

# THIMBLE ISLAND RD PARKING AMTRAK ROW TO RIDGE ROAD STONY CREEK



PREPARED FOR LOCAL TRAFFIC AUTHORITY

BY

TOWN OF BRANFORD

ENGINEERING DEPARTMENT



## Executive Summary

The Town of Branford's Engineering Department was asked to determine existing parking widths and possible parking configurations within Stony Creek, between the Amtrak underpass and Ridge Road. The following report describes the existing conditions of the area of interest, applicable design standards, and a potential striping solution for the Local Traffic Authority's consideration.

## Existing Conditions

Thimble Island Road is a 2-lane roadway, generally marked with a double-yellow centerline with single white fog lines. The section of interest is between the Amtrak Right-of-Way and Ridge Road. As reported to the Engineering Department, parking on the west side of the roadway has been problematic in the past due to the narrow shoulder width from the bridge to the first driveway (servicing 115 Thimble Island Road). Additionally, a roadside hedgerow has encroached into the western shoulder along the frontage of 117 to 125 Thimble Island Road, narrowing the available shoulder through that area. Shoulders in this area vary from 4.5 to 6.5 feet in width.

The east side of Thimble Island Road within the area of interest has an established parking lane, with curb bump outs and fog lines delineating the parking areas. The parking spaces within this area vary from 9.5 to 10.5 feet in width.

Additional field measurements were taken south of Ridge Road to assist with design; the west shoulder varies from 7.2 to 7.5 feet where striping exists, the east parking areas vary from 9.5 to 10.8 feet. Roadway markings and parking delineation include unmarked shoulders, striped no parking areas, striped foglines, and curb bump outs.

## Design Standards

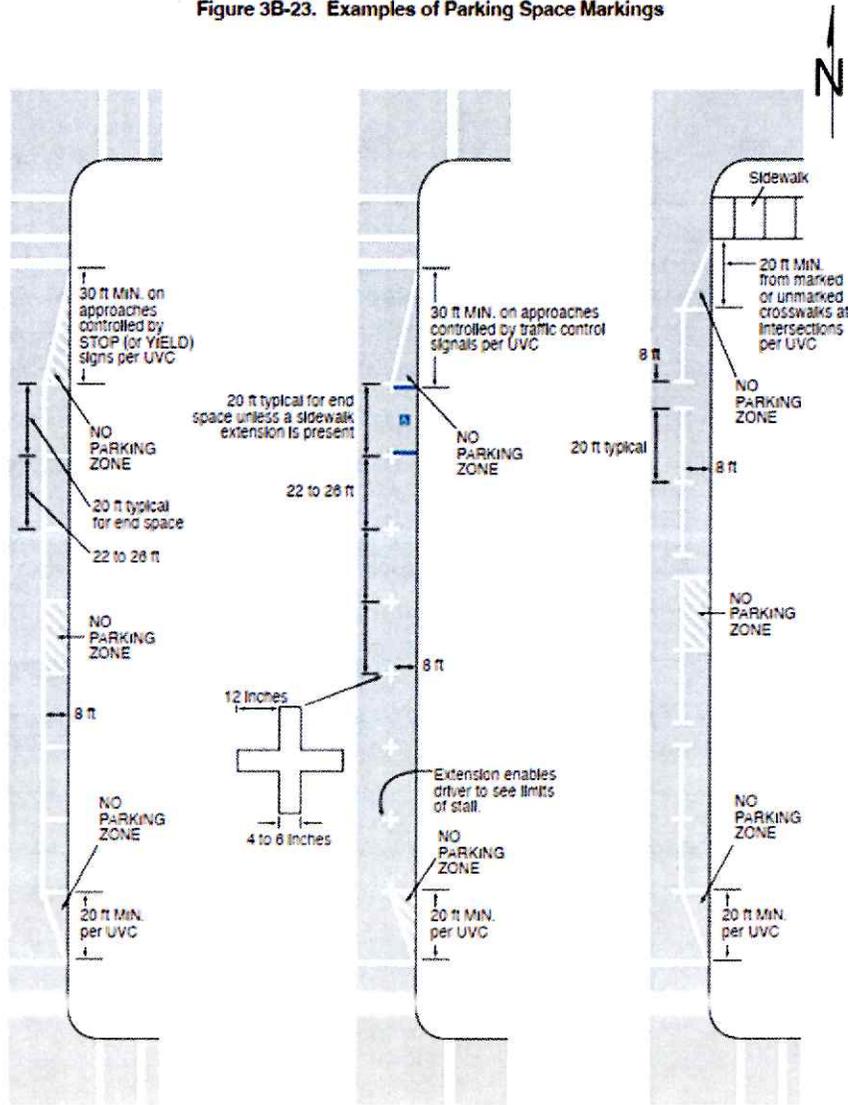
The American Association of State Highway and Transportation Officials (AASHTO) 'Green Book' design manual acts as the governing geometric design manual for travel and parking lanes. Travel lane recommendations vary, but the Town has adopted the DOT minimum width of 11' to accommodate larger vehicles, vehicles with trailers, and vehicles with extended side mirrors. The Green Book recommends a minimum width of a parking lane to be 8'.

