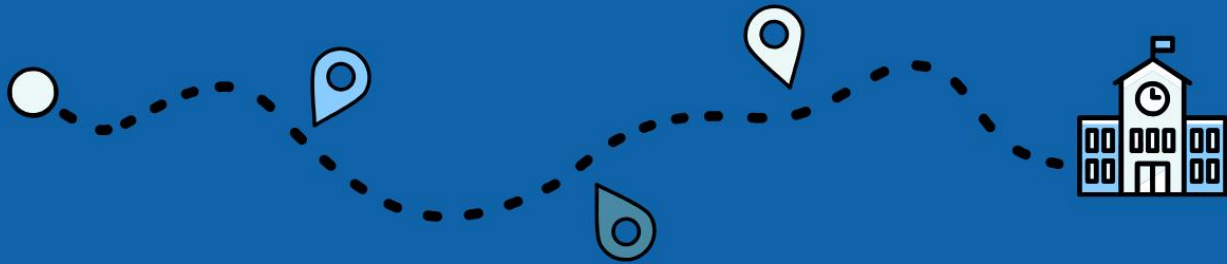


SAFE ROUTES TO SCHOOL ACTION PLAN



Survey Findings Summary



Purpose

Administering surveys to Carrboro families is a critical step in developing an effective Safe Routes To School Action Plan Update. Surveys ensure the plan reflects the community's current interests, issues, and needs. This data offers rich detail on the existing travel patterns, lived experiences, and safety concerns of Carrboro public K-12 students. Findings help prioritize transportation investments, strategies, and programs that improve safety, accessibility, and comfort for students and families throughout town.

Outreach

The project team distributed an initial parent survey ("parent survey") to Carrboro and Chapel Hill public school families on August 29, 2025, using the Survey123 platform. Twenty-one responses were collected before the project team switched to EngageCarrboro on September 10. All analyses and references to the parent survey reflect both iterations. As of December 12, 2025, the parent surveys received 287 total responses.

Due to low response rates from Carrboro High School families, the team launched a student-specific survey on October 24. This survey asked most of the same questions with similar goals but used slightly modified language to target students. As of December 12, the student survey received 45 responses. In total, 332 responses were collected across all surveys. As of January 2026, the survey remains open for responses, but any references to survey data only include responses collected through December 12, 2025.

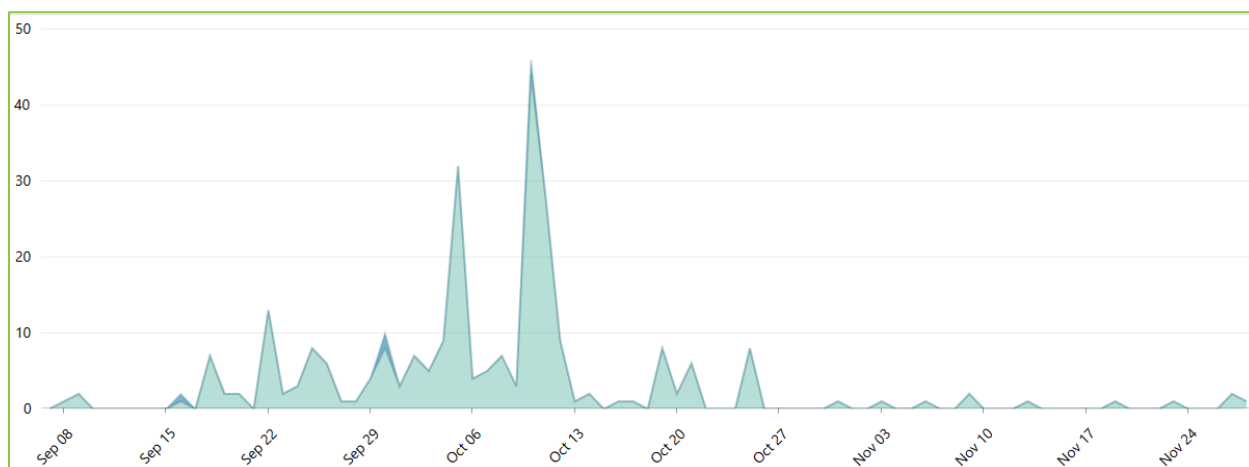


Figure 1: Parent Survey Response Rates Over Time

Parent Survey Statistics

Out of 287 parent surveys, 98% of respondents reported having a child enrolled in a Chapel Hill-Carrboro City Schools (CHCCS) school. Among these, McDougle Elementary had the highest representation, accounting for 40% of responses. Carrboro Elementary and Morris Grove Elementary followed with 19% each. Response rates are highest among parents of third graders and then decline as children grow older. Eleven respondents had children enrolled at CHCCS schools outside of Carrboro's limits: Northside Elementary (n=1), Frank Porter Graham Elementary (n=1), Smith Middle (n=4), and Chapel Hill High School (n=5).

