

# Hickory Grand Street

Concept Plan

&

Head-In Vs Back-In Parking

# Existing Hickory Street & Parking





# Existing Wells Fargo/Williams Square Parking Lot



# Total Existing Parking Count

Wells Fargo Lot/Williams Square: 177 spaces

Hickory Street on-street parking: 57 spaces

**Total Parking Spaces = 234 spaces**

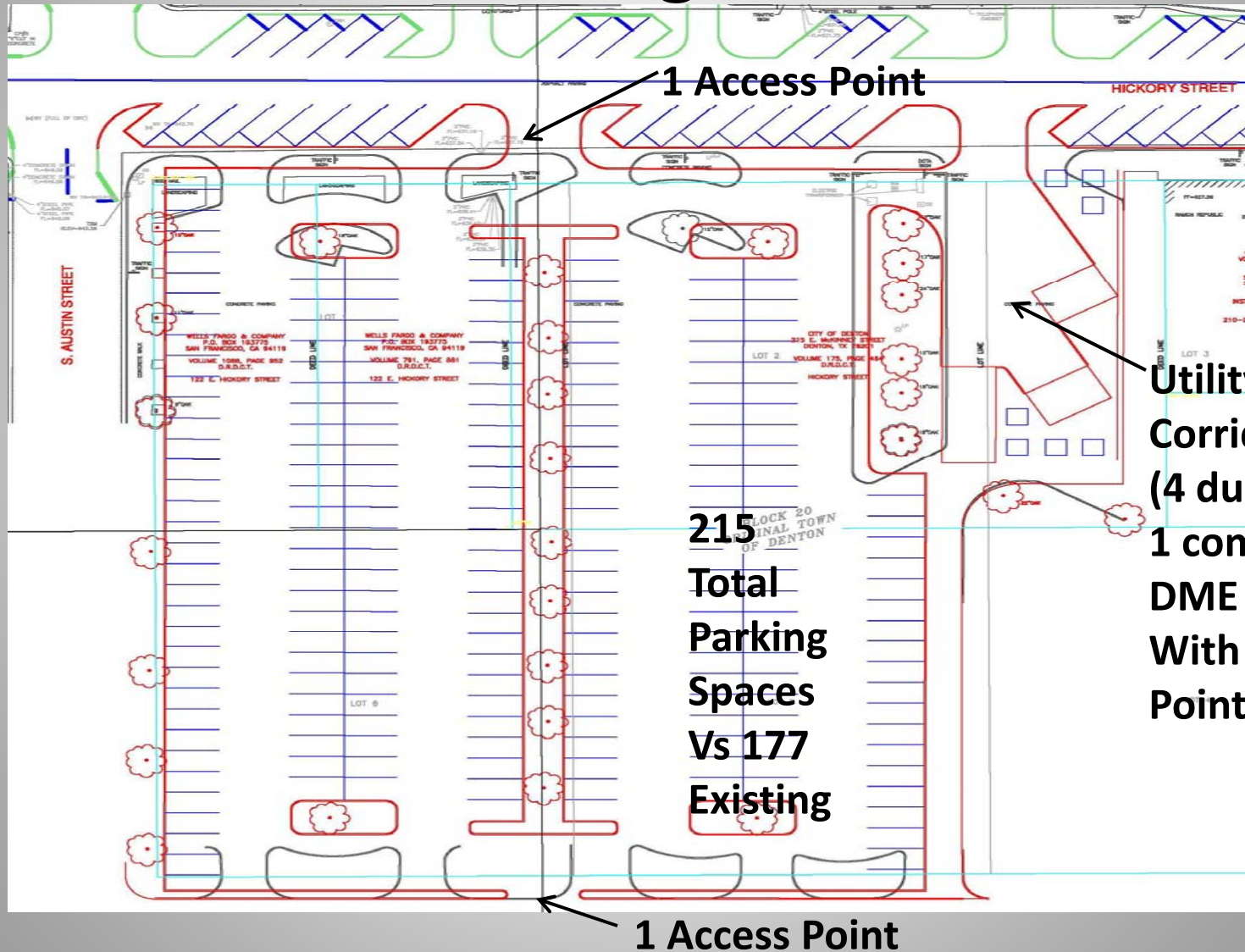
# Parking Lot Design Development

Input from

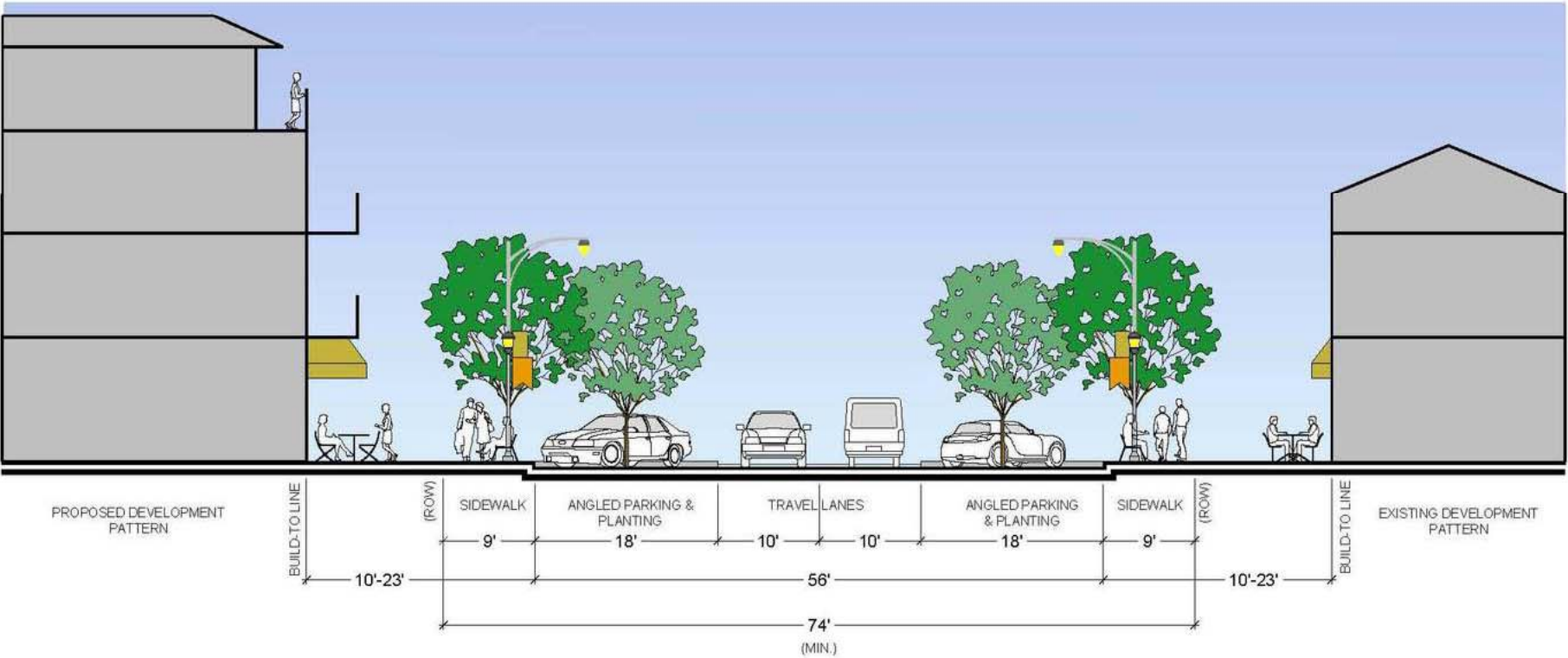
- Planning
- Street Operations
- Traffic Engineer
- Downtown Liaison
- City Arborist
- Solid Waste
- DME
- Consultant



