

## Weighing transportation and equity as Charlotte grows.



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**Date** 2022-10-27 10:09

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## [Transportation and equity: Approaching complicated questions as Charlotte grows](#)

By Aaron Houck

When it comes to transportation and transit in Charlotte, it seems like there are as many questions as there are answers these days. Add in equity and economic mobility, and the picture gets even more complex. Transportation policy is a "wicked problem," denying and in good faith to benefit the community as a whole.



## [Join us Nov. 17 to talk about economic mobility, gentrification, displacement and more](#)

By Elv Portillo

By Ely Portillo

There is growing recognition in Charlotte that where you live and how you move throughout the city has a big impact on whether you can move up the economic ladder. At this year's Schul Forum, we'll be exploring the many intersections of affordable housing, transit and transportation, gentrification, displacement and economic opportunity. Join us for an afternoon of discussions with local and experts as we tease out the connections — and look for actionable, community-oriented solutions.

The **2022 Schul Forum** on November 17 will be held at the [Dubois Center at UNC Charlotte Center City](#) in uptown Charlotte from 1:30 - 5pm with a discussion with local leaders about making economic mobility a reality in Charlotte. A reception honoring the work of the Gambrell Faculty Fellows will follow.

### IN CASE YOU MISSED IT



#### ['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 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.

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\*1OCTOBER 27, 2022\* \*1NEWSLETTER\*1

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