

Meeting Summary



Winchester Safe Streets & Roads for All (SS4A) Public Meeting 1

To: Attendees

Attendees: See Attached List

From: Tighe & Bond

Date: June 25, 2026

On June 25, 2026, the first Winchester Safe Streets & Roads for All Public Information Meeting was held at Winchester Town Hall. The following are discussion items from this meeting. A copy of the PowerPoint slides presented at the meeting and a list of meeting attendees are included for reference. The meeting recording can be found [HERE](#).

Presentation

1. Tighe & Bond opened the meeting with an SS4A program overview, project milestones, and provided a presentation of the following items:
 - a. The team provided an overview of the public outreach efforts including the public map survey, perceived safety concerns, top safety priorities of respondents, and town demographics.
 - b. The team then presented the safety analysis results including crash trends and the preliminary high injury network.
 - c. The team noted that the Data Collection & Safety Analysis technical memorandum will be completed this summer.

Open Discussion

1. A member of the public questioned whether repeated roadway and utility repairs could be better coordinated to reduce long-term maintenance costs and improve roadway conditions. It was stated that unsafe driver behavior and failure to obey traffic laws are greater safety concerns than infrastructure alone. It was emphasized that increased enforcement is needed to improve pedestrian safety.
 - a. The consultant team explained that the SS4A Safety Action Plan is a data-driven process that combines crash data, public input, and engineering analysis to identify proven safety improvements. It was clarified that the observed midday crash trend differs from many communities and will be considered during the safety analysis.
2. Paul Harrington (Town Manager) stated that Main Street is a state roadway and that the Town does not fund or control roadway maintenance or utility work within the state right-of-way.
3. Tom Heuschkel (Town Grants Manager) asked how the Safety Action Plan would coordinate with CTDOT on potential Main Street improvements.
 - a. The consultant team explained that CTDOT representatives are participating on the SS4A Committee and will be involved throughout development of the Safety Action Plan. It was noted that CTDOT has increasingly emphasized Complete Streets, multimodal safety, and context-sensitive roadway improvements, providing additional opportunities for future implementation funding.

Meeting Summary

4. A member of the public expressed support for the project and noted that developing a comprehensive Safety Action Plan will strengthen the Town's ability to compete for future transportation funding.
5. A member of the public described safety concerns near 44 Woodland Avenue, including limited sight distance, deteriorated sidewalks, drainage issues, and pedestrians choosing to walk in the roadway due to poor sidewalk conditions. It was requested that the area be evaluated as part of the Safety Action Plan.
 - a. The consultant team clarified that residents may submit multiple comments through the public survey and encouraged additional location-specific feedback.
6. A member of the public commented that driver and pedestrian behavior should be considered alongside crash data and infrastructure improvements.
 - a. The consultant team agreed that education, enforcement, and behavior change are important components of the Safe System Approach and may also be eligible for future funding.
7. A member of the public asked whether crash severity analyses distinguish fault between motorists and vulnerable road users. A second question asked how effective recommended countermeasures are over time.
 - a. The consultant team explained that the study focuses on identifying recurring crash patterns and opportunities to reduce future serious injuries and fatalities regardless of fault.
 - b. The consultant team explained that infrastructure improvements are supported by documented Crash Modification Factors (CMFs), while education and behavior-based programs generally require sustained implementation to achieve long-term safety benefits.
8. A member of the public stated that the current design of Main Street contributes to speeding and creates an uncomfortable environment for pedestrians, businesses, and motorists. The member of the public encouraged the consultant team to consider comprehensive corridor improvements along Main Street rather than isolated projects.
 - a. The consultant team responded that reimagining Main Street remains under consideration and that the Safety Action Plan may include both larger corridor improvements and smaller phased projects depending on funding opportunities.
9. A member of the public, commenting via the YouTube livestream, expressed concerns about the poor condition of Center Street, stating that it poses a hazard to vehicles.
10. A member of the public noted that truck traffic through downtown is expected to increase once the Route 44 retaining wall project is completed and requested that future traffic conditions be considered during the study. It was also asked whether the consultant team was satisfied with the level of public participation.
 - a. The consultant team stated that public participation has been strong relative to the Town's population and comparable to participation levels observed on other successful SS4A planning efforts.
11. Paul Harrington (Town Manager) provided an update on ongoing Town safety initiatives.
 - a. Speed safety cameras are expected to become operational later this summer.
 - b. The Town will continue coordinating with CTDOT on interim Main Street safety improvements.
 - c. Sidewalk improvement projects are continuing through a separate Town initiative.
 - d. It was emphasized that the Town will continue advancing safety improvements while the Safety Action Plan is being completed.

Next Steps

1. The technical memorandum documenting the results of the data collection and safety analysis phase will be completed over the summer.
2. The project team will begin to develop potential project locations and countermeasures over the summer.