However, the Green Book also states in part, "...in the urban and suburban contexts where only passenger vehicles need to be accommodated in the parking lane, 7 ft parking lanes have been successfully used."

Parking space lengths recommended within the MUTCD varies from 20' long for the first/last space, to 22'-26' long for interior spaces.

Parking space striping types vary in the MUTCD (see Figure 3B-23). Given the roadway characteristics, use, and minimum parking lane width provided in the potential layout herein, a continuous fog line is recommended to delineate travel lanes. Individual parking spaces should be delineated to maximize the available parking, with either of the three options below being suitable.

Figure 3B-23. Examples of Parking Space Markings



Nov. 30, 2021

December 2021

One additional design requirement comes from CT Public Act 25-65, regulating parking spaces near intersections and crosswalks. These requirements were effective October 1, 2025 and require **newly striped** parking spaces (emphasis added) to be set back a minimum of 30' from a crosswalk or

intersection, unless a curb bump out is provided, and the bump out is the width of the parking space, in which 20' of setback is required. As any revisions to the parking areas would be new, these new regulations would apply.

## Other Considerations

There is a legal agreement (Stipulation) in place between the Town of Branford, Legacy Theater, Stony Creek Association, and other interested parties which requires certain parking spaces be reserved during specific times. While this department was not involved in the court case and is therefore not intimately familiar with the Stipulation, the potential layout provided herein does meet the space requirements of that Stipulation. Signage required by the Stipulation was not included in our analysis, but it is assumed the required signage is in place and may need relocation based on any potential restriping.

The potential layout will have a cost impact, as existing line striping will need to be removed in a non-destructive manner, and new line striping will need to be placed. This office has not estimated those costs at this time.

If a parking lane is to be established along the frontage of 117 to 125, the aforementioned hedgerow will need to be trimmed back or removed, and the owner will be required to maintain those hedges on a regular basis to keep the parking lane clear of obstructions.

There are existing striped no parking areas in front of 117 and 125 Thimble Island Road, located where their private walk meets the roadway. These areas are proposed to remain, though the area in front of 117 will be altered. This should not affect the existing intent of the marked out areas. The LTA may wish to determine if these areas were approved or should be retained.

## Summary

The existing conditions do not meet any design standards for on-street parking along the west side of Thimble Island Road, from the Amtrak Right-of-Way to approximately Ridge Road. The potential striping layout provided incorporates allowable, though not standard, parking widths and lengths while maintaining the 11' travel lanes required. Additionally, new parking requirements mandated by PA 25-65 will require additional striping to meet current standards. The Local Traffic Authority will need to weigh the parking needs against unconventional parking standards for the area. If the existing striping is to remain, we recommend the LTA request this office to determine where no parking signage should be installed in order to maintain a safe roadway.

