






# Residential Zoning Change Options

Place a dot on your preferred option.

Increasing Housing Units per Acre 

<p><b>Option 1</b> No Zoning Change</p>	<p><b>Option 2</b> Reduce the minimum lot size for single-family residential districts except rural residential to 5,000 sf., continue to separate detached and attached home types</p>	<p><b>Option 3</b> Change to allow detached homes and duplexes on all single-family residential lots</p>	<p><b>Option 4</b> Change to base residential use on housing units per acre rather than type of housing units per lot with a minimum of 13 dwelling units per acre allowed</p>	<p><b>Option 5</b> Change to allow detached homes, duplexes, triplexes, and quadruplexes on all single-family residential lots</p>
<ul style="list-style-type: none"> <li>• Separation of detached single-family and multifamily housing types</li> <li>• Will not meet housing demand or address housing affordability concerns</li> <li>• Increased demand for greenfield development, less ability to conserve open space</li> <li>• Less land available for other uses such as economic development</li> <li>• Potential negative impact on marketability for economic development, small business development and start-up businesses as cost of living increases</li> <li>• Increase need for new public infrastructure/ services as development moves into County (fire stations, police/sheriff stations, expanded water/sewer)</li> </ul>	<ul style="list-style-type: none"> <li>• Separation of detached single-family and multifamily housing types</li> <li>• Single-family homes closer together on smaller lots</li> <li>• Potential increase in housing supply but will not meet housing demand or address housing affordability concerns</li> <li>• Some reduction in demand for greenfield development, but still minimal ability to conserve open space</li> <li>• Less land available for other uses such as economic development</li> <li>• Potential negative impact on marketability for economic development, small business development and start-up businesses as cost of living increases</li> <li>• Increase need for new public infrastructure/ services as development moves into County (fire stations, police/sheriff stations, expanded water/sewer)</li> </ul>	<ul style="list-style-type: none"> <li>• Potential loss of solely detached single-family residential neighborhoods</li> <li>• Allowance of duplexes by-right in detached single-family neighborhoods</li> <li>• Less demand on greenfields for development, potential to preserve land for other uses (rural character, wildlife habitat, economic development, etc.)</li> <li>• Some ability to meet housing demand and promote housing affordability</li> <li>• Some ability to utilize existing public infrastructure and services</li> </ul>	<ul style="list-style-type: none"> <li>• Potential loss of solely detached single-family residential neighborhoods</li> <li>• Potential for multifamily infill in detached single-family neighborhoods</li> <li>• Less demand on greenfields for development, potential to preserve land for other uses (rural character, wildlife habitat, economic development, etc.)</li> <li>• Better chance to meet housing demand and promote housing affordability</li> <li>• Better ability to utilize existing public infrastructure and services</li> <li>• More opportunities for infill development</li> </ul>	<ul style="list-style-type: none"> <li>• Potential loss of solely detached single-family residential neighborhoods</li> <li>• Allowance of up to quadruplexes by-right in detached single-family neighborhoods</li> <li>• Less demand on greenfields for development, potential to preserve land for other uses (rural character, wildlife, economic development, etc.)</li> <li>• Best chance to meet housing demand and promote housing affordability</li> <li>• Best ability to utilize existing public infrastructure and services</li> <li>• More opportunities for infill development</li> </ul>
				
<p>13</p>	<p>12</p>	<p>14</p>	<p>29</p>	<p>39</p>

# Housing - Yes, No, or Maybe?

Do you agree with the statement listed? If your answer is yes, place a dot in the “Yes” column. If your answer is no, place a dot in the “No” column. If your answer is maybe, please use a Post-It note to provide details on your opinion.

	YES	NO	MAYBE, IF...
I support tax dollars being used to promote and incentivize mixed-income residential developments.	67	20	7
I support tax dollars being used to promote and incentivize the reuse of vacant or underutilized buildings for housing.	84	12	5
I would support a new low density, attached-style housing (townhouse, twinhome, etc.) development or low-density development with a mix of detached and attached housing types being built next to my neighborhood.	59	21	8
I support increasing the permitted height for multifamily development to make more efficient use of land and potentially allow for more units per acre.	72	16	9
I believe that individuals who serve a community should be able to afford to live in the community that they serve.	111	4	1

## Housing – “Maybe, If...” Responses

### I support tax dollars being used to promote and incentivize mixed-income residential developments.

- Minimums of hsg units in each AMI band; not luxury unit
- If there are requirements for around 80% below AMI. Only if affordable housing is part of the plan
- I could support planned communities but not random construction
- With a condition of the developed area having natural areas and buffers Including mature trees
- The voucher system doesn't fare well in most cases
- If it is accompanied by a subsequent change in land usage codes to allow for this to occur naturally, in addition to local government support
- Is there any movement toward regulating purchases of houses by corporations?

