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INFORMATION:

Commerce Place Event Associated with First Friday

Staff Resource: Ken Bowers, Planning & Development, 996-2633, ken.bowers@raleighnc.gov

The Downtown Raleigh Alliance sponsors First Fridays, celebrated on the first Friday of each month throughout Downtown Raleigh to showcase the best of the city's creative community. During the April 18 City Council meeting, Council accepted a bid of \$450,000 from Turnbridge Equities for the City-owned parcel at 322 W. Davie Street. During the May 16 meeting, Council voted to allocate half of the proceeds towards the affordable housing fund while reserving the other half for potential streetscape improvements along Commerce Place, to be implemented through a partnership between the City and the adjacent property owners - Turnbridge Equities and Empire Properties. Staff have engaged in discussions with the private partners who support improvements and reimagining this industrial alley as a pedestrian-priority space.

Staff committed to bringing a specific streetscape plan back to the Council before any money would be committed to a project. As part of the design process, the team has developed a public engagement

strategy that would start with an open streets event on November 3rd (coinciding with First Friday in November) with a later touchpoint to test and refine specific concepts on a date to be determined. The open streets event will close the street to traffic and include one or more food trucks, live music, outdoor games, and poster boards, allowing participants to choose priorities for the road and vote on precedent images from other communities. Staff will be on hand to explain options, answer questions, and receive input.

Given current development conditions, it may be two or more years before a permanent change to the Commerce Place streetscape could begin construction. There is interest from the private partners and staff in a temporary phase that would test a streetscape concept in the field before finalizing a design while activating the street sooner than would otherwise be possible. The feedback received at the First Friday event can help to inform the temporary installation. A similar approach was taken for the West/Harrington cycle track. The Appearance Commission has been briefed on the project and might support a temporary installation as their next legacy project.

Include with the *Update* materials is the publicity flyer for this event. There is also an event [webpage](#). Notices to nearby property owners and businesses will be going out this week.

(Attachment)

Triangle ReStore Container Removal

Staff Resource: Stan Joseph, Solid Waste Services, 996-6941, stan.joseph@raleighnc.gov

The non-profit organization Habitat for Humanity of Wake County operates several retail store outlets as part of their Triangle Restores retail reuse operations. Solid Waste Services (SWS) received a request from the owners of [Triangle ReStore](#) to remove three city-owned recycling containers from the private, commercial property located at 2420 N. Raleigh Blvd. As an unmanned recycling site with 24/7 unrestricted public access, there continue to be issues with illegal dumping including issues with hazardous waste. The layout of the property and traditional operating hours limits Triangle ReStore's ability to effectively monitor the isolated site.

SWS staff met with Triangle ReStore management on July 7 this year to gather more information about the removal request, property owner plans, and overall concerns. The Triangle ReStore manager relayed their intention to display closure signage and potential fencing to deter future dumping on the private property after city containers are removed. This information was forwarded in writing to the SWS Director with the request to complete the removal within 90 days. After additional interactions with Triangle ReStore, it was determined that December 11, 2023, would be the removal date for the city-owned containers.

Background on Recycling Site

The City and Triangle ReStore have been in a long-standing partnership to encourage community-wide recycling and waste diversion. Triangle ReStore offered to serve as a community recycling site for three city-owned and city-serviced containers intended for cardboard and recyclables collection only. SWS has collected the contents from the recycling containers weekly, disposing of materials at the contracted Material Recovery Facilities. The frequency of collection increases on occasion when container capacity warrants or by request from Triangle ReStore staff.

SWS Communication and Outreach

In preparation for the container removal, SWS will work with Triangle ReStore to implement a communication strategy targeting City residents and customers that may be currently utilizing the recycling site. SWS staff will also collaborate with Triangle ReStore management to ensure outreach language and tone are consistent across partner channels. SWS will also provide Triangle ReStore staff with information on available disposal alternatives and the current city code to assist in the deterrence of future incidents of illegal dumping.

While this private facility hosts city-owned containers, the City website does list this location as a [drop-off site for recyclable materials](#). The online content will be revised when the containers are removed.

(No attachment)

West Neuse Sewer Interceptor - Project Construction Status

Staff Resource: Janeen Goodwin, Raleigh Water, 996-3494, janeen.goodwin@raleighnc.gov

Raleigh Water is continuing the construction of an important sewer interceptor replacement project along the Neuse River from Anderson Point Park to Alvis Farm. The purpose of the project is to replace approximately 26,000 linear feet of 48- and 54-inch sanitary sewer pipe with 60- and 66-inch pipe primarily along the west side of the Neuse River. As part of the asset management program, condition assessment of this critical infrastructure identified the pipe to be in poor condition and replacement is necessary to prevent system failure.

As planned, the Neuse River greenway will be closed in three phases to facilitate this construction work. Phase 1 greenway closure from Anderson Point Park to just north of New Bern Avenue is currently in place and began November 2022. As the construction is progressing, the Phase 2 greenway closure, in addition to Phase 1, will occur November 6, 2023. As the construction work moves forward, Phase 1 only will be reopened when the greenway in that area has been restored which is scheduled for late Spring 2024. Beginning November 6, the Neuse River greenway will be closed from Anderson Point Park north to the Hedingham community. A greenway detour is not feasible due to unavailable pedestrian connectivity adjacent to the Neuse River greenway trail.

Staff is communicating with residents and communities in the area via notification mailings, email notification, social media, greenway closure alerts via Raleigh Parks website, and project webpage updates.

The project is scheduled to be complete in December 2024. Additional information may be found on the [project website](#). Included with the *Update* materials is a map detailing the phased closures for the project.

(Attachment)

Seasonal Loose Leaf Collection Program

Staff Resource: Jason Holmes, Transportation, 996-6446, jason.holmes@raleighnc.gov

Final preparations for the 2023-24 Loose Leaf Collection program have been occurring and the collection schedule for the upcoming season was released October 2. Leaf collection service is provided to residents during the fall and winter months and includes two passes of the City; the first pass is scheduled to commence Monday, October 30 with completion of the season targeted for Friday, February 2, 2024. The

second pass schedule will be published in early January as staff assesses the collection progress and any potential weather impacts. Staff anticipates completion of the two citywide collection passes by the end of March 2024.



The recruitment of temporary staff is essential to the success of this program and there have been tremendous challenges in that effort over the last few years. To aid in this recruitment effort, Transportation staff held a Job Fair on September 8-9, with a strong focus on recruiting seasonal employees for this program. This effort has shown great promise as there have been 34 applicants recommended for temporary employment and 17 staff members hired as of October 18. Recruitment for these positions is ongoing with a goal of hiring 24 temporary employees for this program. In addition to focusing on recruitment, Transportation staff members have spent considerable time working with our partners in Parks, Recreation, and Cultural Resources, Engineering Services, Communications, Real Estate, and Solid Waste Services to coordinate this service for the community. Testing of equipment and training for new employees began on October 16 and will continue until the collection officially begins on October 30. Key reminders about this program:

- Loose leaf collection is provided separately from routine yard waste collection and does not impact the recurring schedule for curbside collection service. As a reminder, residents can utilize their yard waste carts and up to 15 biodegradable bags for leaves as part of the regular yard waste collection.
- The loose-leaf collection program is weather-dependent. Cold wet weather, especially snow and ice, can tremendously slow or even suspend the program for several days with each occurrence. City staff continually monitors the weather and assess our ability to safely provide services. If collections are suspended or staff is diverted to address snow and ice events or substantial rain events, the collection schedule will be adversely affected.

A few tips to help you prepare your leaf piles for a safe and efficient pickup.

- Yard waste, including loose leaves, generated by the work of a contractor is NOT eligible for curbside collection. Contractors must remove and properly dispose of the yard waste from your property after their work is completed.
- Do not mix sticks or trash in with your leaf piles – they break our equipment.

- Do not rake or blow leaves into the street. Leaf piles in the street are dangerous to motorists and cyclists.
- Leaf piles in the street block storm drains, which could result in flooding.
- Leaf piles should be placed in your yard, typically in the area between the curb and sidewalk but close enough to the street for the vacuum equipment to reach them, generally no more than six feet from the edge of pavement.

To view the latest updates or follow collection progress throughout the season using the interactive map please visit: raleighnc.gov/leaf

(No attachment)

Moore Square Café Operations Update

Staff Resource: Troy Burton, Raleigh Parks, 996-4772, troy.burton@raleighnc.gov

Moore or Less Empire, LLC, the operator currently responsible for food operations at Moore Square Café known as *Square Burger* since 2019, elected to terminate their license agreement with the City effective January 14, 2024. Ongoing initiatives in and around Moore Square continue to improve visitor experiences to create a safe and welcoming area downtown. Initiatives include redevelopment of the city-owned real estate assets adjacent to Moore Square at 215 S Person Street, 220 S Person Street, 227 S Person Street, 4 E Martin Street, among others. Concurrently, the city continues to implement public safety enhancements through lighting, security, and sanitation as well as program improvements.

For program, staff is now ready to begin public solicitation to identify a new food operator at Moore Square through a Request for Qualifications (RFQ) process. A selection team made up of internal and external stakeholders including City staff, the Downtown Raleigh Alliance, and the Convention Center food and beverage partner Centerplate. The group will review qualifications and recommend an operator. Selection criteria to identify the new operator will be based on concepts including approach, proposed menu, product selection, firm experience, product pricing, proposed operations plan, and understanding of the Moore Square and downtown Raleigh food service needs. The selection team will bring the recommended operator to Council. Staff anticipates the selection process and subsequent negotiation with the identified operator to span several months and hope to have a new operator in place by late spring 2024.