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Meeting Sign-In

Winchester Safe Streets & Roads for All (SS4A) Public Information Meeting 1

Location: Winchester Town Hall

Date: June 25, 2026

Start Time: 5:00 PM

Name	Representing	E-mail
Jim Mac Gillavry	myself	jmacgill51@yahoo.com
Jaye Markwell	SS4A Comm	jayemarkwell@gmail.com
Jay Lachter	Self	jlachter@gmail.com
William E. Hester	Self	wehester5a@msn.com
John Prevuznak	Self	JDPREVUZNAK@gnep.net
Geoff Green	Town	
CANDACE BOUCHARD	SELF/FILMS	135riverton@gmail.com fornswinsted@gmail.com Mayor@TownofWinchester.org
Todd ARCELASCHI		
Cheryl Calsetta	Self	techbirk@gmail.com
Anne Quinlan	Self	annequinlan119@gmail.com
Kevin Bishop	town	kbishop@townofwinchester.org



Speaker Sign-In

Town of Winchester

June 25, 2026 SS4A Public Information Session - Sign-In Sheet

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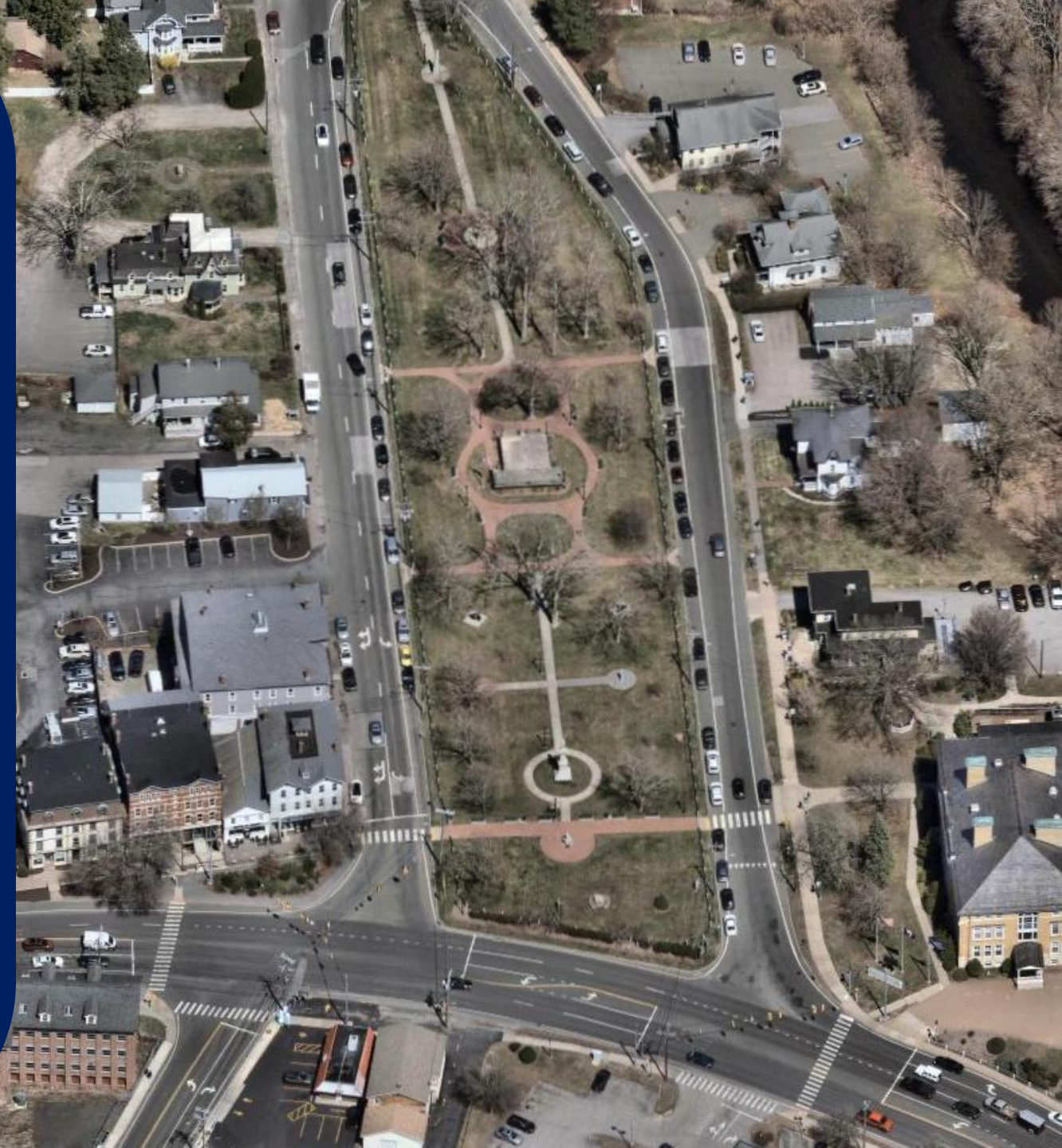


Winchester

Safe Streets and Roads for All

Public Information Meeting 1
June 25, 2026

**Tighe &
Bond**



Agenda

- Introductions
- SS4A Program Overview
- Project Updates
- Public Survey Results
- Safety Analysis Findings
- Schedule & Next Steps

Project Team

Project Management



Christopher Granatini, PE
Project Director
29 Years of Experience



Matt Stoutz, PE, PTOE, RSP1
Project Manager
11 Years of Experience

Key Personnel



Collene Byrne, PE, RSP2I
SS4A Compliance
19 Years of Experience



Craig Yannes, PE, PTOE, RSP1
Technical Advisor
16 Years of Experience



Stephen Edwards, PE, PTOE, PTP, RSP1
Public Engagement
20 Years of Experience

Safe Streets and Roads for All Program Overview

- Established in 2022 under BIL
- Administered by USDOT & FHWA
- Allocated \$5 Billion in funds over 5-years (2022-2026)
- Program includes 3 grant types:
 - Action Plan Grants
 - Additional Planning/ Demonstration Grants
 - Implementation Grants



Town of Winchester SS4A Grant

- Safety Action Plan FY2023 Grant
 - \$200,000 Federal Grant funds
 - \$50,000 Local fund match (20%)
- Town Accepts FY2023 SS4A Funds in September 2024
- Town Endorses Vision Zero in September 2024
- Final Safety Action Plan to be completed by December 31, 2027

Vision Zero Resolution

- “...eliminating traffic fatalities and serious injuries by 2034 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal...”