### I support tax dollars being used to promote and incentivize the reuse of vacant or underutilized buildings for housing.

- If required % is affordable
- Real estate "investors" should carry some of the cost
- If unhoused or low-
- Income benefit - not developers
- if focus is on the unhoused
- If it promotes denser development in its place

### I would support a new low density, attached-style housing (townhouse, twinhome, etc.) development or low-density development with a mix of detached and attached housing types being built next to my neighborhood.

- Increased density MUST address sewer and collection services that are already overwhelmed. Concealed storm drains?
- If they are affordable and don't displace me and my neighbors
- We need housing with more density
- Would prefer high-density
- With a condition of the developed area having natural areas and buffers Including mature trees
- Only if it provides good green space access and community gathering space
- Only with significant tree and stream conservation integral to the project
- Depends on how its built- it needs to blend in with its surroundings

I support increasing the permitted height for multifamily development to make more efficient use of land and potentially allow for more units per acre.

- Still consistent with neighborhood character; gentle density increases
- Would need to be consistent with the look of the neighborhood
- Greater distance from 1 story to higher. No one story next to 5 story.
- If they still allowed for true living space and not match box room sizes
- If the buildings were safe and the residents were not packed like sardine in the development. What is the reason for the existing limit on building height?
- Only if increased height is compatible with adjacent/nearby uses/ built environment
- If potential of unattractive high rises in aesthetically similar neighborhoods is avoided
- I support denser housing options in certain designated areas, and with increased protection of green space
- If there is sufficient upkeep in the long term by the city

I believe that individuals who serve a community should be able to afford to live in the community that they serve.

- Each community has a mix of housing, but should not be defined by the economics of commercial properties

# Economic Development - Would you rather...?

Place a dot next to your preference.

82	Have land banked for open space	OR	Have land banked for economic development	25
96	Have local funds used to support entrepreneurs/start-up businesses	OR	Have local funds used for incentives to attract large manufacturing/warehouses businesses	13
26	Continue to provide the same level of community amenities (parks, recreational options, entertainment, transit, etc.)	OR	Focus on providing enhanced community amenities (parks, recreational options, entertainment, transit, etc.) to help attract professionals and businesses	84
6	Underutilized or vacant commercial/office buildings be used for only economic development/commercial opportunities	OR	Underutilized or vacant commercial/office buildings be used for providing additional housing or mixed use (residential and commercial) opportunities	100
51	The City and/or County focus on supporting local existing businesses	OR	The City and/or County focus on supporting start-up businesses and attracting new businesses	51

# Economic Development - Yes, No, or Maybe?

Do you agree with the statement listed? If your answer is yes, place a dot in the “Yes” column. If your answer is no, place a dot in the “No” column. If your answer is maybe, please use a Post-It note to provide details on your opinion.

	YES	NO	MAYBE, IF...
I support tax dollars being used to assist in the reuse of vacant or underutilized buildings for economic development.	87	15	8
I support tax dollars being used for aesthetic improvements to vacant or underutilized buildings to make them more marketable.	51	40	12
I support using tax dollars to improve the local food economy (community gardens, farmers markets, community commercial kitchens, processing facilities, etc.).	88	12	5
I support the City and/or County utilizing tax dollars to partner with non-profit, public, and/or private educational organizations to develop job training opportunities and/or tuition assistance for community residents.	92	11	7
Water and sewer utilities should only be expanded for economic development purposes.	19	78	8

## Economic Development – “Maybe, If...” Responses

I support tax dollars being used to assist in the reuse of vacant or underutilized buildings for economic development.

- Maximizing other incentive/ tax credit programs (state & federal before local)
- If it is not taking away needed housing
- If there are citizens from the community providing input
- If economic development helped improve safety/ quality of life for residents in that neighborhood. I.e if the taxpayers would benefit directly from the investment of their tax money
- Yes - if and only if the improvements benefit the communities in which the buildings sit
- Would depend on the development use and how the public dollars would be applied ex: low interest loans rather than grants or tax incentives
- Tax credits preferred
- Only if it comes with stipulations regarding the use of the land to allow for affordable housing, if applicable
  - Only of property that belongs to the city/county
  - If the city/county owns the property and/or community safety warrants
  - Be sure to balance housing needs with economic development

I support tax dollars being used for aesthetic improvements to vacant or underutilized buildings to make them more marketable.