(No attachment)

Weekly Digest of Special Events

Staff Resource: Sarah Heinsohn, Office of Special Events, 996-2200, sarah.heinsohn@raleighnc.gov

Included with the *Update* materials is the special events digest for the upcoming week.

(Attachment)

Council Member Follow Up Items

Follow up from the October 3 Council Meeting

Office of Youth (Council Member Black)

Staff Resource: Stephen Bentley, PRCR, 996-4784, stephen.bentley@raleighnc.gov

During the meeting, Council requested information on the establishment of a Youth Commission and corresponding Office of Youth using the City of Durham program as a model. In response to this request, we have provided a prior summary memorandum submitted to Council in February 2023 via [Update 2023-04](#). This memorandum includes content related our existing City of Raleigh Youth Council (RYC); a broad perspective on how Raleigh Parks, Recreation and Cultural Resources Department (PRCR) connects with teens and young adults; summary review of the City of Durham Office of Youth; youth council information from other municipalities; and potential options on how the City could either expand the RYC program or create a new Office of Youth to collaborate with the City and our community on issues of importance to the youth.

(Attachment)

Railroad Quiet Zones (Council Member Harrison)

Staff Resource: Jed Niffenegger, Transportation, 996-4039, jed.niffenegger@raleighnc.gov

During the meeting, Council asked to follow up with information on Railroad Quiet Zones. A previous request was made back in 2012 which resulted in City engineers commissioning a contract with Parsons Brinckerhoff, a national consulting engineering firm, to prepare a "Quiet Zone Feasibility Assessment." Subsequent requests were made from Council in December 2021 and earlier this year. Prior information provided in response to Council requests may be found in [Update Issue 2023-15](#) (April 22) and Issue [2021-45](#) (December 3, 2021).

The Federal Railroad Administration (FRA) regulates rail traffic and requires all trains to sound their horns approaching grade crossings. In a downtown environment laid out on a grid, with numerous buildings and grade crossings, the train horn can affect the quality of life for those living, working, and enjoying leisure activities nearby the railroad. FRA provides an option to mitigate horn noise by establishing a railroad quiet zone. A railroad quiet zone is defined as a section of track at least ½ mile in length with grade crossings where railroads are directed to cease the practice of sounding horns when approaching road grade crossings. To establish a quiet zone, you must first mitigate the additional risks created by the absence of the train horn. Please keep in mind that if a railroad quiet zone were established in downtown Raleigh, there is still a requirement for trains to sound their horns when entering and leaving Raleigh Union Station and will remain under law even with new adjacent developments getting built in this area.

In the [Update Issue 2023-15](#) (April 22), staff provided an anticipated cost between \$60,000-100,000 for an engineering firm to update the Parsons Brinckerhoff assessment conducted in 2012. Since that update, staff has done some additional research and share the following information. The S-Line rail service project, which will provide future high-performance passenger rail services connecting communities from Raleigh to Richmond, Virginia, is being done in partnership between the North Carolina Department of Transportation (NCDOT) and the Virginia Passenger Rail Authority. This project will have a financial implication and remove

2 of the 5 grade crossings conflicts that would be needed for a railroad quiet zone. NCDOT is seeking additional federal grant funding opportunities and depending on timing of their project, there could be some opportunities to align improvements in the future.

Another option rather than updating the 2012 feasibility assessment, would be to contract with a specialized engineering firm that has established railroad quiet zones in other urban areas. This work would include all the public outreach components in a feasibility study update in addition to creating engineering plans and obtaining permits to help the city through the regulatory process. This scope would include considerably more work and costs than a feasibility study update. An estimated cost for this option would be between \$300,000 and \$600,000 depending on the level of roadway improvements and mitigating measures designed for each crossing. Engineering plans developed would provide a more accurate cost for constructing the measures and improvements needed to pursue a railroad quiet zone. Neither option mentioned above include construction costs for building the mitigating measures and infrastructure improvements needed to establish a railroad quiet zone. Depending on the direction from Council, staff will continue to evaluate and coordinate with the principal parties (Railroads, NCDOT Rail Division) about identifying the most cost-effective approach to implementation.

No funding is currently programmed for either option; should Council wish to proceed with allocating funding for this project a funding source would need to be identified.

(No attachments)

Follow up from the October 17 Council Meeting

Information and Materials – Forward Justice (Council Member Black)

Staff Resource: Louis Buonpane, City Manager's Office, 996-4275, louis.buonpane@raleighnc.gov

During the meeting, Council discussed the topic raised by Council Member Black related to information on traffic stops and the Forward Justice (www.forwardjustice.org) organization. Council requested staff to follow up with the organization and ask them to forward information to share with Council.

Included with the *Update* materials is information forward by representative of Forward Justice, including a report and PowerPoint presentation, as presented during the June 28 regular meeting of the Police Advisory Board.

(Attachments)

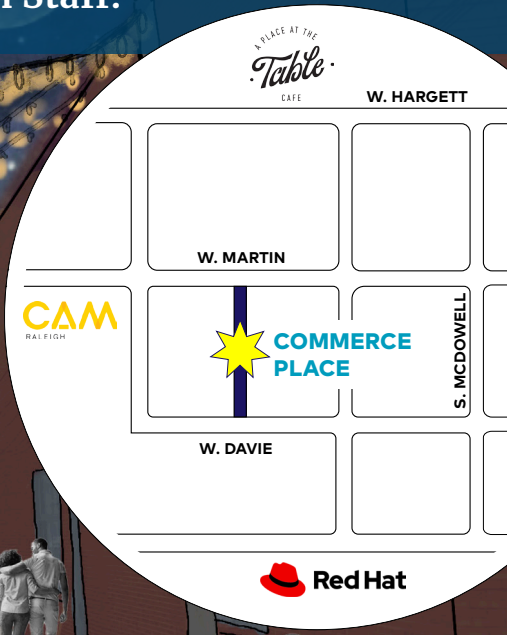
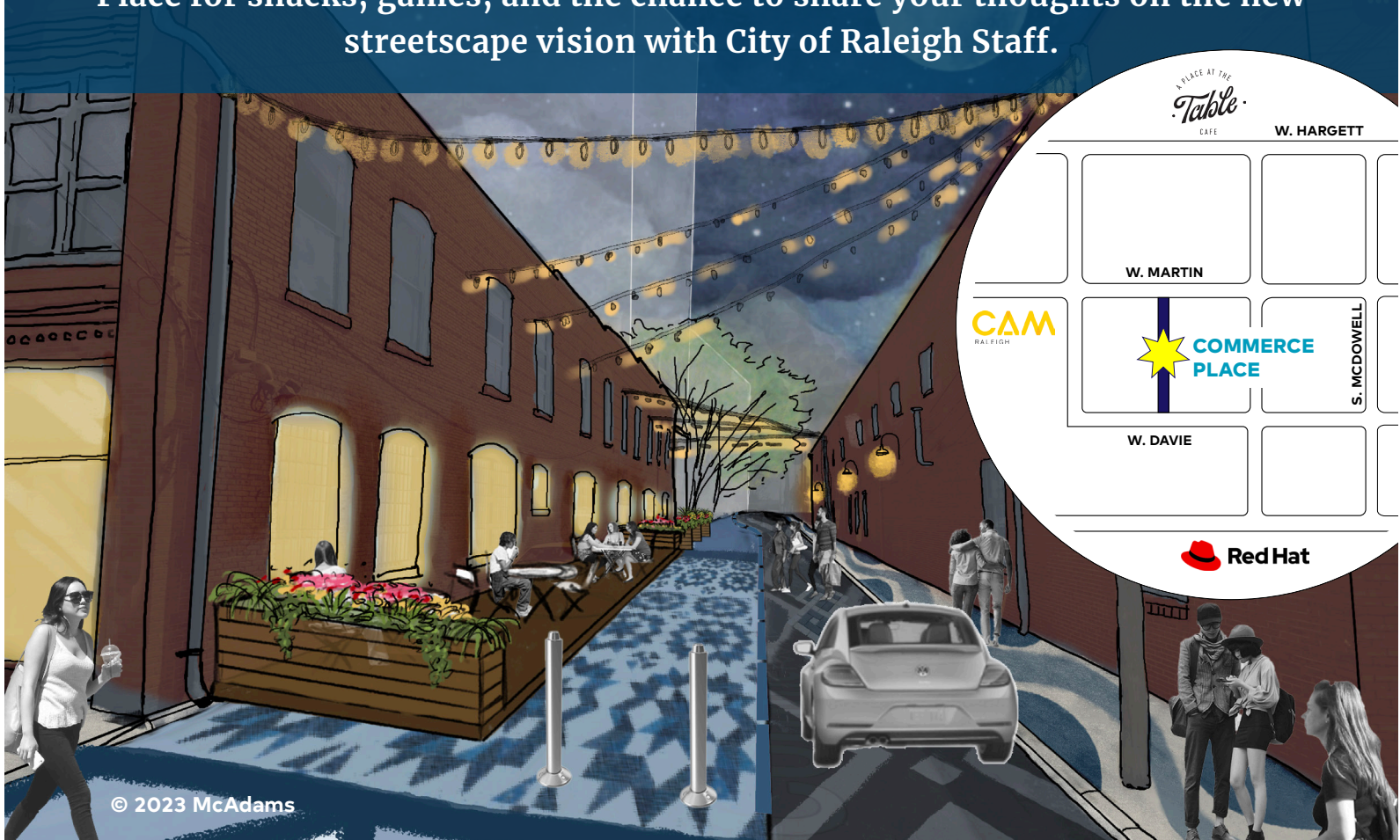
JOIN US AT FIRST FRIDAY

