

Racial Equity Assessment Lens (REAL)



NAME OF INITIATIVE PROGRAM/PROJECT: Residential Traffic Management Program (RTMP)

Department: Planning

ORIGIN AND DESCRIPTION

“Many residents approach the town with concerns about speeding in neighborhoods. The Residential Traffic Management Plan represents a commitment by the Town of Carrboro to promote the safety and livability of residential neighborhoods. The Residential Traffic Management Plan provides a process for identifying and addressing existing problems related to speeding, excessive volumes, and safety on town-maintained residential streets. Based on this policy, proper actions can be taken depending on the severity of the problem.”

What is the specific desired result statement –

Equitable process for creating safer residential streets. One that is fair and accessible and creates an environment for safe transportation for all road users. Success in achieving calmer streets shouldn’t be determined by race, location, income. Consider whether the existing program is the best approach or if we should reevaluate the program as a whole.

BENEFITTING INDIVIDUALS OR GROUPS

1. Neighborhoods receiving traffic calming measures, potentially anyone.
2. Not applicable. Once a project/design is approved by the Town Council, staff requests funding for installation.

BURDENED INDIVIDUALS OR GROUPS

1. Neighborhoods not receiving traffic calming measures, children, people inconvenienced by traffic calming measures or those who didn’t get “top” choice.

Type	Potential Unintended Consequence	Mitigation Strategies to Prevent Consequences and Advance Racial Equity
<p>SOCIAL Consider native and long-term residents, rural residents, transit, trust in government, education, etc.</p>	<p>Confidence in government (people not wanting to wait 2 years for treatments); Decision-making process (emergency services – concerns about delays in travel times); Students are moving into older communities which have also</p>	<p>Find ways to make the process more efficient.</p>

	<p>experienced speeding; this can bring a neighborhood together but can also divide.</p> <p>May be better to study/assess all streets without traffic calming now (since there are many out in Town) and collect data to prioritize improvements based on speeding behaviors.</p> <p>Petition based process puts greater burden on those who may have limited time to scope out problem and process</p>	
<p>ECONOMIC Consider wages, competition, tourism, unemployment, small businesses, etc.</p>	<p>Change in property values. Issue that some neighborhoods might request to pay for their own traffic calming measures. Cost of maintenance to the Town (ex: speed humps cost 2-3k to install and replace every 7-10 years); Potential damage to vehicles from going over speed bumps too fast</p>	Maintenance schedule
<p>HEALTH Consider impacts on pollution, health access, existing health disparities, etc.</p>	<p>Neighborhoods without traffic calming may be less safe in terms of speeding, but traffic calming can also delay/lengthen emergency response times. Air pollution (stopping and starting). Noise pollution (trucks going over speed bumps) Safety of marking speed humps</p>	Design, planning and maintenance to reduce noise.
<p>ENVIRONMENT Consider impacts on pollution, natural resources, transit, etc.</p>	<p>Slower speeds may mean more CO2 emissions generated from production of traffic calming devices (speed tables, signs, etc.)</p>	Design, planning and maintenance to achieve desired speeds
<p>OTHER Consider how a resident might interact with this measure "start to finish."</p>	<p>Maintenance- challenge of reproducing the same traffic calming geometry, issues if signs are stolen when plowing is needed – might be overlooked and cause damage.</p>	Ensure maintenance is performed regularly and protocols are easily accessible for staff performing the maintenance

RECOMMENDATIONS

1. There are benefits to the petition process as it facilitates communication between neighbors
2. Look at how the Town is enforcing traffic in general and whether the RTMP is exacerbating any current issues
3. Check existing locations – where RTMP has been used in relation to census data
4. Need for more extensive and quantitative data collection of travel behavior to understand the severity of speeding problems and how the Town could prioritize improvements.
5. Explore updating the language in the petition and the way it frames the request from the resident
6. Consider including more options on the petition to allow residents to be more informed about what traffic calming options might be considered
7. Consider moving from a petition-based process to surveying the residents in the affected area to determine a neighborhood's traffic safety issues and potential solutions
8. Create an associated mechanism to determine next steps/Town actions
9. Consider creating individual neighborhood-based transportation plans (Determine how to define neighborhoods)
10. Create an associated process for allocating funding and implementing the plans
11. Create a model area to demonstrate traffic calming options
12. Explore the Intersection of traffic calming with Green Neighborhoods Grant Program
13. Education, outreach related to traffic safety
14. Equitable distribution of information related to the RTMP process
15. Review the protocols for communication from the Town after the petition is submitted
16. More clearly define the vision of traffic safety
17. Examine expansion of LUO requirements for pedestrian safety
18. Update required sidewalk policy
19. In the Traffic Calming Criteria, explore developing criteria that looks at different aspects of speeding behavior, such as how many people are going over the speed limit, instead of looking at the 85% percentile speed
20. Considering making traffic calming more of an administrative task by staff with a resident input process
21. How else can the Town be responsive to traffic calming concerns?
22. Look at options for using technology to help reduce speeding
23. Consider options such a resident pledge, Town appreciation, slow mascot, or competition to increase buy-in around traffic safety
24. Once program changes are implemented, evaluate after one year.