- If there is an identified purpose and not speculative
- Need more context. Not sure who currently owns these buildings, if aesthetics are the main barrier to marketability
- Could utilize volunteer groups, artists, etc.. Instead of just spending tax dollars
- Need to benefit aesthetically the area itself & affordability
- Depends on if the vacant property is owned by the city/county or private entities.
- How the tax money is being applied is a big IF too
- Aesthetic yes, but also fixing critical code issues
- If the city/county owns the property and/or community safety warrants
- Need to prioritize

I support using tax dollars to improve the local food economy (community gardens, farmers markets, community commercial kitchens, processing facilities, etc.).

- No commercial use. Just local like farmers markets

- Farmers markets- yes! Kitchens & processing?? NO
- Depends on tax increase

I support the City and/or County utilizing tax dollars to partner with non-profit, public, and/or private educational organizations to develop job training opportunities and/or tuition assistance for community residents.

- Only if programs are open to all students and not just based on family income
- If through the city. I would disapprove of using it for private organizations
- No private education organization. They work for their own profit
- Not for profit educational organizations
- Only if workforce board or Forsyth Tech don't cover this issue
- The organizations are fundraising for this purpose to complement the tax dollars
- If recipients of the aid give back through community service or through community service careers (ex: police, teachers)




Water and sewer utilities should only be expanded for economic development purposes.

- If lack of those utilities has been proven to be the reason that econ. Development opportunities have been lost in our country
- Does housing count as economic development? I am not sure where else would you build sewer lines?
- Sewers are not being cleaned regularly. There are signs up saying street may flood
- We used to be known for having the most beautiful streets in the Piedmont but now they look gunk
- Water & sewer increased in money. Steers look like crap. Roots growing through the asphalt stuff in the storm drains
- The cost should be shared with business and industry
- The city should subsidize this for housing
- Some discount but not foot entire bill



# Competing Interests for Remaining Available Land

Rank the 3 competing uses for our remaining available land in order of desirability with 1 being most desirable and 3 being least desirable.

<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">2</span> <b>Housing</b>			<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">3</span> <b>Economic Development and Job Opportunities</b>			<span style="border: 1px solid black; border-radius: 50%; padding: 2px;">1</span> <b>Land Preservation (Open Space, Farmland, and Wildlife Habitat)</b>		
								
1	2	3	1	2	3	1	2	3
47	50	18	19	44	55	63	23	32

# Livability - Would you rather...?

Place a dot next to your preference.

64	Have funding go to maintaining and improving existing public facilities (sidewalks, bike lanes, parks, etc.)	OR	Have funding go to creating new public facilities (sidewalks, bike lanes, parks, etc.)	51
107	Have a more mixed-use development style with amenities and services within walking distance to residences	OR	Have separation between use categories with less walkability	10
70	Have more trees planted along streets	OR	Have more trees planted in parks	35
23	Continue the planting practices currently in place for urban settings like Downtown Winston-Salem that limit overall tree growth, life span, and appearance but require minimal costs per tree	OR	Invest in the use of tree planting methods such as structured soil or Silva cells within urban settings like Downtown Winston-Salem that provide a better growing environment improving life span, overall growth, and the appearance of the tree but with significantly increased costs per tree	71
51	Use available space along streets within urban settings for outdoor dining	OR	Use available space along streets in urban settings for street trees	49
64	Have staff focus on regulatory methods to preserve historic buildings and neighborhoods such as local historic landmarks and locally designated districts (approach requires property owner approval)	OR	Have staff focus on honoring our community's history and historic places through events and programs such as historic markers and educational boards at parks	52

# Livability - Yes, No, or Maybe?

Do you agree with the statement listed? If your answer is yes, place a dot in the “Yes” column. If your answer is no, place a dot in the “No” column. If your answer is maybe, please use a Post-It note to provide details on your opinion.

	YES	NO	MAYBE, IF...
I would support the City and/or County using tax dollars to land bank undeveloped land for specific uses such as open space/recreation or economic development.	80	13	14
I support retail/commercial (grocery stores, convenience stores, restaurants, etc.) and service (doctor offices, dry cleaners, salons, offices, etc.) uses being built within walking distance (up to 1/2 mile) of my neighborhood.	92	13	8
The City and/or County should utilize tax funds or grant funds to install electric vehicle charging stations at public facilities such as parks.	49	41	14
I support tax dollars being used to improve the energy efficiency of public facilities.	94	8	7
The City and/or County should utilize tax funds or grant funds to transition a portion of the vehicular fleet to electric vehicles.	64	31	6

# Livability - Yes, No, or Maybe?

Do you agree with the statement listed? If your answer is yes, place a dot in the “Yes” column. If your answer is no, place a dot in the “No” column. If your answer is maybe, please use a Post-It note to provide details on your opinion.