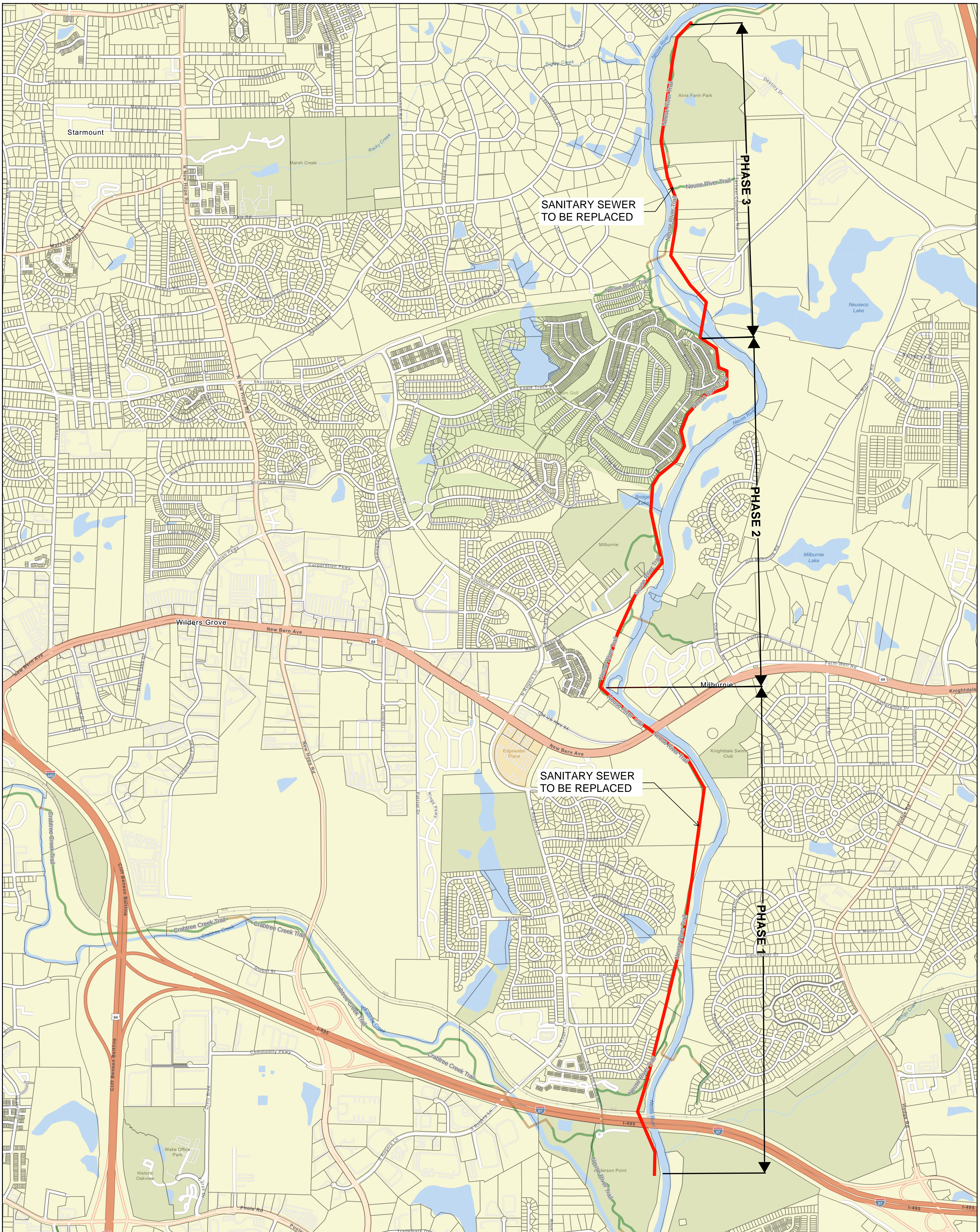
COMMERCE PLACE(MAKING)

BETWEEN MARTIN AND DAVIE STREET

November 3rd | 3-9 p.m.

The City of Raleigh wants your help to reimagine one of the Warehouse District's historic alleys as a people-centered place. Stop by Commerce Place for snacks, games, and the chance to share your thoughts on the new streetscape vision with City of Raleigh Staff.





West Neuse Interceptor - Overall Map



0 800 200 3200 ft

1 inch equals 800 feet

Disclaimer
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Weekly Events Digest

Friday, October 20 – Thursday, October 26

City of Raleigh Office of Special Events
specialevents@raleighnc.gov | 919-996-2200 | raleighnc.gov/special-events-office

Permitted Special Events

[Raleigh's International Wine Festival](#)

City Plaza

Saturday, October 21

Event Time: 12:00pm - 8:00pm

Associated Road Closures: Fayetteville Street between Davie Street and the south end of City Plaza will be closed from 6:00am until 11:00pm.

[NC Democratic Party Annual Block Party](#)

Hillsborough Street

Saturday, October 21

Event Time: 6:00pm - 8:00pm

Associated Road Closures: Hillsborough Street between Dawson Street and McDowell Street will be closed from 2:00pm until 11:59pm.

[Fall Festival](#)

City Market

Sunday, October 22

Event Time: 1:00pm - 5:00pm

Associated Road Closures: Parham Street between Martin Street and Wolfe Street, Wolfe Street between Blount Street and Blake Street, and Blake Street between Martin Street and Davie Street will be closed from 10:00am until 6:00pm.

[Black Flea Market](#)

Raleigh Union Station Plaza

Sunday, October 22

Event Time: 1:00pm - 5:00pm

Associated Road Closures: No roads will be closed for the event. Union Station Plaza will be used from 12:00pm until 6:00pm every Sunday through 10-29-23.

[RUS Bus Groundbreaking](#)

Raleigh Union Station Plaza

Tuesday, October 24

Event Time: 10:00am - 1:00pm

Associated Road Closures: No roads will be closed for the event. Union Station Plaza will be used from 9:00am until 1:30pm.

[Trunk or Treat](#)

McDonald Lane

Wednesday, October 25

Event Time: 5:30pm - 7:00pm

Associated Road Closures: McDonald Lane between Oberlin Road and Colonial Road will be closed from 4:00pm until 8:30pm.

Other Upcoming Events

[Pumpkin Palooza](#)

Friday, October 20

Greystone Recreation Center

[Rachmaninoff Rhapsody on a Theme of Paganini – NC Symphony](#)

Friday, October 20 & Saturday, October 21
Meymandi Concert Hall

[PoeFest Community Festival 2023](#)

Saturday, October 21
Poe Center

[Frankenstein – Carolina Ballet](#)

Saturday, October 21 & Sunday, October 22
Fletcher Opera Theater

[Moore Square Market](#)

Sunday, October 22
Moore Square

[Trick or Treat “Candyland Adventure”](#)

Sunday, October 22
Along Hillsborough Street

[La India Yuridia](#)

Sunday, October 22
Meymandi Concert Hall

[Fall-A-Treat](#)

Monday, October 23
Carolina Pines Park

[Dave Chappelle](#)

Wednesday, October 25
PNC Arena

[Seattle Kraken vs. Carolina Hurricanes](#)

Thursday, October 26
PNC Arena

[Luke Bryan](#)

Thursday, October 26
Coastal Credit Union Music Park at Walnut Creek

Public Resources

[Pilot Text Alert Program](#): Sometimes spontaneous events happen downtown and in other areas that could affect local businesses. If you'd like to receive notifications when those events happen, including unpermitted ones, sign up for text alerts.

[Event Feedback Form](#): Tell us what you think about Raleigh events! We welcome feedback and encourage you to provide comments or concerns about any events regulated by the Office of Special Events. We will use this helpful information in future planning.

[Road Closure and Road Race Map](#): A resource providing current information on street closures in Raleigh.

Weekly Events Digest

Friday, October 20 – Thursday, October 26

City of Raleigh Office of Special Events
specialevents@raleighnc.gov | 919-996-2200 | raleighnc.gov/special-events-office

[Online Events Calendar](#): View all currently scheduled events that impact city streets, public plazas, and Dorothea Dix Park.

Council Member Follow Up

To	Marchell Adams-David, City Manager
Thru	Tiesha Hinton, Senior Manager – Community Engagement
From	Stephen Bentley, Director
Department	Parks, Recreation and Cultural Resources
Date	October 20, 2023
Subject	Council Follow-up Item: Office of Youth

At the October 3, 2023, and January 17, 2023, City Council meetings, Council Member Black requested information on the establishment of a Youth Commission and corresponding Office of Youth using the City of Durham program as a model. In response to this request, we have provided an overview of the existing City of Raleigh Youth Council (RYC); a broad perspective on how Raleigh Parks, Recreation and Cultural Resources Department (PRCR) connects with teens and young adults; summary review of the City of Durham Office of Youth; youth council information from other municipalities; and potential options on how the City of Raleigh could either expand the RYC program or create a new Office of Youth to collaborate with the City of Raleigh and our community on issues of importance to the youth.