# Proposed Wells Fargo/Williams Square Parking Lot



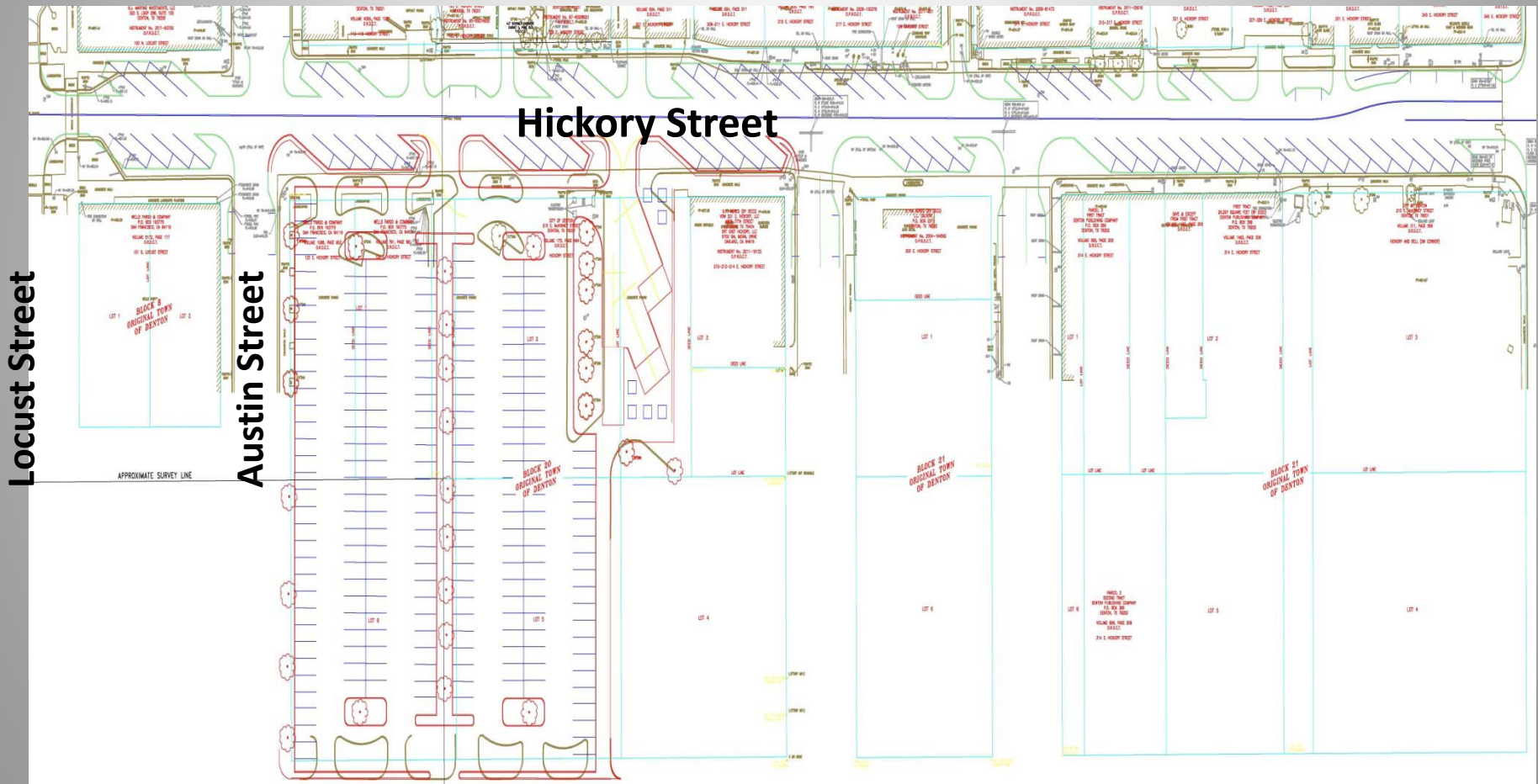
**FIGURE 2**  
**HICKORY STREET 2**  
 AUSTIN TO INDUSTRIAL, INDUSTRIAL TO BELL



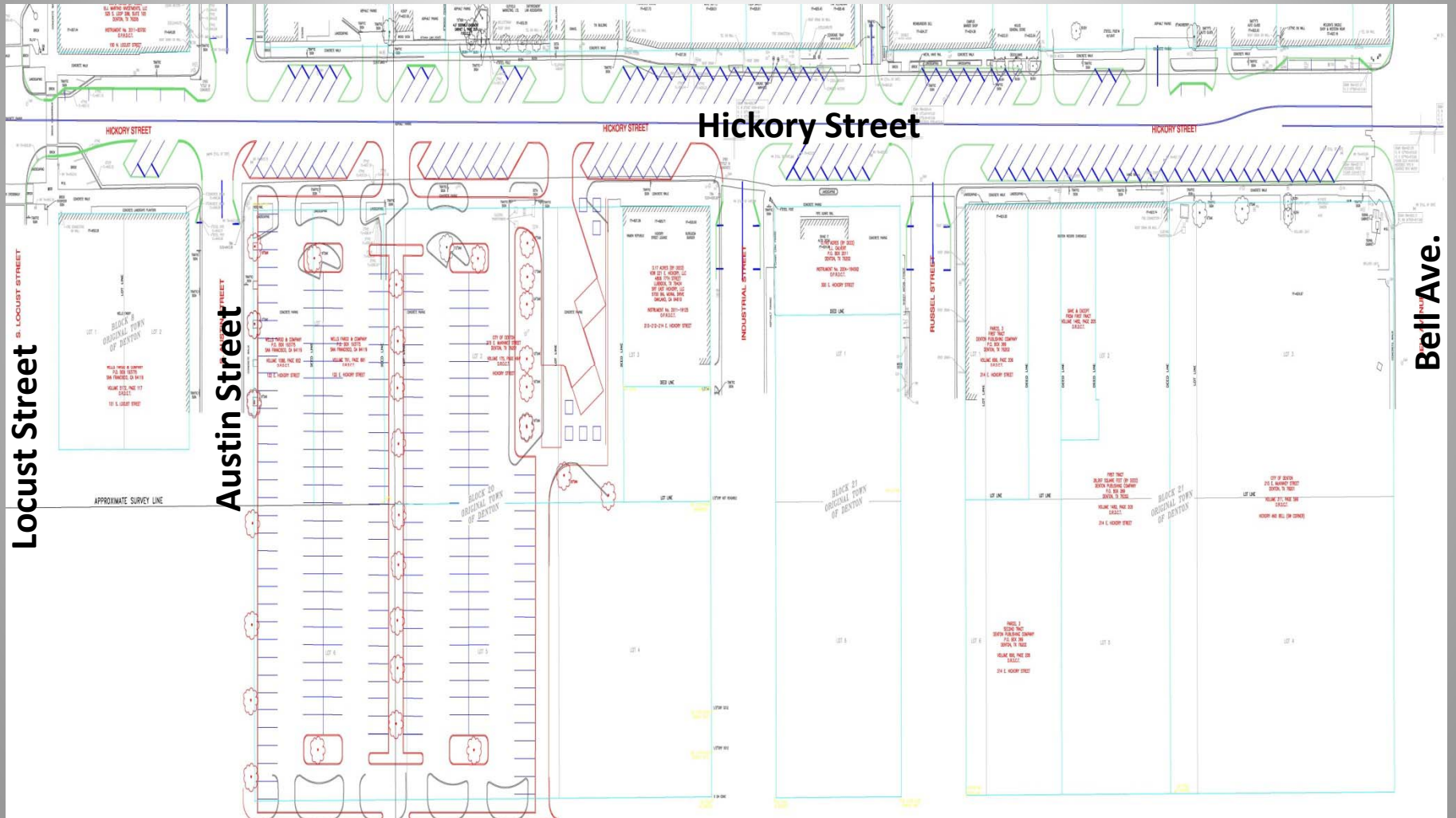




# Head-in Angle Parking Layout



# Back-in Angle Parking Layout

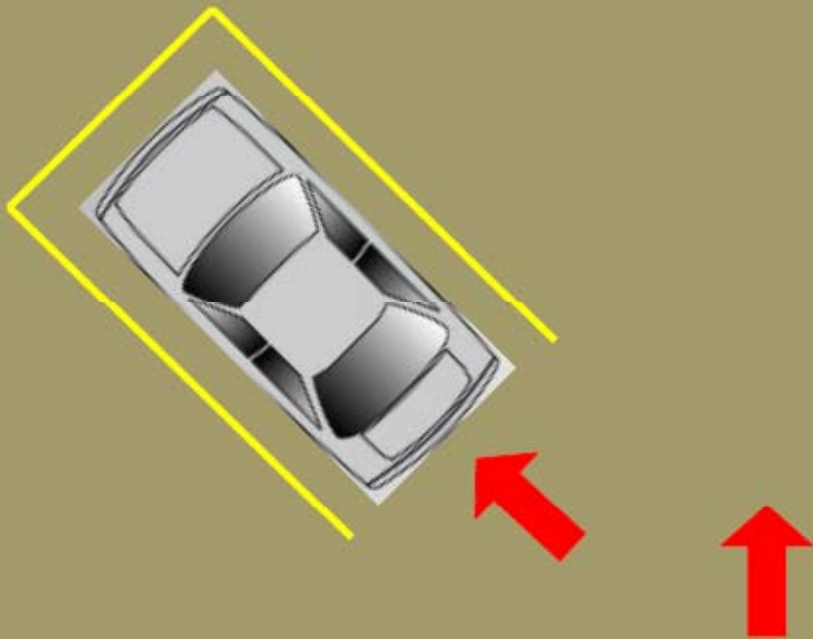


# TYPES OF ON-STREET PARKING

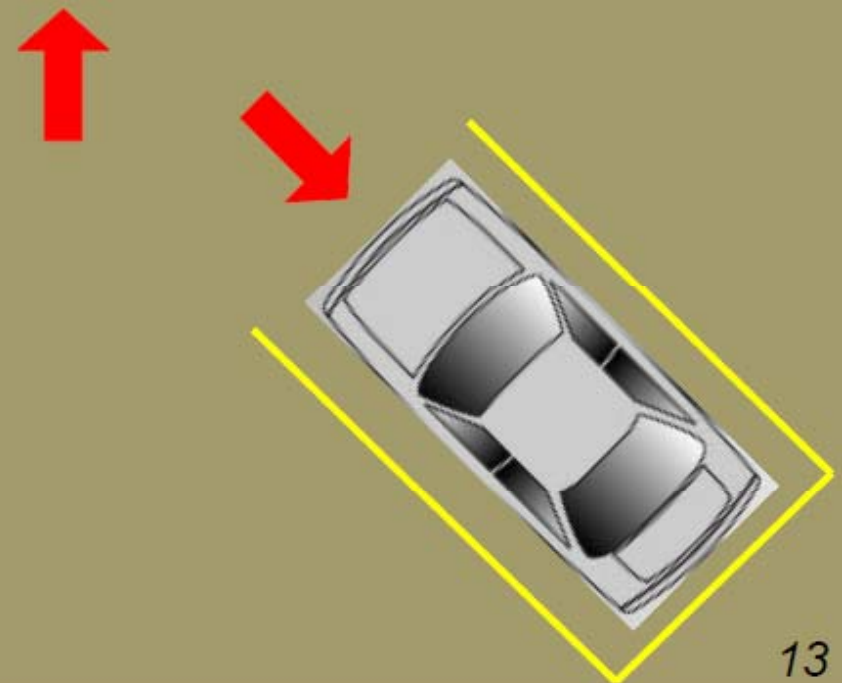
## Angle Parking

- Angle parking includes parking at angles to the curb greater than 0 and up to 90 degrees

STANDARD / HEAD-IN  
ANGLE PARKING



REVERSE / BACK-IN  
ANGLE PARKING







**Back-In  
Parking**

















Seattle, Washington

Pottstown, Pennsylvania



# Back-in/Head-out parking in Vancouver, WA





# An 'eye-to-eye' line of sight between parker and approaching road-user (Vancouver, WA)



# BACK-IN ANGLE PARKING



Better loading / wheel chair accessibility

Specific signage with instructions





# Advantages of Back-In over Head-In

- Drivers are able to pull out directly into the travel lane, rather than needing to back out into oncoming traffic
- Drivers are better able to see oncoming traffic and bicyclists