	YES	NO	MAYBE, IF....
The City and/or County should take a more active role in preserving our community’s historic places and neighborhoods by developing a funding mechanism for maintenance repairs and rehabilitation of neglected structures.	81	11	15
The City and/or County should provide financial incentives to attract grocery stores to areas classified as a “food desert” to improve access to food, particularly healthy food.	82	18	8
I support the County restarting the Farmland Preservation Program utilizing tax dollars for the preservation of open space/farmland.	85	13	12
The City and/or County should financially support the efforts of the Piedmont Land Conservancy to obtain conservation easements for land preservation.	88	13	8

## Livability – “Maybe, If...” Responses

I would support the City and/or County using tax dollars to land bank undeveloped land for specific uses such as open space/recreation or economic development.

- Add affordable housing (if buildable lot)
- Depends upon the mechanism, who is impacted, and if an equity lens is applied to determine.
- This is tricky because preservation of historic neighborhoods is expensive and reduces the opportunity to increase density.
- If it's the best use of the buildings + funding. Historic preservation is not as high a priority to me as other issues in the plan.
- Definitely for open space. Possibly for economic development if it means leaving open space
- Yes for open spaces, habitat preservation
- Not economic development
- Bonds or other money - vehicles should be used in conjunction with conservation groups
- If the land is used to improve lifestyle of communities, not make developers richer
- What are the parameters?
- Who benefits? (of getting the \$ or the land?)
- Only if the land bank would be used exclusively for open space
- Preference for using funds for green space
- Depends on tax increase

I support retail/commercial (grocery stores, convenience stores, restaurants, etc.) and service uses (doctor offices, dry cleaners, salons, offices, etc.) being built within walking distance (up to ½ mile) of my neighborhood.

- Healthy food was desired
- We prefer sustainable grassroot food systems to grocery stores
- Grocery stores in food deserts need to be economically viable to the people there
- If the development were planned and did not involve destruction of existing green spaces: a planned community build
- Depends on zoning - don't mess with area plans
- My neighborhood is built out, but this should be applied to new developments
- Yes in a sensible planned way. "15 minute neighborhoods"
- This has to be site specific

The City and/or County should utilize tax funds or grant funds to install electric vehicle charging stations at public facilities such as parks.

- Yes, but car companies should also pick up some of this cost
- Federal and state grant funds
- I don't know what this is
- Not familiar with the program so I am unsure why it has stopped and its impact on the livability - can fresh food come from outside the county?
- Grant funding is readily available
- It's a thoughtful plan, but not crucial. Would only benefit those that can already afford pricey vehicles.
- Let the car manufacturer do that
- Grant funds
- Only if it is clear that we have a high percentage of EV users
- Chargers installed but pay for using chargers
- Only if they are fast chargers in areas you would only park for less than an hour. Or level 2 chargers for folks who live in apartments and don't have garages

I support tax dollars being used to improve the energy efficiency of public facilities.

- Need more info to understand
- Unfamiliar with the program
- Only if matched
- Don't just spend money. Make a real ROI
- More solar packing roots! To supply electric charging

The City and/or County should utilize tax funds or grant funds to transition a portion of the vehicular fleet to electric vehicles.

- grant funds first
- Agree, but expect that over time it will become economically better to move to electric vehicles, thus making the use of tax \$\$ less important
- Biodiesel
- Depends; if there are more sustainable alternatives then why do this
- Build affordable housing ASAP
- We need more affordable housing and grocery stores in these areas
- There is a lot available today. We need more \$\$ to maintain what is available
- Particularly in under resourced communities in neighborhoods negatively impacted by redlining and other racist policies

- Grant funding is readily available
- Replace with electric when current vehicles stop working
- Depends on vehicle type + use - financial modeling and payback period to be considered.
- Wait until electric vehicles are safer- currently not always so. Particularly in regard to battery lives
- Strong consideration to move to hybrid vehicles first- then as the infrastructure grows, move to electric
- Until we know long-term maintenance costs & battery disposal info is clear that it won't impact environment

The City and/or County should take a more active role in preserving our community's historic places and neighborhoods by developing a funding mechanism for maintenance repairs and rehabilitation of neglected structures.

