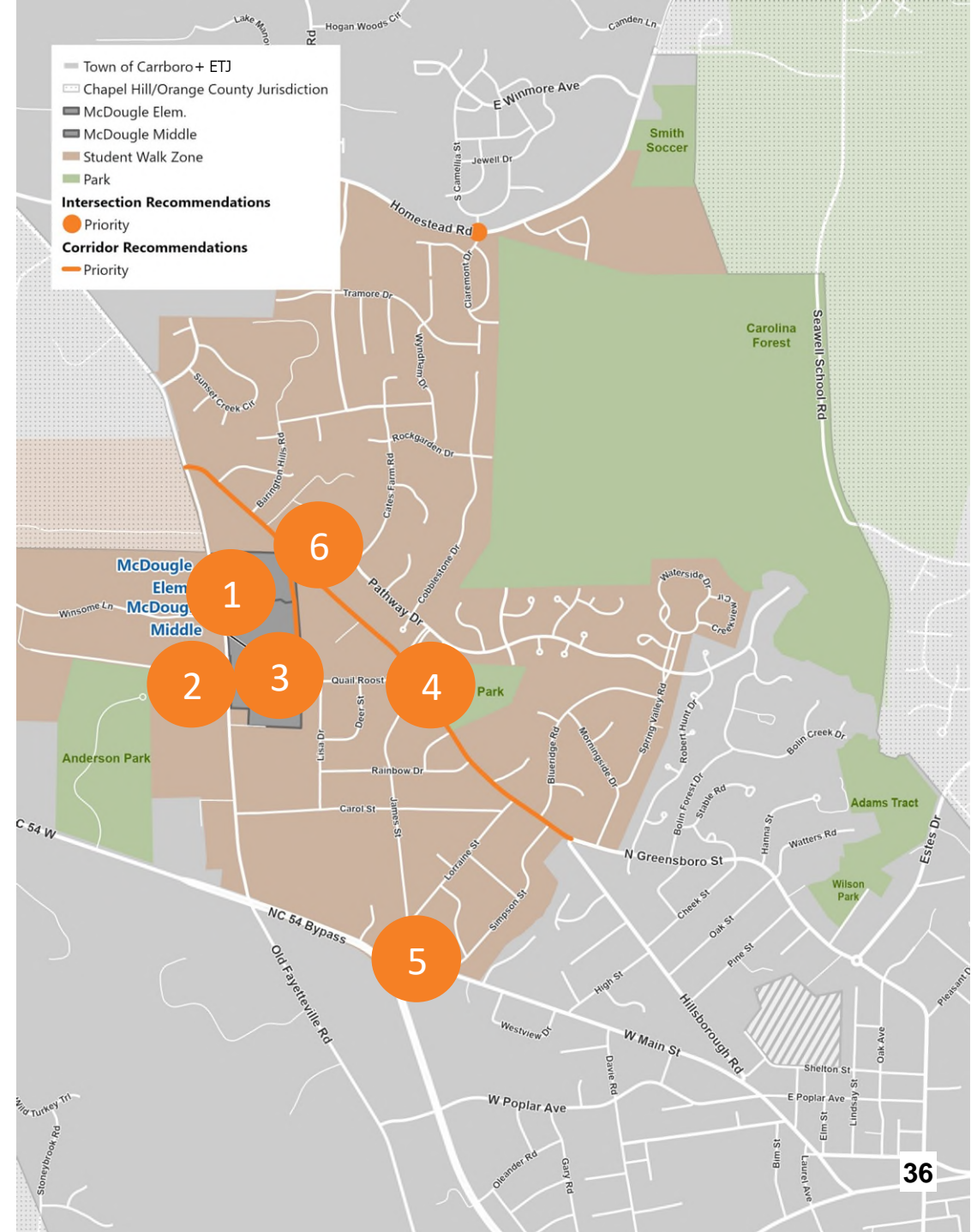
# School Travel Routes

- 1 Burlington Hill Rd to Autumn Dr to Stratford Dr
- 2 Hillsborough Rd from Bruton Dr to Dove St
- 3 Parkview Ave to Pathway Dr (to connect to future Bolin Creek Trail)
- 4 Quail Roost Dr
- 5 James St from Hillsborough Rd to Main St
- 6 Old Fayetteville Rd from Hillsborough Rd to NC-54



# Priority Projects

- 1 **Old Fayetteville Rd & Middle School Entrance**
  - Improve existing pedestrian crossing with signage and consider RRFB
- 2 **Old Fayetteville Rd & Strowd Ln**
  - Add mid-block pedestrian crossing
- 3 **McDougle Middle's existing bike parking**
  - Relocate bike parking to the inner courtyard
- 4 **Hillsborough Rd & James St/Quail Roost Dr**
  - Install curb extensions and high-visibility crosswalks
- 5 **James St & W Main St**
  - Explore signalization, curb extensions, and RRFB
- 6 **Hillsborough Rd & Rear School Entrance**
  - Improve crossing with RRFB, median refuge island, high-visibility crosswalks