TOWN OF WINCHESTER – CITY OF WINSTED

Town Hall – 338 Main Street

Winchester, Connecticut

06098

RESOLUTION 24-07

Endorsing Vision Zero to Eliminate Roadway Fatalities and Serious Injuries in the Town of Winchester by 2034

WHEREAS, the life and health of all persons living and traveling within the Town of Winchester are our utmost priority, and no person should die or be seriously injured while traveling our streets,

WHEREAS, crashes that result in death or serious injury are not inevitable but largely preventable and stem in part from streets designed for maximizing vehicular capacity and mobility, and

WHEREAS, Vision Zero provides a framework for eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all, and

WHEREAS, Vision Zero focuses on safety as a primary objective for our transportation systems;

THEREFORE BE IT RESOLVED, that the Town of Winchester hereby adopts the goal of eliminating traffic fatalities and serious injuries by 2034 and endorses Vision Zero as a comprehensive and holistic approach to achieving this goal,

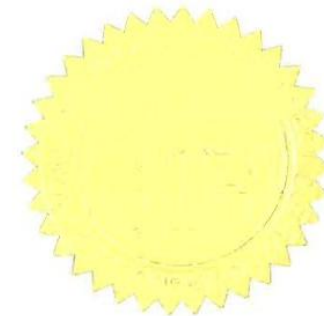
AND I DO FURTHER CERTIFY that the above resolution has in no way been altered, amended or revoked, and is in full force and effect.

