

Are other cities' good ideas a threat to Charlotte's future?



From UNC Charlotte Urban Institute <unccurbaninstitute@uncc.edu>
To <sjohnston@tuesdayforumcharlotte.org>
Date 2022-10-14 10:02

[View this email in your browser](#)



[If "superstar" cities rationalize their land-use policies, what does it mean for the Charlotte region?](#)

By Aaron Houck

Superstar cities' bad housing policies have been a boon for cities like Charlotte. People who would otherwise have located in superstar cities have chosen Charlotte because of its relatively lower cost of living. These newcomers have helped fuel Charlotte's demographic and economic growth.



[Join us Oct. 20: What's the best path forward for transit and transportation in Charlotte?](#)

By Ely Portillo

Hundreds of thousands more residents, billions of dollars, and millions of cumulative hours per year stuck in traffic: That's some of what's at stake in the fight for Charlotte's transit and transportation future. Join Jason Lawrence, director of

planning for the Charlotte Area Transit System; Maureen Gilewski, transportation committee co-chair for CharlotteEAST; Dr. Elizabeth Delmelle, associate professor in the Department of City and Regional Planning and is the director of the Master of Urban Spatial Analytics program at the University of Pennsylvania; and Meg Fencil, director of engagement and impact at Sustain Charlotte, to talk about all this and more. The moderator will be Ely Portillo, director of research engagement at the Charlotte Urban Institute.



['Hate the bus lane.' Drivers flooded Charlotte with opposition to pilot project](#)

By Ely Portillo

Just a couple of years ago, Charlotte Area Transit System planners were talking a lot about the potential for bus-only lanes to make the city's buses faster and more reliable, giving them an edge over cars stuck in the gridlock.

Charlotte debuted a blocks-long bus-only lane on Fourth Street. Then, the city marked off one lane each way for buses, bikes and emergency vehicles on part of Central Avenue, plied by the busy No. 9 route. CATS officials said they were examining other high-frequency routes where it might make sense to designate lanes for buses, as well as extending the Central Avenue bus-only lanes to uptown.

But by early 2021, the Central Avenue bus-only lane experiment ended after six months.



[Collaboration is more than a word: Highlights from the North Carolina Human Trafficking Commission Conference](#)

By Maris Bey

The North Carolina Human Trafficking Commission Annual Conference was held in Raleigh on September 7th and 8th. The conference featured speakers from various

disciplines, including survivor leaders, direct service providers, law enforcement, and policy experts. Throughout the conference, four major themes emerged: centering survivor voices, collaboration, advocacy, and data integration.



[Tracking nature in an unlikely place: Piedmont roadsides](#)

By Ruth Ann Grissom

Becky Dill's phone was full. After moving to Wadesboro from Pennsylvania, she'd started taking photos of all the pretty wildflowers she found along the backroads of Anson County. She needed to ditch some images. While searching for options to archive her photos, she stumbled across iNaturalist. It seemed too good to be true – the site would store her images for free, and experts would help her identify all the new plants she didn't recognize.

Read more from the UNC Charlotte Urban Institute



Copyright © 2022 UNC Charlotte Urban Institute, All rights reserved.

The UNC Charlotte Urban Institute sends ebulletins and notices to individuals and organizations about issues concerning our region.

Our mailing address is:

UNC Charlotte Urban Institute
9201 University City Blvd
Charlotte, NC 28223

[Add us to your address book](#)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).