# Priority Projects

7

## Homestead Rd & Claremont Dr

- Install RRFB, high-visibility crosswalks

8

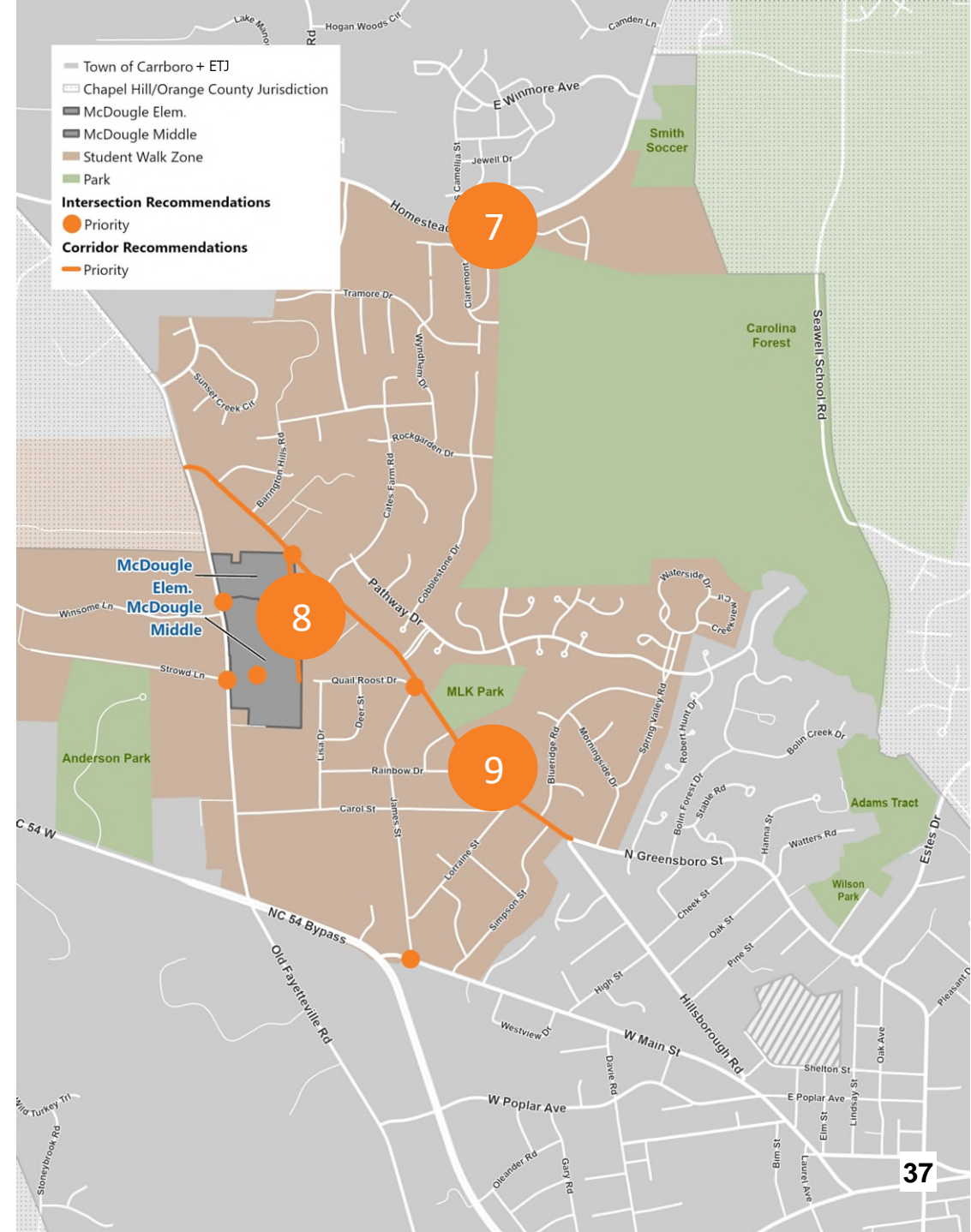
## School Campus Road (east side of campus)

- Advisory walkways, pedestrian-scale lighting

9

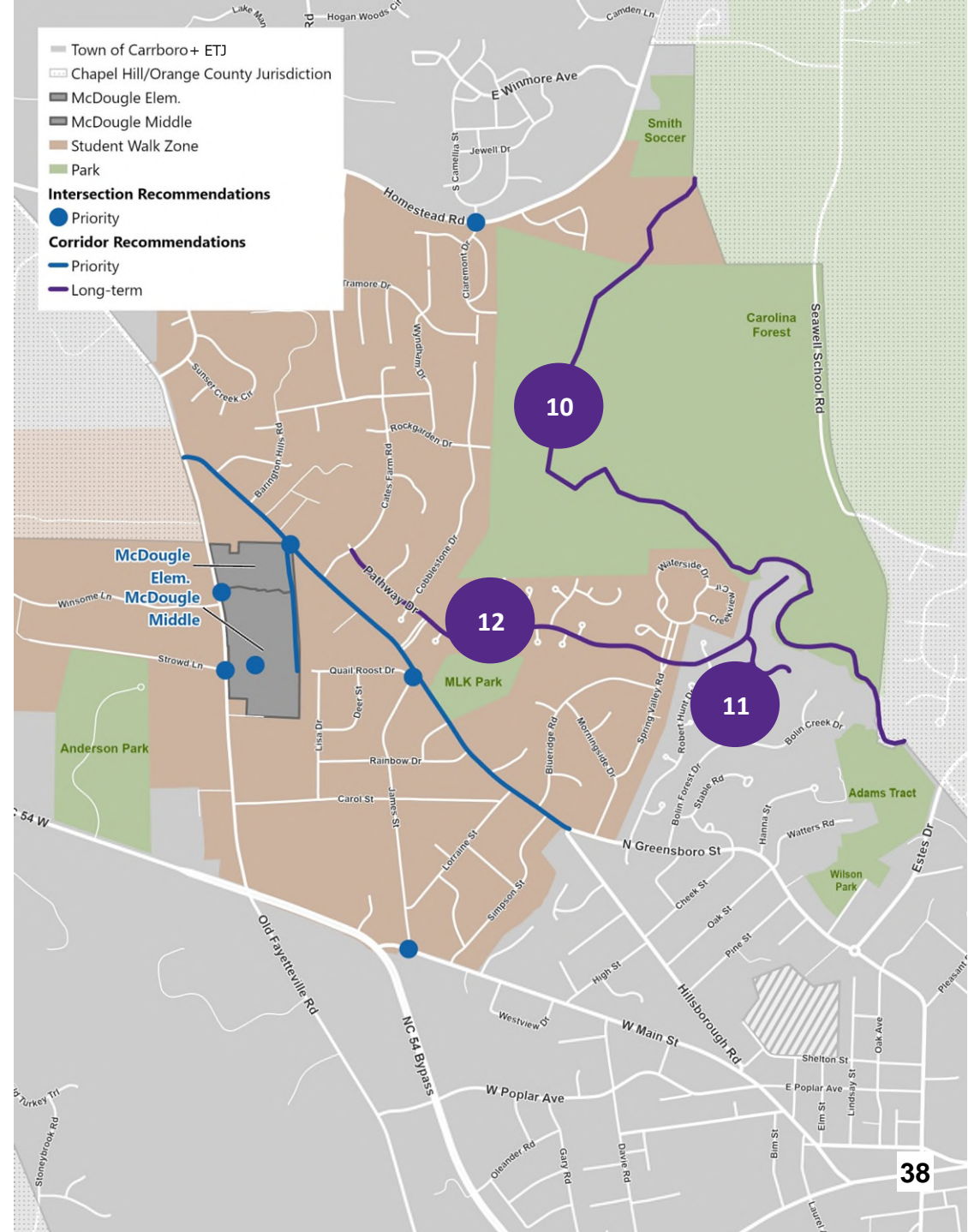
## Hillsborough Rd from Old Fayetteville Rd to N Greensboro St