YES: 5

NO: 2

ABSENT: None


Glenn Albanesius
Town Clerk, Town of Winchester



September 16, 2024

Date

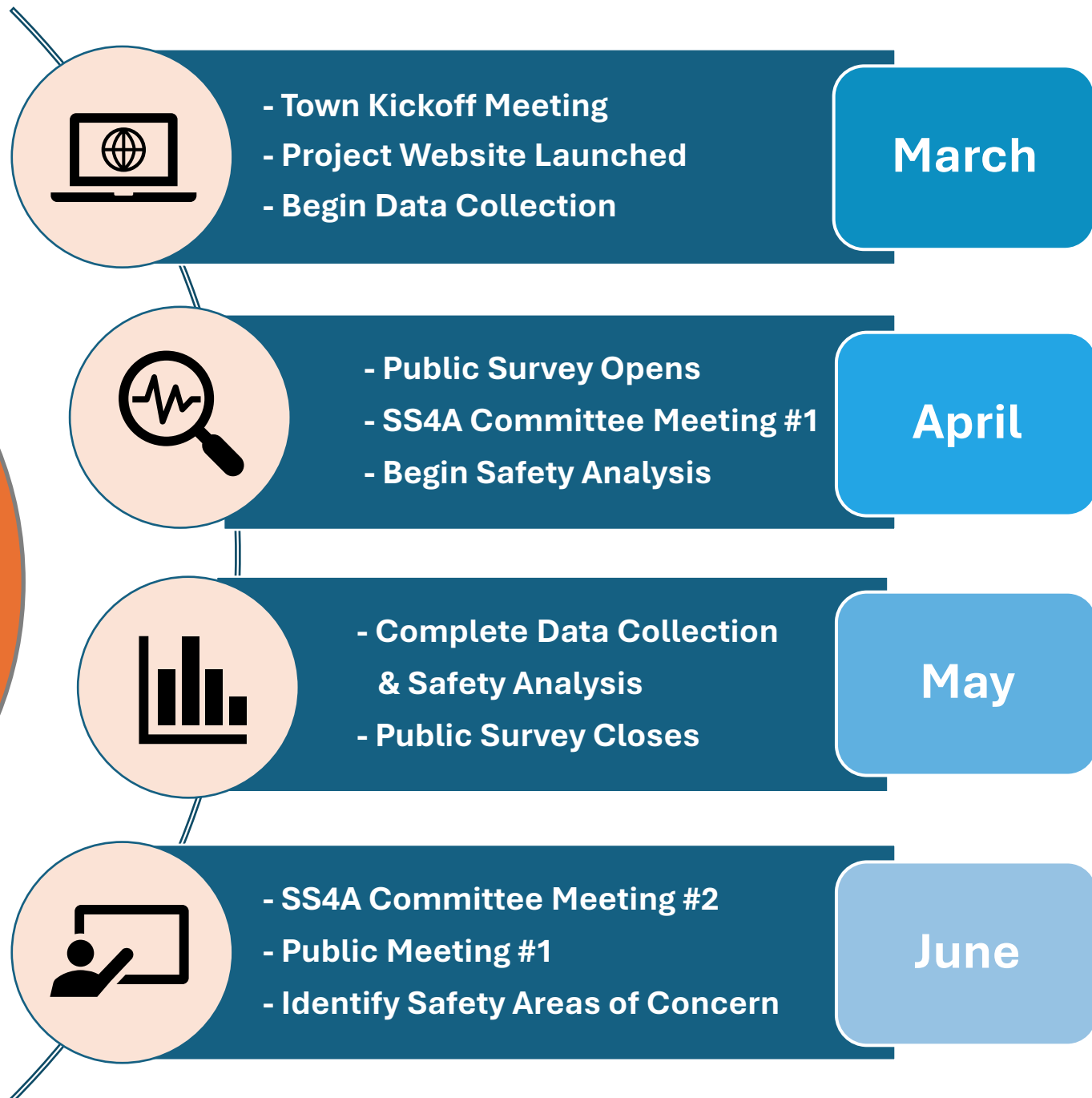


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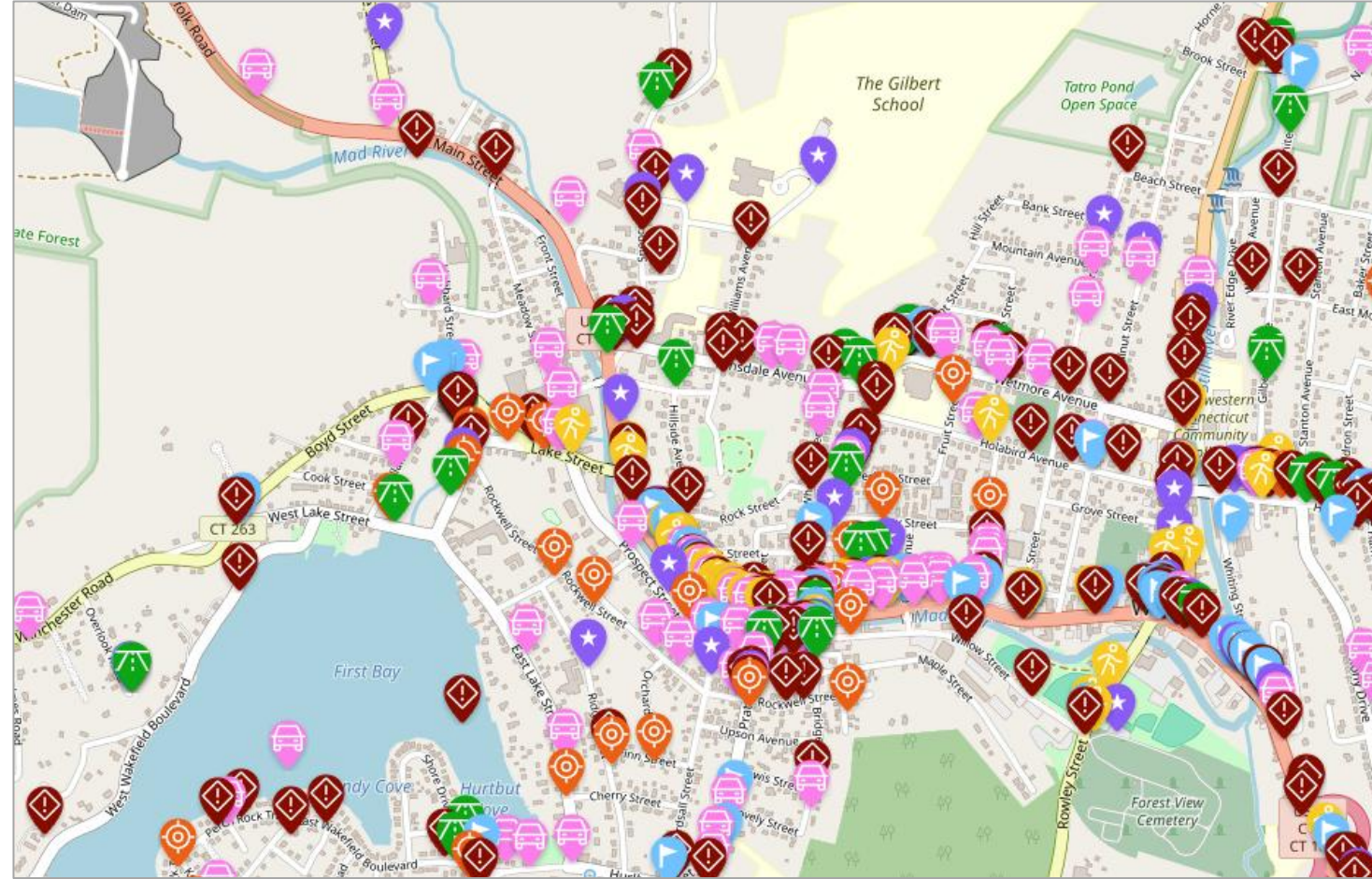
Project Updates



