

CDOT Visual Opinion Survey Results

Section 1, Overall Commercial Street Image- Comments

Power Poles detract. Put the cables underground.
Side street parking is very convenient. Landscaping adds interest to the streetscape. The absence of utility poles and wires makes a huge difference in the appeal of a street. Downtown Greenville, South Carolina is a model that works very well, in my opinion.
Streets that I preferred had sidewalks that went from curb to building with planters in the sidewalk. They also had curb side parking, less than 4 usable lanes of traffic for pedestrian crossing and buildings close to the road.
I like the absence of above ground utilities and the relationship of buildings to the street.
Loved the activity level on the streets I rated highly. The low-scorers were barren and void of any foot-traffic or street oriented buildings. Also, overhead power lines are the biggest eye-sore of any street. They seem thoroughly old-fashioned... and not in a good way.
The last picture that I saw I rated a five because I believe it can be implemented the best in East Charlotte(eg. Central Ave. and Eastway Drive).
Streets with center turn lanes and metered parking eliminates congestion.
I hate when streets have the power lines with wooden poles along the side of the street.
Liked trees for shade and streets that had fewer lanes of traffic (easier to cross the street)
I DO NOT LIKE SEEING THE ELECTRICAL POLES.
Streets were too wide, really couldn't see other side. Wouldn't want to walk across, but didn't have a problem walking on this side. Planting strips too narrow.
trees are a must - no barren cityscapes - mixed use is good also - but no heavy industrial near residential
Streets are for moving vehicles quickly, safely, and easily. Mixing too many other distractions (people, narrow lanes, mid-block walkways, etc.) increases the risk of a collision between them. Placing trees too close to the street reduces the recovery zone needed for crash avoidance.
I would like to see larger medians for better turning.
I think that the overall survey was nice although it was missing some key elements that are possible to do in the street and around it. There were no photos that included any light rail stations over the street, near the street with an exit/entrance to the main road, or a street car running in the road. It also lacked mass transit stops [special pull outs near major stations and also shelters].
The photos also lacked a planted median or a small ped. refuge in the middle of the street.
I think that an urban fabric placed on a major corridor with business that front the road and are located on the front with parking in the back accessed from side roads or even two small feeder roads that run parallel to the main road is the best option. Also the use of mass transit to help move people without the use of a car which would help cut back on the need for parking decks and lots. To encourage as much ped. activity as possible sidewalks should be as wide as possible [8-10 feet or wider] to allow for many people to walk, vendors to be placed on the street, and shops to have outside displays if they wish.
Another thing that should be done is when a parking deck is fronting the street there should be no blank walls [murals, vines, etc] can cover up any side that fronts a street or side street.

All this and more can help create a vibrant corridor that allows traffic to pass through, people to enjoy their community, provides mass transit, and keeps out many big box stores or places them in such a way that the community is not hurt.

I like streets with wide sidewalks, lighting, trees. The buildings should front the street with retail, restaurants, and markets. Charlotte needs to be more urban.

I loved the downtown streets with the landscaping and trees and stuff. I thought taht was beautiful. Charlotte needs to be like that.

Streets with buildings near sidewalks, trees, and sidewalk attractionsmarkets are much more appealing than stretches of concrete pavement.

The brightly colored store fronts and trees make the street inviting. You want to stop and shop or just look around.

In some photos, the overhead power lines detract from the overall image.

Of course, streets with sidewalks (and people walking), are much more attractive and safe-looking.

People on the street make a street more attractive. Many of the pictures did not include people, except those in cars. I guess that is part of the point.

It would be nice to see wider sidewalks and more bicycle lanes on our commercial streets.

I like streets that seem calm, easy to walk across and active. I don't like streets that mainly accomodate cars and would make walking scary and intimidating.

Pedestrian elements very important, must create "green space" between peds and auto traffic.

The market appearance. The cozyness of the enviroment.

I liked the well-maintained sidewalks, set off from the curb with a planting area with trees in it. Trees really made a difference in the pictures. Also, the sidewalk activity made a difference (i.e., shopping and dining areas).

I also liked the narrower roads.

I disliked that there did not seem to be any bicycle lanes.

I like it when the street looks interesting and fun. Not cookie-cutter or too perfect. Burying cables would greatly improved the look of Charlotte's streets.

Lighting is critical

There needs to be a wider walking area on sidewalks that also have seating or retail displays

Lots of greenery!

Crosswalks.

Mixed use.

The images I liked were clean, well taken care of streets. The ones that looked dirty or worn down, I immediately took a diskliking too. In addition, any street that I noticed was four lanes should have a center turn lane. Not only is it dangerous and causes conjection to turn from a lane intended for moving vehicles, but if the street has enough traffic to warrant two lanes in each direction, then it should include a center turn lane.

Liked: On street parking, storefronts all the way to the street.

Disliked: four lanes with no way of crossing, retail pushed far off the street.

I like streetscapes that are pedestrian friendly -- sidewalks, on-street parking as a traffic barrier, buildings addressing the street. Prefer to not have the wide, multi-laned streets that make walking unappealing.

Disliked telephone poles, lack of sidewalks, lack of bicycle lanes.

Liked pedestrian accommodations, sidewalk tables, street parking, shade trees.

Need more turn lanes on 4 lane roads to avoid accidents. Did like sidewalks, wide well marked lanes, and ample on street parking not obstructing lanes.

Some streets were not wide enough for traffic.

I would like to see 6-foot medians with plantings separating traffic, left turn lanes into side streets, 4-foot bike lanes, and wider sidewalks with bike racks and trash cans.

I like streets that look clean and inviting.

On the streets I rated favorably, I liked the combination of cleanliness, beauty (trees), and attractive buildings. I also liked seeing the pedestrians walking on the sidewalk. The streets I rated unfavorably seemed dingy, dirty, and barren (no trees). The buildings seemed run-down and in some cases I could only focus on the power lines.

I don't like cars parking on streets. It looks congested.

I liked streets with sidewalks separated from the street by grass strips. I don't like overhead electrical wires because they preclude significant street trees.

Like--sidewalks that are wide enough to walk two abreast, planting strips with street trees (and NOT dinky Bradford pears!), pedestrian amenities like benches, trash cans, etc., storefronts that promote "window-shopping," sidewalk cafes, underground utilities, four-lanes in commercial areas with on-street parking

Dislike: five lanes with suicide lane, lack of or very narrow sidewalks with no buffer between sidewalk and traffic, lack of street trees (who's going to walk in the South on a non-shaded area?) parking lots between storefronts and sidewalks, lack of pedestrian amenities, overhead utilities

Major beef: Power centers with internal "street systems" (such as Carolina Pavilion) and NO pedestrian provision for going from one big box to the other; sidewalks that don't connect to anything or bake in the sun

Bottom line--if the street planning is not connected with land use regulations regarding setbacks, connectivity, etc., you're wasting your time on streetscaping.

Some of the images had nice, wide sidewalks. Good! Most had parking on BOTH sides of the street -- bad. None of the images had bike lanes -- very bad.

Landscaping, ease of parking, building appearance and open sidewalks for vendors is extremely important in my opinion. By creating an "urban market" atmosphere (as in Europe) it brings people closer together and creates pride in where you live and bring guests.

trees, awnings, tree lawns, retail, activities, people

The purpose of a street is transportation. I have rated streets that allow for the most traffic volume (thereby decreasing travel times) the highest. A continuous turn lane in the median should be appreciated by all motorists while on-street parking forces congestion.

Liked: ample turn lanes, organized turns, walkways were inviting and pedestrian friendly. Shops and signs of life, should be more evidence of cross walks, handicapped friendly (walks seemed narrow), limited traffic access in areas trying to cater to pedestrian traffic. Do not like on the street parking in any case unless streets are designed for easy in and out. Another means of parking in these types of areas could be utilized such as a "corral" approach with the parking in the center of the road with in and out access and diagonal pull in parking.

I liked when streets had trees smaller cross sections and buildings that encourage pedestrian activity.

I dislike wide streets with no trees or vegetation oriented towards the car.

Trees add to the visual enhancements of the routes. Telephones/electric lines and poles detract from the positive visual perspective. Street storefront consistencies (awnings, similar veneers, brickwork, etc) add to the visual appeal (as opposed to constant change from different colored brick to wood to vinyl, etc. and/or open space used for parking lots)
Trees make a huge difference in the appeal of a street.
No bike lanes!
Some of them looked too narrow/crowded - not a lot of room for traffic to get around.
I liked the Street trees, Pedestrian friendly sidewalks.
Charlotte pics should have been taken from sidewalk rather than from the middle of the street to provide a better comparison of pedestrian experience with other pics - of course I'm not going to like standing in the middle of East Blvd about to get run over. I liked women in last pic - makes me want to move to No Cal and shop for organic produce at the neighborhood grocer.
disliked the telephone poles and lines all over. Like to see pedestrian friendly streets
I liked the streets that were tree lined the best. Some streets looked to be very narrow thus making driving more difficult.
Trees make the whole atmosphere more pleasing.
I like streets that have trees and other greenery and are friendly to walkers.
despite seasonal differences in the photos that automatically give a different feeling....the streets that had been planted along, uniform parking maintained, limited signage other than retail establishments and of course bustling productivity are most appealing while deserted streets, unmaintained buildings, curbs and streets, blackened windows, steel chain link fencing, inconsistent parking areas, distance differences of building facades to curb, and unattractive signage...tell the tales of a forgotten neighborhood and promote the perception of an unsafe place to be.
On street parking was good. It provided a buffer from traffic and allowed those on the sidewalks to feel and be safer.
closer together store fronts are preferable to sprawled settings.
Awnings, trees, conformity in store fronts
Prefer the streets with buildings pulled up to the sidewalks. Wide sidewalks next to on-street parking. Street trees terrific. Two lane streets better than four lane streets.
We need more bicycle paths!!! It must be a priority in all new designs.
I like tree lined streets with wider sidewalks
I dislike the fact that none of the streets pictured had bicycle lanes. I am writing this before the remainder of the survey, so perhaps there will be some in future pictures. I am a bicycle commuter.
I disliked when on-street parking was used and no areas were reserved for buses or emergency vehicles. The result could inhibit the potential for pedestrian-bus activity.
I liked the trees added in the last slide, in fact all landscaped streetscapes along with wide sidewalks set back from the streets and the overall parking on the streets will hopefully reduce the speed of travelers.
None of the streets seemed to accommodate cyclists. Some of the streets were quite attractive aesthetically - The ones that were not attractive to me were the ones with buildings thrown up randomly, and electric utility poles

On busy streets where parking is allowed, it creates a hazard as people get in and out of their cars with cars moving down the street right beside them.

