**Verbatim Comments from Cabbagetown Streets Survey**

**Residential Parking Permit**

**(Cabbagetown Only)**

I live on Savannah Street and I hate leaving home sometimes because I know there will be no parking when I get back. I hate carrying all of [my] groceries from a couple of streets over. I also hate when I'm looking for parking on my street and see people park and walk to the restaurants and bars on Carroll Street. It's a headache.

Gaskill St. is used by visitors to Carroll St. This creates a parking problem for people who own homes and rent on Gaskill St.

People park on Berean Ave and walk to Milltown and Carol Street Bakery taking up the [residential] parking. I have followed them to see where they are going!

I'd really like to see something other than parking at the church lot at the corner of picket and Savannah. Maybe a community park? Also, how would this impact the many churches on Sunday? They use a lot of parking and I'd like to deter sidewalk parking but not isolate the church goers.

I don't believe permit parking is needed on all streets, but it is badly needed on the streets closest to Carroll. As Memorial continues to develop, it might become necessary throughout the neighborhood.

I think they discourage people from driving to the neighborhood, which is just fine by me. The Beltline will soon come within a few blocks of Carroll St, so let people bike or walk over. Also, the businesses there don't need to be any more crowded than they already are!

This will likely become an issue once the Beltline expands.

I live on the south end of Savannah St. and have both interest in the parking zones and concerns. By dealing with the Carrol St. parking quagmire, this would help solve that issue for those of us on this end of the street, including watching Carrol St. Cafe employees park in front of my house daily. However, I like to host events - family for holidays, friends for Sweetwater 420 fest, etc. - and I'm afraid permits would make those events much more difficult, right?

I think some parts of some roads could benefit greatly from this, but strongly believe all roads do not need this. areas closer to Carroll st businesses like Savannah street for sure...they have limited parking and sometimes have to park 3 streets away to go home because visitors have taken over their street to dine on Carroll street. I read within the last 6 months that park Atlanta is getting nixed and they are horrible anyway - invite them in to one thing and we no doubt will regret it. all that said, I do understand it is important to address this now before memorial drive explodes and we are treading water with no way to recover.

Feels very prescribed.... not sure

I can see where that would be needed on some streets in ctown but on ours (Estoria near memorial) parking isn't currently an issue. Although it might be in the future with new developments. But park Atlanta is the devil! I'd really rather not see them in cabbagetown

I live right on Cabbagetown park. I think this would detract from people coming to enjoy the park. I also would not want to deal with getting a pass for a babysitter, or friend coming over longer than 2 hours. I realize we are not on one of the worst streets though.

I think I need to hear more pros and cons on this. Permits don't initially appeal to me because I have never had an issue finding parking. I like the fact that I can invite friends over and they have trouble parking near my house. Creating time limits and permit restrictions would actually reduce the ease of parking for me.

I think most people using our streets to park are our own residents.

Keep Park Atlanta out

My concern for residential Parking Permit Program is the collateral damage from making a street Permit parking only. This will only cause people to park on the next street over, which will potentially cause parking issues for the neighboring street. However, I do know my neighbors have issues finding spots near their home, and I would support them in getting permit parking if it is their wish.

Park Atlanta is the worst! I won't support giving them more business.

Parking is an occasional headache where I live on Iswald, right around the corner from Carroll Street which I imagine to have some of the most non-resident parking. I don't think parking is so bad that we should pay for passes to fix it, or worry about the hassle that Park Atlanta brings. I think we'd be inviting more problems by having Park Atlanta patrolling the neighborhood.

This would be very detrimental to local businesses, especially the ones on my street (Carroll Street). It would also make it very difficult to have friends visit.

We don't have private parking, so where are friends supposed to park when they come visit? It just seems like overkill. We live on Estoria and that's a v. busy street. Despite that, we don't have that much trouble parking right in front of our house.

When I have friends come visit, I want them to have a place to park.

I am not going to obtain a permit for someone to stay at my house/park car on street overnight and for them/me to be fined for not having a permit.

I don't like the permits Because it ends up costing fines for myself and visiting friends.

Not at all in favor. reeks of in town, city elitism

This sounds lame and unnecessary. I don't understand why anyone would want this. Just park where you can find a space and then walk to your house.

**Parking**

**Cabbagetown**

Savannah St should only be residential parking.

Renters with 3 or more cars apartments ( 8 units ) across street (Reynoldstown) parking on Cabbagetown side.

I don't think there is enough off street space available for these options.

It is REALLY frustrating to come home in the evenings & NOT have a parking space near my home. It's become too common and we NEED A CHANGE!