- A funding mechanism should be developed, but owners also should be incentivized to also pay for maintenance items
- If prioritizing under-resourced neighborhoods or low/fixed income households in North, Northeast, East, Southeast, South ward
- Funding is distributed equally across the city
- Funding is not excluding BIPOC communities
- Designated places are controlled and should maintain that. Older neighborhoods need combined help not taxes.
- If funding and support comes from education and grants
- If the community historic places remain available for public use and not just bought up for private use.
- If this benefits vulnerable community members.
- Especially if local agencies or businesses is tapped for repairs (habitat, etc.) (women, veteran and minority owned businesses)
- Public tax dollars should not be used to fund deferred maintenance on a private property. A low or no interest revolving loan program returns \$ to the public coffers
- If public has access
- If the maintenance and rehab benefits current residents or the community at large. Sometimes it is ok to let go
- Some type of cost sharing program between neighborhood and city

The City and/or County should provide financial incentives to attract grocery stores to areas classified as a "food desert" to improve access to healthy foods.

- Need to ensure food is high quality and affordable, may require subsidies. Also improve transportation to existing grocery stores
- This should be public sector (gov't) infrastructure not funded by local taxes
- grant only
- Only if city cannot figure out a way to improve public transportation

- If the city implements urban gardens in these areas to truly provide local and fresh food
- Develop some type of neighborhood investment

I support the County restarting the Farmland Preservation Program utilizing tax dollars for the preservation of open space/farmland.

- Need to know more about other potential uses for the available open space
- If I know more about it
- Support farming programs.
- If the program benefits communities suffering from food deserts
- Tax credit
- Would want an emphasis on regenerative agriculture practices
- Maybe even consider zones as agriculture only
- Depends how much of a tax increase

The City and/or County should financially support the efforts of the Piedmont Land Conservancy to obtain conservation easements for land preservation.

- They have the funds from other sources
- If the preservation of land benefits vulnerable communities
- Why just one organization?
- If it's done in an equitable manner



# Safety Improvements in the Built Environment

Select your top 5 enhancements to the built environment that would improve your sense of safety.

	<p>Additional pedestrian and street lighting</p>		<p>Design standards that require real windows in commercial/office developments to provide "eyes" on the street</p>		<p>Reduction in overgrown vegetation</p>
<p>76</p>		<p>32</p>		<p>47</p>	
	<p>Intersection improvements to allow for safer street crossings</p>		<p>Reuse of vacant and underutilized buildings</p>		<p>Programs, uses, and events that activate an underutilized or "dead" area within a community</p>
<p>70</p>		<p>97</p>		<p>65</p>	
	<p>Aesthetic improvements to rundown or blighted areas</p>		<p>Installation of emergency call boxes along multiuse paths and greenways</p>		<p>Design standards that prohibit long blank walls on commercial/office buildings</p>
<p>69</p>		<p>41</p>		<p>20</p>	

# Access and Mobility - Would you rather...?

Place a dot next to your preference.

67	Spend transportation dollars on sidewalks/pedestrian infrastructure	OR	Spend transportation dollars on bike lanes/bicycle infrastructure	32
63	Have the transit system improved by expanding the number of routes	OR	Have the transit system improved with more frequency of existing routes	38
72	Have greenways continue to be built using State and Federal funds that require a 20% match, a competitive process for funding, and extensive State review that lengthens the time for design and construction	OR	Use 100% local funds to cover design and construction costs for greenways which would remove the competitive funding process and most of the State review and likely shorten the time for construction	24
71	Have the focus be on connecting existing greenways within the system	OR	Have the focus be on expanding the overall greenway system	30
68	Have a dedicated program for annual intersection safety improvements funded by tax dollars	OR	Have intersection safety improvements completed only as part of larger roadway improvement projects	23
69	Maintain the sidewalk width of five feet that is currently required	OR	Increase the width to 10 feet to transition sidewalks to multi-use paths (pedestrian and bicyclists) even if it means higher costs and more right-of-way acquisition	32
54	Continue to limit the scooter and electric bicycle program to central Winston-Salem/Downtown	OR	Expand the scooter and electric bicycle program to other areas of Winston-Salem and possibly the County	39
44	Construct a limited number of protected bike lanes	OR	Continue to install painted bike lanes in more areas of the city	56
65	Have wider sidewalks and narrower (or less) vehicular travel lanes	OR	Have narrower sidewalks and wider (or more) vehicular travel lanes	30

# Access and Mobility - Yes, No, or Maybe?

Do you agree with the statement listed? If your answer is yes, place a dot in the “Yes” column. If your answer is no, place a dot in the “No” column. If your answer is maybe, please use a Post-It note to provide details on your opinion.