Street trees, smaller roads a positive. Open barren streets with lots of utilities and without cover are undesirable

I don't like overhead power lines or wide road cross sections.

I particularly love the last street. You can feel the life on the street. The consistent wall of the buildings framing the street also helped to frame the street.

Did not like the fact that bike lanes were not an option on any of these streets.

Charlotte needs more walking streets uptown, block intersection of Trade and Tryon 1 block in all directions and make walking streets with vendors and entertainment

The protected sidewalks and trees/grass were always preferable to exposed sidewalks to traffic.

Street trees are essential. On-street parking is a good thing. Utilities should be underground. Wide (4+ lanes) streets are not really pedestrian friendly. Sidewalks should be at least 8' wide in urban (storefront to street) situations.

Preferred site improvement elements include lighting, large canopied street trees, ample sidewalks, inviting store/residential frontages, pavement/texture changes, parkway/boulevard treatment where space permits, on-street parking, two-way traffic and appropriate site furnishings.

user friendly

no bike lanes anywhere!!! Where is the alternate means of transportation!?! No public transportation either.

I was not able to go back and rate some of the scenes. But I definitely liked the streets better that were tree-lined and without overhead wires.

In all instances there was not enough overall pedestrian space and pedestrian amenities - street furniture, etc.

Combination of on-street and in front of buildings parking is unsatisfactory. Do not like too much exposed overhead wiring. Prefer wide sidewalks/walking area, on-street parking is fine when combined with on-street buildings and greenery, landscaping.

I liked the wide sidewalks with trees and the on-street parking. I liked the store fronts that had awnings to provide shade. I didn't like the pictures with many overhead power lines, no trees, lots of asphalt/concrete areas, including unshaded parking lots.

I loved the streets that were pedestrian friendly. Places you can actually get out of your car and walk around in. I like seeing more unique architecture along the streets versus blah brick buildings or worse yet run-down auto-dependent buildings.

I think that city streets should have a space near the curb so cars can park without taking up a lane of traffic.

I didn't like the fact that none of the streets had bike lanes. I didn't like the wider streets with urban blight, and four-lane streets with no shoulder for cycling. I did like the narrower urban streets with shops, foot traffic, trees, and landscaping. They looked very inviting and pleasant and like the cars would be moving slower along these two-lane streets.

the best streets had sidewalks and shaded areas to walk under

bury the power lines

All pictures do not sufficiently support pedestrian needs.

I enjoy seeing pedestrians, no parking meters, on street parking and seating on the sidewalks for cafes, etc.

liked: green space, tree lined streets, lack of utility lines

Streets lacking trees/greenery, maintained building character/aesthetics, and inviting sidewalks are viewed as undesirable streets on which to live, work, or play. Exposed powerlines also detract from a street's image, as does an excessive amount of signs/flags/banners displayed by merchants.

The streets that were painted in bright colors and had fresh produce were very pretty, the others were not pretty at all and looked dangerous

I know that all of the ones that I picked as negative were Charlotte examples. Notice that you have people in most of the examples from CA, that might not make a comparable study. Some of our streets are getting there!

The streets with no trees look hot and not interesting. The streets with trees look inviting and makes a person want to stop and enjoy the surroundings.

I like streets with awnings, businesses close to another and close to the street.

I tend to like the streets that displayed a small town feel yet in an urban setting. Thanks for the opportunity to share my opinions.

I didn't like the first picture because of the old buildings that aren't in use. But after thinking about the score I gave for it, I think that if it's not really a part of Charlotte that people really use, then the score should be at least a 2.

I prefer streets that are pedestrian friendly.

Streets with trees, different colors and sidewalk access to shops more pedestrian inviting.

I liked the streets best that looked as if it would be easy to park and walk to the stores. I did not like the streets that looked as if you had to drive and possibly park farther away, or that did not have walking access to them.

streets w/ trees look more inviting

Pedestrian friendly streets are the best. If that is not possible, sidewalks and trees are important. Divided streets like the plaza are great.

I liked how the streets were enhanced by the beauty of the trees along the sidewalks. They really brought out the view of the shops on the sidewalk also. Thanks for taking time to review my comments.

Obviously like streets WITH trees better, however adequate space for the trees to grow is necessary

I obviously see you touched up the same street scenes with graphics and images. Yes they look nicer (trees and such), but you're CHEATING now when you electronically add happy good looking people enjoying themselves in the shot. Of course it looks better but that doesn't count when you add people! Other than them looking happy, you added many people with creates the appearance of it being a desirable destination (perhaps shopping area) where you won't be alone. What's the point of this survey if you're going to cross the line like that?

Even on "commercial" city streets, I would like to see medians with planting. The poorly developed streets you showed didn't look like bad roads (the lanes seemed wide enough, there were offices and shops near the street, there was sufficient parallel parking) but plants and lighting need to be added.

SINK CABLES. Why do we have cables EVERYWHERE?!

Liked walkable streets with shops w/windows and/or outdoor seating or displays. Did not like busy mutli-lane streets with residential homes - too dangerous.

Liked-trees, low signage, pedestrians
disliked-lack of bicycle lanes

Great streetscape on the urban images from California - more pedestrian friendly environment to get out of cars and shop.

The sidewalks need to be wider.

I really like the clean remodled look of the newer buildings while keeping the charm of the area. South Blvd is making major changes... but still needs alot of work. The market/produce areas reallymake the area look good and inviting.

I liked streets that were pedistrian friendly, ie trees
shops, outdoor eating etc.

I don't like all the power lines. I do like the walk around friendly look.

Wide sidewalks were great. Overhead powerlines are dismal.

Liked sidewalks and trees as long as they don't look too uniform and 'yuppie'. Any picture with powerlines is unsightly. We should have replaced them after Hugo with underground wiring, even if it cost more. Oaks should be replaced with oaks, not Bradford pears, etc. Al fresco dining and fruit stands are great. Multilane roads in residential single family areas, not great.

More landscaping would be nice!

Overhaed utilities are an eyesore, especially when multiple poles are placed for multiple utilities. Attractive street sins, a minimum of business signs, preferably uniform in design and size. Grass strips between curb and sidewalk not needed; often poorly cared for. Trees in residential areas should be located behind the sidewalk in resident's yards so the roots will not damage curbs and sidewalks. Low planters are nice; not too tall and with flowers or low growing greenery so as not to cause a visibility problem.

Bring back the trees and the small town feel.....

Most of them are still like most of the streets in Charlotte near downtown. Overhead utility lines, bad lighting using cobra heads in a historical area or using cheap polycarbonates in a historic area. Every thing looks value engineered except maybe 2 areas. Charlotte has to be the worst city where they think every thing is created equal. Then they get product and realize it's crap so they have to change it out. Example downtown side walks, bus stops, Tryon St. lighting, and on and on. Why don't we buy quality at first so we don't have to re do a project???? If we could ever get rid of good ole boy system and buy best products for job instead of from my best friend.

I like the streets which had the shops on them.

Adequate sidewalks, street tree canopy, onstreet parking and buliding pulled up to the sidewalk were most positive qualities. There did not seem to be good visual presentation for handling cross walk qualities and safety.

The many power lines made dome of streets look too busy and old. The addition of trees in some areas improved the streets. Not many of the streets had medians with plantings and trees. I believe that would have helped

I hate on-street parking. Charlotte's roads are barely adequate to handle moving traffic, much less pull double-duty as parking areas. I am not a fan of 2-way highways that have only a double yellow line; I see too many inattentive drivers weaving into oncoming traffic and would LOVE a moderate concrete barrier down the center line to promote safety.

Roads with that middle turn lane are great for separating traffic, but in thinking of S. Tryon as my example, that lane encourages the morons in the surrounding neighborhoods to bolt out into traffic, thinking that center turn lane works as a lane they can drive in. It's made for some interesting morning commutes.

like: pedestrian friendly, trees or other landscaping along sidewalks, buildings set close to street, more narrow roads.

Liked colorful buildings and mature trees

Disliked unkept sidewalks (grass growing through) and overhead powerlines

Aspects I didn't like were 1. Exposed wires and 2. narrow streets with parking along curb.

Pedestrian friendliness, on street parking and density without visual blight.

I like on-street activity with storefronts on a sidewalk and on-street parking/ I like streets that encourage walking and person-to-person activity. I do not like streets without sidewalks.