Raleigh Youth Council:

The Raleigh Youth Council (RYC), sponsored by the Raleigh Parks, Recreation and Cultural Resources Department, operates in accordance with City of Raleigh Municipal code, Sec. 9-1003. - *FUNCTIONS AND DUTIES OF THE DEPARTMENT*. (i) *“Provide students from the senior high schools in the Raleigh area with an opportunity to plan, organize, and direct civic interest programs which are aimed at meeting the needs of the local youth.”*. Article C of the ordinance further outlines the “creation, composition and purpose” of the board. The RYC is a chartered member of the State Youth Council through the North Carolina Department of Administration. It is led by an executive board, consisting of eight youth officers elected by their peers, the executive board is responsible for leading each Raleigh Youth Council meeting and coordinating all activities. Participation in the RYC is for those youth enrolled in grades 9-12.

Serving as a forum for high school students to freely express their ideas and opinions and serve as advocates for teens throughout Wake County, the RYC establishes an opportunity for teenagers to share in civic engagement, leadership opportunities, community service, recreational outings, fundraising events, and participation in special

events such as State Youth Council Conferences. In 2023 the RYC is represented by 70 youth representing 13 different area high schools (public, charter and private).

Traditionally the RYC has participated in civic engagements opportunities that includes, but are not limited to, toy drives, park cleanups, egg hunts, adopt-A-highway cleanups, holiday themed dances, food bank service initiatives, invasive species plant removal, fund raising, attending the four State Youth Council Conferences, and often serving as a hosting council in one of the four State conferences. These enriching experiences help build character, foster a sense of community, provide opportunities for connectivity, and helps to mold our future community leaders.

Listed below are highlights, engagement opportunities, and accomplishments over the past four years.

- In the fall of 2020, the RYC identified a liaison to provide a monthly report of activities, events, and efforts by the RYC to the Parks, Recreation and Greenway Advisory Board
- The RYC averages 70 active members representing 13 high schools from across Wake County
- It hosted youth conferences including: the 2023 Teambuilding Leadership Conference; 2022 State Youth Council Spring Convention with 81 Teens from 10 youth councils across the state (held at Pullen Park this was the first in-person conference since spring of 2020); 2019 State Youth Council Teambuilding and Leadership Conference in Raleigh that was attended by 120 teens from 10 Youth Councils. Conference activities included teambuilding, leadership programs, speakers, and topics. These topics were related to the following issues facing today's teen such as: healthy relationships, job prep, college prep, financial aid for higher education, time management and mental health.
- The RYC collaborated on civic engagement with the Dix Park Planning Team to provide recommendations for future youth activities at Dix Park, Human Relations Commission, Devereux Meadow Park Stakeholder, PRCR System Planning Plan Committee, Drift Initiative, GoRaleigh, Youth Legislative Assembly, PRGAB Welcome to Raleigh Series
- Developed an annual toy drive that collects over 150 toys in the "Toys from Teens" event at Roberts Park Community Center. Provided toys to over 130 families. The event attracted 130 youth who participated in holiday themed activities led by council members who provided a wrapped toy for their holiday celebrations.
- Hosted the annual Halloween Dance held at Millbrook Exchange Park Community Center delivered in partnership with the Raleigh Parks – Specialized Recreation and Inclusion Service Program Fundraising to support RYC programs, activities, social events
- Provide an average of 420 hours of volunteer/community service to various community programs annually.

Reaching Teens and Young Adults:

In addition to the RYC, PRCR has a dedicated program area, with 5 full-time staff, committed to providing recreation and leisure programs, services and activities for the teens of Raleigh & Wake County. Through recreational, educational, community service, civic engagement, and career exploration activities, teens can discover ways to develop and empower themselves while making valuable contributions in their community. The Teen Program's main core areas include: 1) Teen Outreach Program which is a free after school program for middle and high school aged youth at 4 locations throughout the city 2) Raleigh Youth Council: The previously described leadership organization for high school aged youth 3) Summer Camps: The Teen X-Treme Summer Camp and eight themed specialty camps designed to leads teens through a broad curriculum of socially interactive experiences that includes arts and craft, field trips, indoor/outdoor recreational games, character & leadership, education, career prep and other enrichment activities 4) Management and operation of the St. Monica's Teen Center.

Young adult (ages 18-25) engagement occurs through PRCR's many programs and services that include fitness, health and wellness, athletic, special events, arts, and other initiatives. Over the past 4 years, we have averaged 2,000+/- registered participants. This does not take into account those young adults that on a daily basis utilize our parks, greenways, pools, athletic courts, and fields to meet their recreation and leisure interests.

Lastly, we are a major employer of young people. We currently employ 1,000 part -time employees ages 15- 25 and 9, full time employees in the 19-25 age range. These individuals are getting a firsthand perspective on the value and importance or public service

City of Durham - Office on Youth (OOY):

In 2019 the City of Durham Office on Youth (OOY) launched the Durham Youth Listen Project (YLP) to hear directly from the City's young people. This provided an opportunity for them to share their perspectives on their needs, dreams, community resources and the items that impact their daily lives. This feedback was essential to gain a better understanding of what mattered the most to the young people in Durham. As a result of the YLP, the OOY created the Changed by Youth Ambassador Program in 2021.

How the "Changed by Youth Ambassador" (CBY) program works

The OOY hires young people (15-22 years) to consult with City and County departments on different engagements, programs, policies, and planning efforts. Ambassadors are recruited once a year and serve a full 1-year term, in a paid fellowship model. At the end of the term, ambassadors can renew their commitment for an additional term. Returning ambassadors participate in the recruitment and hiring of new ambassadors to fill the vacant seats in the fall each year.

The program operates as follows:

Ambassadors: The CBY has 15 total ambassadors ages 15-22. Four of the ambassadors are over the age of 18. (Originally started with 10 ambassadors, recently expanded to 15).

Staff: 1 full-time employee (FTE) and 2 part-time employee(s) (PTE) (all staff have additional roles within the OOH, this is not their sole responsibility)

Budget: Total budget for OOH is approximately \$600k.

Marketing: Primarily through face-to-face interactions with collaborating partners, social media (Instagram & Twitter), list serve and text groups. The OOH has a communication specialist to expand its social media presence.

Ambassador salaries: All 15 ambassador are paid.

- Year 1 ambassadors are paid \$15.50/hr. (10 months)
- Year 2 ambassadors are paid \$18.50/hr. (10 months)
- Ambassadors average 15-17hrs/month (Between October and June)
- Approximately \$3k per ambassador/Yr.
- Ambassadors can serve up to two terms. After the two terms, ambassadors will remain in the database to become potential contractors in the future.

Funding sources: The City funded the original 10 positions. The County provided additional funding for 5 additional ambassadors.

Ambassador Responsibilities:

1. Provide consultation to City and County Departments on various projects and policies
2. Engage and inform other young people about local government opportunities
3. Facilitate conversations and train adults, departments, and other youth on related topics
4. Advocate for issues that matter to young people in Durham
5. Participate in regular ambassador meetings and trainings

Additional Requirements:

- Must live or learn in Durham
- Must be 15-22 years by start of the Calendar year
- Experience in and comfortable working with a large team (14+)
- Be a team player and considerate of the group
- Committed to seeing youth in Durham thrive
- Available evenings and weekends
- Understands how inequity and power show up in communities
- Become a City of Durham "Vendor" (Vendor status is required to receive payments)

Youth Council Programs – Other Municipalities

Researching local governments in Virginia, North Carolina and South Carolina consistently revealed Youth Councils that functioned in a manner similar to the Raleigh Youth Council (RYC).

- Richmond Virginia – Mayor’s Academy
- Virginia Beach, Virginia – Mayor’s Youth Leaders in Action
- Charlotte/Mecklenburg County, North Carolina – Charlotte/Mecklenburg Youth Council
- Greensboro, North Carolina – Greensboro Youth Council
- Rocky Mount, North Carolina – Rocky Mount Area Youth Council
- Winston Salem, North Carolina – Youth Advisory Council
- Columbia, South Carolina – Youth Commission
- Greenville, South Carolina – Youth Commission

The core mission of these councils is to provide a forum for area high school students in grades 9 through 12 to identify and address youth related issues and problems. Serve as an advisor for youth affairs to local government; serve as a line of communication between the youth and adults of the area; initiate and organize community projects and programs that benefit the youth in the area plus participate in existing community service events; represent the agency at State Leadership and Community Service Conferences; and represent the interest of youth in your school, organization, or neighborhood.

However, one difference was revealed, nearly all of them had as part of its core function, the opportunity to connect with the City Council on issues of importance to the youth of the city. The city of Greenville, South Carolina identified it best, *“The purpose of the Youth Commission is to advise City Council, the City Manager and other city staff, to ensure an ongoing and official place in the city’s comprehensive planning, to increase communication between the city’s adults and youth, and to ensure that the youth in the community are an integral part of government decision making.”* While the RYC has designated liaison from the City Council and in 2020 began providing a monthly report to the PRGAB, staff believes more focused efforts could be made with the Raleigh Youth Council to participate in other City initiatives and periodically report to the City Council on their activities.