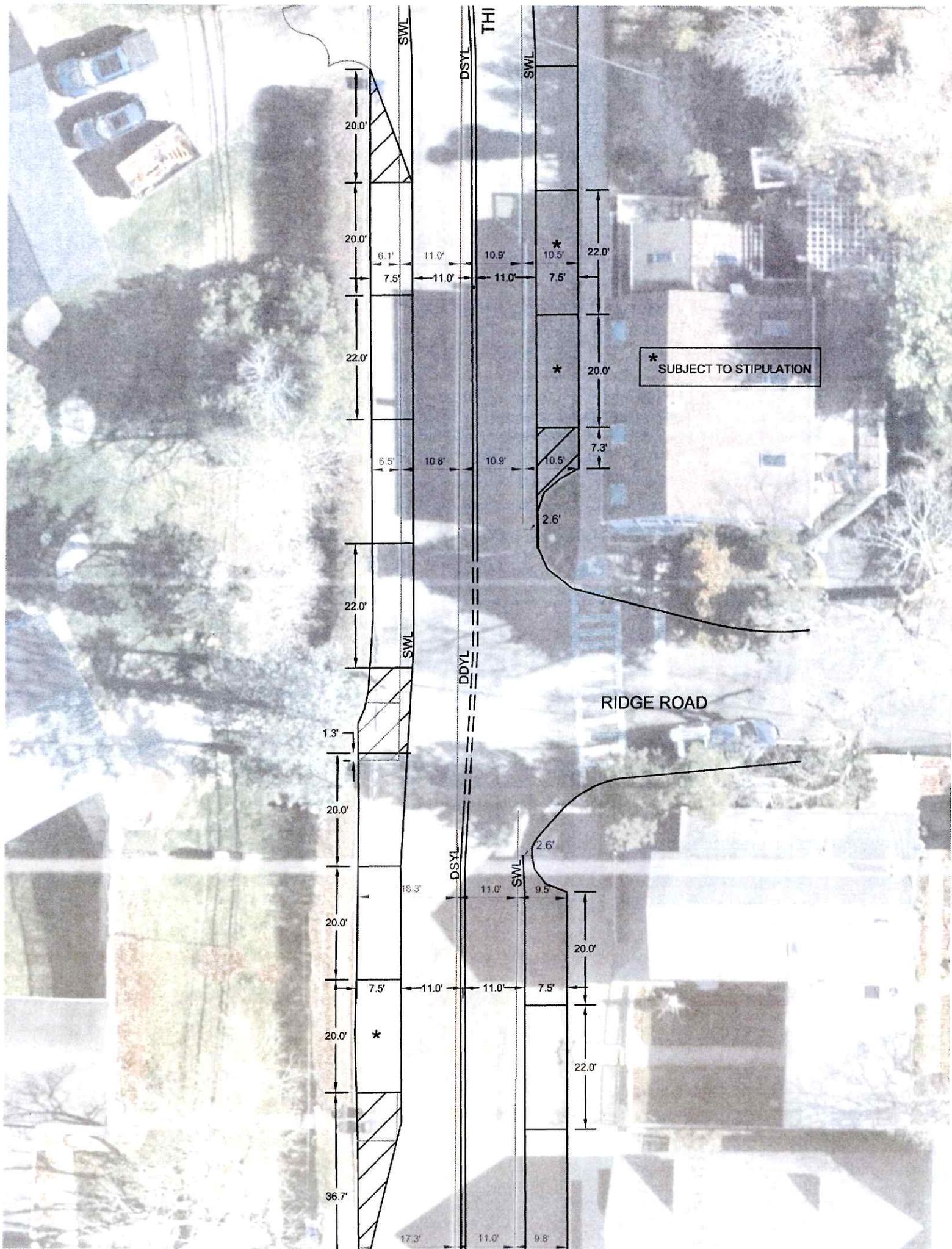
## **APPENDIX**

### **POTENTIAL STRIPING PLAN**

**(2 Sheets)**

### **STIPULATION**

**(55 Sheets plus 1 Plan Sheet)**



SWL

THI

SWL

20.0'

20.0'

22.0'

22.0'

22.0'

22.0'

1.3'

20.0'

20.0'

20.0'

20.0'

36.7'

6.1'

7.5'

6.5'

SWL

18.3'

7.5'

7.5'

17.3'

DSYL

11.0'

11.0'

11.0'

10.8'

DOYL

DSYL

11.0'

11.0'

11.0'

SWL

10.9'

10.9'

10.5'

7.5'

10.9'

SWL

2.6'

11.0'