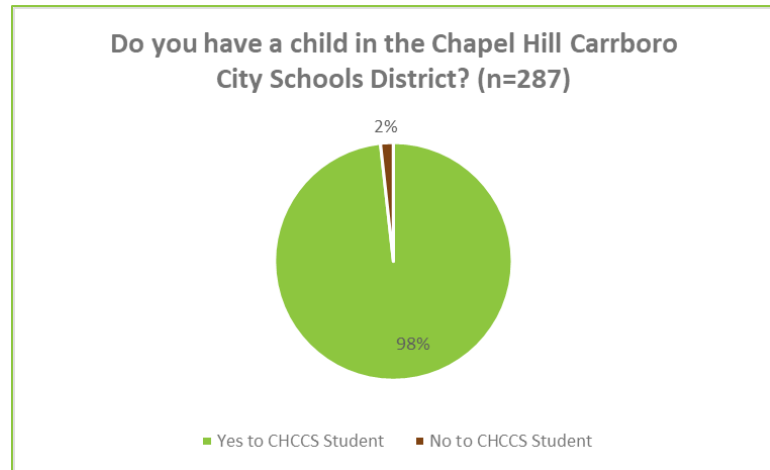


Figure 2: Question 1 of the Parent Survey

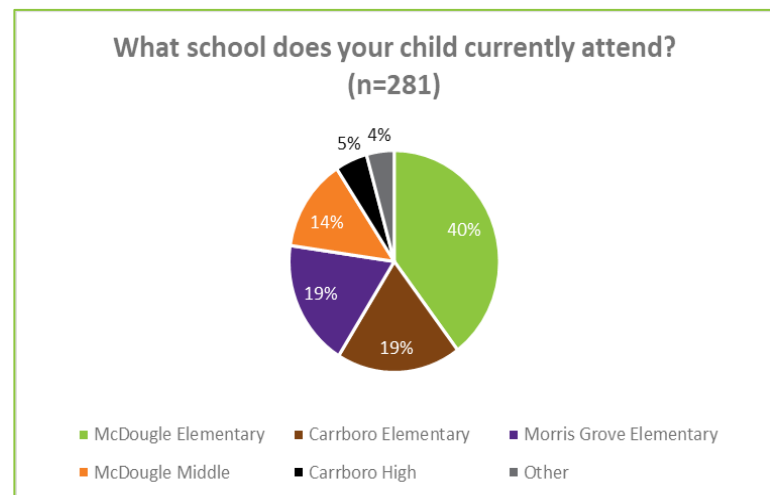


Figure 3: Question 2 of the Parent Survey

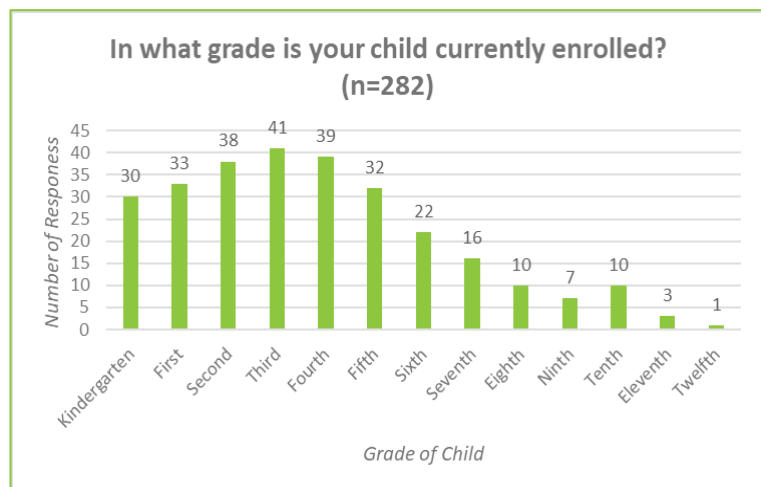


Figure 4: Question 3 of the Parent Survey

Parent Survey Response Summaries

Question 4: How does your child usually get to/from school?

Survey respondents could select all modes of transportation that applied to their families. Drop-off by family vehicle was the most common answer, followed by rolling and walking. Notably, all public bus/transit responses came from Carrboro High parents and teens. Similarly, Carrboro High was the only school where “school bus” ranked in the top three most common modes of transportation.

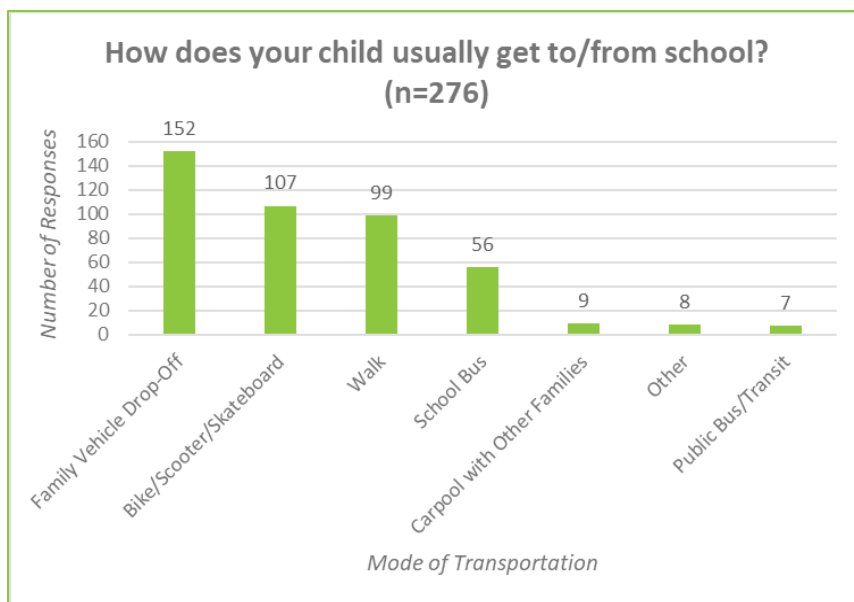


Figure 5: Question 4 of the Parent Survey

Question 5: Does your child have a disability that prevents them from walking or biking to school?

Only four respondents out of 279 answered “yes” when asked if they have a CHCCS child with a physical disability that prevents them from walking or biking to school. All four responses came from parents of children enrolled at Morris Grove Elementary.



Figure 6: Question 5 of the Parent Survey

Question 6: Where is the closest intersection to your home?

This question allowed respondents to place a digital pin on a area map to understand where students are traveling from. Two hundred and twenty-seven survey participants placed a pin. Most pins clusters in and around Carrboro, with additional concentrations in Chapel Hill and along the Carrboro-Chapel Hill border. The furthest pins were placed off of US-501 in Durham, off of Old NC-86 in Hillsborough, and south of Damascus Church Road in Orange County.

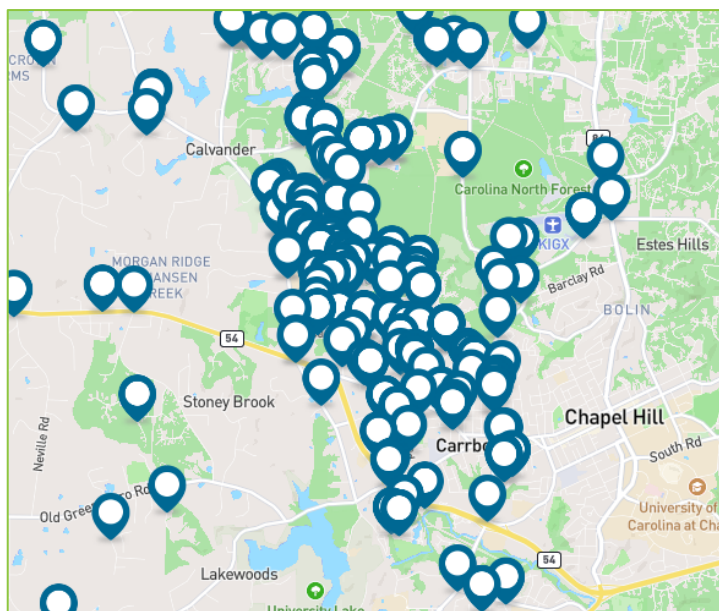


Figure 7: A Selection of Pins from Question 6 of the Parent Survey

Question 7: If your child walks, bikes, or rolls to/from school, who do they travel with most often?

When asked who accompanies their child on the active journey to school, “parent/guardian” was nearly three times more common than the second-most-common answer, “alone.” No respondents selected “other adult.” However, multiple survey comments highlighted interest in a “bike bus,” “walking train,” or similar community travel system that leverages other trusted adults.

