

RACE & EQUITY POCKET QUESTIONS

Title & Purpose of this Initiative: Jones Ferry Road Median Modifications Associated with the Jones Ferry Road Restriping Project

Department: Public Works, Planning, and Finance

What are the Racial and Equity impacts? The Jones Ferry Road corridor extends through a Qualified Census Tract, serves a number of apartment complexes and provides access to a number of historically black neighborhoods such as Alabama Avenue neighborhood, Lincoln Park, Glosson Circle. The corridor include portions of census tract (107.07, 107.08, and 107.10). Residents living along the northern side of the road, which includes the Alabama Avenue and Glosson Circle neighborhoods have a median income of \$44,357; approximately 70.7% are listed as White, 15.1% Black, 19.1% Hispanic/Latinx, 10.7% Asian, and 3.5% multi/other. The southern side of the road includes Collins Crossing Apartments. The median income is \$57,479; approximately 34.9% of the residents are White, 54.7% Black, 10.6% Hispanic/Latinx, 6.4% Asian and 4% Multi/other. Residents living along the southern side of the road across from the Willow Creek Shopping Center, including the Ashbrook Apartments, have a median income of \$71,336; 83% are White, 5.9% Black, 6.9% Hispanic/Latinx, 5.8% Asian and 5.4% Multi/other.

It should be noted that this agenda item is a procedural step necessary to award a construction contract to narrow the center median between Davie and the Willow Creek Shopping Center, to allow for the installation of a westbound buffered bike lane as part of NCDOT's resurfacing project in FY24. No sidewalks or other infrastructure improvements are proposed as part of the project.

Who is or will experience community burden? There may be some burden to residents living along the corridor or with direct access to it during construction. Noise, dust, lane closures are all standard impacts associated with road construction projects. There should not be any additional burden to residents or business along the corridor once construction is completed.

Who is or will experience community benefit? The installation of a westbound buffered bike lane will substantially improve the safety of residents using bike lane, and provide a direct access to important daily destinations such as a grocery store, pharmacy and laundromat. The facilities would be on a public street, available to all residents using the corridor.

What are the root causes of inequity? Structural racism in government decisions, particularly those relating to transportation and land use, as well as residents' personal experiences with government, can contribute to a reticence by historically marginalized people to speak in a public setting. Working individuals and families may also find it difficult to attend public meetings when transportation projects are discussed due to work schedules and/or access to public transportation.

What might be the unintended consequences of this action or strategy? Some residents may not have access to a bicycle or scooter, may not have a helmet or reflective gear for evening/night use. Other residents may not know how to ride a bicycle or may be unable to ride based on age/abilities. Additional action would be needed for those residents to utilize the new infrastructure.

How is your department planning to mitigate any burdens, inequities, and unintended consequences? The project would need to include a traffic management plan for all modes, including transit, people on bicycles and pedestrians. Door tags and/or targeted mailings with a phone number for questions/concerns could be distributed prior to construction to limit the disruption. Regular news releases could be provided during construction.

The Town has some child-size helmets that could be provided to younger people with appropriate assistance with fitting, typically from the Police Department. The Town is also looking at opportunities to purchase bike lights (white in front/red in back) and reflective gear that could be provided at TDM events and other programs.