Potential Options

Option 1

Expand the reach of the RYC to include serving as an official, voting member of the Parks, Recreation and Greenway Advisory Board (PRGAB). This would provide a stronger voice from the youth of Raleigh to the work of the Parks, Recreation and Cultural Resources Department. To ensure the RYC has great reach within the City of Raleigh organization and the community, PRCR would link the RYC with the Office of Community Engagement to support initiatives such as the engagement network,

Neighborhood College, and external service unit. The RYC would connect with other City initiatives like Housing, Transportation, Sustainability and more. PRCR would work with the RYC through the City Manager’s Office in developing quarterly updates to the Council at their regularly scheduled meetings.

Overview of Resources Needed:

- Staffing
 - 1 FTE (Recreation Program Analyst) – Remaining under the Teen program area we would leverage the existing Recreation Program Analyst, Sr designated to support the RYC, we would introduce a new FT employee to lead the RYC.
 - 1 PPT (25hrs). Designated to communication, marketing, and promotions

Raleigh Youth Council (Current)	
Personnel	\$ 57,694
Recreation Program Analyst, Senior (.5)	\$ 45,694
Part-Time Support Staff	\$ 12,000
Operating*	\$ -
Total	\$ 57,694

*all programmatic dollars to support the RYC are fundraised. The RYC raises ~\$5,000 per year

Option 1	
Personnel	\$ 161,674
Recreation Program Analyst, Senior (.5)	\$ 45,694
Part-Time Support Staff	\$ 12,000
*Recreation Program Analyst	\$ 76,711
*Permanent Part Time Recreation Program Specialist (25 hours)	\$ 27,269
Operating	\$ 22,000
*Operations and Maintenance	\$ 22,000
Total	\$ 183,674

*New Funding Need

- Scope of Services
 - The Council is to serve as the primary organization on youth activities for the City of Raleigh; to advise the City Council in all matters related to youth; to aid them and to listen to them in all matters of civic interest and need.
 - The Council is to initiate, organize and execute programs that will be of benefit to the City of Raleigh with special emphasis on the youth, and to aid in the coordination of existing youth programs to create better total youth programming for the city.

- The Council is to serve as a line of communication between adult and youth population in Raleigh.
- The Council is to develop leadership qualities in individuals.
- The Council is to foster enthusiasm and encourage interest in civic affairs
- The Council is to cooperate with the schools and to provide a common meeting ground for all Wake County senior high school students
- The Council is to serve as a means of having fun in a safe, drug and alcohol-free environment

Option 2

Building on the foundation provided by the Raleigh Youth Council (RYC), introduce a second group, consisting of young adults ages 18-22. Modeling the platform utilized in Durham we would create an ambassador program, the Raleigh Young Adult Commission (RYAC), that is appropriate for both high-school age and young adults. The RYAC will be the host platform for including the voices of young adults in decision making, improving services and programs provided by the city and its community partners.

Overview of Resources Needed:

- Staffing
 - 2 FTE (Recreation Program Analyst) – Remaining under the Teen program area we would leverage the existing Recreation Program Analyst, Sr designated to support the RYC, we would introduce a new FT employee to lead the RYC and another for the young adult group.
 - 2 permanent-part-time (PPT) (25hrs each). 1-PPT designated for program support. 1-PPT designated to communication, marketing, and promotions

Option 2	
Personnel	\$ 315,654
Recreation Program Analyst, Senior (.5)	\$ 45,694
Part-Time Support Staff	\$ 12,000
*2 Recreation Program Analyst	\$ 153,422
*2 Permanent Part Time Recreation Program Specialist (25 hours)	\$ 54,538
*15 Ambassadors	\$ 50,000
Operating	\$ 51,500
*Operations and Maintenance	\$ 51,500
Total	\$ 367,154

*New Funding Need

- Scope of Services
 - Those identified under the Raleigh Youth Council (RYC)
 - Provide consultation to City Departments on various projects and policies
 - Engage and inform other young people about local government opportunities

- Facilitate conversations and train adults, departments, and other youth in related topics
- Become an essential participant in the Citizen’s Leadership Academy and Raleigh Neighborhood College
- Advocate for issues that matter to young people in Raleigh
- Participate in regular ambassador meetings and trainings

Option 3

Modeling the platform utilized in Durham we would establish the Raleigh Young Adult Commission (RYAC). Serving as the host platform for including the voices of young adults in decision making, improving services and programs provided by the city and its community partners, the RYAC would work in cooperation with the Office of Community Engagement and all City of Raleigh departments.

Overview of Resources Needed:

- Staffing
 - Senior Manager
 - 2 FTE (Community Relations Analyst, Sr.) – we would introduce a new FTE to manage the work unit with 2 FTE to directly lead the ambassador program.
 - 2 permanent-part-time (PPT) (25hrs each). 1-PPT designated for program support. 1-PPT designated to communication, marketing, and promotions

Option 3	
Personnel	\$ 377,958
Office of Youth New Staffing	
Senior Manager	\$ 140,024
2 Community Relations Analyst, Senior	\$ 180,557
1 Permanent Part Time Communications Analyst (25 hours)	\$ 30,108
1 Permanent Part Time Community Education Specialist (25 hours)	\$ 27,269
15 Ambassadors	\$ 50,000
Operating	\$ 64,500
Operations and Maintenance	\$ 52,500
Vehicle and Furniture Upfit	\$ 12,000
Total	\$ 442,458

- Scope of Services
 - Provide consultation to City Departments on various projects and policies
 - Engage and inform other young people about local government opportunities
 - Become an essential participant in the Citizen’s Leadership Academy and Raleigh Neighborhood College

- Advocate for issues that matter to young people in Raleigh
- Participate in regular ambassador meetings and trainings

Conclusion:

Staff will continue to review this program proposal with other departments in the city including Budget and Management Services, Community Engagement, Housing and Neighborhoods, Raleigh Police Department, Planning and Development and others.

To: Raleigh Police Advisory Board

From: Forward Justice

Re: Eliminating Regulatory and Equipment Violation Traffic Stops

Date: June 21, 2023

In the wake of high-profile incidents of police abuse and brutality, many state, county, and local law enforcement agencies have started collecting information about traffic and pedestrian stops. Since 1999, North Carolina has been a leader among southern states by requiring its law enforcement agencies to collect data related to traffic stops, searches, contraband, and instances of use of force. The following memorandum details: (1) national demographic trends related to traffic stops, searches, and uses of force; (2) North Carolina demographic trends related to traffic stops, searches, and uses of force; (3) Wake County Sheriff's and Raleigh Police Department's stop, search, and use of force data; (4) federal and state constitutional standards for lawful traffic stops; and (5) opportunity for policy reform to end racially disparate regulatory and equipment violation stops, and to instead only enforce those traffic stops that are clearly public safety violations.

I. National Demographic Trends in Traffic Stops

Nationally, police stop more than 50,000 drivers on a typical day, more than 20 million motorists every year: making traffic stops the most common interaction between community members and law enforcement. [The Stanford Open Policing Project](#) has compiled and harmonized stop-level data for 21 state patrol agencies and 29 municipal police departments comprising approximately 100 million police stops. These data show that officers generally stop Black drivers at higher rates than white drivers and stop Hispanic drivers at similar or lower rates than white drivers. These broad patterns persist after controlling for the drivers' age and gender.

These racially disparate rates in traffic stops contribute to more police interactions, arrests and involvement with the criminal legal system for Black and brown people. In fact, according to [legal scholar Jordan Woods in a Stanford Law Review article](#), traffic offenses are one of the most common entry points for people of color into the criminal justice system. [Studies show](#) that once stopped, "Black drivers were searched about 1.5 to 2 times as often as white drivers, while they were less likely to be carrying drugs, guns, or other illegal contraband compared to their white peers." Further, the data available clearly indicate that racial and ethnic minorities

are more than twice as likely as others to experience official use of force.¹ Unfortunately, these national trends are consistent in North Carolina.

II. North Carolina Demographic Trends in Traffic Stops

Forward Justice hosts and maintains [NC Copwatch](#) a web platform for North Carolina community members to access NC law enforcement stop, search, and use of force data. Pursuant to N.C.G.S. 143B-903, each law enforcement agency in North Carolina serving a population greater than 10,000 is required to collect and report data related to all known traffic stops. NC CopWatch presents data reported to the NC State Bureau of Investigation (NC SBI) related to N.C.G.S. 143B-903 for all known traffic stops in North Carolina since January 01, 2002, over 28,000,000 million recorded stops.

North Carolina is the ninth most populous state in the country with a statewide population of over 10 million people. According to the 2020 census the demographic makeup of the state is as follows: Whites are 62.1% of the population; Blacks 20.8%; Hispanics 9.8%; Asians 3%; Native Americans 1%; and 3.3% Other. By contrast, in 2022, the demographics related to the combined statewide traffic stops of all law enforcement agencies required to report data by N.C.G.S. 143B-903 were as follows: Whites comprised 56.6% of the statewide traffic stops; Black 32.1%; Hispanic 8.1%; Asian 1.2%; Native American 0.8%; and 1.3% Other. If North Carolina law enforcement agencies were engaging in equitable traffic stop practices, then the data would show a 1:1 comparison of the demographic population data with the statewide traffic stop data.

Instead, the data illustrates a consistently troubling trend of North Carolina law enforcement agencies treating Black drivers differently than every other race. For example, the data illustrates that Black people are over-represented in police stops as compared to their proportion of the state's general population. In fact, police stop every other race of drivers at a lower percentage than their composition in the general population, with the notable exception being Black drivers.