Sidewalks and the absence of electrical poles make a big difference.

more space for people!!!!!!!!!!!!

Like: narrow lanes, parallel parking, sidewalk life

Don't like: big signs, parking lots

The streets that seemed to have very little attention paid to their upkeep made the area look very dark and dreary. They didn't have a pleasant look, and gave off an appearance that would make one dread having to go in that area whether it be driving or walking. The pictures that displayed brightness and colors and gave off an appearance of serenity were the ones I preferred. When you go out into town you want to go to places that have an appearance like those pictures. Pictures like that make me want to go out and do things and be active in my community. The pictures that showed unkept buildings and sidewalks would make me want to stay in the house and spend my days deriving a plan to move to an area where it has a more appealing look.

some were left no room for pulling out on the road, some of the cars crossed the second white line(not center)too dangerous.

Don't like all the overhead power lines.

I don't like bare streets, it looks more inviting with: First) trees or plants, Second) with a grass separation between sidewalk & street, Third) without overhead power lines.

the streets that were more pedestrian friendly were more appealing.

Most did not have a positive impact

Trees planted in a regular pattern are important. Too many overhead wires are a distraction. Parallel parking can cause problems on commercial streets and can be challenging. Angular on-street parking has a better visual appeal and is easier to get in and out of cars parked in this fashion.

The choices were too obvious and did not show other well-designed streetscapes that were not necessarily Main Street and /or New Urbanistic. I think Disney World should be included, just to see what people put. European small cities, more variety of American cities etc.

love the awnings on the buildings and the "open market" look with product outside. clean looking streets and sidewalks

Streets with many buildings closely spaced, close to the street, look like pleasant places to spend time. With trees and other elements to break up visual clutter, they become vibrant, engaging places to shop, eat, or simply walk around. They also reduce the amount I have to drive, since I can easily visit several stores in one trip, sort of like the shopping mall effect without the mile of hell. Visually empty streets, with large spaces between buildings, look industrial, and serve their purpose as a place for businesses that don't require pedestrian traffic, but these streets only serve the purposes of transporting employees to work and transporting others from one section of the city to another.

I really liked the street scenes in which power lines were not visible and there were a variety of building facades and roof lines.

did not like lack of center turn lanes and definitely did not like lack of bike lanes

I did not like the cracks in the road nor the grass growing between the sidewalk and the street.

DISLIKED RUN DOWN LOOK OF BUILDINGS AND SIDEWALK ON SOME STREETS. LIKED THOSE STREETS WITH SIDEWALK AREAS THAT ARE CLEARLY DEFINED WITH SLOPING AREAS AT CORNERS AND DRIVEWAYS

Tree lined streets with streetside markets, and on street parking. I do not like when parking lots separate the sidewalk from the building.

Some street scapes were crowded with unsightly powerlines, lacked greenery or just looked bad. More color, greenery and inviting curbsides look better overall and would be more inviting.

I prefer the streets where pedestrians are encouraged, and the shops are close by. Some streets appeared the same only cleaned up and people added, obviously that has a greater appeal, and I think you will see that bias in your results.

I'm disappointed to see no creative street designs, such as roundabouts, slip streets, or trolley based.

Of the ones I ranked high it was mainly because they appeared clean and less cluttered with things such as power lines. The streets also appeared to be in good condition without potholes, cracks, or numerous repairs.

I prefer to see a lot of trees, like the pictures of the quaint houses and business's. This sets the scene for a very friendly village, town setting. I have friends that just moved to Charlotte 3-4 weeks ago from New Jersey. She wrote how beautiful her home and neighborhood was. She said everyone was so friendly, unlike some neighborhoods in NJ. That is why I got online to see Charlotte for myself. I will be in the Chicago area in August, and was thinking of driving to Charlotte to see my friends. We have corresponded for 2 1/2 years, but never met. They had lost a brother on 9/11 WTC. They are a wonderful family and love you town already she said. Take good care of them please.

Sandy Castor, Carson City, Nevada 89705

need turning lanes

I like to see pedestrian and bike friendly areas that is free from obstruction and visual distractions. Trees are nice as long as it doesn't obstruct view of drivers.

Likes: street parking if it appears safe. Left turn lanes on some of the slides

Dislikes: Anything that resembles South Blvd with no left turn lanes.

Dislike parking lots at streets. Like shops, sidewalks (would like wide sidewalks), parking on the street (slows traffic). Like walking encouraged, parking in lots (if you must have it) behind shops.

Streets wider than one lane each way are unnecessary and potentially dangerous in residential areas.

Trees increase the attractiveness of residential and commercial streets; they also provide shade for parked cars.

A boulevard width street can be modified to include on street parking or bike lanes.

negatives appeared cluttered. positives made you want to shop or visit.

Some of the streets that looked dim or dreary...I would honestly be afraid to park or walk on. While the ones with the tree-lined sidewalk were more inviting. However, the streets with the venders and the brightly colored buildings were the best!

Lack of tree, too many overhead power lines, too many cars parked in areas make the street look unwelcome. Sidewalks need to be wide enough to allow for safety of the pedestrians. More greenery in needed to offer shade and nature in a city area.

Nice store fronts with awnings close to sidewalks are much more appealing commercially.

I DID NOT LIKE THE ONES WITH LOW SCORES BECAUSE THE BUILDINGS WERE VACANT, NO TREES, NO PEOPLE WALKING & LOOKING HAPPY. NO CURB APPEAL. THE LIKEABLE ONES WERE VERY PRETTY AND WOULD DRAW MORE PEOPLE TO SHOP OR LIVE.

Disliked streets that were not useable for pedestrians or were too dreary looking. Liked streets that were pedestrian friendly, colorful and cheerful.

you could tell some were residential neighborhoods than others and the site of 4 lane "highway" through a 25 or 35 mph never seems like a good idea. Pedscape and traffic lanes that force people to go slow, be cautious and be able to park convenient is key

I really liked street trees, short setbacks, street parking, maintained building facades, pedestrians, and where there are multiple storefronts right next to eachother.

I really disliked the concrete jungle photos (lack of pedestrian and plant life), poorly maintained streets/ sidewalks/ building facades, overhead wires (especially chaotic, disorganized wires on both sides of street) and streets that look like they are for cars only.

Charlotte has some of the ugliest streetscape I've ever seen. Several primary problems. First and foremost is the ridiculous number of overhead wires, from Duke Power low voltage to Duke Power large towers to traffic signals strung on wires rather than mast arms on decorative poles. Secondly, we're overrun with billboards and signage. So much private signage that regulatory and information signs are all but obscured. And way to many public signs, left, right, overhead. If we had decorative traffic signal arms, everything could be placed uniformly on the mast arm in the same consistent location. Right now we have directional signs blocking direction signs. Examples abound. Contact me for specifics. South Boulevard is my favorite example. Not only is it not a boulevard, it is a downright nasty, ugly eyesore. And that doesn't even begin to address the infrastructure needs ... left turn lanes, decent riding surface, bike lanes and the fact that the "standard" right of way is too narrow to accommodate street trees and landscaping to co-exist with all the utilities. Besides, with all the overheads, how can you possibly plant trees beneath power lines that Duke will then cut back/down. Europeans have learned to reduce visual clutter by relying more on pavement markings (zebra stripe ped crossings preceded by zig-zag warnings along the curb that warn drivers of an approaching zebra stripe ped crossing). Which brings me to the issue of adequate and safe markings. Both NCDOT and CDOT should be ashamed of using the watered-down whisper-thin coat of paint that they put down and wears off in one year. Even thermotape, designed for high-reflectivity and long duration seems to last but a year before it pulls off. Are we using inferior materials or are contractors not skilled enough to put this items in place properly. Sorry for the long diatribe. I think this survey should be an eye-opener and this is the start of a 20+ year process to make Charlotte (at least he older parts) more attractive. Long overdue and I cannot believe that no one else sees the ugliness and the poor condition of our infrastructure.

I liked streets that provided pedestrian activity on the sidewalks, parallel curb parking and that were easy to cross.

Lilke clearly defined walkways, ease of parking close to stores, trees and other plants. Inviting appearance of whole areas instead of one unconnected site beside another.

Don't think the survey was entirely honest. Streets with street trees, will look better than those without, particularly in the spring. Power and phone poles are ugly. Streets with nice buildings look better than those with industrial development. I don't know what conclusions one can draw from that.

Most of the streets need more trees. The photos of charlotte show especially that both East blvd. and South blvd are in desperate need of some TLC. I have seen most of the city's plans for our city streets and think that most of the ideas to be implemented are good ones.

Overhead lines are an eyesore. Higher density looks and feels best. Purely residencial, with low density looks okay, but creates the ugly commercial strips we see.

I know these places. The obvious problem is the ped. friendly aspect. Charlotte needs to think more like the Europeans and close certain area to vehicle traffic.

Streets with trees are more appealing than buildings and sidewalks that are immediate to the street. Those that seemed walkable and had character or charm were more appealing as well.

I did not like the streets with power limes on them, it makes the streets look old and dirty.

Liked: sidewalks, pedestrian traffic, mixed use

Planting strips and on street parking are great. Overhead power lines are awful. Buildings closer to the road are also more attractive.

I like having some bits of landscaping (even just trees are nice) and having sidewalks that aren't right up next to the street (much more pleasant and safe to walk along).

some of the streets seemed congested. I like the streets that were pedestrian friendly.