- Install sidewalk on west side, add pedestrian-scale lighting



# Long-Term Projects

- 10 Bolin Creek Greenway Phases 3 & 4
- 11 Bolin Creek On-road Connector
- 12 Pathway Dr Traffic Calming

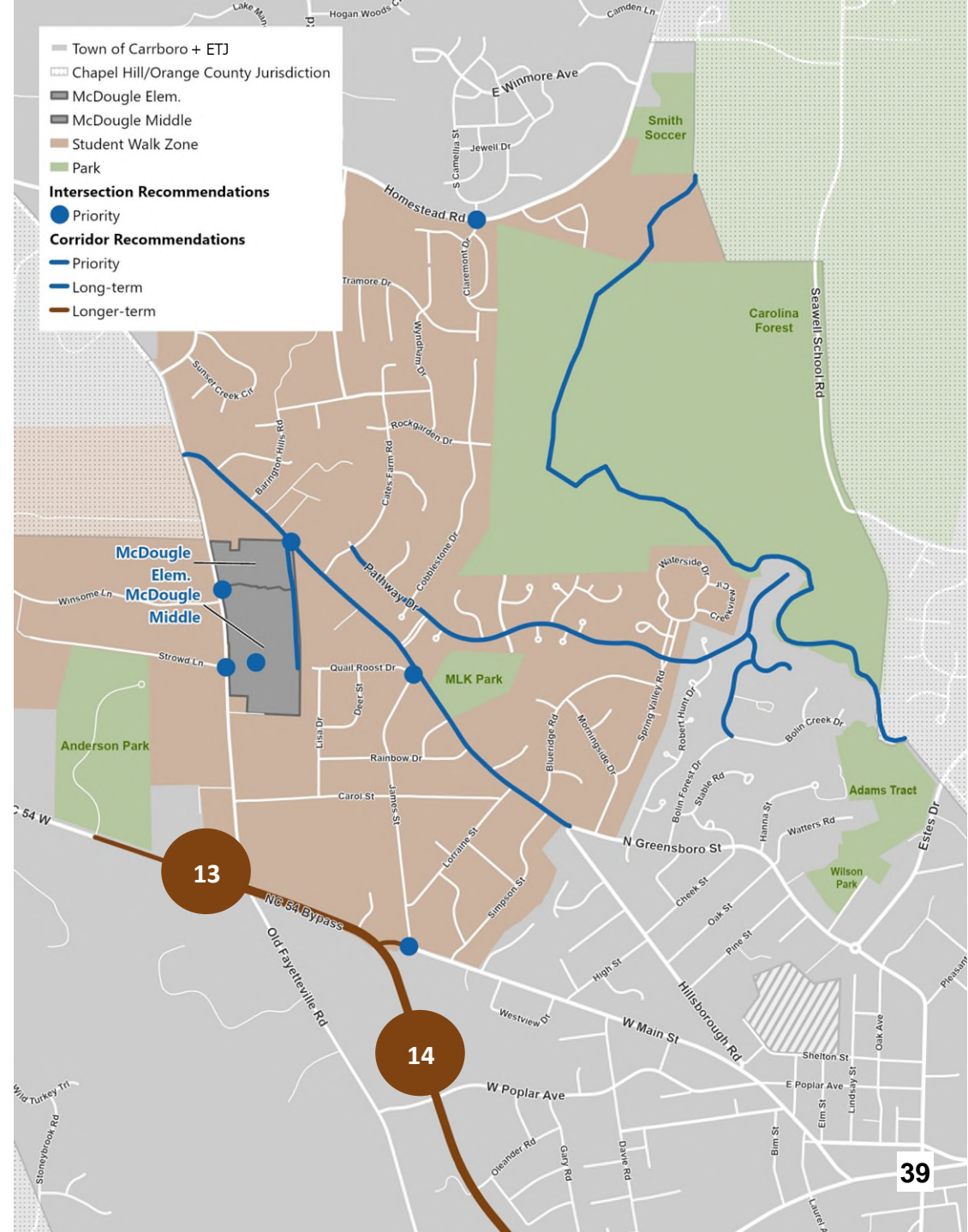


# Longer-Term Projects

13 NC-54 from Anderson Park to James St

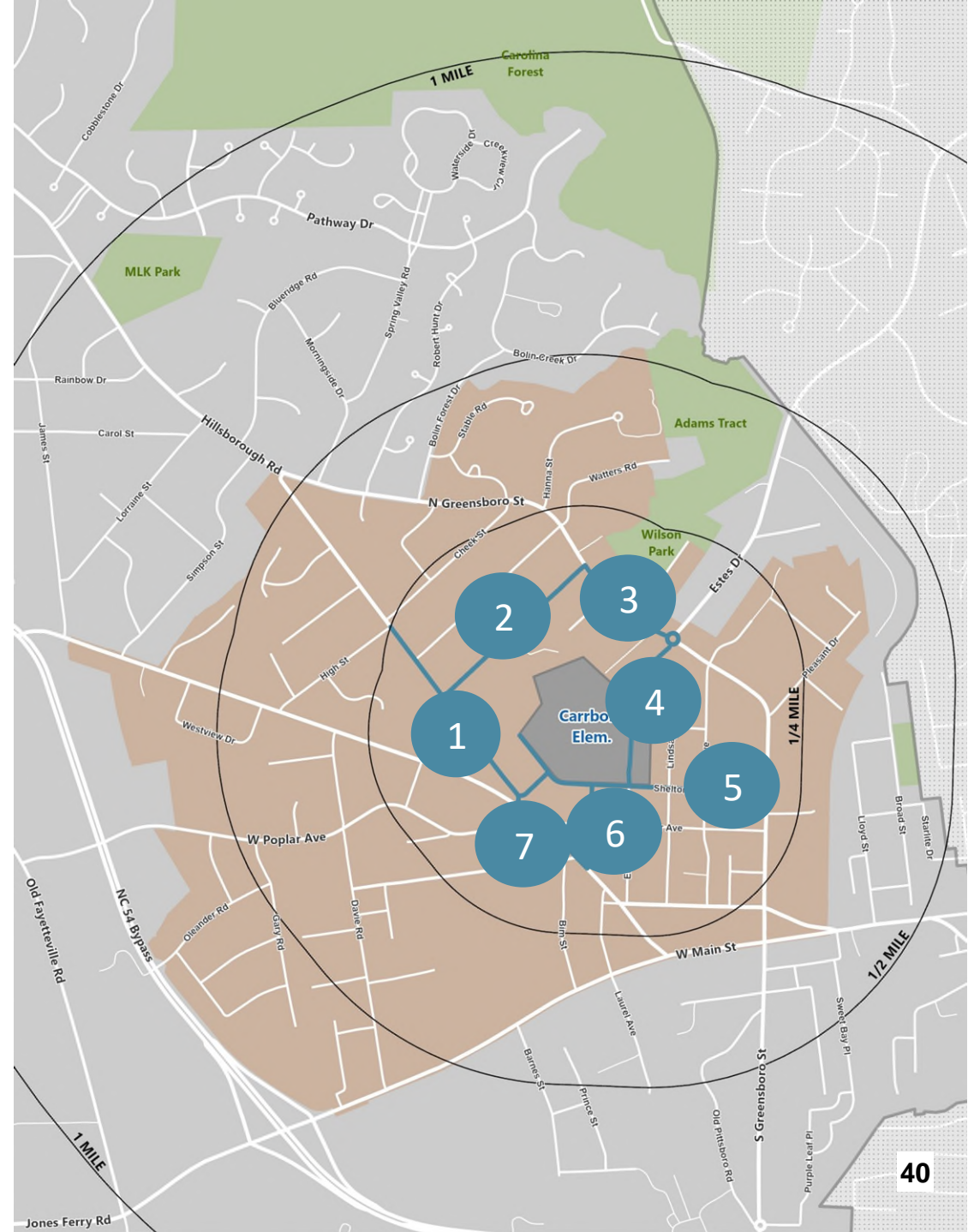
14 NC-54 from W Main St to Jones Ferry Rd

- Consider feasibility of a multiuse path
- Coordinate with NCDOT



# School Travel Routes

- 1 Hillsborough Rd from High St to Ashe St
- 2 Pine St from Hillsborough Rd to N Greensboro St
- 3 N Greensboro St from Pine St to the roundabout
- 4 Frances Shetley Bikeway
- 5 Shelton St from Hillsborough Rd to the school entrance to N Greensboro St
- 6 Ashe St from Shelton St to W Main St
- 7 West Main St from Ashe St to Hillsborough Rd