Project Timeline



Public Survey Findings



Public Outreach: Winchester SS4A Safety Survey

548

Submissions with at least one response

630

Geolocated map pins

250

Respondents submitted map pins

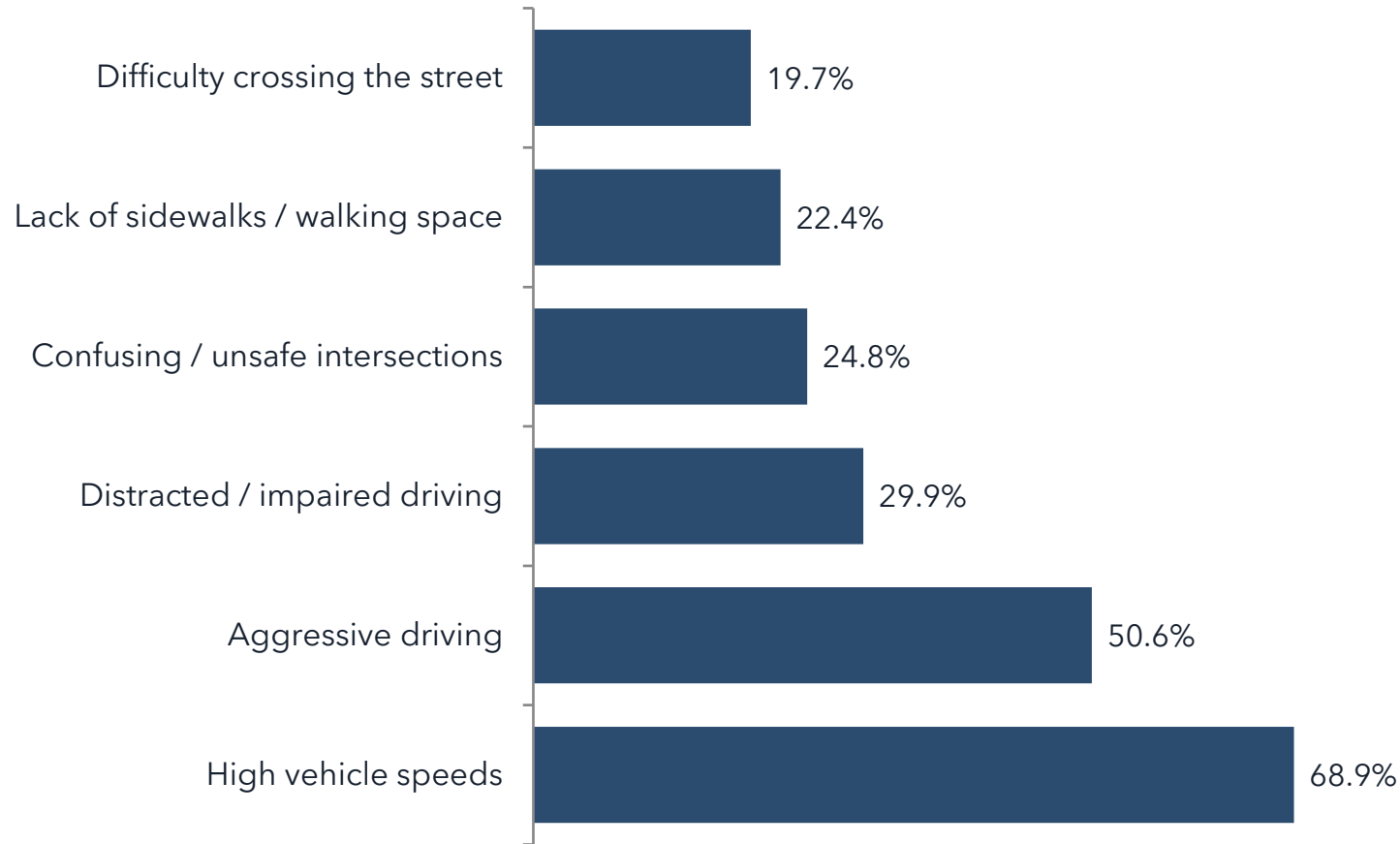
~400

Answered each survey question

Questions were optional. Structured questions drew ~400 responses each. Percentages on the following slides use each question's own respondent base.

SAFETY CONCERNS

Speeding and driver behavior dominate



Q: "Which safety issues concern you most?" Bars show % of respondents selecting each issue.