The racial disproportionality becomes even worse when analyzing search and instances of use of force. By way of reminder, Whites are 62.1% of the state's general population, Blacks 20.8%, Hispanics 9.8%, Asians 3%, Native Americans 1% and 3.3% Other. In contrast, Whites were only 41% of the people searched incident to a routine traffic stop, whereas Blacks comprised 47% of the people searched, Hispanic 10%, Asians 0.6%, Native Americans 0.5%, and Other 0.5%.

¹ National Academy of Sciences, Engineering, and Medicine. 2022. Reducing Racial Inequality in Crime and Justice: Science, Practice, and Policy. Washington, DC: The National Academies Press. Chapter 2-26.

Noted Political Scientist Dr. Frank Baumgartner, author of the book *Suspect Citizen*, which detailed racial differences in police traffic stops, found that Black people drive less than white people — however Black people are still more likely to be pulled over. In North Carolina, Baumgartner [affirms](#) this trend, explaining his research found that Black drivers are *twice as likely to be searched than white drivers*, resulting in a 400 percent difference in the odds of being searched between white and Black North Carolinians.

When it comes to instances when police use force against a driver incident to a routine traffic stop, Whites were 37% of the population where police used force, Blacks were 54% of that population, Hispanics 8%, Asians 0.5%, Native Americans 0.6% and Other 0.4%. In sum, North Carolina law enforcement agencies disproportionately stop, search, and use force against black drivers, as compared to their racial makeup of the state's general population and as compared to other racial and ethnic groups.

III. Wake County Sheriff's and Raleigh Police Department's Demographic Trends in Traffic Stops

Wake County is the most populated county in the state of North Carolina, with nearly 1.2 million residents². According to the 2020 Census the demographic makeup of the county is as follows: White people comprise 60% of the population; Blacks are 20%; Hispanics 10%; Asian 7.5%; Native American 0.2% and Other 3.7%. (See appendix A) The traffic stop, search, and use of force data from [the Wake County Sheriff's](#) Department illustrates similarly problematic trends of law enforcement treating Black drivers different from every other race. For example, Black people make up 20% of the county's population, yet they comprised over 47.3% of the total traffic stops made by the Wake County Sheriff's Department in 2022 and were 59% of the people searched and most notably, Black people were 100% of the instances where force was used incident to a routine traffic stop since 2020. (See appendices B, C, D)

Raleigh is the largest city in Wake County with a population of nearly half a million people³. According to the 2020 Census the demographic composition of the city is as follows: White people comprise 53% of the population, with Blacks at 28%; Hispanics 11%, Asian 5%; Native American 0.2%. (See appendix E) In 2022, the Raleigh Police Department (RPD) made 31,538 traffic stops (see Appendix F). Black people made up 53% of traffic stops by RPD, were 77.1% of

² <https://www.osbm.nc.gov/facts-figures/population-demographics/state-demographer/county-population-estimates/county-population-estimates>

³ https://demography.osbm.nc.gov/explore/dataset/2021-certified-population-estimates/table/?disjunctive.county&disjunctive.municipality&sort=july_1_2021_certified_population_estimate_july_1_2022_municipal_boundaries

the people searched, and comprised 78% of the incidents where police used force in 2022; while white people were 31% of the people stopped, 10.2% of the searches, and only 11% of the incidents where police used force incident to a routine traffic stop. (see Appendices G, H, I).

Police attempt to justify racially disparate search rates with the rationale that officers are merely deployed to high crime areas to unearth guns and drugs but the data does not support RPD's disproportionate targeting of Black drivers as contraband was found at similar rates for both white and Black drivers (31.2% and 36.8%) respectively by RPD, in 2022 (see Appendix J). This means that RPD and the Wake County Sheriff's Office disproportionately pull over Black drivers as compared to drivers of other races and over 60% of the time the police find nothing on these innocent Black drivers. This heavy-handed policing tactic negatively impacts community and police relations and hurts the police's ability to effectively investigate more serious offenses that occur in the community.

In 2022, the Wake County Sheriff's Office conducted 461 regulatory and equipment stops for Black drivers, while there were 311 regulatory and equipment stops for White drivers (see Appendix K). In the same year, the Raleigh Police Department conducted 9,092 regulatory and equipment stops for Black drivers, while there were 3,414 regulatory and equipment stops for White drivers (see Appendix L). In the case of RPD, regulatory and equipment based traffic stops comprised 40% of the total traffic stops made by RPD in 2022 and when these drivers were searched incident to these stops no guns or drugs were found in over 60% of the searches. These data show significant racial disparity in regulatory and equipment stops by RPD, which negatively impacts community trust and police legitimacy, with very little public safety benefits.

IV. Federal and State Constitutional Standards for Lawful Traffic Stops

The Fourth Amendment to the Constitution of the United States and article I, section 20 of the North Carolina Constitution protects private citizens against unreasonable searches and seizures. *State v. Otto*, 366 N.C. 134, 136, 726 S.E.2d 824 (2012). Traffic stops are considered seizures subject to the strictures of these provisions and are "historically reviewed under the investigatory detention framework first articulated in *Terry v. Ohio*." *Id.* at 136-37 Law enforcement officers may initiate a traffic stop if the officer has a "reasonable, articulable suspicion that criminal activity is afoot." *Styles*, 362 N.C. at 414 (quoting *Illinois v. Wardlow*, 528 U.S. 119, 123, 120 S. Ct. 673, 145 L. Ed. 2d 570 (2000)). The reasonableness of a traffic stop is determined "by examining (1) whether the traffic stop was lawful at its inception, and (2) whether the continued stop was 'sufficiently limited in scope and duration to satisfy the

conditions of an investigative seizure." *Reed*, 373 N.C. at 507 "[T]he tolerable duration of police inquiries in the traffic-stop context is determined by the seizure's 'mission'—to address the traffic violation that warranted the stop." *Rodriguez v. United States*, 575 U.S. 348, 354, 135 S. Ct. 1609, 191 L. Ed. 2d 492, 498 (2015). Once the traffic stop is initiated, a law enforcement officer may conduct a limited search of the passenger compartment of the vehicle so long as the officer develops a reasonable suspicion that the suspect of the traffic stop is armed and dangerous. *Terry*, 392 U.S. at 27. *State v. Johnson*, 378 N.C. 236, 244, 2021. The seizure may be extended if "reasonable suspicion of another crime arose before that mission was completed." *State v. Bullock*, 370 N.C. 256, 257, 805 S.E.2d 671, 673 (2017). *State v. Jordan*, 282 N.C. App. 641, 646, 2022.

V. Opportunity for Reform: Ending Racially Disparate Regulatory and Equipment Traffic Stops

Municipalities and police departments have the discretion to limit the enforcement of infractions that police use to stop motorists. Because police are empowered with so much discretion in conducting traffic stops, a clear solution to circumventing unnecessary pretextual stops is to limit engaging in certain types of traffic stops altogether. Regulatory traffic stops for non-safety-related and non-moving violations do not only result in more racially motivated and poverty-targeted stops, but they also do not result in safer roads for drivers. For example, in 2013, Fayetteville Police Chief Harold Medlock [implemented](#) a policy for traffic stops that focused on dangerous moving and speeding violations, and ceased stops for 'investigative' reasons. According to Chief Medlock "the result was a city with fewer traffic fatalities — and fewer intrusive vehicle searches against Black drivers. The number of Black drivers searched from 2013 to 2016 declined by nearly 50 percent compared to the previous four years, according to analysis of state data."

The Raleigh-Wake County area has burgeoning racial disparities in traffic stop practices. Limiting the discretion of law enforcement to engage in traffic stops can mitigate these highly racialized outcomes and ensure that RPD and the Wake County Sheriff's Office are operating within the limits of the federal and state constitution.

In an effort to limit officer discretion where these instances of racially disparate treatment can occur, Forward Justice recommends eliminating all non-moving regulatory and equipment traffic stops, focusing instead on enforcement of moving violations that impact traffic safety. Forward Justice worked with Sheriff Gary McFadden and the Mecklenburg County Sheriff's Office on the implementation of a similar policy (see Appendix M).

- a. Focus all traffic stops on moving and safety violations. Specifically, these violations include speeding, reckless driving, driving while under the influence, and failure to stop at stop-sign and traffic lights.
- b. Eliminate regulatory and equipment [stops](#) that include but are not limited to:
 - i. Rear Lamp Violation; Expired Inspection or Registration; Improper Muffler; Darkened Windshield/Windows.

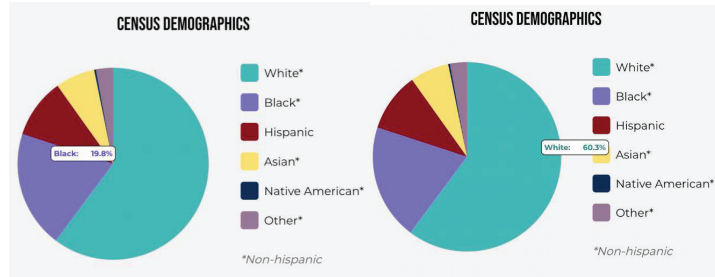
Basic tenets of equal protection and fundamental fairness require that all people be treated equally under the law. The racial disparities produced by RPD and the Wake County Sheriff's Office are alarming and illustrate that Black drivers are being treated differently as compared to drivers of other races. These disparities are reinforced by equipment and regulatory stops and undermine public safety on the roads and in our communities. The time is now to take action to make our communities safer: eliminate non-moving and non-safety-related regulatory traffic stops.