	YES	NO	MAYBE, IF...
I would support zoning code changes that require sidewalks on both sides of minor thoroughfares and local streets as part of new development projects even if it means that the costs of such installation would be passed on to the consumer/home buyer.	59	28	13
I would support tax increases or bonds for installation of new sidewalks.	84	31	3
I would support tax increases or bonds for safety improvements to intersections.	89	15	4
I would support tax increases or bonds for expanding the greenway network.	71	30	4
I would support tax increases or bonds for improvements to the bicycle infrastructure.	72	38	0

# Access and Mobility - Yes, No, or Maybe?

Do you agree with the statement listed? If your answer is yes, place a dot in the “Yes” column. If your answer is no, place a dot in the “No” column. If your answer is maybe, please use a Post-It note to provide details on your opinion.

	YES	NO	MAYBE, IF...
I would support the City investing in a rebate program for electric bicycles.	21	72	10
I support the reduction of roadway width or lanes (e.g. a road diet) on certain major or minor thoroughfares to accommodate pedestrian and bicycle facilities.	80	24	9
I am knowledgeable of the location of the existing greenway system.	77	39	2
I am supportive of the City developing a microtransit/ride share program, similar to Uber or Lyft, to expand options for public transportation.	61	32	10
An “Across Town” transit route(s) that would go North to South and/or East to West across Winston-Salem should be established.	89	12	11

## Access and Mobility – “Maybe, If...” Responses

I would support zoning code changes that required sidewalks on both sides of minor thoroughfares and local streets as part of new development projects even if it meant that the costs of such installation would be passed on to the consumer/home buyer.

- Some neighborhoods, like mine, don't need sidewalks because traffic is so light that it is safe to walk on the street
- Depends on neighborhood location and neighborhood wide speed limit
- Its ok for one side of the road if it has protected bike + ped. Path
- A more significant maintenance budget is needed to maintain the city's infrastructure rather than always relying on bonds
- Depends on how long the payments would be passed on.
- Require sidewalk on at least one side in rural areas
- Maybe if the tax dollars were used to amplify safety. Homeowners should not be responsible
- Locals in wach plat got to vote to incur the cost or not
- Installation costs should not be on the owner unless they get a choice
- Depends on the neighborhood demand for sidewalks
- What would be the cost? Maintenance by city or homeowner? Financial assistance for low-income homeowners?
- Pass on to developers.
- Possibly support for new homes only

I would support tax increases or bonds for installation of new sidewalks.

- Yes, if planned in vulnerable communities without sidewalks
- Focus should be on closing linkages in all networks rather than increasing small sections that don't go
- Need to prioritize sidewalk development

I would support tax increases or bonds for safety improvements to intersections.

- Only if taxes aren't put on most in need
- Grants first- like federal safe streets for all program
- I don't agree with tax increases. Citizens who pay taxes shouldn't be charged a higher tax to ensure safety

I would support tax increases or bonds for expanding the greenway network.

- Only if greenways are built in neighborhoods where it is safe to actually walk without getting mugged
- Yes, if greenway network expanded and connected to vulnerable communities

- Utilization of existing greenways would demonstrate support
- Safety needs to be improved on greenways- lots of places for people to hide- possibly have pedestrian patrol cops walking greenways

I would support tax increases or bonds for improvements to the bicycle infrastructure.

I support the City investing in a rebate program for electric bicycles.

- If it is developed along better transit infrastructure
- Funded with local gas tax or similar "carbon tax"
- I support city subsidizing bike share programs or rebates but only for low-income individuals
- Would want to see data on barriers that prevent more people from biking. Love ebikes but it's silly for people to own them if they won't use them due to lack of bike lanes for example
- Keep in mind this should be paired with bike lanes and sidewalks
- Sounds good in concept, but could exacerbate inequalities in that it benefits people who can afford bikes/ pursue that option
- Not rebate but support bike paths
- Yes - if the rebates are income based - more \$ going toward lower income residents
- Question confusing. Do you mean individual purchase of electric bicycle or a rebate for companies that put out electric bikes?
- If the program increases mobility for those without transportation
- Based on income. Help those who can't afford the expense
- Depends on tax increase

I support the reduction of roadway width or lanes (e.g. a road diet) on certain major or minor thoroughfares to accommodate pedestrian and bicycle facilities.