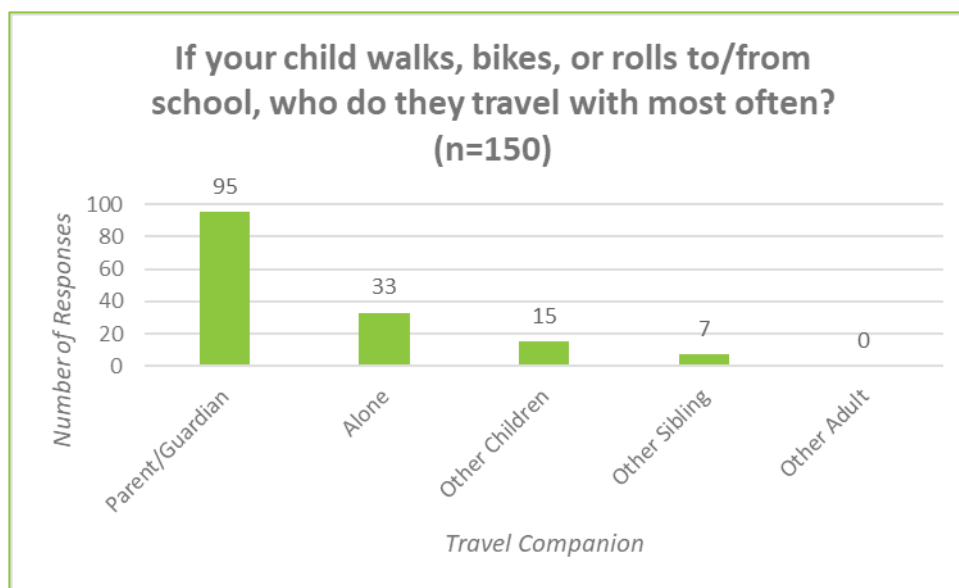


Figure 8: Question 7 of the Parent Survey

Question 8: How often does your child walk, bike, or roll to/from school?

Most families that engage in active transportation to school at both the school and town levels do so regularly. More than three times as many families walk, bike, or roll a few times a week (23%) as those who do so daily (66%), indicating a strong, ongoing culture of active transportation to school in Carrboro.

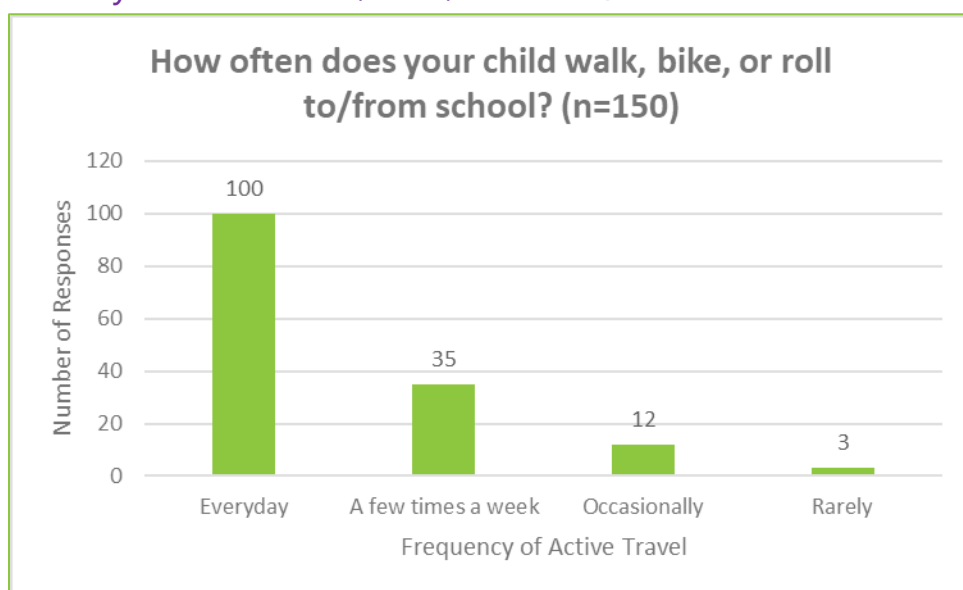


Figure 9: Question 8 of the Parent Survey

Question 9: If your child is dropped off at school, what are the main reasons they do not walk, bike, or roll?

Reasons for being driven to school are evenly split and vary by school. Across all survey responses, unsafe conditions and time constraints tied for the most common answer, followed closely by distance to school. “Other” reasons varied, but the most common among them was weather and exposure to the elements.

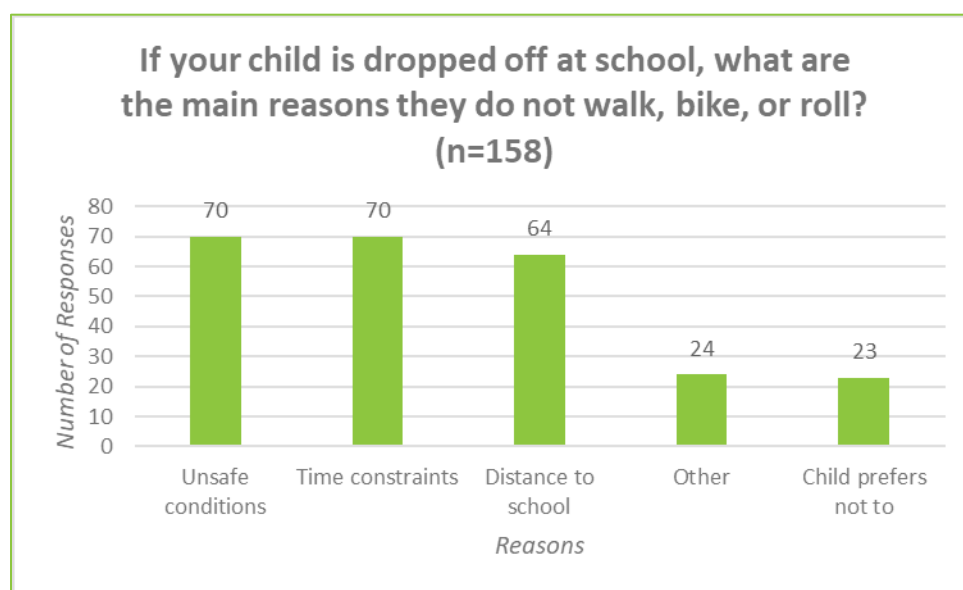


Figure 10: Question 9 of the Parent Survey

Question 10: How long does it normally take your child to get to/from school?

Most responding families in Carrboro (over 80%) have a commute of 20 minutes or less to and from school. A small percentage (7%) experience a commute of less than 5 minutes, and an even smaller percentage (4%) have a 30-minute ride journey.