VI. Conclusion

Stakeholders in the criminal legal system should be concerned about the racial disparities apparent in policing practices illustrated by the traffic stop data. Eliminating traffic stops proves to be a meaningful intervention in these cycles for community members who are vulnerable to being targeted by the criminal legal system. Racial disparities are reinforced by equipment and regulatory stops, while they do not increase road safety. Equipped with models from in the state of North Carolina, state and national data on the racial inequality imposed by regulatory and equipment traffic stops, a simple answer is before us: eliminate non-moving and non-safety-related regulatory traffic stops.

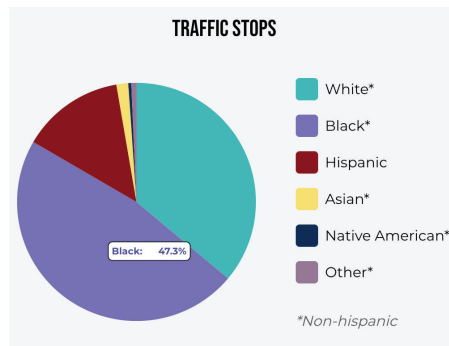
Appendix

Appendix A



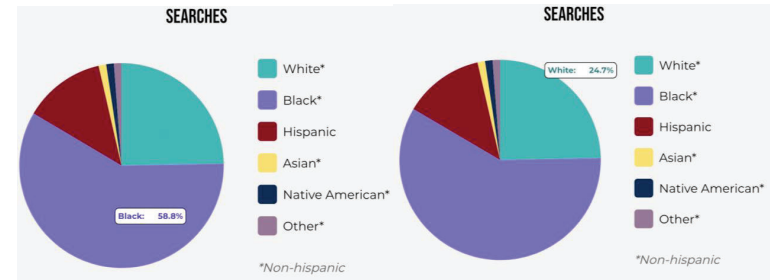
Wake County Census Demographics, comparing percentages for the Black and White populations.

Appendix B



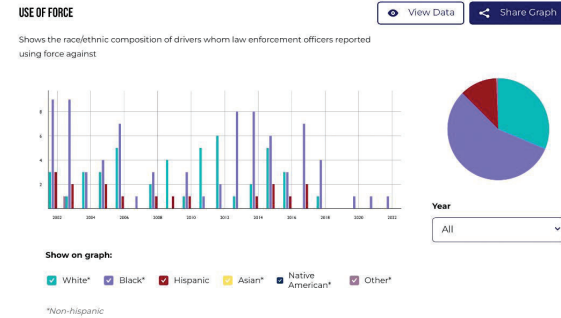
Traffic Stops by Percentage made by the Wake County Sheriff's Office in 2022, broken down by race.

Appendix C



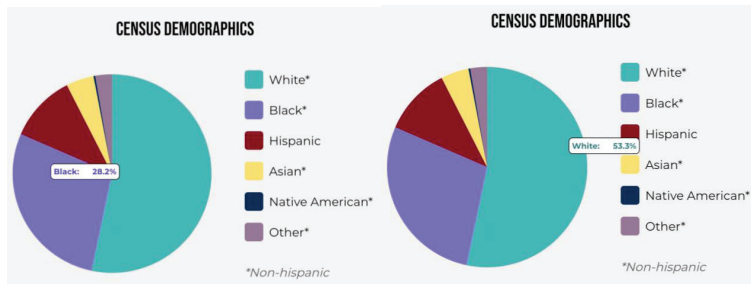
Searches administered by the Wake County Sheriff's Office in 2022, comparing rates for the Black and White populations.

APPENDIX D



Incidents where the Wake County Sheriff's Office used force during a traffic stop in 2022, broken down by race

Appendix E



Raleigh Census Demographics, comparing percentages for the Black and White populations.

Appendix F

TRAFFIC STOPS BY PERCENTAGE for Raleigh Police Department

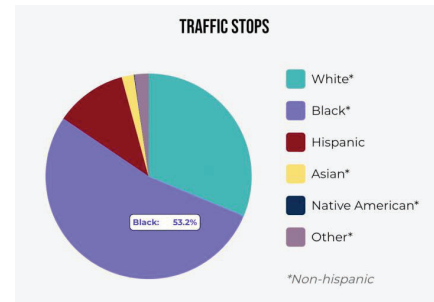


< 1 2 3 >

Year	White*	Black*	Hispanic	Asian*	Native American*	Other*	Total
Totals	444424	521181	111668	19947	726	12867	1110813
2023	1084	1935	423	50	3	73	3568
2022	9885	16783	3567	585	26	692	31538

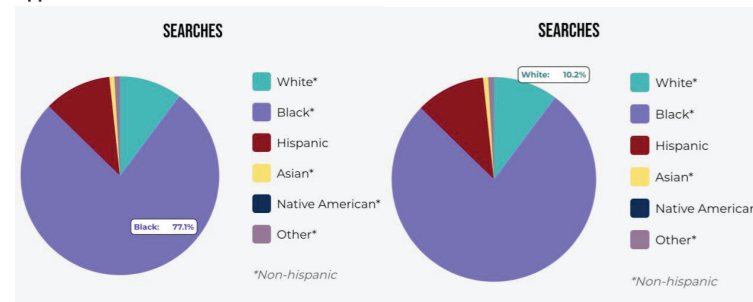
Number of traffic stops administered by the Raleigh Police Department annually, broken down by race.

Appendix G



Traffic Stops by Percentage made by the Raleigh Police Department in 2022, broken down by race.

Appendix H



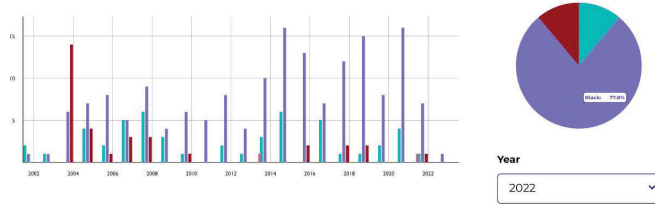
Searches administered by the Raleigh Police Department in 2022, comparing rates for the Black and White populations.

Appendix I

USE OF FORCE

Shows the race/ethnic composition of drivers whom law enforcement officers reported using force against

View Data Share Graph



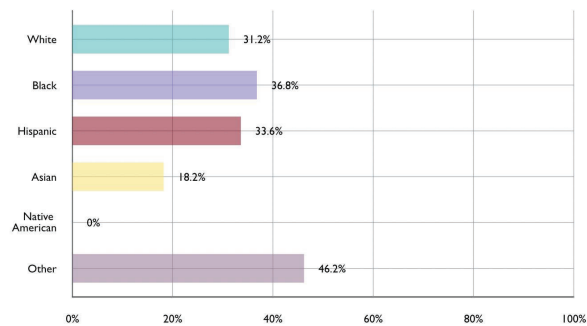
Show on graph:

- White*
- Black*
- Hispanic
- Asian*
- Native American*
- Other*

*Non-hispanic

Incidents where the Raleigh Police Department used force during a traffic stop in 2022, broken down by race

Appendix J



Rate of contraband confiscation by the Raleigh Police Department in 2022, comparing rates for each race.

Appendix K

Year	Stop-reason	White*	Black*	Hispanic	Asian*	Native American*	Other*	Total
	Totals	8174	9130	2859	191	26	148	20528
2023	Vehicle Equipment Violation	10	16	8	1	0	0	35
2022	Vehicle Equipment Violation	38	70	16	2	0	0	126

Year	Stop-reason	White*	Black*	Hispanic	Asian*	Native American*	Other*	Total
	Totals	17593	16128	4103	299	52	201	38376
2023	Vehicle Regulatory Violation	42	96	20	1	0	0	159
2022	Vehicle Regulatory Violation	273	391	102	4	1	1	772

Regulatory Traffic Stops (defined as Vehicle Regulatory and Vehicle Equipment Violations) conducted by the Wake County Sheriff's Office in 2022, broken down by race.

Appendix L

Year	Stop-reason	White*	Black*	Hispanic	Asian*	Native American*	Other*	Total
	Totals	37495	69367	12881	2045	69	1512	123369
2023	Vehicle Equipment Violation	116	348	63	7	0	3	537
2022	Vehicle Equipment Violation	1081	2639	578	60	4	73	4435
Year	Stop-reason	White*	Black*	Hispanic	Asian*	Native American*	Other*	Total
	Totals	126742	184382	32128	3894	182	2747	350075
2023	Vehicle Regulatory Violation	251	772	125	4	1	12	1165
2022	Vehicle Regulatory Violation	2333	6453	971	64	4	138	9963

Regulatory Traffic Stops (defined as Vehicle Regulatory and Vehicle Equipment Violations) conducted by the Raleigh Police Department in 2022, broken down by race.

Appendix M

established in this General Order.