- If there is a physical barrier between vehicles and pedestrians/cyclists
- Maybe if there are ways to still keep roads wide enough for the safety of drivers. There are a lot of wide vehicles to take into account.
- If this was done in more rural areas where this was more needed
- Depending on traffic impact analysis
- Regarding narrower lanes- this sounds dangerous because people don't want to bike or walk in close proximity to traffic. Why not add shoulders? I support biking + pedestrians
- Having greater protection for pedestrian and cyclists would be better. Protect them specifically from car traffic even if it harms car traffic throughout
- Depends on safety issue of narrowing the lanes

I am knowledgeable of the location of the existing greenway system.

- I am generally knowledgeable but would need to do some homework. I know it has grown.
- Never used greenway because I don't feel safe going by myself

I am supportive of the City developing a microtransit/ride share program, similar to Uber or Lyft, to expand options for public transportation.

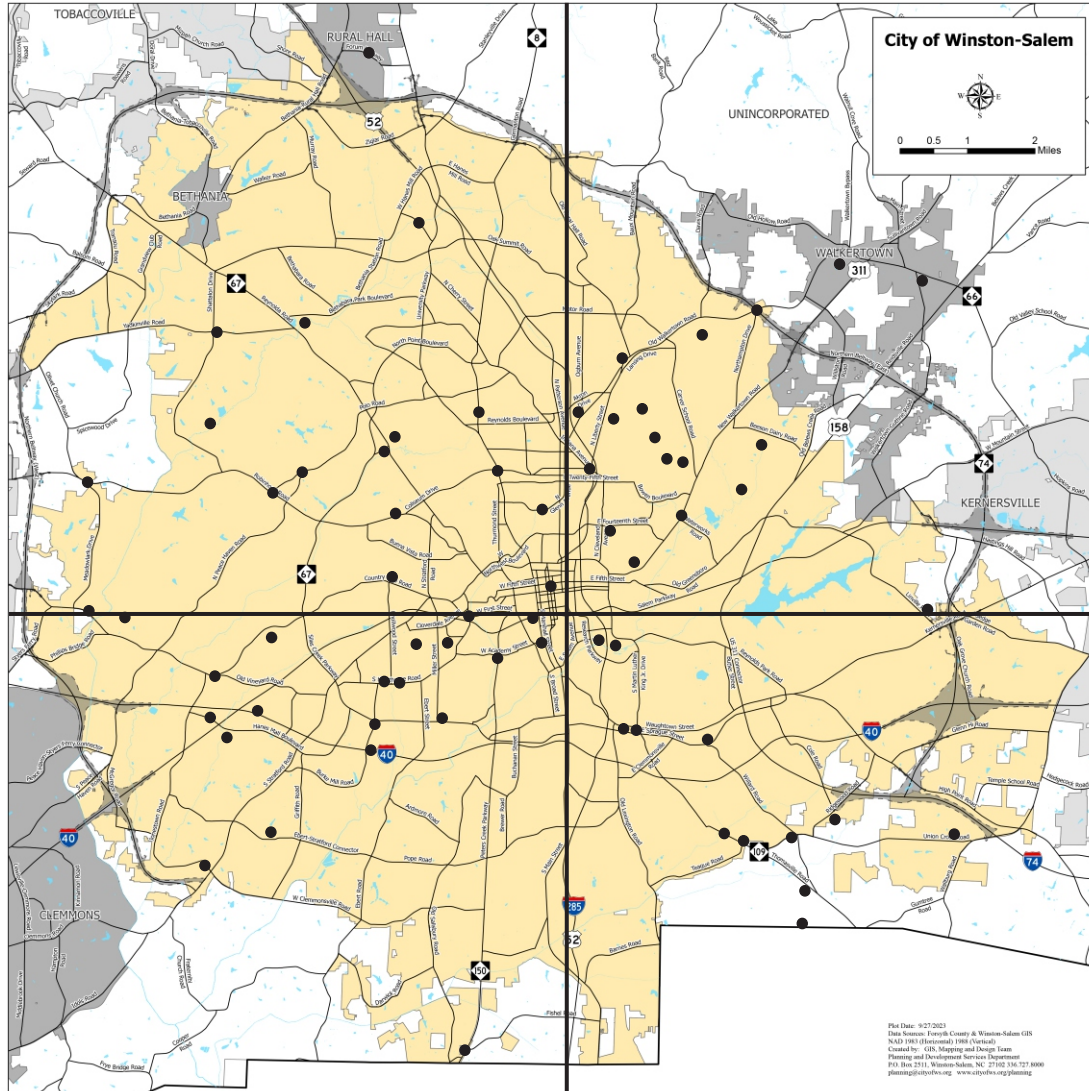
- I don't understand implications of expanding uber drivers
- Explore other models too, like smaller WSTA buses running more frequently on existing routes (or previous routes)
- Depends what need this is filling - is it something that buses can't fulfill or is it just a cheaper option for the city to pursue than expanding bus routes for example. Need more context
- If it means more bikes, scooters and other methods of transportation then yes
- Depends on cost to residents
- If it is coupled with the larger transit development
- If fee structure avoids major subsidies
- Electric vehicles please
- I support public rideshare services in Forsyth County but not if you try and start a new one
- Depends on tax increase