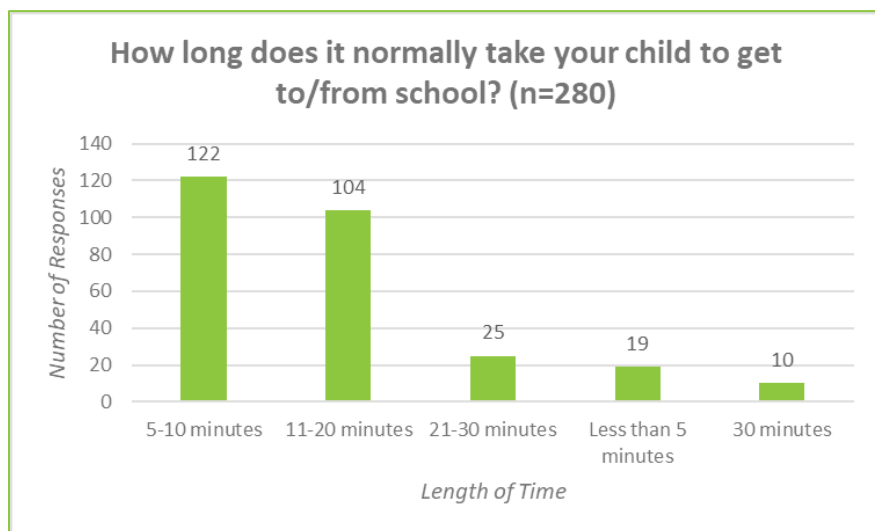


Figure 11: Question 10 of the Parent Survey

Question 11: Which of the following affects your decision to let your child walk, bike, or roll to/from school?

The top five responses to this question are twice as frequent as the bottom six options. Carrboro families most commonly cite dangerous crossings, heavy or speeding traffic, and distance to school as reasons their children don't walk, bike, or roll. Two of these concerns, dangerous crossings and excessive traffic speeds, are infrastructure-related and could potentially be addressed through physical improvements.

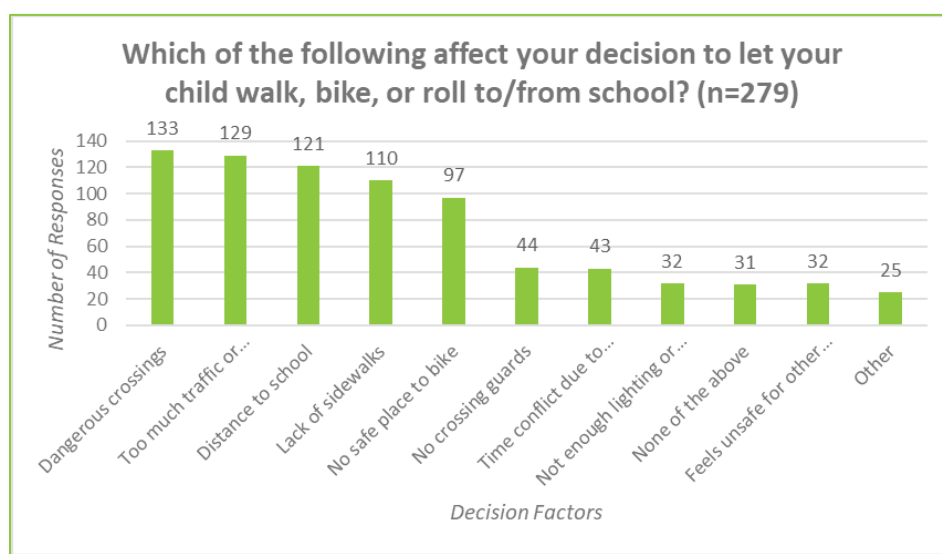


Figure 12: Question 11 of the Parent Survey

Question 12: If these barriers were addressed, would you be more likely to allow your child to walk, bike, or roll to/from school?

The barriers affecting respondents' transportation choices are also the ones that, if addressed, could influence how Carrboro families decide how their children travel to school. The survey shows that improvements to crossings, traffic management, driver behavior, and bicycle and pedestrian facilities could increase the likelihood that respondents allow their children to walk, bike, or roll to school.

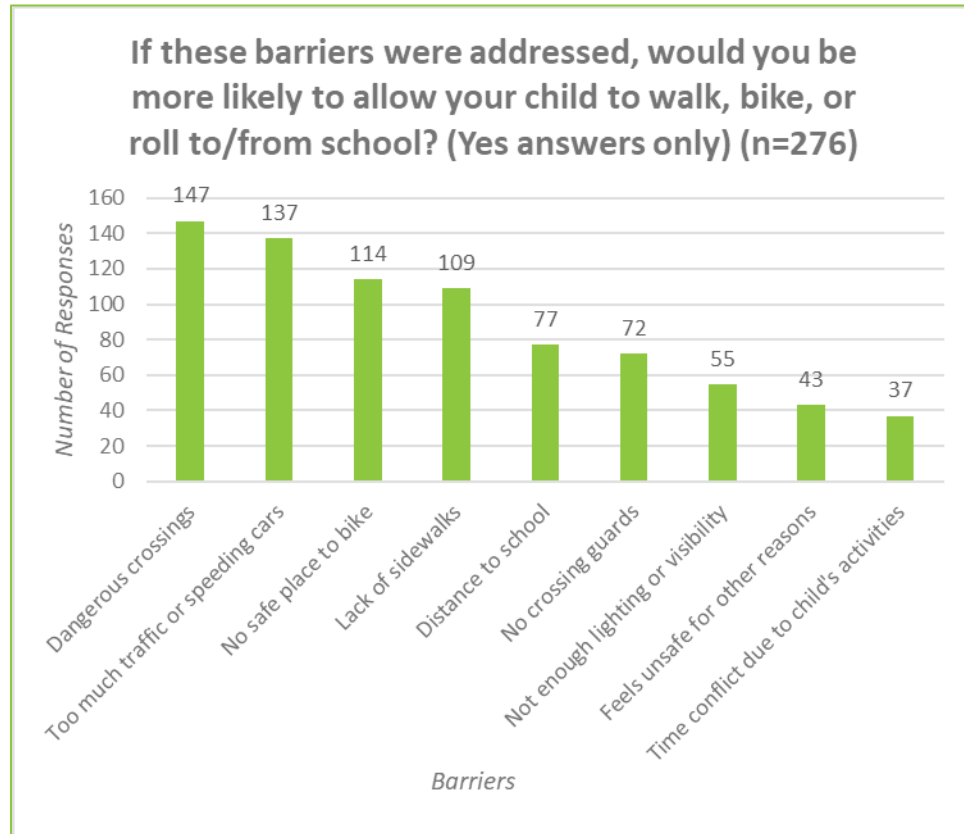


Figure 13: Question 12 of the Parent Survey

Question 13: At what grade would you allow your child to walk, bike, or roll to/from school without an adult?

Most parents indicated that upper elementary school (grades 3–5) is an appropriate age for children to begin traveling to school independently. However, responses varied by the age of the respondent's child. Parents of younger students were more likely to say that third through fifth grade was appropriate, while parents of older students, particularly at Carrboro High, were more likely to identify middle school (grades 6–7) as a more comfortable starting point. Overall, the results suggest that parents' comfort with independent travel tends to increase as their children get older and gain experience.

