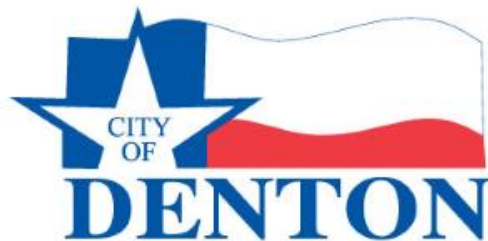


East Hickory Street Back-In Parking ID 25-1059

City Council Work Session
August 19, 2025

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Background

- On April 1, 2025, Council Member Holland presented a two-minute pitch stating

“I’m proposing, respectfully, that City staff investigate the cost of returning E. Hickory to the traditional right-side head-in parking that the rest of the world recognizes, and report back to the City Council ASAP. Anyone can make a mistake. This mistake needs to be corrected.”
- The two-minute pitch aims to explore the options of converting East Hickory to traditional front-end parking.



Source: Denton Chronicle; Accessed on July 21, 2025
Article by Brooke Colombo, Staff Writer. Published May 31, 2025, Updated Jun 7, 2025

Background

- Back in Parking along Hickory Street was a part of the “Hickory Grand Street” Capital Project, a part of the 2012 Bond Program, that spanned from the Downtown A-Train Station to Locus St.
- The project was budgeted at \$3,232,882
- February 5, 2013 – Staff provided the City Council with an update focused on Parking options for Hickory St, and explained the advantages and disadvantages of back-in parking

Elements of Hickory Grand Street Project
New Pavement Construction
ADA Accessible Sidewalks
Landscaping
Pedestrian
Lighting
Power Supply for Future Growth
Parking Reconfiguration

Background

■ Merits and Demerits of Back in Parking

Advantages

- Drivers have an eye-to-eye line of sight with approaching road users
- The trunk of the car is accessed from the sidewalk rather than the street for loading
- Drivers are better able to see oncoming traffic and bicyclists
- Drivers can pull out directly into the travel lane rather than backing out

Disadvantages

- Uncommonness and unfamiliar format for drivers
- Confused drivers u-turning and pulling front-first into opposite travel lanes
- Cars hanging over sidewalks and exhaust directly emitted into sidewalks
- Difficulty in backing up into a space if the car behind follows too closely

Source: Informal Staff Report Published on November 9, 2018

Background

- Two ISRs submitted by staff
 - November 9, 2018, ISR provided the project History, enforcement data, traffic accident data, and other relevant material.
 - April 09, 2025, ISR provided information on potential alternatives and cost estimates pivoting on CM Holland's two-minute pitch.
- Both ISRs recommended continued enforcement of back-in parking on Hickory St.
- In addition to Safety concerns, back-in parking was an integral component of Hickory Street's Complete Street Design



Consideration

The crash data shows that on the Hickory Street Corridor:

- Crashes with no injuries, serious injuries, and minor injuries have levelled off
- No Fatal crashes have occurred in the last 10 years

Severity	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Grand Total
Not Injured	10	5	6	4	17	2	6	5	4	11	70
Serious Injury				1							1
Minor Injury			2	1	1		1				5
Possible Injury		1	2		2	1	1		2		9
Fatal	0	0	0	0	0	0	0	0	0	0	0
Grand Total	10	6	10	6	20	3	8	5	6	11	85

Source: Crash Reporting Information System – Accessed on July 21, 2025
Developed and Maintained by the Texas Department of Transportation

Consideration

Potential Solutions

1. Traffic audit findings indicate that back-in parking violations can be effectively managed by enhancing parking enforcement.
 - Additional signs and striping enhancements could be implemented as a short-term measure [[Funding available](#)]
 - Enhanced parking enforcement requires additional financial resources [[Budget Limitations](#)]
 - Explore findings and recommendations of the Citywide Parking Study for further actions
2. Transitioning the back-in parking to standard perpendicular front-in spots. [[FY 2026-27 Budget consideration](#)]
 - Preliminary estimates suggest [costs could exceed \\$3.5 million](#).
 - Please refer to [Exhibit 3 for details on takeoffs and estimates](#)
3. Implementing a one-way traffic system on Hickory Street. [[FY 2026-27 Budget consideration](#)]
 - Adjustments could minimize reconfiguration costs while enhancing overall functionality.
 - A feasibility study* would be required – [costs could exceed \\$5 million](#).

*[for corridor impact assessments, exact cost estimates, and public input and community feedback]

Consideration

Mobility Committee Consensus

- The recent ISR was published in the Friday Report on April 25, 2025
- In the May 28, 2025, meeting, the Mobility committee considered the ISR and Staff recommendations
- The Mobility Committee discussed and resulted in a vote of [3-2] to:
 - i. Consider converting Hickory St back-in parking to front-in parking, and
 - ii. Send this recommendation to the Council for consideration
 - iii. Two-minute pitch next steps – Review during FY 2027 Budget or Staff Recommendation
- Parking Enforcement [Additional Staff resources, Technology Deployment, etc.]
- Capital Improvements [Infrastructure Implementations]

Recommendation

The staff recommends maintaining the existing parking configuration while awaiting the recommendations of the Citywide Parking Study

Questions?

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