The tree lined streets were much nicer. The streets with side walks on both sides of the road were nicer as well. Streets with the business along the road and not set back are nicer. In others words their parking was either on the street or behind the building.

I didn't like the streets that had a more industrial feel to them than commercial....ugly store fronts, run down areas. Who would want to live, shop, or work there? They felt stark, cold, uninviting. Many of the pics turned me off because of all the telephone wires. I liked the streets that had trees, ornamental touches, sidewalk cafes, nice looking store fronts, open air markets. They felt warm, safe, and inviting. They also had more of a community feel to them.

The streets with sidewalks and trees were best.

Disliked the lack of bike paths in any of the examples that were provided. I think the goal of urban streets is to accomodate car traffic, but to strongly encourage other forms of locomotion, such as bicycles, street cars, etc. I also would strongly advocate wide sidewalks on both sides of all roads, residential and commercial to promote walking. The center turn lane should be mandatory on all city surface streets to help reduce traffic flow due to left turns.

There were no middle turning lanes, which clog the flow of traffic in the left lane.

sidewalks are wide enough and some buffer from the street.

pedestrians show a place you want to see rather than all cars.

trees, small lanes, sidewalks good.

powerlines ugly

wide travel lanes bad and ugly.

Tree canopy, parallel parking and buildings closer to the steet were the variables that made the photos desirable. Wide streets with sidewalks blending into parking lots close to the road, building design continuity, and lack of pedestrian access made the photos unappealing.

Liked:

- Continuous building edge near street with varied architectural facades.
- Parallel parking along street.
- Regularly spaced street trees.
- Absence of overhead electrical lines.

I liked the trees along the street sides.

I didn't notice any medians with trees. "Green medians break up the pavement. Streets with trees and without power lines are much more pleasing and give a small town friendliness atmosphere. Strees without trees and with power lines have a very desolate industrial feel, even if the buildings are attractive.

Prefer trees, views with more of a human scale, more asthetic/vintage facades on building. Streets without the trees and with stark buildings seem unfriendly--not really someplace I want to be.

Street that are user friendly are more...well user friendly

I'm sorry, but this is poorly conceptualized and, ironically, pedestrian. All it measures is whether I like pretty streets better. The land use will dictate the appropriate look of the street. Streets need to be wider, narrower, of greater speed limit or of less depending on their use. There are a wide range of uses just within the "Commercial" designation. Every street can't be animated on the sidewalk, nor should it. Your survey should suggest the commercial use for each street and ask me to rank whether the street looks appropos to the use. For example, I sure hope we won't be spending tax dollars on boulevards and streetscapes for Industrial zoning. You ought to use professional survey firm for such exercises. You'll get much better information.

Alot of the streets without trees looke impossible to cross as a pedestrian. The resential street with the wide boulevard looked inviting to speeding.

I liked the streets that were wide , in good condition,nice lighting and well landscaped.

I like to have wide, clear, and divided streets. I like to have well organized landscaping in the walking areas and in the medians.

I don't mind the parking on the street, but I like having 2 lanes of traffic besides the street parking. I also like the trees.

The pictures of East Blvd. were not the most flattering. The other pictures from CA?? looked like a great area, but I would prefer to have the same amount of commercial/retail with some additional residential.

The ones with shops and sidewalks, look best, plus let us not forget greenary, very important to have trees and bushes, plants etc.

Pictures were duplicated.....

Hate visible overhead power lines; onstreet parking is ok; trees are a necessity

Streets are more appealing with trees and flowers.

I liked the roads that had trees and clean streets with sidewalks.

Sidewalk retail, cafes, and markets, to me, are what makes an inviting streetscape. Even if I am living in a residential area, I want to be in walking distance of an inviting, pedestrian-friendly retail area. I'm also a big fan of redeveloping older streetscapes vs. tearing everything down to build shiny new residential and commercial developments. Preserving history is what gives a place texture and "soul."

Density is good!

I liked the "walkability" of the streets I gave "plus ratings".

Not a single bike lane in any picture. Sidewalks were there in all of them and the only difference was the people and trees- otherwise they were all the same.

I like the trees and the older style light posts.

Trees and colorful signs on buildings can be welcoming agents.

A lot of the pictures were not appealing.

I like the pedestrian friendly streets with stores on the street rather than pushed back. Trees and shrubs are an added bonus. Charlotte needs more areas with pedestrian friendly streets. Also mixed use developments are perfect for people to get around without the need for a car. Since Charlotte is such a large city this type of landscape could really provide additional growth.

I liked the planned trees on the shopping area of the roads and I liked the "turn" lane in the middle to make the road wider so traffic on both sides can still flow. I least liked the streets that were blocked in on both sides with no space on either side for people to go around over cars.

Like streets that have symmetry of scale on each streetside. Above ground electric a visual distraction. Prefer more narrow streets.

Streets need to have edges that are clearly defined by the buildings and friendly to the pedestrian.

Wide (but not too wide) sidewalks are needed for walking, outdoor retail, outdoor seating at restaurants. Liked photos that showed wrought-iron tree wraps and decorative street lighting. Landscaping is VERY important, but must be maintained or else would make the area look shabby and unkept.

You need the feeling of, as well as engineered, openness.

Trees are a positive addition.
Absence of Power lines is positive.
Street side parking and larger sized sidewalks are positive.

Trees, storefronts next to the sidewalk, and parking alongside the sidewalk are good.

The streets that have a clean fresh look with trees and flowers appear more friendly and inviting.

like sidewalks, trees/plants, welcoming store fronts

The sidewalks are too narrow on all of the streets shown, even in the enhanced photos. I disagree with Charlotte's recent change to encourage buildings close to the sidewalk in the uptown and urban development areas.

Disliked the streets with poor signage, cracked pavement. Liked the streets with colorful, bright storefronts, people walking, nice signs.

I preferred streets with trees and that looked inviting to walk along. I also looked for those that seemed more friendly to non-motorized traffic.

I liked the streets that seemed to belong in a mixed use area and were pedestrian friendly. The ones that looked as though people lived above retail spaces looked good.

streets with trees and minimal power lines are more appealing. the style and architecture are important to overall street appearance, as well as upkeep of buildings

People-friendly streets are much preferred - those which attract people to walk up the street, which have shops, restaurants, etc. on the street for them to use, etc. are much more attractive than "sterile" streets that are obviously good for nothing more than driving your car from one place to another.

I liked the streets with Sidewalks and plants and with clear parking on the street. I did not like the streets without sidewalks or colorful signs.

Instead of placing so much focus on the streets, place greater restrictions on development along the same. Charlotte has too many streets ruined by the multiple business types allowed to build along the sides. Perfect example? South Blvd. between Woodlawn and Tyvola

There needs to be more trees and plants in all pics.

Trees are an immediate design element that brings a comfort level to the sidewalk/pedestrian areas. Turn lanes and deceleration lanes are a tremendous help for traffic flow and congestion.

I thought I saw the same photo several times.

The more trees, the more grassy strips, THE BETTER.

Disliked parking on the side

I don't know that it was the actual streets themselves, or the designs of the buildings that made a difference. I like the colorful buildings with trees planted between the building & streets. I don't like the starkness when there are no trees and the buildings are run down.

I like on street parking. It allows close parking for businesses and is a non-intrusive traffic calming device. If streets are narrow and there is on-street parking, people will go slower without the silly speed bumps or traffic circles.

I especially liked the streets with no overhead power lines.

The streets I rated lower - I disliked all the power lines and poles and there was a less friendly feel about them.

I would like to see Charlotte display, in its street design, the cultural arts designs that have a twist of nouveau. The ones I voted down, remind me of the way Charlotte once looked when it was evolving from a textile and industrial city into a banking center.

I liked the trees, the colors on the buildings and/or houses. I liked the streets with architectural elements on the buildings such as pillars, steps, designs in the concrete, etc.

Power lines & clutter

We need to ensure the sidewalks are wide enough to accommodate wheelchairs and pedestrians. Decorative trees planted in the wide sidewalks are a plus also.

Get rid of power lines and poles.

Liked trees. Streets with fewer lanes are easier for pedestrians to cross.

The ones without trees or shrubs were too stark, not friendly.

Pictures which included pedestrians in the sidewalk areas were more appealing. Streets which had more trees also looked better. Overhead power lines were a negative. A variety of storefront designs is good, especially if they're close together and very visible from the street.

Tree scapes are important....storefronts that are well kept are equally important. Storefronts close to the road with wide sidewalks are great.

Liked roomy sidewalks, landscaped plantings framing the street and street-side merchants/shops. Disliked blank building walls facing street and large parking lots adjoining street.

I love trees and plants to be involved in the street landscape but not at the expense of safety. I do not like to see electricity poles along the streets. Sidewalks need to be wide when buildings are directly on the street and have grass between sidewalks and street when buildings are set off the street.

Liked...slow speed streets and pedestrian friendly. Also having the shops close to the street. Disliked...seeing the power lines along the street and unmaintained vegetation in parking lots and along streets.

Overhead utility wires distract. Trees add beauty. Sidewalks are essential.

I like streets that are friendly to pedestrians. The factors that I look at were: trees that shade the sidewalk, merchants that are pedestrians friendly, cleanliness, esthetically pleasing looking buildings. I do not like streets without shaded trees and dirty looking buildings

I like the ones with street trees and buildings close to the sidewalk best of all.
I also like center turn lanes provided on 4 lane roads.

Likes: Sidewalk trees, storefronts at sidewalk
Dislikes: parking lots at sidewalks, narrow sidewalks, no trees

I liked the tree lined streets.