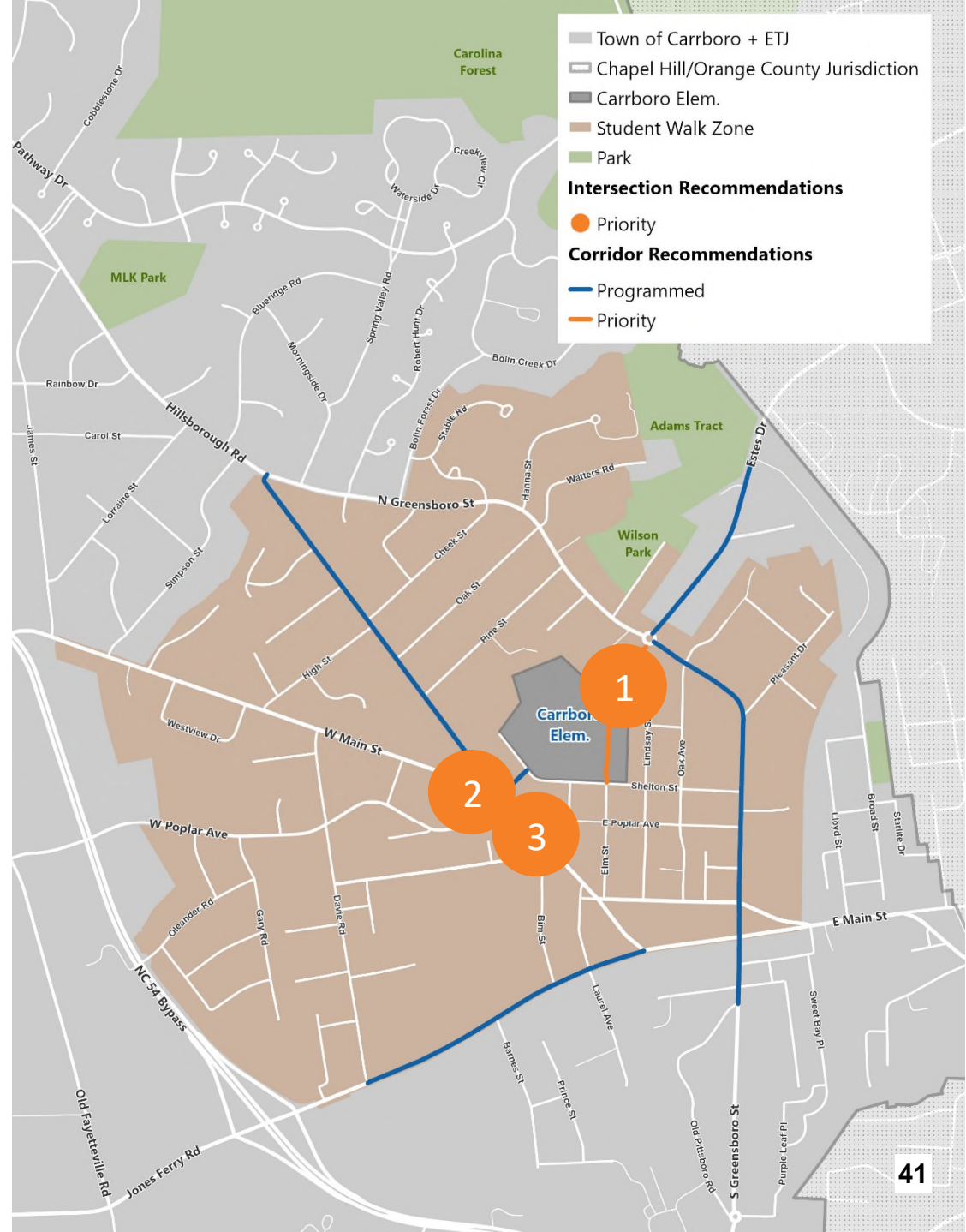


# Priority Projects

- 1 **Frances Shetley Bikeway Connection to New School**
  - Implement a paved connection to new front entrance
- 2 **Crossing Improvements at W Main St & Hillsborough Rd**
- 3 **Crossing Improvements at W Main St & E Poplar Ave**



CARRBORO ELEMENTARY SCHOOL CONCEPT 2  
PHASE TWO





# Longer-Term Projects

**13 Hillsborough Rd from N Greensboro St to Shelton St**

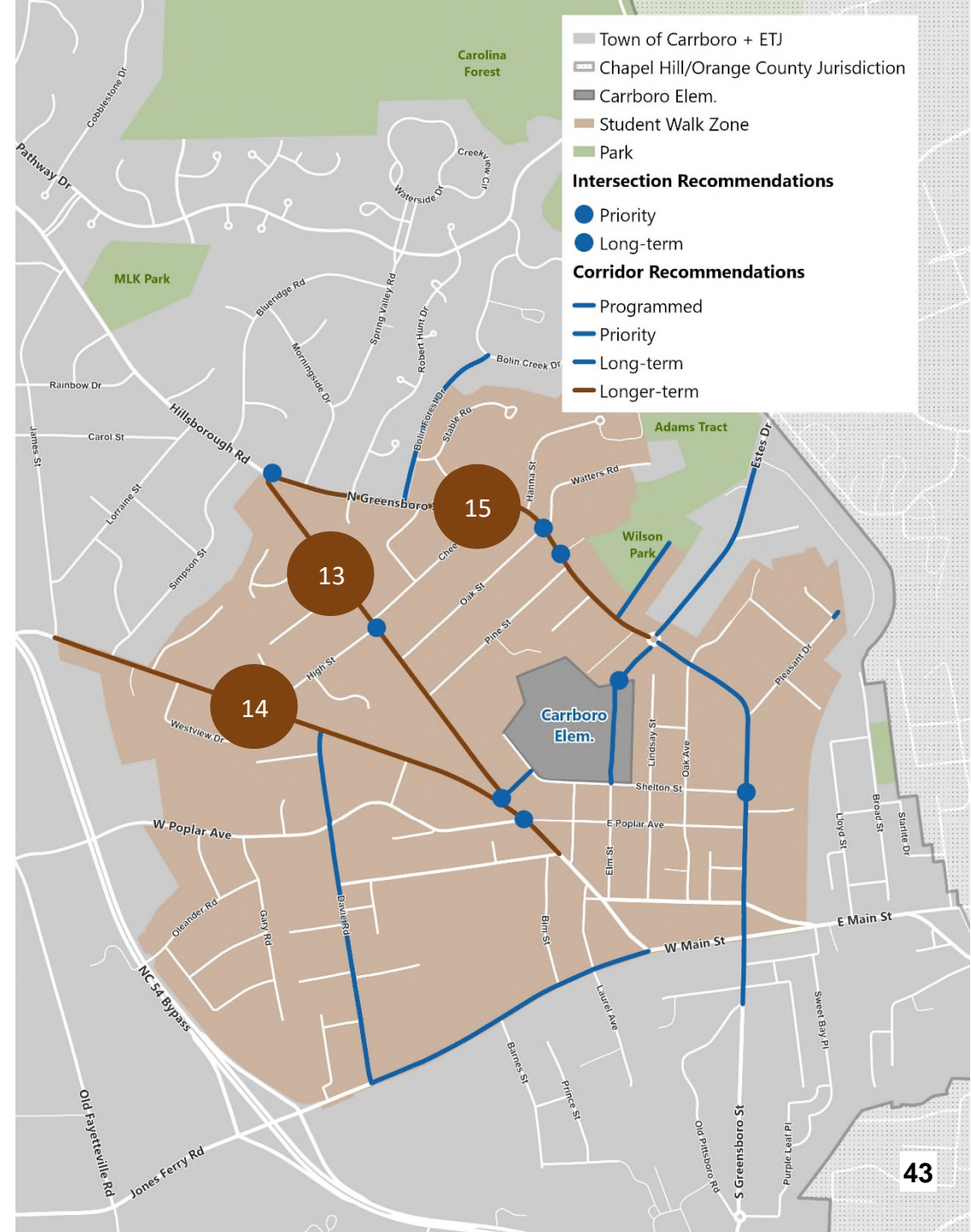
- Explore a multiuse path on the west side