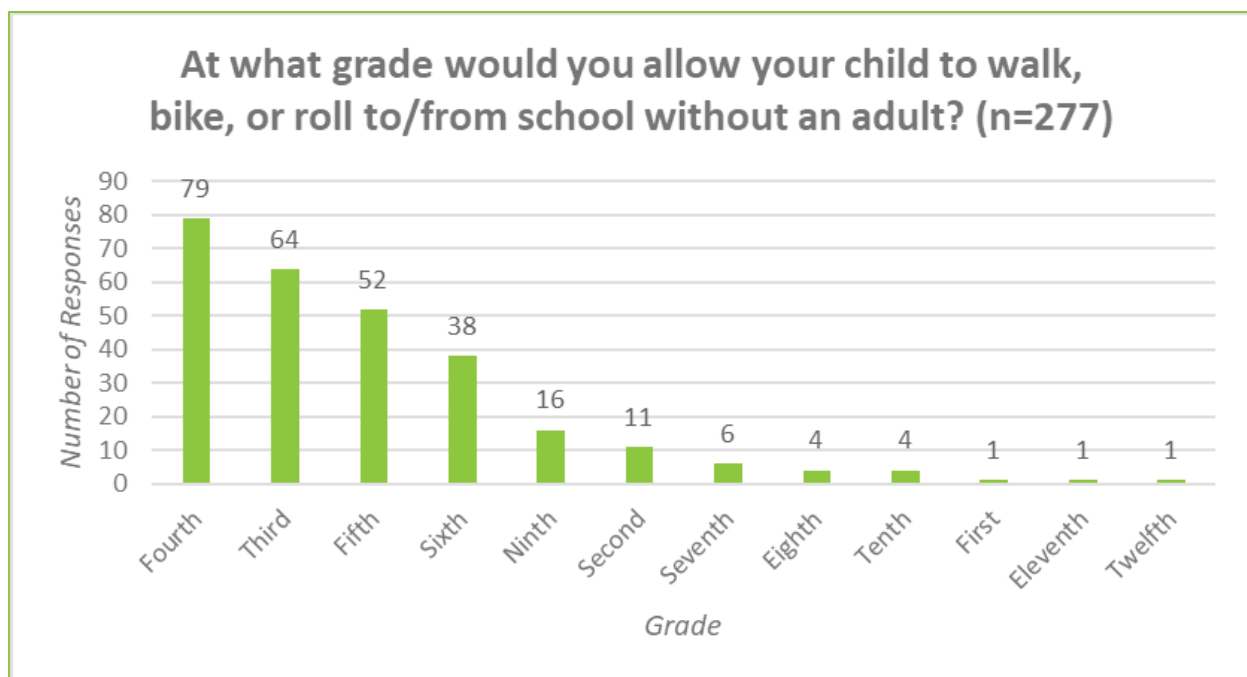


Figure 14: Question 13 of the Parent Survey

Question 14: In your opinion, how much does your child's school encourage or discourage walking, biking, or rolling to/from school?

Nearly all respondents noted that their child's school either encourages or is neutral toward active travel to and from school. Only three respondents reported that their child's school does not encourage walking, biking, or rolling.

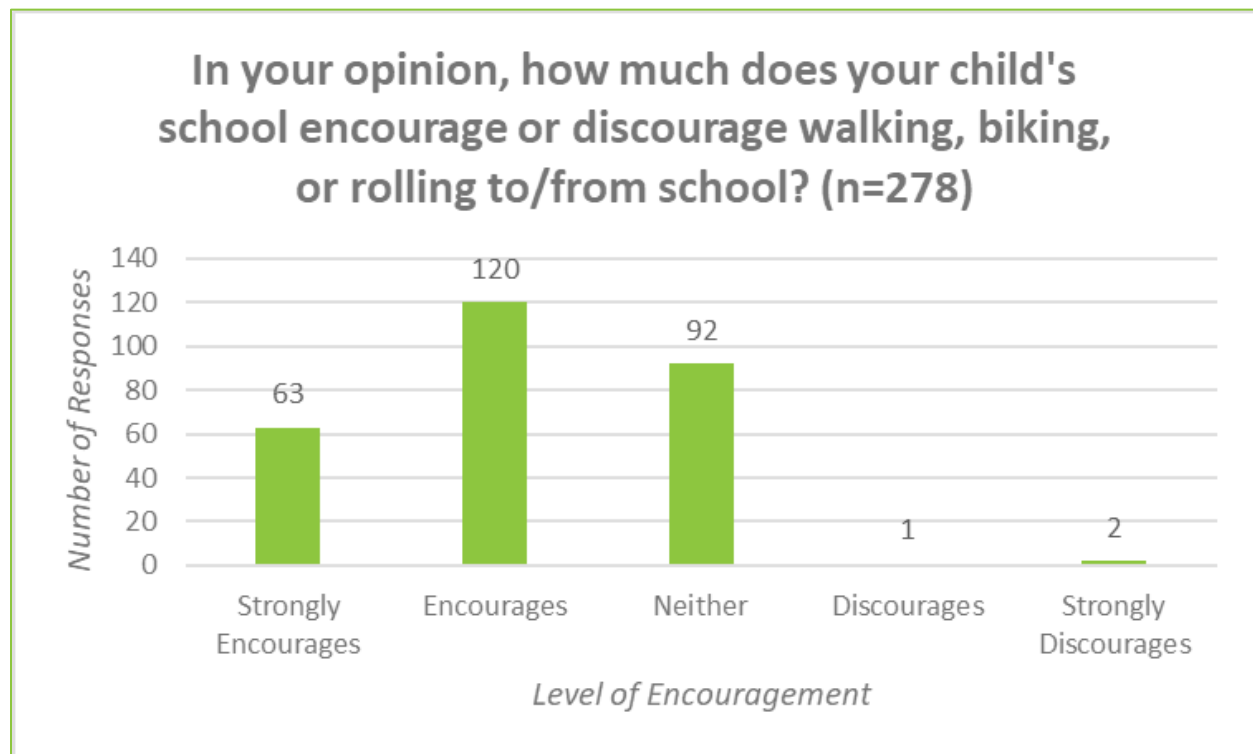


Figure 15: Question 14 of the Parent Survey

Carrboro Elementary Results

There is a fairly balanced split between family vehicle drop-off and walking, biking, or rolling to school. Students who choose active transportation do so regularly. Most students have a commute of 20 minutes or less to and from school, and respondents mostly agree that older elementary students are an appropriate age to commute to school without an adult.

Many parents drive their children to school because they believe it isn't safe to walk or bike. Common barriers include dangerous crossings, traffic and speeding drivers, and a lack of sidewalks. However, non-infrastructural barriers like time constraints and distance to school are nearly as common as infrastructural issues. Improvements such as enhancing crossing safety, calming traffic, managing congestion, and adding protected or dedicated bike lanes could encourage more Carrboro Elementary families to walk, bike, or roll to school.

