

Transit, Violence and Discovering North Carolina on a Motorcycle



From UNC Charlotte Urban Institute <unccurbaninstitute@uncc.edu>
To <sjohnston@tuesdayforumcharlotte.org>
Date 2023-02-14 09:00

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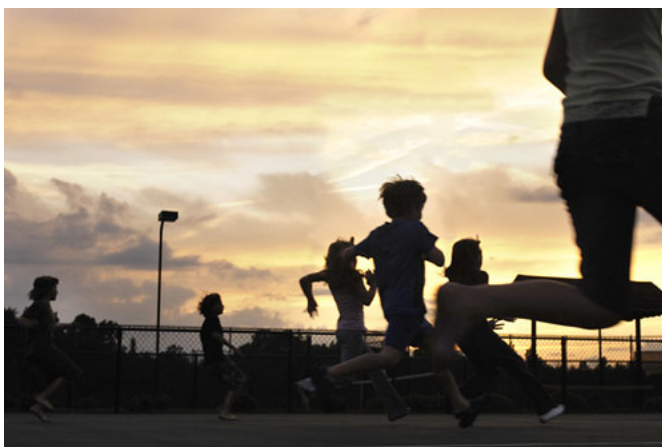


Rediscovering Our Region On A Motorcycle

By Kailas Venkitasubramanian

At the end of last autumn, I set out to rediscover our evolving metropolis with a bit of caffeine.

Staking out the independent coffee shops that dot our region, I began an informal weekly motorcycle tour of the [14-counties that surround Charlotte's urban center](#) to observe and learn, but mostly to relax. Are the open roads around Charlotte that I cherished in the years before the pandemic still 'open'? Are new joys waiting to be discovered among oscillating sentiments on how and why our city is growing rapidly, into something bigger and unknown? Importantly, I wanted to find out if the city I knew still existed somewhere in this new city that I now live in.



Preventing Violence in Our Community

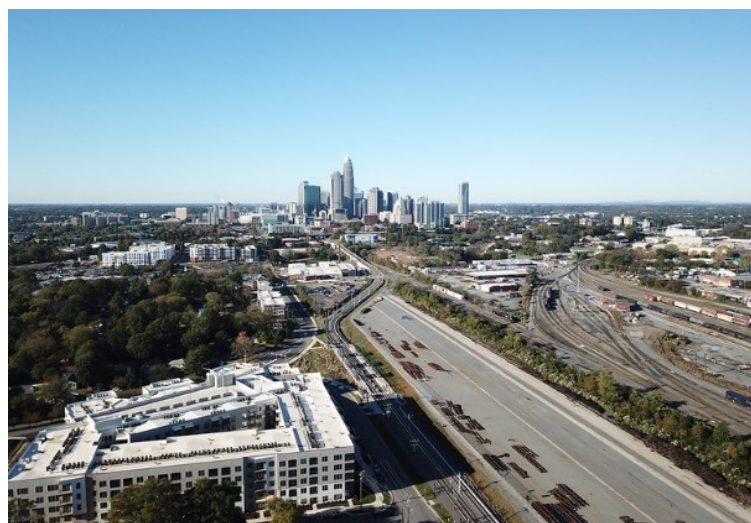
By Rachel Jackson-Gordon

The Philadelphia Eagles Have the Right Idea: Preventing Violence in Our Community

In January, the Philadelphia Eagles launched a [campaign](#) centered around preventing firearm violence in Philadelphia, citing poverty and unemployment as contributors to violence. They're not wrong. Socioeconomic status is linked to multiple types of violence.

This campaign comes as an Eagles player was indicted on rape and kidnapping charges after [record high numbers](#) of Philadelphia homicides in 2021 and 2022. Most of these homicides involved a firearm.

Locally, homicides in [Mecklenburg County](#) have spiked in recent years. There was a 45% increase in gun-related assaults between 2019 and 2020.



Transit Talks Feel Like 'Groundhog Day'

Special Contributors: Ely Portillo, WFAE and Tony Mecia, Charlotte Ledger

In honor of (last week's) Groundhog Day, and to mark the city's transit discussion that keeps circling back to the same core points, we've compiled a list of the recurring questions that just keep poking their head out of the hole.

- To briefly recap: Charlotte wants to spend \$13.5 billion to expand its transportation system, with 80% of that going to transit projects (largely a new east-west Silver Line) and the rest going to things like bike lanes, sidewalks, greenways and road improvements. The Republican-controlled General

Assembly isn't on board — House Speaker Rep. Tim Moore [blasted](#) the proposal for spending too much on transit and not enough on roads — which is a problem, because the city needs the legislature's permission to put a one-cent local sales tax on the ballot in Mecklenburg County. No sales tax referendum = no money = no transit.

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'FEBRUARY 13, 20221' 'NEWSLETTER1'*

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