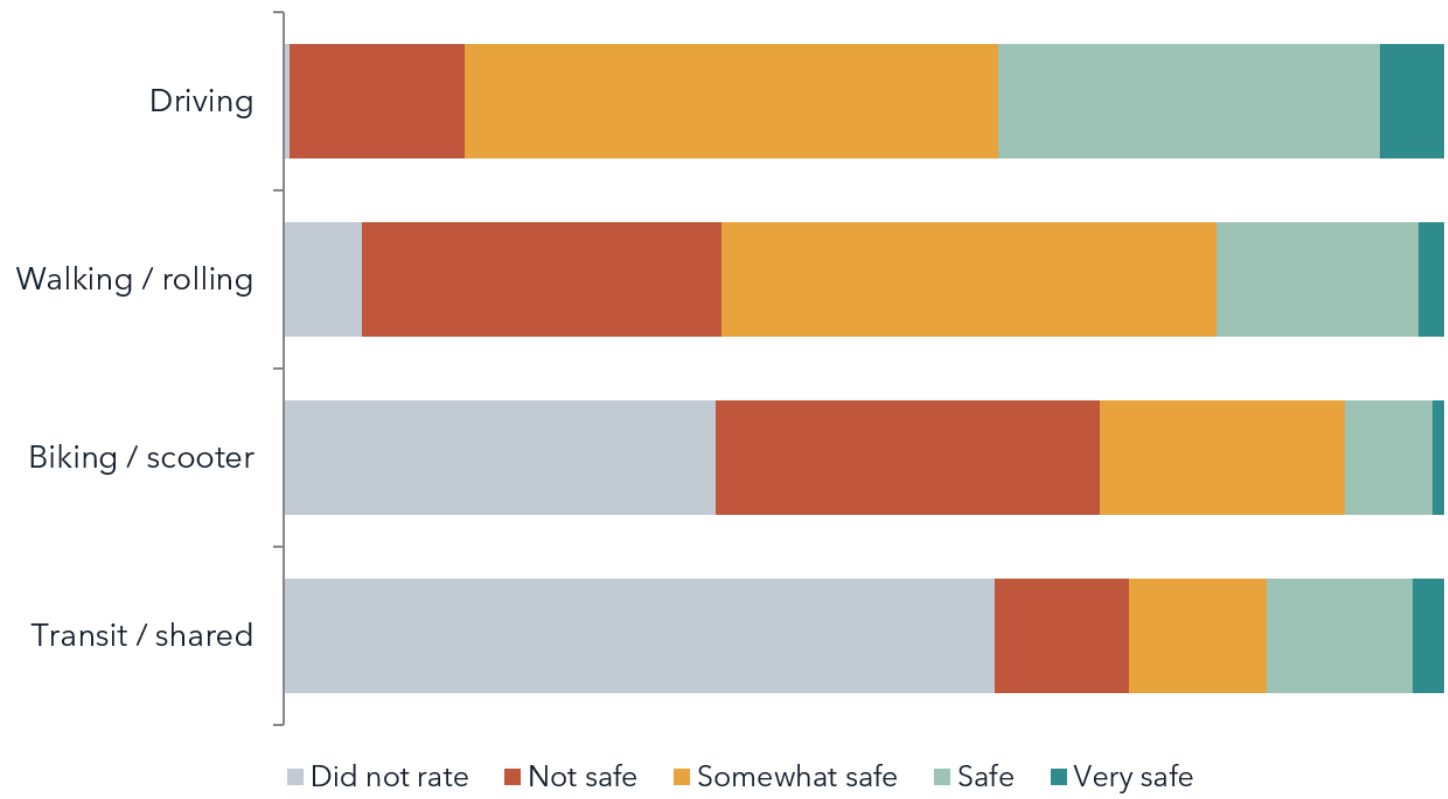
What it means

Speeding and aggressive driving are the top two concerns by a wide margin.

There are also built environment issues such as intersection safety and lack of sidewalk coverage

PERCEIVED SAFETY BY TRAVEL TYPE

Most people do not feel safe, no matter how they get around



Feel safe
Among those who use the mode

40%

Transit / shared

39%

Driving

21%

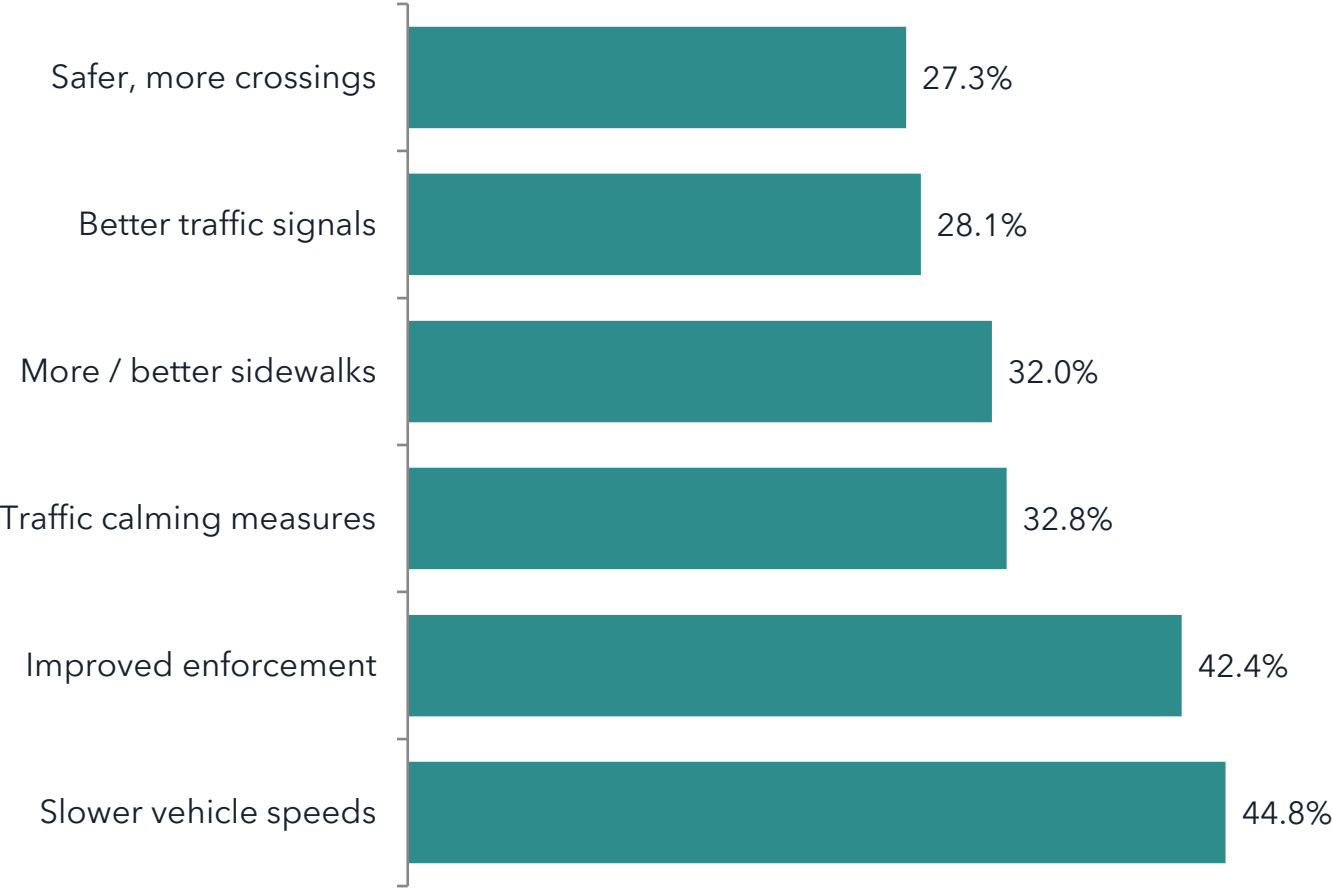
Walking / rolling

14%

Biking / scooter

Q: "How safe do you feel doing the following?" Bars normalized to 100% within each mode.