In commercial areas, buildings should come up to the sidewalk or planted/landscaped areas, there should be street trees and wide sidewalks, businesses should be stacked right next to each other with free centralized parking available in addition to free curbside parking. the owners of dilapidated structures need to be encouraged to move to another location or rehabilitate the structures.

Disliked the wider streets with multiple curb cuts, overhead lines.
Liked the streets with on-street parking, street trees and activated sidewalks.

No landscaping, not pedestrian friendly...

I liked the streets that were pedestrian friendly, plenty of sidewalk space for local businesses to display their goods along with trees to shade the street and promote clean air. Wide streets with necessary medians should have some plants/trees within the median along with SAFE pedestrian crossings. Streetscapes with small village/town feel of businesses right up to sidewalk and parking in the rear are MUCH more positive to a healthy community than large parking lots bordering a roadway - that is horrible to look at.

On street parking helps add a buffer between pedestrian traffic and auto traffic. Too many trees can make an urban street feel too suburban - these elements need to be considered carefully within the context of scale and density.

The presence of street trees gave the street a more pleasant environment to drive in.

Above ground wires are unattractive.

It is important to make our streets pedestrian-friendly. I like the sidewalks and dense, connected retail centers that encourage pedestrian activity. Parking lots should preferably be turned into more efficient (but more costly) decks, or at the very least, these lots should be hidden behind the buildings.

Details such as wide sidewalks and greenery are also important. The overwhelming element present in all of these pictures are the automobiles. They outnumber the humans in most of these pictures. That's just sad.

I liked the trees between sidewalk and curb.

I do not like overhead power lines.

I prefer planting strips

I want to see bike lanes

I simply hate parking on the side of the street. A lot of times, people park improperly, forcing the right lane of traffic into the left lane.

I liked the streets that had more greenery and a more decorative atmosphere. The others were too stark and utilitarian.

Sidewalks are a must!!! Trees are good and please bury the power lines.

An urban area should be walkable. Many of the photos showed streets too wide to cross, and too difficult to find unfamiliar addresses or shops. Buildings far from the street with parking lots in front are particularly poorly designed.

Need light signal, need repairs

I like it better when you don't have buildings right up on the streets -- it's too crowded if an emergency vehicle needed to pass through it seems if the area was busy it would create a lot of chaos and nobody would have anywhere to go

Fewer curb cuts is good. I'd like to see more center landscaped medians as that breaks up the asphalt.

I don't like the parking meters everywhere. I don't like the pictures of East Blvd. and South Blvd. Those streets are tight and have poor entrances and exits to the business surrounding it. I like the idea of trees on the side of the street, but they will continually suffer from trimming, lack of root space and vandalism. Charlotte is growing everyday with no end in sight, no streets need to be made without growth consideration. Or maybe we could put a stop to it and be happy with what we have. Economics won't allow that because America is money hungry and growth means money to jackasses who can make those important business decisions.

I like trees. I hate the vines of the urban jungle; power lines.

I liked the ease of accessing commerce from the street and the close proximity of businesses to one another on some of the streets. I did not like the spread out un-organized look of some streets, and the ones that looked as though very little planning went into them.

These pictures were not very good in determining the lanes. I have a particular interest in 2/4 lane streets with additional lane for parking. Also a turning lane with additional traffic lanes. I couldn't indicate this with the pictures that was shown.

I dislike overhead power/utility lines, four lane roads without a median, and uneven awnings.

I like wide sidewalks, easy-to-read signs, and plantings.

I liked the streets with trees, interesting store fronts, attractive vistas, etc.

Liked trees along street. Wide sidewalks.

I like the street that have nice treeline or nice looking store fronts. I dislike the streets without any trees or greener.

I do not like the power lines. They need to be underground.

Did not like so many driveways coming into the flow of traffic. Enjoyed some of the open landscaping. Did not like the stiff barren just the stark building...need more green in with the buildings to assist in the environmental issue.

I like the tree lined sidewalks with shops that are attractive but closer to the street. It creates a European village type atmosphere that invites more pedestrian traffic than automobile traffic. The absence of the powerlines is wonderful! Powerlines seem to clutter the street views as well as make it less inviting.

Like planting strips with trees and businesses generating pedestrian activity.
Dislike streets with no trees, no planting strip

Wide lanes with no planted median felt devoid of life and walkability (assuming the feeling of life and walkability is positive). Similar streets with no real edge created by building frontage feels even more lifeless and less inviting.

I liked the options that provided narrow streets for vehicular traffic, modest sidewalks for pedestrian traffic and open store frontage that spills into the sidewalk; all of which provide a personal atmosphere that invites people to walk along the street and interact with the stores.

I like the pedestrian emphasis - I like something to hide the power lines, trees or undergrounding. When you have pedestrian emphasis, you also reduce traffic speed, which is important.

i prefer the old time street look.

Streets I liked show businesses that were retail in nature, not industrial. Small shops, cafes, and offices make more of a destination that encourages people to walk around rather than drive around. Along with this comes the need to cross the street with crosswalks.

Trees make the areas more inviting. The appearance would greatly improve if the power lines could be buried

Most of the streets were too wide. There was nothing to make the pedestrian feel safe at the crosswalks.

disliked: lack of people walking, no bikes/bikelanes, powerlines, boarded fronts, too many traffic lanes/traffic.

liked: trees, look of vitality, historical store fronts or architectural detail

Streets w/no plant life are ugly and give the impression you might not want to be on them. Why? I don't know, but that's how I feel. Sidewalks are always great and I am partial to diagonal parking spaces along a road instead of head to toe parking. They are easier to get in and out of and also allow for more parking.

I do not like 4 line streets without a turn lane in the middle.

I love trees. I love building scenes that seemed to present community.

The friendly appeal.

I like the streets with fewer cars and powerlines and more sidewalks and trees. Conversely I dislike streets with too many cars, powerlines, auto lanes, and no trees with building fronts far apart because they are less inviting and less pedestrian friendly. When traffic and parking can be placed in back of businesses it always looks better.

Tree lined streets with wide (10'-15') sidewalk zones that allow sidewalk activities and landscape opportunities and buried utilities rank a +5. All of these examples had narrow sidewalk zones (except one residential) or had power lines or no trees. Therefore none ranked above a +2.

I liked the trees and shade and colorful buildings

I like tree lined streets that are not too wide.

I dislike overhead power lines, sign clutter and endless pavement.

I like the streetside parking better than lots, but I did not like not having trees.

I liked the sidewalks and landscaping; also the items for sale on the sidewalk looked attractive.

I liked the openness of the streets with parking along the sidewalk, but I know this can be an added danger for drivers streets were too crowded

Overhead wires - very dominant in some. Liked the somewhat eclectic, but coordinated storefronts in some photos. The tree-lined streets are my preference; one of the things that attracted us to Charlotte!

Dislike: on street parking in retail & residential areas; parking meters; parking on both sides of a street; narrow sidewalks and streets (unless there is no parking on that street); above ground telephone poles;
Likes: Trees; wide sidewalks; grass strips as buffers; center turn lanes on congested roads; uniform and aesthetically pleasing coordinated building design (buildings that compliment each other and do not clash); pedestrian friendly environment; I believe sidewalks to buildings are supposed to accommodate people and serve to get them to businesses not the opposite: Streets should not solely be built to accommodate cars.

The undergrounding of utilities made a very big improvement on the aesthetics of the streetscape. I would have rated the more pedestrian friendly streetscapes higher (full +5) had they included medians with landscaping and/or architectural elements.

I like Dense neighborhoods with pedestrian friendly access to stores and businesses. Trees always add value to a street. Strip centers with parking in front, lit from the inside plastic signage destroy cities.

I liked lots of trees and a feeling of separation between the street and side walks.

I disliked streets with obvious old under repaired side walks.

Trees, sidewalks are imperative. Also decorative lighting. Streets with personality instead of pavement right up against the buildings and no greenery or dividers.

I think when appropriate a median with plantings can have a big impact on the appearance of a street.

Trees help. Overhead wires are a downer. Medians would help. Badly maintained buildings distract from everything else but trees would cover some of that as would medians.

too congested with telephone lines, signs, and businesses with less than pleasing design. the sidewalk has broken pavement and are not clean or groomed. none of the pictures are esthetically pleasing.

Wires and poles are ugly. Streets with lane closures due to parking are a pain - they should be either opened or closed to thru traffic.

mall streets - with tiled walks in the middle

I like trees and lights on streets. the outside dining/seating and produce make you feel relaxed

Trees, building awnings and more friendly walking spaces greatly improved the images of the streets.

I greatly preferred some side parking with 4 lanes as opposed to 4 lanes only. Where possible, center turning lanes provides less traffic delays as well.

Liked the trees. Liked boulevards rather than just 2-4 lane w/o a break. Noticed/liked fresh paint on buildings.

Streets without overhead electrical lines and trees preferred.

I liked the use of trees along the side of the streets and the more pedestrian-friendly streets.

I really like the streets that do not have the powerlines above ground.

do like landscaping along street, don't like utility poles.

I like streets that provide for pedestrian traffic with shops and restaurants within walking distance. The shops that have parking lots are not pedestrian friendly. Parking decks are my choice.

Most of the streets themselves were fine. But the buildings around the street in some needed a lot of help.