The residents should have parking in front of their homes and if outsiders take up their assigned parking they will receive a ticket or be towed. Some have a couple of cars and don't move them for several weeks.

I know I'm dreaming, but if we could somehow get people to smarten up and quit leaving eight feet between cars when parallel parking, we'd have room for a lot more cars.

What happens to the $ generated from the self-park solution? Would CNIA have any say in how it is spent?

safety (but new street lights have helped), space (often blocked by non residents, streets can be hard to navigate due to narrow space being more congested with parked cars, etc)

wisely implemented with all users in mind great things can happen. commercial/short term loading...cabbagetown isn't scaled big enough to need that and the only place this has an issue is on Carroll street. adjust that one road and fix its problems and all is good on that front. making more parking....if you build it people will come - we don't need to make more Parking areas, we just need to make sure residents can park and it's not impossible for guests to visit for a bit. if we have a parking garage we will be over flooded just like pcm & ksm and the neighborhood we have wont be quite the same. people will still come - they do now, we don't have to accommodate everything to do one thing. take care of residents first. ride share zones. no...just no. that's like electric car parking spots...it accommodates a smaller population that the ones it puts out. plus just because you signage something for s floating service doesn't mean it will be used or used properly.

The inefficient use of space by most people street parking (residents and visitors alike) costs us a handful of spaces for every hundred yards. Perhaps space marking for street parking could help with this.

Promote other modes of transportation to and from cabbagetown.

One of my concerns with the permit is how it would affect my Airbnb if I'm only allowed 2 visitor passes a year with only 15 days. Also some streets in Inman park that aren't currently permitted some residents use cones to save their spots. So that's an idea. Also I don't mind paying to park if I have to take my car over there so that might be nice but we have limited space so :/

I've never had any issues with parking so none of these appeal to me.

Carroll street is too dangerous as it currently is. Something needs to change!

Carroll Street is the major issue when it comes to parking and loading zones - both are either limited or non existent. In Athens, GA some streets are reserved during certain hours for delivery trucks to use. This could be a way to prevent the trucks from blocking Carroll St, and from having to park at Agave and make the long walk to businesses. This will of course cause issues for residents who live on Carroll St who wish to park outside their home.

I don't think there is enough of a problem to warrant these kinds of solutions. I am particularly concerned about the idea of a parking deck -- I think this could really change the character of the neighborhood.

It's tight, but again I don't think it's that terrible.

Building a large parking structure will just serve to encourage more car use not less.

You guys are looking for a solution where no real problem exists. We've managed quite well all these years without more restrictive rules

Work on transportation-based solutions, like the ride-share parking space, or a shuttle system to other parts of town, or safer, more walkable streets around the hood, or developing other retail attractions for the hood not exclusively located on carrol street. Iswald could use some love!

Be courteous. We are all in this together.

there isn't enough for residents as it is, especially those without driveways, painting lines to make the most use of space available would be helpful on some streets

If you install permit only parking, you will destroy the business in the area. No one would be able to park, and therefore eat at the restaurants. The biggest issue is a lack of public transportation. Only having a Marta Station in a suitable area near the area would resolve the parking issue, without having a detrimental impact on the businesses.

Ticket people that take up more than 1 space at a time. We selected Cabbagetown as our home because of its vibe. Enforcing all of these rules makes it feel like a snooty suburb, not city living.

**Reynoldstown**

Maintain/improve signage, yellow curbs

Maybe a shuttle bus during high traffic times that runs from nearest Marta station or perhaps a large parking lot on Memorial dr ??

No lined spaces, enforcement of illegal parking (too close to stop sign etc )

Encourage more shared parking, designate spots for carpools/ride-sharers. Have more bike parking.

I support charging for street parking, but I'm not sure I understand the second question. I would be totally against a large parking garage in the neighborhood, no question about it.

Very much against building parking decks. We need to encourage biking and walking. The new developments on Memorial will have plenty of new parking, that's the Atlanta way, so please don't build more for existing businesses. You'll just encourage way more people to drive here.

The narrow two way street should really be one way! More valet options.

I think streets are narrow - so good signage is important. Maybe one-side parking only with clear signage would help. Obviously Carroll Street is a mess! But it is an amazing place where people seem to figure it out and not crash...

It is what it is. I walk so I don't have to park. That is one of the reasons I moved here.

I'm fine with the parking situation. I walk or bike and I wish more would do the same!

Carol Street should really be one way

Better options for biking and bike parking to alleviate need to drive car to C-town businesses.

One or two short term parking spots would certainly seem to be helpful to littles, but likely abused by people who already treat the street like the wild west.