Top priorities: slower speeds, enforcement, and infrastructure



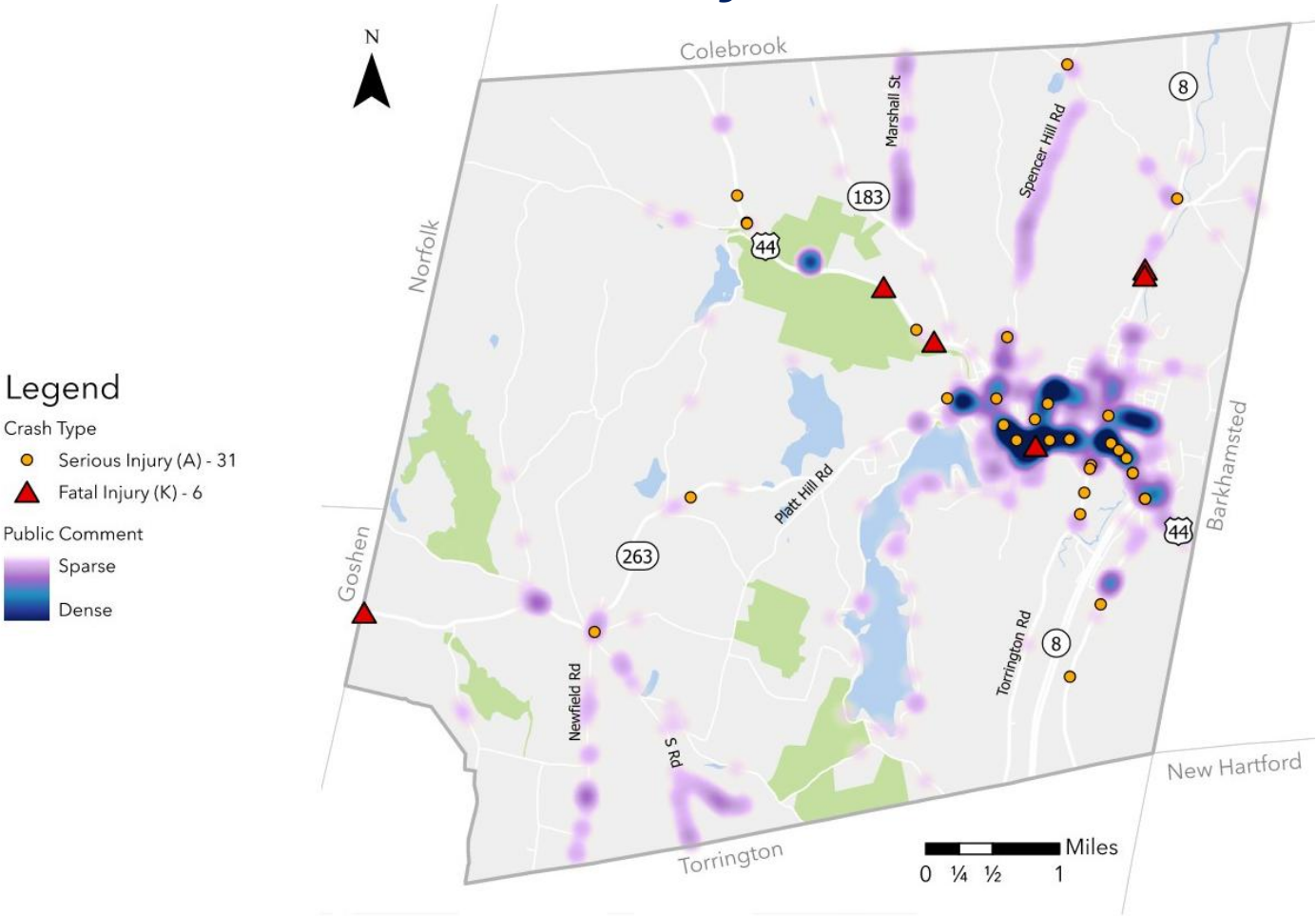
When people feel less safe traveling

Rush hours	72%
During inclement weather	48%
At night	42%
At dawn / dusk	39%
During school arrival / dismissal	34%

Conditions that concentrate risk, useful for timing enforcement and targeting fixes.

ENGAGEMENT MAP RESULTS

Vehicle speeds, pedestrian exposure, visibility, and intersection safety



Map comments by Category

General Safety Concern	34%
Speed Issue	22%
Non-Safety Maintenance	12%
Near Miss / Close Call	11%
Crossing Issue	8%
Missing Infrastructure	8%
Improvement Idea	7%