Trees and/or grass strips between pavement and sidewalks. Did not like the four-lane street with businesses close to street and no easy way to enter the street from business parking lots.

liked the neighborhood with well maintained sidewalks on both sides. Did not notice many tactile warning pads on crosswalks

On street parking, trees, and businesses that opened up on the street were all pluses. The streets that scored worse had no on street parking, filled with telephone line clutter and narrow sidewalks and no trees

I think the survey is somewhat "deceptive" because it shows vibrant streets/areas versus those that seem (or at least appear to be) run down and "vacant". However, with that being said I like the continuity of the streets, sidewalks, trees and shops/buildings. To look and feel attractive all the elements have to come together and become one "destination".

Disliked streets that were too bleak looking. Liked streets with landscaping as long as it didn't add too much congestion to the sidewalks. Architecture weighs a lot as do power lines in aesthetics. I am in favor of LOW MAINTENANCE landscaping only.

Street that are too wide are intimidating...you fear crossing. Small shops are inviting. Empty lots and blank walls are scary. Living in flats on the second or third floor over stores is appealing.

I like the charm of the small town look storefronts. The sterile-looking Southend or Gateway picture reflects what I do not like about Charlotte. Maintain some history!

Early 1900's utility poles and lines should be minimal eye pollution in commercial areas, should be buried in all residential area streets. On street parking and left turn lanes where appropriate are important. Trees should be along every street. Set-backs for commercial properties, including signs should be enforced. Signs should be monument type, not on the highest pole made by man.

Thanks,
Marvin Wyant

The human-scaled streets (those with sidewalks, trees, and on-street parking) seem to be designed with people in mind not just cars. Those images which showed 5 lane roads with parking lots on either side, that lacked adequate sidewalks, and would be dangerous for pedestrians to walk near were not at all appealing. Simply adding trees, sidewalks, or medians also helped to reduce the feeling that you were walking or driving on a speedy freeway.

I think the way a street should look should depend on the area and the reason it exists. The ones I liked most are of small town (looking) downtown areas. These streets seem to have character but if I am just trying to get from A to B, some of the others are fine although not so pleasing to the eye.

I recognized the Charlotte streets as being East Boulevard. There is a lot that should be done to improve that very important commercial corridor.

I would have liked to have seen crosswalks or designations for people to safely cross the street. Inviting storefronts add to character of the street. Trees or plants add color and life to a much run down street. Too much impervious surface degrades the aesthetics and stormwater management of the area. Parking spots increase the number of people but could detract from the pedestrian traffic.

trees, walking people, protection of sidewalk from traffic, fewer powerlines

<p>Trees and Landscaping help to provide a more Human-Friendly feeling. Telephones are definately an eye-sore. Also, there needs to be a buffer between a roadway and buildings, ie safe clean sidewalks, trees, benches, bus stop shelters, kiosks, etc.</p>
<p>The very first one looked like a slum, an area where you would expect to see a lot of crime. In the last picture, I really liked the produce stand.</p>
<p>Sidewalks and landscaping are a plus. Number of lanes is a negative.</p>
<p>I liked the buildings on the street very much and the streets lined with trees. It is not very attractive to drive down a street that is lined with parking lots.</p>
<p>I appreciate urban forestry.</p>
<p>I really liked the streets with the trees, also liked the locations with plenty sidewalks and open space for pedestrian.</p>
<p>I did not like the streets that looked old. I did like the more modern looks. Streets with sidewalks on both sides. I also do not like the overhead power lines.</p>
<p>Anything that can be done to resuce the visual clutter above the streets is outstanding but I love the elements that are at a pedestrian level - neat trees, unusually signage, etc. I also appreciate the greening of the street - would have been even more enhanced with a planting strip.</p>
<p>I like seeing trees along the road, having awnings off buildings, having cars parked on the side of the street not interfere with traffic flow, well paved streets</p>
<p>There was no difference in the acutally streets, but what was was around the street and the condition of the buildings. I like the sidewalk with more "life" and curb appeal then the more bleak pictures of buildings.</p>
<p>i liked that there were sidewalks in every street. I liked the ones with trees too.</p>
<p>Like the streets with trees and sidewalks and inviting areas for side cafes and other sidewalk type businesses.</p>
<p>I dont like the run downlook of the area. I do like a fresh new look, area well kept with easy parking.</p>
<p>The ones I like seem like they would be nice to walk around on. I like there to be a curb and sidewalks. I like areas that are active and busy but if there is too much going on I think that the sidewalks and curbs and planting strips should not add to the chaos (ie, lots of powerlines, busy intersection), but rather provide relief from it. Also, I hate it when they make saidewalks, planters fancy in a plastic "shopping mall" kind of way. Yet I like when the put things in that really play on the strengths of an area. If the area is hip and urban, then be wild and funky. If it's historic, then be traditional and even fancy. I also like it when pedestrian traffic and pedestrian orient businesses are encouraged. So many of the suburbs are such depressing wastelands!</p>
<p>I like seeing turning lanes and large sidewalks with on street parking. I don't like overhead power lines and the lack of a center turning lane. I also like the business frontage on the street versus parking lots against the street. I would like to see more bikes lanes and even wider sidewalks.</p>
<p>i like streets with sidewalks, trees, and buried wires.</p>
<p>Some streets did not have sidewalks, a definat safety hazard. Some streets appear to have not been updated for 10 or more years (shameful!). Some pictures did not have handicapped cross-walks. I did like the neat market-place look of some of the pictures.</p>

Wide sidewalks, no power lines, tree lined streets and bike paths.

I disliked the powerlines. What I liked were the streets with a uniform tree layout on the sidewalks and the Varying colors/designs of storefronts.

I like the tree lined streets with the trees providing a buffer between the street and sidewalk. I also like on-street parking. There was one picture where the buildings were so close to the street that, even though there is a sidewalk, I would not feel comfortable walking and being sandwiched in between the buildings and passing cars.

I like curb appeal and clean trash free streets and buildings.
Dislike shabby constructions and streets

Trees and sidewalks are always better.

I liked the tree-lined streets; the colorful storefronts with awnings.

I liked the tree lined - wide sidewalks - wide 2 laned both ways streetscapes - parking that also allows the pedestrian to be seen...

Trees are very important to overall image and look best when planted in measured intervals. Also, sparsely developed roads that are sparsely planted look surprisingly bad.

Vegetation adds to the appeal of streets and produce a cleaner urban environment. Utility/Power poles and lines in an urban environment add to a congested scene and give the appearance of a low income area.

To make more pedestrian friendly a landscaped median would be very helpful. In addition, stamped crosswalks would make the intersection more aesthically pleasing.

I Liked the overall urban feel and pedestrian feel.

Natural landscaping native to our area helps the look and feel of neighborhoods

Canopy and Trees are preferred.

One thing i dislike is the bland industrial look. The factories with no trees.

I like the streets with plenty of tree lined sides and medians with vegetation and outdoor cafes on brick sidewalks - the ones with a focus on aesthetic elements. THE streets with telephone wires and beat up building look like crap and have no character. They remind me of the ghetto.

Street Images with a mixture of greenery (trees, plantings, etc.) and a more cleaner appearance were the most appealing. I would feel more comfortable shopping in those areas, because they appear cleaner, well-kept and safer. Those without plantings and with plain or unappealing entrances for the buildings were the least appealing, because they looked old and run-down.

Like: Cleanliness and organization
Dislike: Overhead powerlines

I liked the trees, I disliked no trees or plants. Really even the ones with trees looked sparse, there could have been more plant life with ground cover type plants and things around the base of the trees. And every now and then there could be an area with a large amount of trees shrubs and various plant life, like a tiny garden.

There should have been bike lanes, I didn't see any of those. I like the ability to park on the streets, but if I had to pick one the bike lanes would take priority over everything else.

Form follows function. If there isn't adequate parking, it doesn't matter how many awnings or trees you add, it's still too much trouble to shop there. I didn't see anything that addressed the parking. Also, I only saw one example with a turn lane in the middle, which would help traffic flow. If it's traffic piles up in those areas, it would be too much trouble to shop there and the plan is still subpar. I love trees and the awnings definitely improve the appearance, but get the basics (traffic/parking) right first, then attend to the window dressing.

Thank you for asking and good luck.

They all looked kind of run down? We definitely need trees on the streets as they all made up for ugly run down photo's.

When the buildings are run-down and unattractive, everything is unattractive about the area

Tree lined streets add beauty and character to the area, giving it a warm and inviting feeling. Also, allowing businesses to accentuate their store fronts with awnings and different colors adds variety to the street.

The lack of color was depressing. The trees and freshly painted buildings made the scenes seem lively, actively, and cheerful. But the other pictures seemed dull and lack luster.

Parallel parking on streets that have a double line down the middle of it means that you have to pull away from the curb into congested or fast moving traffic; obviously a dangerous situation. When attempting to park on these streets, usually the car has to be backed into the space, causing stoppage of traffic or swerving of vehicles that are proceeding in the same direction, as those vehicles try to get out of the way of the car being parked. Streets in commercial areas are better designed if the parking is planned for parking lots or parking garages.

Flowers, trees, plants really add to the overall beauty of streets. Also electrical wires, signs and billboards are REALLY UGLY!!! They can be just as distracting as trash on our streets.

I like trees!!!! I look for sidewalks that are separated from the traffic. I like underground utilities and I would prefer off street parking. I also like divided medians with landscaping.

good pedestrian access to shops, trees wherever possible, roadways with single story buildings need shade,

I definitely like multi-lane streets with modern amenities. The ones with the medians are by far the best as far as safety and efficiency.

I liked to see people walking on sidewalks and clear business signs in front of the buildings.