7.5'

9.8'

\*

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10.5'

2.6'

2.6'

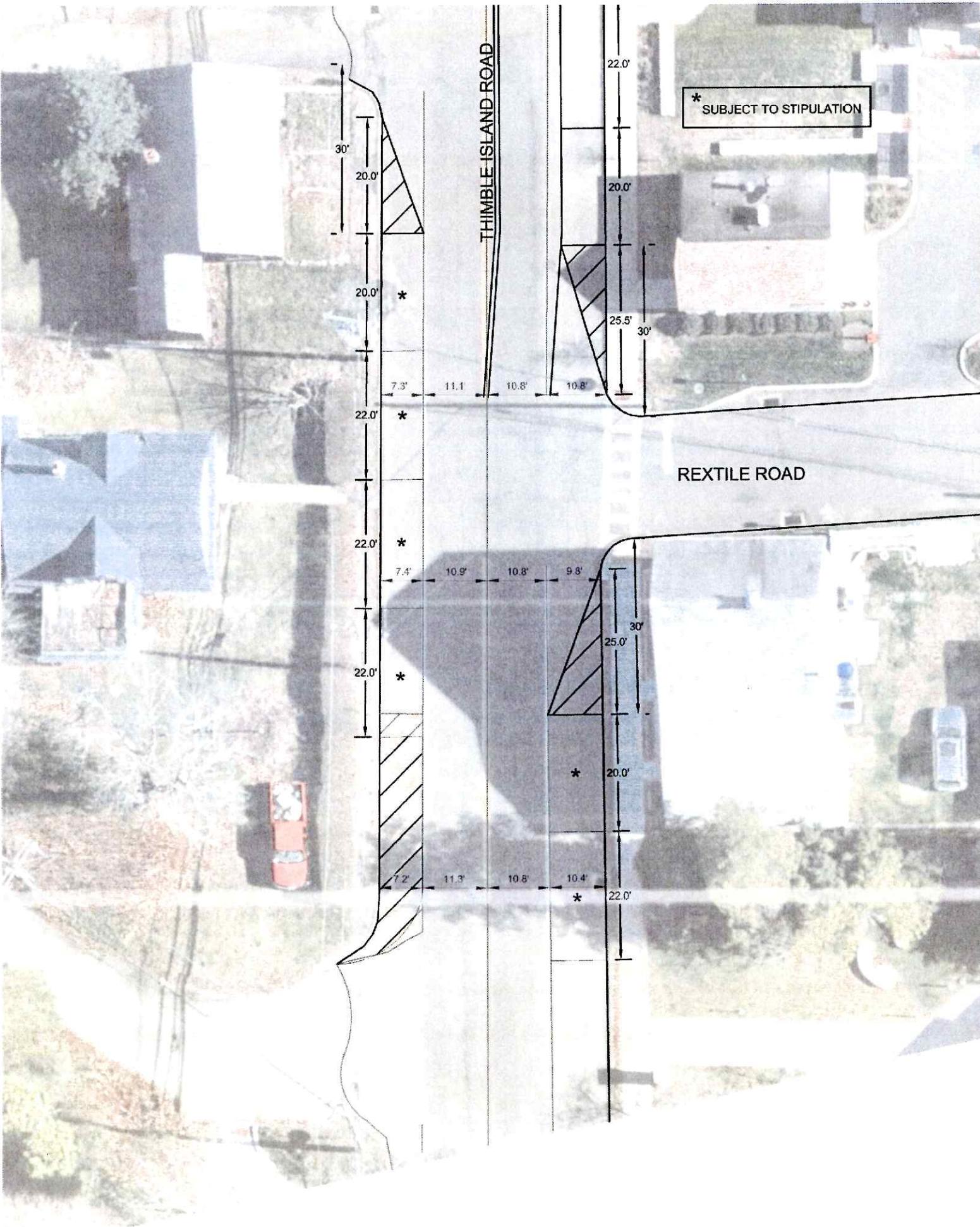
9.5'

20.0'

22.0'

\* SUBJECT TO STIPULATION

RIDGE ROAD



\* SUBJECT TO STIPULATION

THIMBLE ISLAND ROAD

REXTILE ROAD