Not enough off street parking. Make it easier for homeowners to build parking structure on their property

make some more streets one way

**Grant Park**

Some of the streets need to be 1-way. It is possible to do this correctly.

Look for parking sharing and/or shuttle opportunities outside, but nearby Cabbagetown included with some residential/local business permitting to push the rest toward the parking sharing and/or shuttle opportunities outside, but nearby Cabbagetown.

I wonder if there might be some lessons to learn from little 5 (another area with commercial aspects and limited parking). Not that they're doing great either. I'm hoping that there can be an area on memorial on the boulevard side that can be repurposed for parking. So much of the charm of cabbage town is the walking focus and I wouldn't want that to be lost. It's a tough problem!

Concerns: delivery trucks parking and blocking the way.

I love the businesses on Carroll but frequent them seldomly because of lack of parking. Also, Carroll street needs to be one way north.

I've seen a lot of cars hitting parks cars

**Others**

Safety at night, Carroll St 2 way traffic + parking

I suggest also marking the parking spots on the streets to clearly tell where to park and not park. Also, this could help with crazy parkers who take up more than one space.

Carroll Street is a disaster, I watch pedestrians, cyclists, and drivers have near misses daily. Desperate need of decent parking there.

Currently street parking is free. I'm a firm believer that this artificially keeps the region from developing other modes of traffic like bicycling or mass transit. Don't get me wrong, cars are convenient, but if we continue to favor and subsidize this mode of transit, we need to be okay with the traffic it generates. Whatever solution you come up with should consider impacts on our growing region. See this link http://www.strongtowns.org/journal/2015/11/3/does-that-parking-space-come-with-fries

There aren't many parking options especially along Carroll Street. Would be nice to widen this street also

**Traffic**

**Cabbagetown**

Don't do anything that would create a problem where there was none.

We desperately need help! I'm not sure of all the right answers, but doing "anything" is certainly better than the "status quo"!

Carol Street should be one way! People use it as a cut through!

Speed bumps on estoria st would be a good way to slow down all of the people who use Cabbagetown as a cut through which causes the krog tunnel to get backed up

Would LOVE speed humps on Estoria - people fly through it

Speed bumps are needed on south powell

Speed on narrow streets

People drive too fast in general and go the wrong way on one-way streets.

We need signs on 2-way streets stating that if the obstacle is on your side of the street, you need to yield. (I'm have to assume most snafus on Carroll St are caused primarily by ignorance, not asshole-ness)

People frequently go the wrong way on Berean, so it may as well be 2-way. Then again, that makes it easy for Us to identify the Them. I mean that in the best possible way..."

people fly down Estoria like it's a race, but the above suggestions seem like good ways to mitigate that.

Need to restripe the no parking spots on carroll St for pulling over.

Krog tunnel gets so backed up. As more residents move to rtown and ctown with new builds its just going to get worse! Although I don't have a solution for it. I just try and alter my schedule if I have to drive. Also timing of memorial and pearl light needs to be looked at. That light is so long. Once they finish those apartments it's gonna be a new bottle neck.

In regards to parking near street corners....Atlanta code states you can not park "Within 15 feet of a fire hydrant, 20 feet of a crosswalk, or 30 feet of a stop sign". In many cases, one of the three options above, if enforced, should prevent those issues.

Stagger parking would be a disaster on Estoria. Firstly there are driveways on both sides of the street & as it stands now, parking directly across from driveways creates a huge hazard.

I think turning Carroll Street to a one-way road should be a top priority. There is no possible way for two cars to pass each other on this road. It causes regular traffic jams when drivers refuse to yield the right of way to each other. I ride on my bike down this road heading South, and cars heading North will regularly take up so much of the road as to make me feel very unsafe. I think in general Carroll Street is incredibly unsafe and needs to be turned into a one-way.

I live on Iswald, which has a similar problem. However, there is so little traffic on this road that I don't particularly think it needs to be turned into a one way. If traffic engineers think it should become a one-way road, though, I would have no problem with this.

I think that the idea of making Carroll Street one way is terrible. The street works fine as long as people take turns and allow for time to let others pass.

I would definitely be in favor of adding speed humps. People FLY down Estoria and it's very unsafe.

We need ways to lessen the attractiveness of Ctown as a pass through for getting to other parts of the city. Estoria in particular is a mess with bumper to bumper commuter traffic and/or speeders.

I would love to see traffic calming devices on Pearl. We've seen several wrecks @ Kirkwood because of people going too fast down Pearl.

The most dangerous street is Wiley...do something to slow traffic down

With the exception of the ~100 ft around Krog St tunnel, traffic in Cabbagetown aint that bad.