Carrboro ES	Survey Respondents				
	In what grade is your child currently enrolled?	n=	54	Second	13 24%
				Fifth	10 19%
				Third	8 15%
	Existing Travel Behavior				
	How does your child usually get to/from school?	n=	51	Family Vehicle Drop-Off	28 55%
				Roll	25 49%
				Walk	24 47%
	If your child walks, bikes, or rolls to/from school, who do they travel with most often?	n=	34	Parent/Guardian	27 79%
				Alone	3 9%
				Other Children	2 6%
	How often does your child walk, bike, or roll to/from school?	n=	34	Everyday	24 71%
				A few times a week	10 29%
	If your child is dropped off at school, what are the main reasons they do not walk, bike, or roll?	n=	29	Time constraints	14 48%
				Unsafe conditions	13 45%
				Distance to school	10 34%
	How long does it normally take your child to get to/from school?	n=	54	5-10 minutes	25 46%
				11-20 minutes	20 37%
				Less than 5 minutes	4 7%
	Which of the following affect your decision to let your child walk, bike, or roll to/from school?	n=	53	Dangerous crossings	34 64%
				Too much traffic or speeding cars	28 53%
				Lack of sidewalks	24 45%
	Future Travel Behavior				
	If these barriers were addressed, would you be more likely to allow your child to walk, bike, or roll to/from school? (Yes answers only)	n=	54	Dangerous crossings	43 80%
				Too much traffic or speeding cars	36 67%
				Lack of sidewalks	26 48%
	At what grade would you allow your child to walk, bike, or roll to/from school without an adult?	n=	54	Fourth	17 31%
				Fifth	14 26%
				Third	12 22%

Figure 16: The most common responses among Carrboro Elementary respondents

Identified Issues and Needs

- People driving too quickly onto side streets from Hillsborough Rd
- Drivers speed through the Hillsborough Rd and W Main St intersection and drive through the crosswalk when there are pedestrians
- Shelton St doesn't have a sidewalk just past Oak St, and the overgrown landscaping creates visibility issues and forces children onto the street. This is particularly an issue because drivers turning right from Oak St to Shelton St fly through that corner
- Cates Farm Dr and Cobblestone Dr have hills too steep for children to bike down
- E Poplar Ave by the school is a known shortcut for drivers, and drivers fly through the stop signs at this location during commuting hours
- Specific locations that are dangerous because of road rage, speeding vehicles, and drivers that fly through stop signs/around corners and ignore pedestrians in the crosswalk: Greensboro Rd/Shelton St; along Hillsborough Rd; Hillsborough Rd/W Main St intersection

Specific Improvement Requests

- More crosswalks along Hillsborough Rd
- A bike bus down Greensboro St and Hillsborough Rd
- Improved traffic redirection during drop-off and pick-up windows
- A safe bike path on Estes Dr
- A dedicated bike lane on both Greensboro St and Hillsborough Rd (people drive too close to the existing bike facilities)
- A crossing guard at the Cheek Rd/Hillsborough Rd/High St intersection
- A dedicated bike lane on Hillsborough Rd, north of the McDougale Campus (drivers do not share the road in front of Magnolia View Farm)

Morris Grove Elementary Results

Most Morris Grove Elementary students arrive at school by family vehicle drop-off. For those who use active transportation, nearly all are accompanied by a parent or guardian, and they do so regularly. It's common for students to have a 30-minute commute to school – respondents cite distance to school and time constraints as the main reasons they do not allow or take their kids to school by active transportation. Notably, Morris Grove Elementary is the only surveyed school where parents reported having children with disabilities enrolled (n=4).

The main issue most respondents have with their route to school is the incomplete, unpaved, and narrow sections of the early parts of the Jones Creek Greenway. The creek crossing in this area is difficult to navigate with a stroller or bike trailer and is also challenging for smaller and/or younger students. Many respondents said they would "almost certainly" bike every day (barring weather) if the greenway were improved to offer a smoother, easier ride.

One respondent feels that the current sidewalk connection through the multiple Lake Hogan Farms neighborhoods and developments is not sufficient for safe walking or biking to the greenway entrance. Other barriers include a railroad crossing on one respondent's route to school and weather conditions. The journey along the greenway is lengthy and almost completely exposed to the elements. This could be improved by enhancing the sidewalk and bike infrastructure along the greenway, as the current route is not time-efficient due to the topography and the unpaved southern section near Lake Hogan Farms.

Morris Grove ES	Survey Respondents				
	In what grade is your child currently enrolled?	n= 51	Third	14	27%
			First	6	12%
			Fourth	7	14%
	Existing Travel Behavior				
	How does your child usually get to/from school?	n= 51	Family Vehicle Drop-Off	42	82%
			School bus	17	33%
			Roll	10	20%
	If your child walks, bikes, or rolls to/from school, who do they travel with most often?	n= 11	Parent/Guardian	10	91%
			Alone	1	9%
	How often does your child walk, bike, or roll to/from school?	n= 11	A few times a week	7	64%
			Occasionally	3	27%
			Rarely	1	9%
	If your child is dropped off at school, what are the main reasons they do not walk, bike, or roll?	n= 42	Unsafe conditions	22	52%
			Time constraints	21	50%
			Distance to school	16	38%
	How long does it normally take your child to get to/from school?	n= 50	5-10 minutes	21	42%
			11-20 minutes	20	40%
			30 minutes	9	18%
	Which of the following affect your decision to let your child walk, bike, or roll to/from school?	n= 51	Lack of sidewalks	34	67%
			No safe place to bike	30	59%
			Distance to school	20	39%
	Future Travel Behavior				
	If these barriers were addressed, would you be more likely to allow your child to walk, bike, or roll to/from school? (Yes answers only)	n= 51	No safe place to bike	28	55%
			Lack of sidewalks	26	51%
			Distance to school	13	25%
	At what grade would you allow your child to walk, bike, or roll to/from school without an adult?	n= 50	Fourth	11	22%
			Third	10	20%
			Fifth	10	20%

Figure 17: The most common responses among Morris Grove Elementary respondents

Specific Improvement Requests

- A completed and paved Jones Creek Greenway that can smoothly accommodate strollers, bike trailers, and smaller cyclists who may not be able to bike over brush, creeks, and hilly portions
- Police presence during peak school traffic hours (also requested from students who drive to school, as they also feel vehicle speeds are dangerous)

McDougle Elementary Results

There is a fairly even split between family vehicle drop-off and students walking, biking, or rolling to school. Students who use active transportation do so regularly, mostly with a parent or guardian. Respondents agree that older elementary students (third, fourth, and fifth grades) are old enough to walk to and from school on their own. Most students have a commute of 10 minutes or less. However, respondents mention that the walk zone is too large, as some families live about 1.3 miles away (roughly 30 minutes on foot). Especially in neighborhoods with steep hills, some McDougle Elementary families feel the walk zone is unreasonably wide. Parents who drive their children usually do so because of the distance, followed by traffic concerns and safety issues at crossings.

A common concern in many responses is speeding vehicles, with some reporting speeds up to 50 miles per hour, as well as cars that do not stop at crosswalks, signals, or stop signs. This makes the presence of a crossing guard at the Hillsborough Rd rear entrance vital for families feeling safe walking, biking, or rolling to school. However, respondents mention that the crossing guard's presence is inconsistent. Parents who drive might be more comfortable allowing their children to walk, bike, or roll if this issue were addressed. Additionally, comments noted that the nearby bike lanes are cluttered with debris and are often unrideable, with narrow shoulders perceived as unsafe for children. For students and parents biking to school, the bike storage area lacks shade.