I like the trees, colorful storefronts, covered sidewalks, streetfront parking, ambience.

I liked the streets with the uniform storefronts. I also like the trees lining the streets.

I think Charlotte roads need a diet. More space within the ROW should be allocated to pedestrian use. Most of the images that the survey provided which lacked quality pedestrian space were taken from a vehicle's point of view. I suspect there would be little difference in appearance, from the vehicular point of view, between a street that provided quality pedestrian space and one that did not. My point is that when travelling by car, the streetscape is never appreciated, even with planted medians, as much as it is when walking the street.

Streets look too congested. Congested streets more appropriate for main roads along suburban area.

The only one that scored positive had parking cutouts on the street. On-street parking needs to have extra wide lanes so that parked cars won't impede the flow of traffic.

I think depending on the amount of traffic a street has it should have a turn lane if at all possible. When you see two lanes on each side of the road, there is obviously enough traffic that there should be a turn lane.

I think all urban streets should be pedestrian friendly. This would encourage the use of public transportation and be better for the environment.

some of the streets appeared run down, uninviting. Not something that catches my eye and I say "hey I'll have to go see what's in that area".

The streets with the outside produce stand, outside bistro type settings were much more inviting..made me want to explore the area, made me want to shop at the merchants along the street.

The visual feel is so important. It either brings you in or it doesn't. Unfortunately, a lot of the streets had a cold, harsh feeling...

I like sidewalks, bicycle friendly streets with bike lanes and I dislike overhead electrical lines

Need multiple pictures of the same street to evaluate. Maybe have four on the page so you can get a good feel of what the street is like. I did not like seeing power lines and utility poles. Be nice if parking could be hidden in uptown areas, not in residential.

I DON'T LIKE TO SEE CHARLOTTE STREETS OVERCROWDED. ALL STREETS NEED TO BE 4 LANES DUE TO CONGESTION WHICH IS A BIG PROBLEM IN THE CITY OF CHARLOTTE.

Sidewalks, trees/plants, on-street parking, zero lot lines, and elements that engage pedestrians (such as fruit stands, awnings, sidewalk signs, etc.) contribute to great commercial streets. Multilane roads with no median, no sidewalks, lack of vegetation - environments designed more for cars than pedestrians - are very negative elements of commercial streets.

Small trees and open walkways with friendly stores are appealing.

not enough lanes when cars were parked. car coming out into traffic, people do not stop they just pull out in front of you when there is no light.

sidewalks and trees good. powerlines and asphalt bad.

Trees and getting rid of the power lines make a complete difference on the streets positive appeal

Street trees always seem to add a sense of community, and for the pedestrians, a place to stroll and shop more!! good for everyone. Angle parking on one side only would probably increase the availability of spots and make it easier to park

Because of the high cost not all streets can have a Hollywood look to them. Otherwise many small businesses would not survive.

I like buried utilities. I like shaded, tree lined sidewalks and roads. I would have like to see plants, flowers and trees in the medians of the roads.

The streets with trees were more comforting. Without the landscaping it sort of looked "rough"

I dislike above ground utility lines, as well as empty areas. Parks need trees and verticle parking, or parking lots behind buildings is preferable

I do like the idea of walking to desired places

Liked trees, clean buildings. Hated open and poorly spaced areas without any symmetry, good lines, nice colors, or attractive buildings.

I like a consistency of access from business to business. Either all street front or all set back. A mix of pull in parking lots and driveways make finding businesses difficult, and getting in and out even worse. Sidewalk shopping is fine in some spots, setback businesses fine in others. I dislike parallel parking, especially if there are two lanes each way.

Trees, landscaping and well kept buildings and shops made for a nicer street and environment.

liked the way the same cars were on the street parked in the same locations but more and more "desirable" elements were gradually added stores people trees - think anyone noticed?

It is difficult to get in and out of curb-side parking spaces when there is only one lane in each direction. Also, if you have a turning lane in the same area as curb-side parking, it poses a challenge, as too many cars can be coming from too many directions at the same time. Either two lanes in each direction, or a turning lane in the middle, allow cars the opportunity to make Left hand turns while not holding up traffic. If you leave out the concrete "median", this would allow you easier traffic rerouting during street paving, as well as keep down costs (it takes less time and money to pave straight across 2, 3, or 4 lanes than to put a concrete strip or curb to separate traffic for each direction).

With regards to curb appeal, if the buildings all look alike, it is difficult to find you are looking for without poking along (which will slow up traffic behind you). Some variety in colors while maintaining a common / complimentary design, allows for both eye appeal as well as functionality. Medium sized trees between the curb and the sidewalk (or in the sidewalk when there is no grass between the street pavement and the store fronts), add a cozy bit of nature to the view, as well as help combat pollution (noise and exhaust).

I hope that the responses you get back from the public are useful and helpful. I appreciate the opportunity to assist in designing the future of our streets and our community. Please feel free to contact me if I can be of any future assistance.

I like the "airy" feel and the well-kept shops. It looked like someplace I would like to be.

Landscaping is very important for street image. But it is also important to maintain the landscaping.

Like: uniform store fronts, trees and greenery, sidewalks

Dislike: telephone poles, no trees, run down store fronts and sidewalk areas

What about pedestrian only zones ?

I liked the store fronts being on the street and not set back.

I like streets that have a nice mix of residential and retail.

The utility wires everywhere.

Don't like the ones that looked run down and with lots of power lines. like the ones that looked newly renovated with lots of colors and "classic old style" appeal. I think the newer styles being put throughout the areas like Ballantyne and Huntersville are great looks. I also like the outdoor markets shown in the photos. It brings a sense of closeness between citizens(shoppers) and the merchants. Basically the small town charm.

I do not like to see cars in front of building or stores. I really like to see trees along the street and I love to see buildings pulled up close the street with wide sidewalks.

Most-liked: pedestrian friendly areas, streets with adequate sidewalks and small trees to provide shading of sidewalks.

Least-liked: large expanses of pavement, no vegetation, exposed powerlines

I dislike commercial areas that are set back from the street with parking at the street - I do like pedestrian friendly areas. I prefer power and utilities to be buried.

I do not like the clutter of power lines everywhere. I do like the shops lining the streets. It gives a european feel.

I like on-street parking, street trees, planting strips, and street furniture.

I dislike overhead utilities, wide multi-lane strees, narrow sidewalks, and paking in front of buildings.

Many of the streets had narrow sidewalks, limiting alternatives to cars, which is something Charlotte really needs.

I liked the streets with retail, sidewalks, parking, and greenery. I disliked the streets that had buildings that looked abandoned, no sidewalks and no plants or retail.

I like to have trees on the streets with store fronts on the street.

I like tree lined streets, nice sidewalks, clean looking buildings.

i like the way some of the streets were lined with trees. the street with the buildings close together looked neater and in order. the streets with the building spread out look kind of sloppy and sticked-here-and-sticked-there. charlotte is a pretty city and with all its resources it could be a whole lot more prettier. i don't live there, but i visit it quite often.

likes: trees, sidewalks, pedestrian friendly.

dislikes: shabby, run down, no sidewalks or street lights, lack of traffic lights, inconvenient parking

The streets with sidewalks with the building frontages closer to the sidewalk provides a more pedestrian-friendly environment.

sidewalks with trees is great. Not having all the telephone poles close by the street is even better

we love trees, clearly maked crosswalks, pedistrian and bicycle friendly streets.

The final street image was nice, but was it real or a 3D rendering?

The ones I disliked the most all had power poles/cables right where the curb meets the street. That tends to clutter the look and it's hard to get past it to see what the rest of the landscape actually looks like.

The ones I disliked were also less dense.

Trees really help a street look better! I never realized until I saw the streets with and without trees to compare.

I don't like above ground utilities. I don't like narrow streets. I do like the trees along the streets.

BAD: No Trees, Telephone Poles/wires visible, no foot traffic

Good: Use of trees, pedestrian friendly and being used as such, no obstructions like poles and wires, wide streets for traffic flow.

overhead powerlines-bad

trees with planting strips and sidewalk NOT directly against curb-good

Don't like power lines

I hate above ground utility lines. Adding trees and cleaning up adds immeasurable to the cityscape

Tree lined wide sidewalks with buildings that have been restored, kept up or newly designed neo-traditional type storefronts are beautiful.

Trees are a major plus. Utilities should be underground. Sidewalks and open markets are nice to encourage foot traffic.

I best like the streets without parking lots in front of buildings--Pedestrian friendly.

A lot of the streets seem dull and dreary. They don't look new and fresh.

i think the trees made the streets that had trees look less ghetto. also, i liked the ones that had nice sidewalks and were more appealing to pedestrians.

did not like most of the pictures with the power lines exposed

I don't like the plain, industrial look of some of these streets. I don't like the overhead utility lines in some of the photos. I think trees, shrubs and/or median planting areas would help camouflage some of the non-descript buildings and make the street more attractive.

All streets seem to 4 lanes and it is difficult to know if vehicles are parked in some cases and in the case of the residential streets is parking to be allowed

Some of the streets look "dead" and "dreary" I noticed that some of the streets were the same, you just added trees. That helped with the overall look. I think landscape is a major part of the beautification of the streets. If the neighborhood is industrial, try covering up some of the buildings with landscape, (trees, plants, shrubbery, etc.).

dislike power lines, big parking lots

like density, varied architecture, cleanliness

Clear sidewalks are very important to me as well as properly positioned curb ramps. No curb ramps that angle you into the street!

