



City of Denton

City Hall
215 E. McKinney Street
Denton, Texas
www.cityofdenton.com

AGENDA INFORMATION SHEET

DEPARTMENT: City Manager's Office

CM/DCM/ACM: Cassey Ogden

DATE: May 1, 2025

SUBJECT

Receive a report, hold a discussion, and give staff direction regarding the City Council's direction to move forward with a two-minute pitch to investigate the cost of returning East Hickory Street to traditional right-side head-in parking.

BACKGROUND

On April 1, 2025, City Council directed the development of an Informal Staff Report based on Council Member Holland's two-minute pitch to investigate the cost of converting East Hickory to traditional front-end parking.

The back-in parking was completed in 2014 as part of the "Hickory Grand Street" capital project, which transformed the area from the Downtown A-Train Station to Locust Street. The project, budgeted at \$3,232,882, included new pavement, ADA-compliant sidewalks, improved landscaping, and better pedestrian lighting to enhance safety and accessibility for all users.

DISCUSSION

The back-in parking spaces on Hickory Street were designed to slow down vehicle movement and improve safety for pedestrians, bicyclists, and users of alternative modes of transportation. Proper use of these back-in parking spaces was intended to be enforced by parking officers throughout the day and monitored by patrol officers during the evening peak hours. Due to a lack of resources, the Police Department no longer utilizes dedicated parking officers. This limitation hinders their ability to monitor and manage compliance effectively around the clock.

Without consistent enforcement of parking regulations, numerous drivers frequently disregard the intended use of back-in parking spaces, treating them as traditional front-in spots. This pattern of misuse frustrates the purpose behind the carefully designed parking layout and creates substantial safety risks. The act of reversing out of these improperly used spaces can lead to dangerous situations, particularly as other users may not expect to encounter a vehicle moving backward from a space where it should have been parked head-in.

Staff have identified the following potential solutions:

- The audit findings indicate that back-in parking violations can be effectively managed by enhancing parking enforcement. However, enhanced parking enforcement requires additional financial resources.

- Mitigation measures can be implemented to improve the current parking configuration, primarily by reconfiguring and restriping the existing parking spaces from angular back-in spots to standard perpendicular front-in spots. However, this reconfiguration presents significant challenges due to existing angular curbs and intermediate triangular curb buffers, complicating the transition. Consequently, this reconfiguration project is projected to be highly costly. It may prove impractical to execute, with preliminary estimates suggesting costs could exceed \$3.5 million or more, contingent upon a detailed assessment of the scope of work required.
- Implementing a one-way traffic system on Hickory Street could enhance safety and efficiency. This change would reduce conflicts between drivers and pedestrians by providing a more straightforward exit path, particularly with front-in parking. Streamlining traffic flow would improve the driving experience. Adjustments to the traffic direction on adjacent streets could minimize reconfiguration costs while enhancing overall functionality. However, this option could be expensive due to the necessary reconfiguration of directional flow on Hickory Street and nearby streets.

RECOMMENDATION

The Agenda Committee should consider the following options for next steps:

- Send the pitch through the City's boards and commissions process.
- Send the pitch through the City's annual budget process.
- Schedule the pitch for a Council Work Session.

Staff recommends routing the pitch through the Mobility Committee for review before Council consideration.

EXHIBITS

1. Agenda Information Sheet
2. Informal Staff Report
3. Process Flow Chart

Respectfully submitted:
Kristi Fogle
Chief of Staff