McDougle ES	Survey Respondents			
	In what grade is your child currently enrolled?	n= 112	Fourth	26 23%
			First	20 18%
			Third	19 17%
	Existing Travel Behavior			
	How does your child usually get to/from school?	n= 110	Family Vehicle Drop-Off	58 53%
			Roll	55 50%
			Walk	51 46%
	If your child walks, bikes, or rolls to/from school, who do they travel with most often?	n= 109	Parent/Guardian	52 48%
			Alone	12 11%
			Other Children	5 5%
	How often does your child walk, bike, or roll to/from school?	n= 73	Everyday	56 77%
			A few times a week	13 18%
			Occasionally	4 5%
	If your child is dropped off at school, what are the main reasons they do not walk, bike, or roll?	n= 60	Distance to school	29 48%
			Time constraints	26 43%
			Unsafe conditions	19 32%
	How long does it normally take your child to get to/from school?	n= 111	5-10 minutes	54 49%
			11-20 minutes	41 37%
			Less than 5 minutes	8 7%
	Which of the following affect your decision to let your child walk, bike, or roll to/from school?	n= 110	Distance to school	58 53%
			Too much traffic or speeding cars	50 45%
			Dangerous crossings	46 42%
	Future Travel Behavior			
	If these barriers were addressed, would you be more likely to allow your child to walk, bike, or roll to/from school? (Yes answers only)	n= 109	Too much traffic or speeding cars	52 48%
			Dangerous crossings	49 45%
			Distance to school	32 29%
	At what grade would you allow your child to walk, bike, or roll to/from school without an adult?	n= 108	Fourth	33 31%
			Third	32 30%
			Fifth	19 18%

Figure 18: The most common responses among McDougle Elementary respondents

Identified Issues and Needs

- One parent drives their child to Lisa Dr and has them walk from there to avoid the unhoused folks around the post office
- There is only a sidewalk on one side of Hillsborough Rd
- People drive too fast on Pathway Dr, a major collector within neighborhoods
- Crossing Homestead Rd is dangerous and a significant barrier, creating a lack of connectivity between the campus and the Lake Hogan Farms communities
- Drivers do not stop at the marked crosswalk on Hillsborough Rd. When the crossing guard is not present, it becomes very dangerous for children to cross
- For bike commuters, the parking lot between McDougale ES and McDougale MS can be dangerous
- NC-54 is dangerous for students who live along or south of it
- People driving south from the Hillsborough Rd/Old Fayetteville Rd intersection approach a curve and have limited visibility, adding to the dangerous issues along Hillsborough Rd
- The James St/Hillsborough Rd intersection is key for general neighborhood connectivity, as many students go to MLK Jr Park outside of school hours
- The unpermitted vehicle drop-offs and pick-ups at Quail Roost Dr/Lisa Dr create multimodal conflicts between vehicles, pedestrians, cyclists, and rollers. This pattern emerges all throughout the neighborhood south of campus

Specific Improvement Requests

- Traffic calming along Pathway Dr
- A crossing guard at the Quail Roost Rd and Hillsborough Rd intersection and at the James St and W Main St intersection
- Town-sponsored bike helmet and road safety education
- A formal recommendation from the district about the appropriate age to let a child take active transportation to school alone
- A pedestrian signal on Hillsborough (in the absence of a crossing guard)
- An open path through McDougale campus to get to the back of the school, which is presently not possible with the newly locked gates
- Speeding enforcement
- An easier crossing experience on Old Fayetteville Rd to the front entrance of the school
- Connectivity between Lake Hogan Farms and the McDougale campus via a pedestrian signal, sidewalk, and bike lanes at Wexford Rd and Claremont Dr
- Signage on Hillsborough Rd north and south of the crosswalk to alert drivers to an upcoming crosswalk used by students
- Shaded bike parking
- Traffic calming and more frequent stop signs along Hillsborough Rd
- A signal or rectangular rapid flashing beacon (RRFB) at the James St and Hillsborough Rd intersection crosswalk

McDougle Middle Results

There is a relatively even mode split between family vehicle drop-off and active transportation modes. For those who walk or roll to and from school, nearly all do so alone every day. For those who are dropped off, it is largely because of unsafe conditions. Specifically, dangerous crossings and traffic congestion or speeding are the most cited barriers. If these issues were resolved, most respondents are likely to allow their child to walk, bike, or roll to school. The respondents agreed that middle school-aged children are mature enough to go to school without a parent or guardian. There is a strong tradition of walking, biking, and rolling to McDougle Middle — and the existing bike and pedestrian infrastructure was a key factor in one respondent's decision to move to the neighborhood.

A common issue found in many responses is speeding vehicles and cars that fail to stop at crosswalks, signals, or stop signs. Therefore, the presence of a crossing guard at the main intersection is the key factor that makes families feel safe using active transportation to school. However, respondents feel that the crossing guard's presence is inconsistent. Respondents believe all transportation modes are safer when a police cruiser is parked by the school during peak school hours.

McDougle MS	Survey Respondents			
	In what grade is your child currently enrolled?	n= 38	Sixth	17 45%
			Seventh	12 32%
			Eighth	9 24%
	Existing Travel Behavior			
	How does your child usually get to/from school?	n= 38	Family Vehicle Drop-Off	14 37%
			Roll	13 34%
			Walk	11 29%
	If your child walks, bikes, or rolls to/from school, who do they travel with most often?	n= 19	Alone	13 68%
			Parent/Guardian	3 16%
			Other Children	3 16%
	How often does your child walk, bike, or roll to/from school?	n= 19	Everyday	15 79%
			A few times a week	4 21%
	If your child is dropped off at school, what are the main reasons they do not walk, bike, or roll?	n= 14	Unsafe conditions	8 57%
			Time constraints	5 36%
			Distance to school	5 36%
	How long does it normally take your child to get to/from school?	n= 37	5-10 minutes	17 46%
			11-20 minutes	13 35%
			30 minutes	4 11%
	Which of the following affect your decision to let your child walk, bike, or roll to/from school?	n= 38	Dangerous crossings	18 47%
			Too much traffic or speeding cars	18 47%
			Distance to school	14 37%
	Future Travel Behavior			
	If these barriers were addressed, would you be more likely to allow your child to walk, bike, or roll to/from school? (Yes answers only)	n= 36	Dangerous crossings	23 64%
			Too much traffic or speeding cars	21 58%
			No safe place to bike	17 47%
	At what grade would you allow your child to walk, bike, or roll to/from school without an adult?	n= 38	Fourth	16 42%
			Sixth	7 18%
			Third	5 13%

Figure 19: The most common responses among McDougle Middle respondents

Additional highlighted issues include walk zone size and school management of multimodal transportation. A few respondents feel the walk zone is too large, as some families may live 1.3 miles (about 30 minutes) from school. One respondent feels that there is not adequate school staff to shepherd walkers and bikers, particularly in comparison to the number of staff dedicated to managing vehicle drop-off and pick-up.