I DID NOT LIKE open streets with no trees or decorative street lights; glaring buildings with no aesthetic value or visual buffers or "softeners" (i.e. awnings, architectural interest, cafe tables, etc); streets with no eyepleasing way to present on-street parking; and tacky sidewalk/curb in need of repair or replacement. I DID LIKE streets that incorporated these properties. Those streets presented a "visual pleasure" to drive, or walk down, and the eye extended far ahead with a pleasant view of all in sight. There is a calming effect on these type streets, that can actually slow your pace, and make for a healthy driving or walking experience. Walking in New York - you can feel an immediate change in your inner self when you cross from blocks that are wholly concrete, to those that are tree-lined and offer even a small green space and some shade. WE NEED MORE!

Those commercial streets which were filled in... or looked like they had a sense of purpose were definitely more appealing.

I like streets that have trees that help beautify and area

Please bury power lines. there is no way that they look good and they are a financial burden from storms, etc. We should have sidewalks on all streets. New streets should have the developer provide sidewalks.

i hate seeing power lines everywhere and old grey buildings. Charlotte is a beautiful city that needs more color.

Trees, trees, trees - makes all the difference. And attractive buildings with street vendors.

I like the streets that have turning lanes and allow for the traffic to not have to come to a complete stop when someone's turning.

I like the streets that are lined with trees, have the power lines underground and are multilaned.

I feel that the city streets of Charlotte Mecklenburg needs to be more convenient for both the employed and the unemployed.

I liked streets that were tree lined and had left turning lanes.

I did not like the streets that had parking meters and were narrow

A more "main street" look is much nicer than industrial.

I don't like the "industrial" look. I like the look and feel of the "brighter" more inviting "touristy" town streets.

I like streets that have things to do on them that look fun.

I like the streets that looked like an old-fashioned downtown or Main St. the best. Obviously all streets can't be designed like that, but they were the most visually appealing to me. Streets that are cluttered and with unmatched buildings are necessary, although not terribly visually appealing. In some ways though, those streets are what make the prettier streets more appealing.

compact land-use, sidewalks, narrow streets and human-scale buildings are preferable

I like the idea of nice well kept shops lining the streest with trees and other fiolage.

I liked trees and activity on sidewalks. I disliked narrow curb lanes that looked too dangerous for bicycling.

More trees, less concrete; even though some of the streets looked inviting, trees and a less congested look would appeal to me more.

Cars park in the street. Causes congestion and take away from the beauty of the buildings

Liked shade trees, people-friendly scenes. Disliked utility lines above streets and no "buffer" between street sidewalk and buildings.

The days of Utility poles and lines are over! Bury them. Trees and landscaping strips are essential! Store fronts and side walks sufficient to encourage foot traffic. Street parking is ok where sufficient traffic widths are available.

Prefer more "back in time" feel to streets. Commercial areas for pedestrian traffic, walk to everything. Lots of plantings. Well maintained, painted areas. Disliked open hwy. with concrete bldgs. and run down areas.

2 LANES IN EACH DIRECTION IS A MUST ON EVERY STREET

The 2 lane streets need turning lanes. The urban streets look dirty.

I liked the tree lined streets. I also liked when the buildings looked inviting - nicely painted, landscaped, etc.

I like variety of building design and placement, and inclusion of trees and landscaping.

There were several streets which were clean, there was convenient parking, nice shops and pretty trees. The streets I rated low were those where businesses were not updating their storefronts and/or signs, there was not much greenery and there was not a favorable environment for walking.

As you'll see from my zip code I do not live in Charlotte but will possibly be making a move there in the next few months. I appreciate your site and the fact that you are listening to the residents to help your town be a nicer place to live. Hope you don't mind that an out-of-towner took the survey but I hope I could offer a fresh opinion?!
oh, there's more.....

Like: underground power lines, sidewalks, clean areas and trees/grass.

I appreciated the tree-lined streets with well manicured lawns between the road and sidewalk. I also liked streets with and internal turn lane giving the impression of more space.

Trees are always better in urban or residential areas. Color is nice...in buildings and surrounding areas. Flowers add a lot of character and pleasantry to a space.

One of the biggest problems with the appearance of Charlotte streets is overhead phone and power lines. You can change the appearance to streets and shopping districts, but overhead wires cheapen and clutter the environment.

Tree lined streets with sidewalks are wonderful. A central turning lane is helpful as well if traffic volume warrants such. Street side parking is dangerous however. Either a central parking garage or parking behind businesses is ideal.

Trees, on-street parking, walkability were things I particularly liked. I did not care for streets that looked as if they were not being revitalized (abandoned buildings, etc)

NEED MORE GREENS

The more trees, the better. Shady sidewalks are ideal, although I'd be happy with good sidewalks in general. I'm not fond of cars parked directly on the street, but in the right setting, it's okay.

The streets that are user friendly like the veggie stand to walk up to are nice. The streets that are in industrial sites and not nice and they needed to add side walks they make a difference in all neighborhoods.

street layouts that promote people walking are a good thing. To accomplish that entails more than just street design. Obviously, a cluster of businesses/shops/restaurants/dwellings/etc. would also be necessary. Anything to eliminate stripmalls and the inevitable "big box" eyesores they leave behind would be a step in the right direction.

I like streets with large sidewalks where business and people can both have room.

Get with the 21st (or at least the 20th) century and get the electrical/telephone distribution hardware out of the right-of-way/street scene.

Like the trees and street lamps as well as lower profile signage. Pedestrian friendly areas a plus. Dislike overhead power lines, plain streets.

The street front properties offer a pedestrian friendly appeal which is lacking in the Charlotte's automobile oriented developments. Automobile oriented development is unattractive, and promotes more traffic in the area.

I tend to link streets and peoples yards in a similar way. The yards that are landscaped using color and a sense of intimacy make one want to stop and explore the yard. Streets are also like that. Plants, trees, cleanliness, and an inviting nature make one want to explore the street. A street with a cold (concrete, colorless, lacking plants, abandoned), colorless, an unkept look give a threatening feeling. For me, a streetscape works when it makes me want to get out and walk the sidewalk checking out the store fronts, or at least slow down the care to look at the decor.

Liked 2 lanes in each direction, turning lanes, trees & landscaping along roads & store fronts, some uniformity yet diversity in building design (e.g. different colors, slight variations in height, all brick, awnings on all...)

Did not like streets with parking on street & only 1 lane of traffic in each direction. Don't like "run down" looking buildings scattered along street. Don't like alley ways between many buildings.

I don't think you should build another street in Charlotte without a bike lane...period

Need more bike lanes. Greenery make sit feel cozy, but looks too industrial

I like the sidewalk shops, trees and on street parking. It makes the area look like warm neighborhoods rather than abandoned industrial areas.

Like indications of life such as trees or bushes. I also like the idea of underground power lines. I dislike walls facing the street and would prefer windows, doorways and small product stands be on the sidewalk. Window displays should also be tasteful and well-designed versus a giant sign.

Likes: wide sidewalks for pedestrians, trees, shrubs, cleanliness of streets, well managed parking

Dislikes: overhead utilities (poles & wires), lack of trees & shrubs, chaotic parking arrangements, not pedestrian friendly (narrow or nonexistent sidewalks, lack of crosswalks)

In general, wider sidewalks would be more encouraging to pedestrian traffic, as well as trees along the street edge

the spaced out areas with different types of trees.

I hated the look of streets without many trees or greenery. Granted, streets are meant for cars but pedestrians need sidewalks too and also to feel safe walking from one point to another. It will only help if we have cool, shaded and safe areas to walk - helps with the exercise!

Do not like cars parked along side of street. Provides too many blind spots for crossing the street. When no cars are parked on side of street, visually appealing, as well as providing more safety for anyone crossing street.

Did not like sidewalks immediately adjacent to the street, above-ground utilities, lack of pedestrian friendly environment.

Ugly power lines. No trees. Distance of sidewalks from the street. Parking conditions.

lacked tall buildings and a modern look
too homey!

I like green tree line streets with at least four lanes or a turning. I also enjoy wide sidewalks but I would also appreciate bike lanes.

I like the scale of some of these streets, at least on those with commercial uses close to the streets, and sidewalks. I do feel like wider sidewalks would make for a more pleasant experience in many cases. I'm not a fan of center turn lanes.

i like trees, small sinage, and no overhead utilities...

I am a strong believer that streets should always have a center median or center lane. Landscaping is an extremely important element. Telephone poles and overhead wires are the worst visual element of a landscape (including wires suspending signals over intersections).

south blvd with the middle turn only lane is good. streets with trees and nice lightpoles, not the plain ordinary light poles. some sidewalks could be wider...depending if there is a lot of commercial on main floor. depending if there are restaurants, it would be nice to see sidewalk outdoor seating.

It looks much better with trees and flowers, no matter what area of town it improves tremendously!

No bike lanes on any :-)

Streets need to be pedestrian friendly - sidewalks.
And have trees and other "green" around.

I liked the Berkely. CA street becuase it seemed to be pedestrian friendly and the shops looked well kept.

I preferred the streets with greenery (plants/trees). I also preferred streets with underground utilities, with no unsightly telephone poles.

Some were dingy looking and didn't look safe to walk on the sidewalks - too close to the street.

This is not our goal or vision whatsoever. The picutres depicted crowded two lane or 4 lane roads with no street appeal and totally void of any beauty, that in near future would become very dated. Also, it would serve to permit problems of traffic congestion and no parking availabilities. There were no medians, no left or right turn lanes, thus allowing possible accidents.