**14 W Main St from James St to Fidelity St**

- Install missing sidewalk segments

**15 N Greensboro St from Estes Dr Roundabout to Hillsborough Rd**

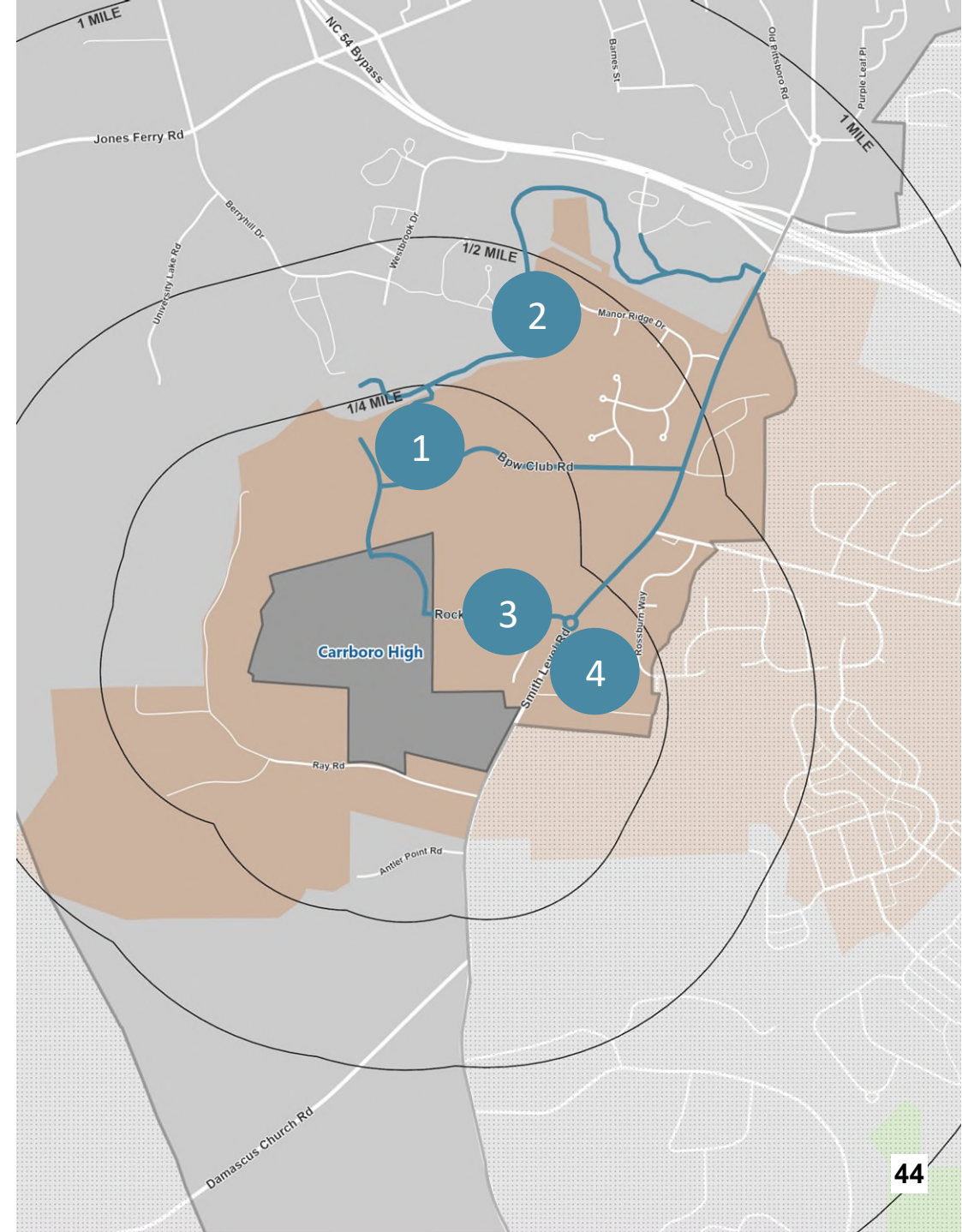
- Install buffered bike lanes by narrowing travel lanes



# School Travel Routes

- 1 Tar Hill Dr to BPW Club Rd to Smith Level Rd
- 2 Morgan Creek Trail
- 3 Smith Level Rd from Willow Oak Ln to Woodcrest Dr
- 4 Woodcrest Dr from Smith Level Rd to Rossburn Way