An "Across Town" transit route(s) that would go North to South and/or East to West across Winston-Salem should be established.

- Only if those routes lead to transfer stations at each E,W, N, S station with transfers every 15 minutes or minimal waiting
- If bus was rapid transit. Streetcar is a good transit investment and really expensive to maintain unless private sector/large developers pay.
- Abolish spoke + hub system
- Revisit transit route map in general
- If timing was realistic for round trips.
- Include county routes
- We have an expressway system
- Need more info in the purpose of doing that

# Where should transit be expanded within Winston-Salem?

Place a dot on the quadrant of the city where transit should be expanded.



What would encourage you to use transit?

Use a Post-It Note to provide your response.



## Responses: What would encourage you to use transit?

- Bike lane on Stratford Rd.
- Variety needed
- All residential areas need bus routes
- Safety and reliability
- Encourage development of private resources to move people to major destinations (hospitals, bailey park, downtown, Stratford Rd) by small buses and vehicles
- Micro transit! Point-to-point routes, NOT hub and spoke with all transfers at downtown center. Do a pilot with VIA like Wilson NC
- More frequent service (maybe with smaller vehicles)
- Hub & spoke model needs to change - too many transfers, too long trip lengths
- Generally unfamiliar with bus system because it's not effective. Overhaul it and abolish spoke + hub system
- Downtown tram lines for bar hops and restaurants
- If there was more flexibility/ability to take public transit at more times
- Trams from downtown to: Ardmore, southside, Reynolda, MLK Rd.
- Dedicated bus lanes. No more getting stuck in traffic
- 15-30 minute access times
- More transit
- If a route was available in Union Cross
- Transit stops should be safely accessed by riders sidewalks, buffers between street and wait area. Shelter and seating to protect from elements
- Please have bus connection at intersections, so folks don't have to go downtown to connect. Waste of time.
- The bus should arrive at its peak every 10 minutes, on time (within 2 minutes). It should run from 6 am to 7pm and then from 7 pm to 12 am it should run every 15 minutes. The fare could either be fully subsidized and or 2 dollars per trip. Transit cards and credit card tap on the bus should be used. The locations should go to grocery stores, neighborhood entrances, points of interest, the airports.
- I would love to gain support from the city in helping our transportation program to get moving.
- If buses ran on a more direct route, not always going towards downtown and then bus hub
- More stops and an increased sense of safety
- Road around downtown Walkertown 311 bypass to keep trucks out
- If gas goes back to 5-6 dollars a galloon

- Protect downtown streets from having traffic - reroute big trucks (ex: Charleston, SC)
- Expand to Walkertown. Would use if we had real access.
- By pass through downtown (main st.) in Walkertown. (underpass to underpass)
- Increased gas prices, visiting downtown spaces, less trouble with parking spots, if transit was being cleaned more regularly
- If there was a stop near my home
- When buses were cheaper during covid or free, did people take the bus more?
- We need to pay drivers more so more drivers will work and more routes can be created and maintained.
- More frequency!
- The availability of a place to park my car so I can take public transit into the city.
- Shorter length of time to get from point A to B
- Greater frequency, easy & understandable transfers to other lines, greater coverage, greater access to phone apps to make tracking transit and payment easier.
- Dedicated bike lanes and safer roadway. Bus is important but not something I personally use.
- Expanded bus system and more frequent routes.
- More night & weekend service and greater frequency in general
- Express buses between three triad cities would be nice
- Direct routes without transfer, buses that actually come, incentivizing use with reduced fare for frequent riders
- Is it possible to drop the hub and spoke system?
- Increase safety, increase efficiency
- Schedule more frequent