C. **Prohibition Against Regulatory Stops:**
Deputies may charge regulatory offenses, including those listed below, after having stopped a vehicle for some other more serious/potentially hazardous violation. However, the following regulatory offenses shall not be the initial basis for a traffic stop:

1. Driving Without Non-Commercial Driver's License; Operating Motorcycle without Proper License Endorsement; Knowingly Permitting an Owned Vehicle to be so Operated; or Violating Restrictions on Graduated Licenses. (NCGS 20-7; 20-11; 20-32; 20-34)
2. Failure to Carry License while Driving, or Driving with an Expired Non-Commercial License. (NCGS 20-7(a), (f))
3. Driving while License Revoked, After Notification, or while Disqualified. (NCGS 20-28)
4. Operating Vehicle with Improper Dealer or Transporter Plates; Loaner/Dealer Plate Violation by Driver; Loaner/Dealer Plate Violation by Dealer; or Improper Use of Registration Plates Issued by Dealers. (NCGS 20-79(c)(1); 20-79.2(b)(1); 20-79.2(d)(1); 20-79.2(d)(2); 20-79.3)
5. Violation of Vehicle Inspection Law. (NCGS 20-153.8(a); 20-384)
6. Financial Responsibility Violations. (NCGS 20-313(e); Chapter 20, Articles 9A and 13)
7. Violation of Vehicle Registration Laws, EXCEPT those involving stolen, altered, or falsified registration plates or certificates, or any violation of the vehicle title laws. (NCGS 20-111)
8. Failure to Clean Registration Plates. (NCGS 20-436)
9. Operating an Overloaded or Overcrowded Vehicle. (NCGS 20-140.2)
10. Improper Vehicle Equipment. (NCGS Chapter 20, Article 3, Part 9) EXCEPT the following offenses under Part 9 which are potentially dangerous offenses or present greater public safety concerns and thus may constitute the sole basis for a traffic stop: Violation of Mandatory Seatbelt Law (NCGS 20-135.2A); Transportation of Children in the Open Bed of a Vehicle (NCGS 20-145.2B); Operating a Vehicle Resembling a Law Enforcement Vehicle (NCGS 20-137.2); Unlawful Use of Mobile Phones (NCGS 20-137.3-137.4A)

D. **Procedures for Violators with No Driving Privileges:**

1. **Suspended or Revoked Licenses:** Violators whose driving privileges have been suspended or revoked may be arrested or they may be released on their own recognizance if the deputy has reason to believe the violator will make their appearance in court.

Policy adopted by Mecklenburg County Sheriff's Office in 2022 to eliminate regulatory and equipment traffic stops

Racial Disparities in Traffic Stops: Raleigh, NC

Forward Justice and NC Second Chance Alliance
June 28, 2023

Roadmap for discussion

- National demographic trends related to traffic stops
 - North Carolina demographic trends related to traffic stops
 - Raleigh Police Department stop, search, and use of force data
 - Opportunity for policy reform
-

National Demographic Trends in Traffic Stops: Nationwide

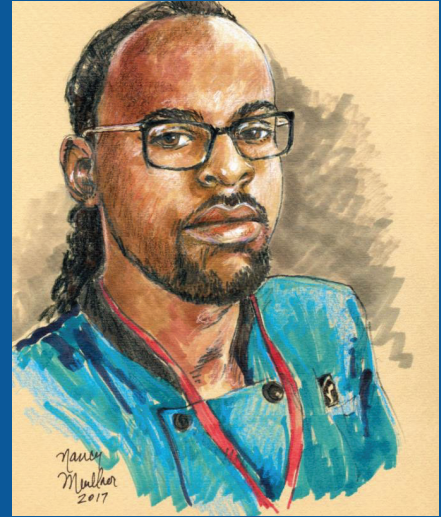
- Nationally, police stop more than 50,000 drivers on a typical day, more than 20 million motorists every year: making traffic stops the most common interaction between community members and law enforcement.
 - The Stanford Open Policing Project has compiled and harmonized stop-level data for 21 state patrol agencies and 29 municipal police departments comprising approximately 100 million police stops.
 - These data show that officers generally stop Black drivers at higher rates than white drivers and stop Hispanic drivers at similar or lower rates than white drivers.
-

National Demographic Trends in Traffic Stops: Nationwide

- Studies show that once stopped, “Black drivers were searched about 1.5 to 2 times as often as white drivers, while they were less likely to be carrying drugs, guns, or other illegal contraband compared to their white peers.”
 - Further, the data available clearly indicate that racial and ethnic minorities are more than twice as likely as others to experience official use of force.
 - Unfortunately, these national trends are consistent in North Carolina.
-

Philando Castile: How Traffic Stops Harm Lives

- From the ages of 19 to 32, the age he was when he was killed by the police, Philando Castile was stopped by **police 46 times**.
- Castile's record shows that of the 46 stops police made, **only six of them were on the record for moving violations** (like speeding or reckless driving), meaning police used the traffic stop to rack up charges that were only charges they could have discovered after stopping him.
- At the time of his death, **Philando Castile had a criminal justice debt of more than \$6,000 in fines**.



North Carolina Demographic Trends in Traffic Stops

- Forward Justice hosts and maintains [NC Copwatch](#) a web platform for North Carolina community members to access NC law enforcement stop, search, and use of force data. Pursuant to N.C.G.S. 143B-903, each law enforcement agency in North Carolina serving a population greater than 10,000 is required to collect and report data related to all known traffic stops.
- NC CopWatch presents data reported to the NC State Bureau of Investigation (NC SBI) related to N.C.G.S. 143B-903 for all known traffic stops in North Carolina since January 01, 2002, over 28,000,000 million recorded stops.

North Carolina Demographic Trends in Traffic Stops: Statewide

- North Carolina is the ninth most populous state in the country with a statewide population of over 10 million people. According to the 2020 census the demographic makeup of the state is as follows:
 - Whites are 62.1% of the population; Blacks 20.8%; Hispanics 9.8%; Asians 3%; Native Americans 1%; and 3.3% Other.
 - By contrast, in 2022, the demographics related to the combined statewide traffic stops of all law enforcement agencies required to report data by N.C.G.S. 143B-903 were as follows: Whites comprised 56.6% of the statewide traffic stops; Black 32.1%; Hispanic 8.1%; Asian 1.2%; Native American 0.8%; and 1.3% Other.
-

North Carolina Demographic Trends in Traffic Stops

- The data illustrates a consistently troubling trend of North Carolina law enforcement agencies treating Black drivers differently than every other race.
 - For example, the data illustrates that Black people are over-represented in police stops as compared to their proportion of the state's general population.
 - In fact, police stop every other race of drivers at a lower percentage than their composition in the general population, with the notable exception being Black drivers.
-

North Carolina Demographic Trends in Traffic Stops: Statewide

- The racial disproportionality becomes even worse when analyzing search and instances of use of force. By way of reminder, Whites are 62.1% of the state's general population, Blacks 20.8%, Hispanics 9.8%, Asians 3%, Native Americans 1% and 3.3% Other. In contrast, Whites were only 41% of the people searched incident to a routine traffic stop, whereas Blacks comprised 47% of the people searched, Hispanic 10%, Asians 0.6%, Native Americans 0.5%, and Other 0.5%.
- In North Carolina, Black drivers are *twice as likely to be searched than white drivers*, resulting in a 400 percent difference in the odds of being searched between white and Black North Carolinians.

North Carolina Demographic Trends in Traffic Stops: Raleigh PD

- Raleigh is the largest city in Wake County with a population of nearly half a million people. According to the 2020 Census the demographic composition of the city is as follows: White people comprise 53% of the population, with Blacks at 28%; Hispanics 11%, Asian 5%; Native American 0.2%.
- In 2022, the Raleigh Police Department (RPD) made 31,538 traffic stops. Black people made up 53% of traffic stops by RPD, were 77.1% of the people searched, and comprised 78% of the incidents where police used force in 2022; while white people were 31% of the people stopped, 10.2% of the searches, and only 11% of the incidents where police used force incident to a routine traffic stop.

North Carolina Demographic Trends in Traffic Stops: Raleigh PD

- Police attempt to justify racially disparate search rates with the rationale that officers are merely deployed to high crime areas to unearth guns and drugs but the data does not support RPD's disproportionate targeting of Black drivers as contraband was found at similar rates for both white and Black drivers (31.2% and 36.8%) respectively by RPD.
 - This means that RPD disproportionately pull over Black drivers as compared to drivers of other races and over 60% of the time the police find nothing on these innocent Black drivers.
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North Carolina Demographic Trends in Traffic Stops: Raleigh PD

- In 2022, the Raleigh Police Department conducted 9,092 regulatory and equipment stops for Black drivers, while there were 3,414 regulatory and equipment stops for White drivers (see Appendix L).
 - Regulatory and equipment based traffic stops comprised 40% of the total traffic stops made by RPD in 2022 and when these drivers were searched incident to these stops no guns or drugs were found in over 60% of the searches.
 - These data show significant racial disparity in regulatory and equipment stops by RPD, which negatively impacts community trust and police legitimacy, with very little public safety benefits.
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Opportunity for Change

- Forward Justice recommends eliminating all non-moving regulatory and equipment traffic stops, focusing instead on enforcement of moving violations that impact traffic safety.
- Forward Justice worked with Sheriff Gary McFadden and the Mecklenburg County Sheriff's Office on the implementation of a similar policy.
- Focus all traffic stops on moving and safety violations. Specifically, these violations include speeding, reckless driving, driving while under the influence, and failure to stop at stop-sign and traffic lights.
- Eliminate regulatory and equipment stops that include but are not limited to: Rear lamp violation; Expired Inspection or Registration; Improper Muffler; Darkened Windshield/Windows

Contact Information

Attorney Daryl Atkinson - daryl@forwardjustice.org