Route connects neighborhoods north and east of Carrboro High to the school

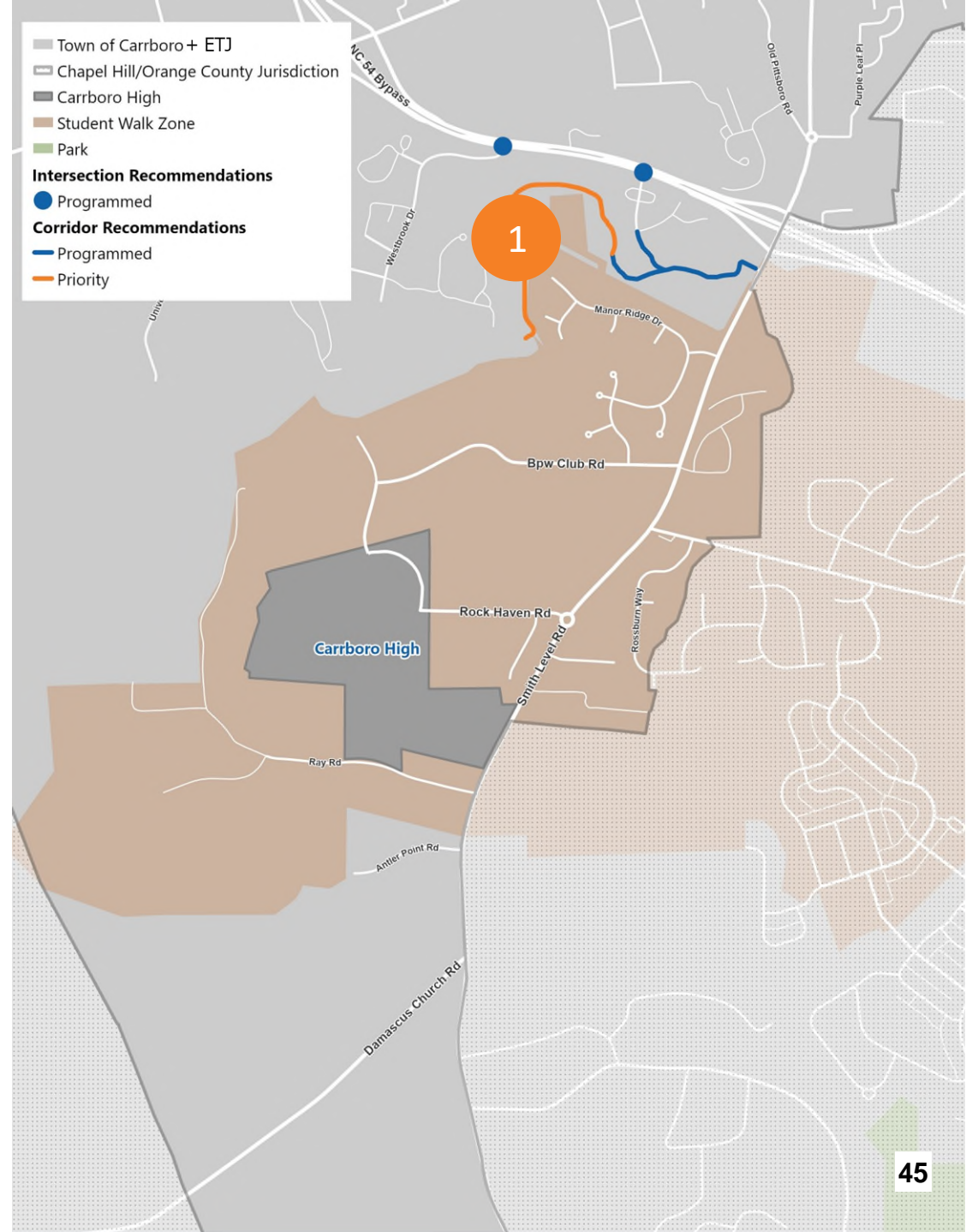


# Priority Projects

1

## Morgan Creek Greenway Phase 2

- Extend the greenway west to Weatherhill Pt / Chapel Hill Tennis Club

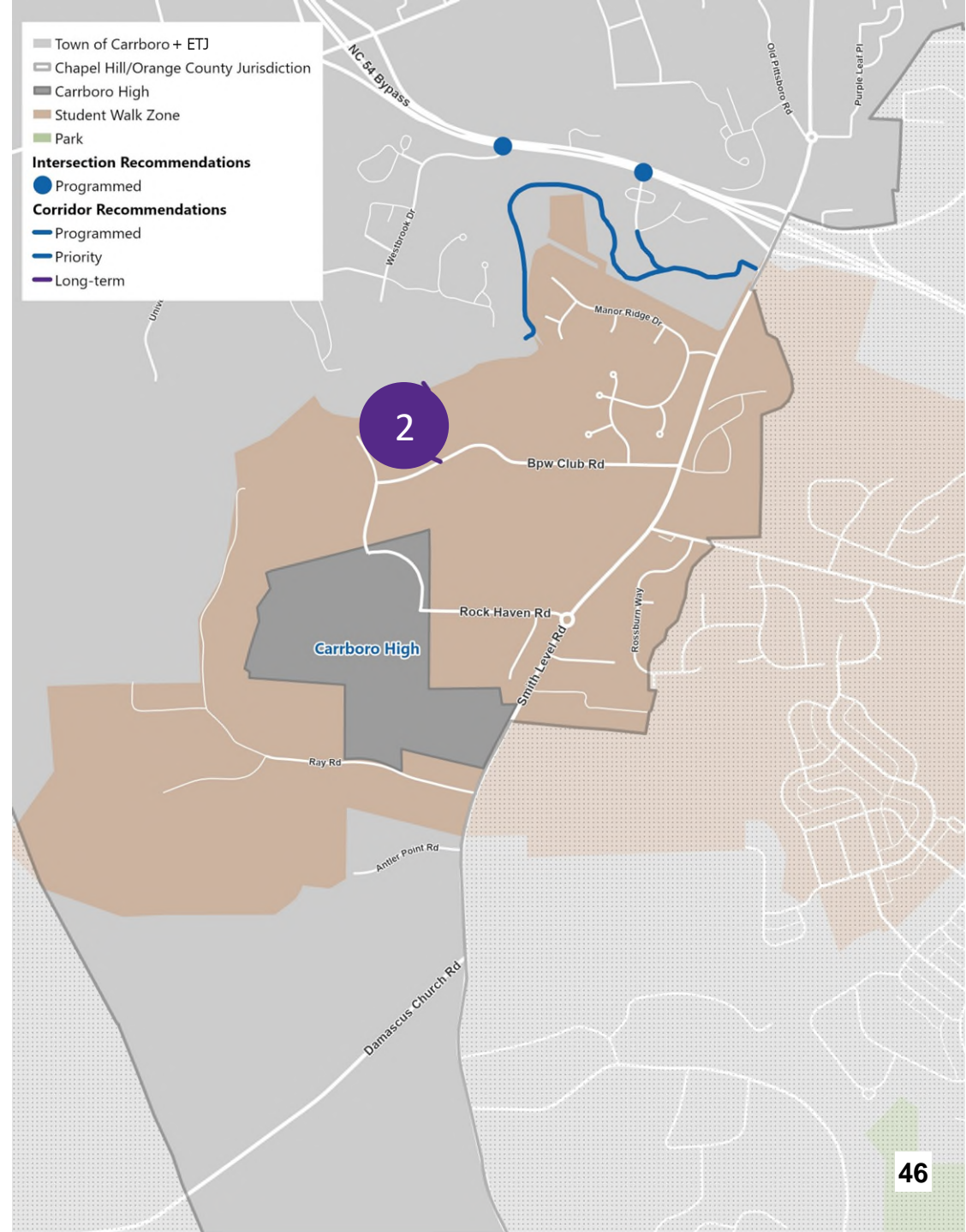


# Long-Term Projects

2

## Morgan Creek Greenway Spur to Carrboro High

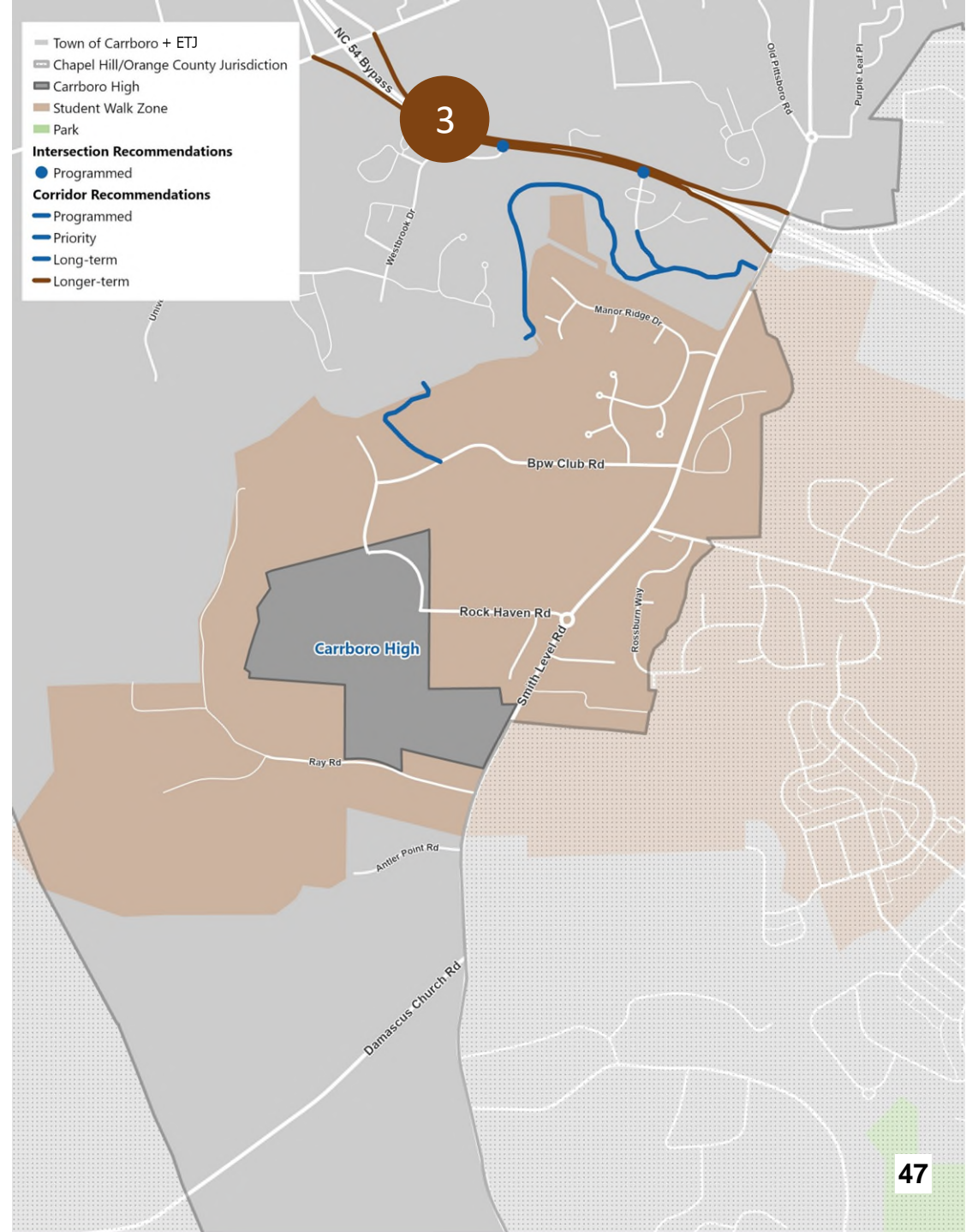
- Add a spur from Morgan Creek to Tar Hill Dr that extends the paved trail to BPW Club Rd



# Longer-Term Projects

## 3 NC-54 from Jones Ferry Rd to Smith Level Rd

- Consider the feasibility of a multiuse path
- Coordinate with NCDOT



# Program Key Actions

- 1 Implement a uniform 20 mph speed limit
- 2 Partner with Chapel Hill Transit to Increase Awareness and Use
- 3 Install and Upgrade Pedestrian-scale Lighting Along School Travel Routes
- 4 Develop a Targeted SRTS Education & Promotion Campaign



*Program Examples*

# Program Key Actions

- 1 Implement Trail & Neighborhood Street Amenities
- 2 Annual Bike Education Programs for 4<sup>th</sup>, 6<sup>th</sup>, and 9<sup>th</sup> Grades
- 3 Bike or Walking School Bus Programs
- 4 Conduct Student Travel Tallies Quarterly
- 5 Consider Applying for an NCDOT Multimodal School Transportation Analysis (MSTA) grant
- 6 Explore Satellite "Park-and-Walk" Locations



*Program Examples*

# Draft Implementation Strategy



**Develop a simple prioritization matrix** to identify projects that should be completed first and may have the most impact



**Develop planning-level cost estimates and funding strategies** to identify the total need, potential grant or other funding opportunities, and implementation approach



**Explore the opportunity to advance priority projects** to conceptual design or “shovel-ready” to improve chances of grant funding



**Coordinate with partners** like CHCCS, NCDOT, Town of Chapel Hill, and Orange County to advance recommendations



**Support school administration and PTAs** to advance programmatic strategies like bike education program and promotional events



**Develop evaluation templates** to monitor SRTS progress quarterly

# Discussion

***As we move toward implementation, where would you like to see early action (quick-build improvements, or advancing larger capital projects)?***



# Discussion

***Are there partnerships or policy actions you'd like us to further explore?***

***Is there anything you'd like us to refine or emphasize as we move toward a final draft for adoption?***

***Are there specific corridors, schools, or connections you think should be elevated?***