Identified Issues and Needs

- Both ends of James St (the Hillsborough Rd and W Main St intersections) are difficult and unsafe to cross. Drivers speed through the former, and there is no sidewalk to connect the latter
- Crossing Homestead Rd is dangerous and a significant barrier, creating a lack of connectivity between the campus and the Lake Hogan Farms communities
- The lack of a signal and a crossing guard at the James St/Hillsborough Rd intersection was mentioned multiple times. One parent has had to act as an informal crossing guard since drivers don't stop at the crosswalk
 - This intersection is particularly an issue for McDougale Middle because students frequent MLK Jr park and its pump track after school

Specific Improvement Requests

- A bike bus program
 - Signage (e.g., school ahead, crossing guard present), flashing signal, and speeding enforcement at the front entrance on Old Fayetteville Rd
 - Wide bike lanes on Hillsborough Rd between McDougale Middle and Dairyland Rd/Homestead Rd
 - More bike lanes and sidewalks in the area
 - A more consistent crossing guard presence
-

Carrboro High Results

According to the survey, most students ride the school bus. When students walk, they usually do so with others. The survey results show that the number of students using vehicles and active transportation modes is roughly equal. Unsafe conditions and time constraints are the main reasons why students don't walk, bike, or roll to school. It also indicates that most students live more than 10 minutes away. At the two roundabouts leading to the school, drivers rarely yield to pedestrians. If dangerous crossings, speeding, and traffic congestion were addressed, most respondents would likely consider active travel to and from school. However, many of the surrounding neighborhoods are at the bottom of a hill, making the bike ride challenging.

Carrboro HS	Survey Respondents				
	In what grade is your child currently enrolled?	n=	14	Tenth	6 43%
				Ninth	5 36%
				Eleventh	2 14%
	Existing Travel Behavior				
	How does your child usually get to/from school?	n=	13	School Bus	6 46%
				Walk	4 31%
				Family Vehicle Drop-Off	4 31%
	If your child walks, bikes, or rolls to/from school, who do they travel with most often?	n=	6	Other Children	3 50%
				Alone	1 17%
				Other Sibling	1 17%
	How often does your child walk, bike, or roll to/from school?	n=	6	Everyday	2 33%
				Occasionally	2 33%
				Rarely	2 33%
	If your child is dropped off at school, what are the main reasons they do not walk, bike, or roll?	n=	6	Unsafe conditions	3 50%
				Time constraints	3 50%
				Distance to school	2 33%
	How long does it normally take your child to get to/from school?	n=	14	11-20 minutes	6 43%
				21-30 minutes	4 29%
				30 minutes	2 14%
	Which of the following affect your decision to let your child walk, bike, or roll to/from school?	n=	14	Dangerous crossings	8 57%
				Too much traffic or speeding cars	8 57%
				No safe place to bike	6 43%
	Future Travel Behavior				
	If these barriers were addressed, would you be more likely to allow your child to walk, bike, or roll to/from school? (Yes answers only)	n=	13	Dangerous crossings	9 69%
				Too much traffic or speeding cars	8 62%
				Lack of sidewalks	7 54%
	At what grade would you allow your child to walk, bike, or roll to/from school without an adult?	n=	14	Ninth	5 36%
			Fifth	2 14%	
			Tenth	2 14%	

Figure 20: The most common responses among Carrboro High parent respondents

Carrboro High Student Survey Results

Carrboro High students who responded to the survey tend to be older, with most participants in 10th through 12th grade. Driving is the most common transportation method overall, and walking is the leading active transportation choice. A significant portion also uses buses or is dropped off by family. Among those who walk, bike, or roll to school, most do so consistently and independently, or with friends. Distance to school is the main reason students may prefer to drive/carpool or ride the bus. Additionally, traffic speed, the lack of sidewalks, and dangerous crossings are frequently reported as major deterrents. One respondent noted that drivers tend to speed unless they can physically see the student, which is an issue because students might be nearby but not visible. These same factors are also the most cited reasons that, if addressed, would increase the likelihood that students walk, bike, or roll.

Respondents highlight that speeding drivers, unsafe crossings, and sidewalk gaps influence their choice to use motorized transportation. Morgan Creek, located behind the Chapel Hill Tennis Club, was mentioned multiple times. The creek restricts connections between the Carrboro High campus and the neighborhoods along Berryhill Dr and Westbrook Dr, which are only a quarter mile away. Some students even view it as an informal route to school, crossing the creek over rugged terrain.

Carrboro HS Teen Survey	Survey Respondents			
	In what grade are you currently enrolled?	n= 45	Twelfth	14 31%
			Eleventh	12 27%
			Tenth	10 22%
	Existing Travel Behavior			
	How do you usually get to/from school?	n= 45	Drive	19 42%
			Walk	14 31%
			School Bus	9 20%
	If you walk, bike, or roll to/from school, who do you travel with most often?	n= 13	Alone	6 46%
			Other Students	5 38%
			Other Sibling	1 8%
	How often do you walk, bike, or roll to/from school?	n= 12	Everyday	10 83%
			Occasionally	2 17%
	If you drive or get dropped off at school, what are the main reasons you do not walk, bike, or roll?	n= 30	Distance to school	21 70%
			I prefer to drive/get dropped off	14 47%
			Time conflict due to activities	10 33%
	How long does it normally take you to get to/from school?	n= 43	5-10 minutes	17 40%
			11-20 minutes	14 33%
			Less than 5 minutes	5 12%
	Future Travel Behavior			
	If these barriers were addressed, would you be more likely to walk, bike, or roll to/from school? (Yes answers only)	n= 44	Distance to school	21 48%
			Too much traffic or speeding cars	19 43%
			No crossing guards	18 41%
	At what grade would your parents/guardians allow you to walk, bike, or roll to/from school without an adult?	n= 42	Sixth	9 21%
			Seventh	7 17%
			Ninth	6 14%

Figure 21: The most common responses among Carrboro High student respondents

Identified Issues and Needs

- There is a lack of connectivity between the school and the Weatherhill/Tennis Club Estates neighborhoods due to the terrain and Morgan Creek. Students will cross the creek through brush, walk across a pipe, and take this short but rugged pedestrian path
- Several students live in the Royal Park and Carolina Apartments neighborhoods and find it dangerous to cross NC-54 to get to and from school
- People speed heavily on Smith Level Rd

Specific Improvement Requests

- Official route and safety guidance for walking and biking to Carrboro High
- A safe walking path across NC-54
- A bridge over Morgan Creek to increase connectivity between the school and the Weatherhill/Tennis Club Estates neighborhoods
- Maintenance of the landscaping along the Morgan Creek path
- A sidewalk to the Heritage Hills neighborhood
- Clearly marked crosswalks near busy intersections
- Signage instructing drivers to slow down in the school zone