- Car doors open such that they block access to the street and guide pedestrians to the sidewalk, particularly safer for children

# Advantages of Back-In over Head-In

- The trunk of the car is accessed from the sidewalk rather than the street for loading cargo
- Back-in parking better accommodates on-street handicapped parking
- According to the Salt Lake City Transportation Division, “one of the most common causes of accidents is people backing out of standard angled parking without being able to see on-coming traffic. Reverse angled parking removes this difficulty.”



# Advantages of Back-In over Head-In

- Tucson-Pima County reported that, on one stretch, they “went from an average of 3-4 bike/car accidents per month to no reported accidents for 4 years following implementation.” This example is supported by several U.S. traffic studies

# Disadvantages of Back-In Parking

- The uncommonness of this parking format and the resulting unfamiliarity of most drivers with it can be an issue
- Confused drivers U-turning and pulling front-first into the spaces from the opposite travel lane
- Potential downfall include cars hanging over and exhaust fouling the sidewalk, a particular concern where there is outdoor seating. Anti idling laws
- Difficulty in backing up into a space if the car behind follows too closely and blocks the path into the space



# **Total Proposed Parking Count with Head-In Angle Parking**

Wells Fargo Lot/Williams Square: 215 spaces

Hickory Street on-street parking: 72 spaces

**Total Parking Spaces = 287 spaces**

**Compared to 234 existing**

# **Total Proposed Parking Count with Back-In Angle Parking**

Wells Fargo Lot/Williams Square: 215 spaces

Hickory Street on-street parking: 105 spaces

**Total Parking Spaces = 320 spaces**

**Compared to 234 existing, and 287 with  
Head-in parking option**



# Parking Count with Angle & Parallel Parking

- Back-In + Parallel Parking = 305 spaces
- Head-In + Parallel Parking = 284 spaces
- Parallel Parking only = 281 spaces

# City of Austin Back-In Parking Video Clip





# Direction From Council

- Head-In Parking (287 spaces), OR
- Back-In Parking (320 spaces), OR
- Combination of Head-In & Parallel (284 spaces), OR
- Combination of Back-In & Parallel (305 spaces) OR
- Parallel only 281 spaces OR
- Get feedback from other boards, commissions