Please remember businesses on Carroll rely on Carroll as a working street for deliveries, customers, and workers. Any realistic solution must include input from the businesses located throughout Cabbagetown.

Creating more one way streets would relieve congestion. It would simply need to be done with forethought. Having carroll street one way would greatly relieve the traffic issue.

Carroll St is the only street that needs to be one way

Depends on the location with Cabbagetown

Mark streets, like Carroll st, as 2 way streets. Use signs to tell people that they need to give passage to other cars when there is no place for them to pull off. A first come first serve rule- no head on runs ins expecting people to reverse.

**Reynoldstown**

People have zero concept of right of way. Maybe we can find a way to educate people instead of overhauling what's been working for this long

Carol street one way north bound & more bike racks.

People drive too fast on Wylie. Drivers often pull too far into the intersection and block crosswalks (where they exist) and don't watch for pedestrians. I regularly have near- encounters with cars when running.

Not sure I understand the second option again. It should be prohibited to park on both sides of the street. Even on wider streets this turns roads into obstacle courses, though the traffic slowing argument may be valid. Still, I think parking should only be on one side of the street, which is not what currently happens. I support metered parking and/or permitted parking in the neighborhood. The current situation is a parking free for all. Parking policies should discourage people who don't live here from driving to Cabbagetown and encourage biking or walking via the Beltline.

I'm not concerned at all about improving traffic flow. We need to maintain a walkable, bikeable environment, not encourage higher vehicle speeds.

Put a no turning between certain hours at Krog/dekalb

It seems like we have a lot of cut through traffic and they u turn when traffic is backed up. I support one way streets in order to stop that.

Carol St becoming a one way would not be that large of an inconvenience for residents or patrons as much as it would be for people that pass through. The rest would learn to plan accordingly. It would be important to look at the other 1-ways in the area to make sure there was some logic applied to the overall directions, however I would say that 1-way going south on C-street would seem to have the largest impact on cut through traffic, but carry the down side of causing that traffic flow to cross blvd (it is easier to enter than exit on the south end). I don't really see speed (other than Wyile) as being much of the issue with overall flow.

As memorial gets denser there will be more people using your neighborhoods as cut through. They will be frustrated and dangerous. They will not know how to drive in the environment.

**Others**

Make Carroll one way. That had a lot to do with my not buying the loft I'd been in for 3 years and buying in EAV. It's a disaster to drive on and sucks to live on

Make Carroll Street one way. Put a light where it intersects Boulevard

Put some thought into creating simplified routes through the neighborhood. I think ppl can feel lost in the maze of small streets and that's why they try to stay around carroll for parking.

Make it resident only street parking

If you make Carroll Street one way then people will know they can just fly down it. The two way street, while a mess, keeps traffic slower.

Estonia does not seem too narrow for parking + 2 way traffic. Access points to Cabbage & Reynolds Towns north/south under the rail yard is a main concern. Seems impossible to create more access points, but, never have seen definitive info about the possibility.

Speed is an issue.

Smaller roundabouts could be installed if there is enough street space that could eliminate one way streets and stop signs

**Additional Comments**

**Cabbagetown**

Thank you for your efforts!

The graffti on the walls brings alot of undesirables into the neighborhood!!!

I am concerned about coming venues on Memorial that will likely impact our parking.

Implement residential parking but keep park Atlanta far away from cabbagetown

**Others**

Consider a paid on street parking system coupled with resident parking passes, but only if you can cut a deal with COA to keep a portion of the revenue generated for neighborhood improvements. This would be a post Park Atlanta contract expiration thing.

Safety is most important. Everything else Is secondary.

This is probably outside the Transportation Committe's purview, but a pedestrian crossing on Memorial between Boulevard and Pearl would change my life!!

I think a lot of people would want to talk about the Krog intersections at Wylie and Dekalb. I don't have a lot of ideas unfortunately, but I think we all know it's a problem. Also, re: Carroll st., I generally avoid it at all costs. It would be cool to make the stretch between Carroll st cafe and the north corner (or mill exit) pedestrian only. The sidewalk is relatively congested with outdoor seating, roll carts, people, etc and there's really no need for people to drive on it unless they are making deliveries or live there.

If we had more mass transit options in the area, I'd be more willing to limit parking. But alas limited metro options means it will be difficult to limit parking w/out affecting customer turnout

Love this!

More crosswalks please

Parking policies should be designed with an eye to reducing the car traffic in the neighborhood, making it harder and more expensive to park, and improving traffic conditions by making street parking more orderly than it currently is. I don't want to see parking garages in the neighborhood.

Please keep Cabbagetown walkable and bikeable! Parking is always going to be a problem in a city, please do not build new parking areas.