Winchester Demographic Profile

49.1 yrs

Median age

9.7%

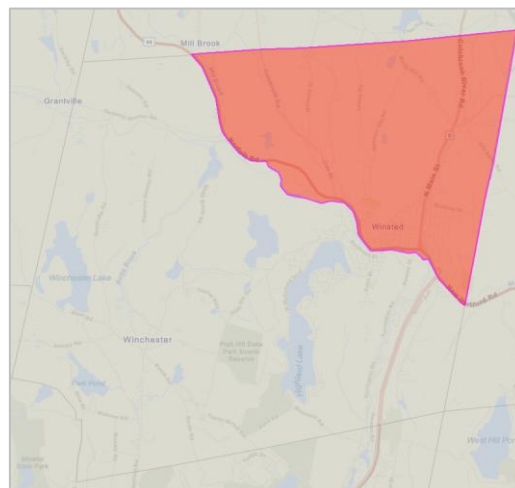
Households with no vehicle

13.3%

Minority / non-white

USDOT underserved communities

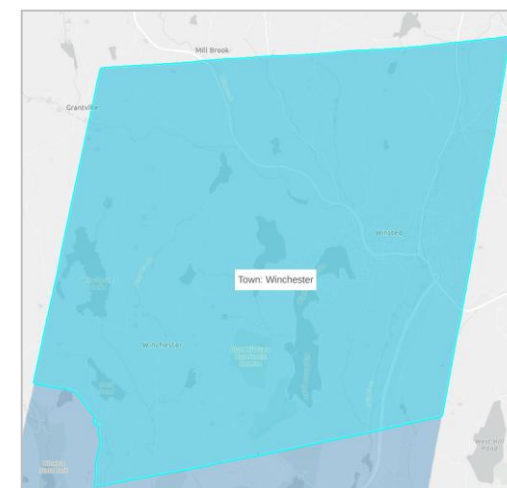
One census tract in northeastern Winchester is designated as historically disadvantaged on transportation, health, economy, and equity.



SS4A Underserved Communities Tool

CT DEEP distressed municipality

As of 2025, Winchester is a state-designated distressed municipality and environmental justice community.

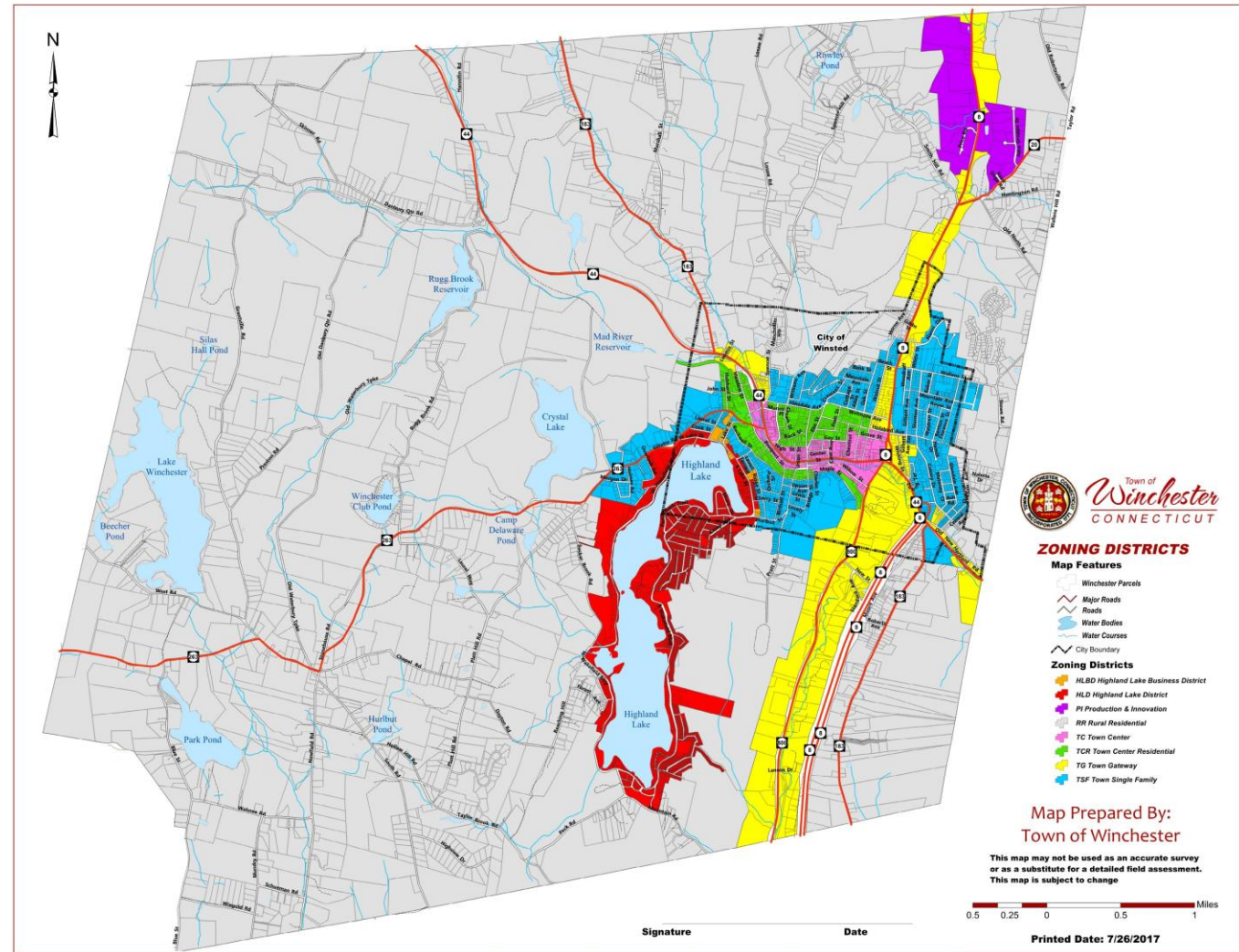


CT DEEP Environmental Justice Communities

Safety Analysis Findings

Safety Analysis - Study Area

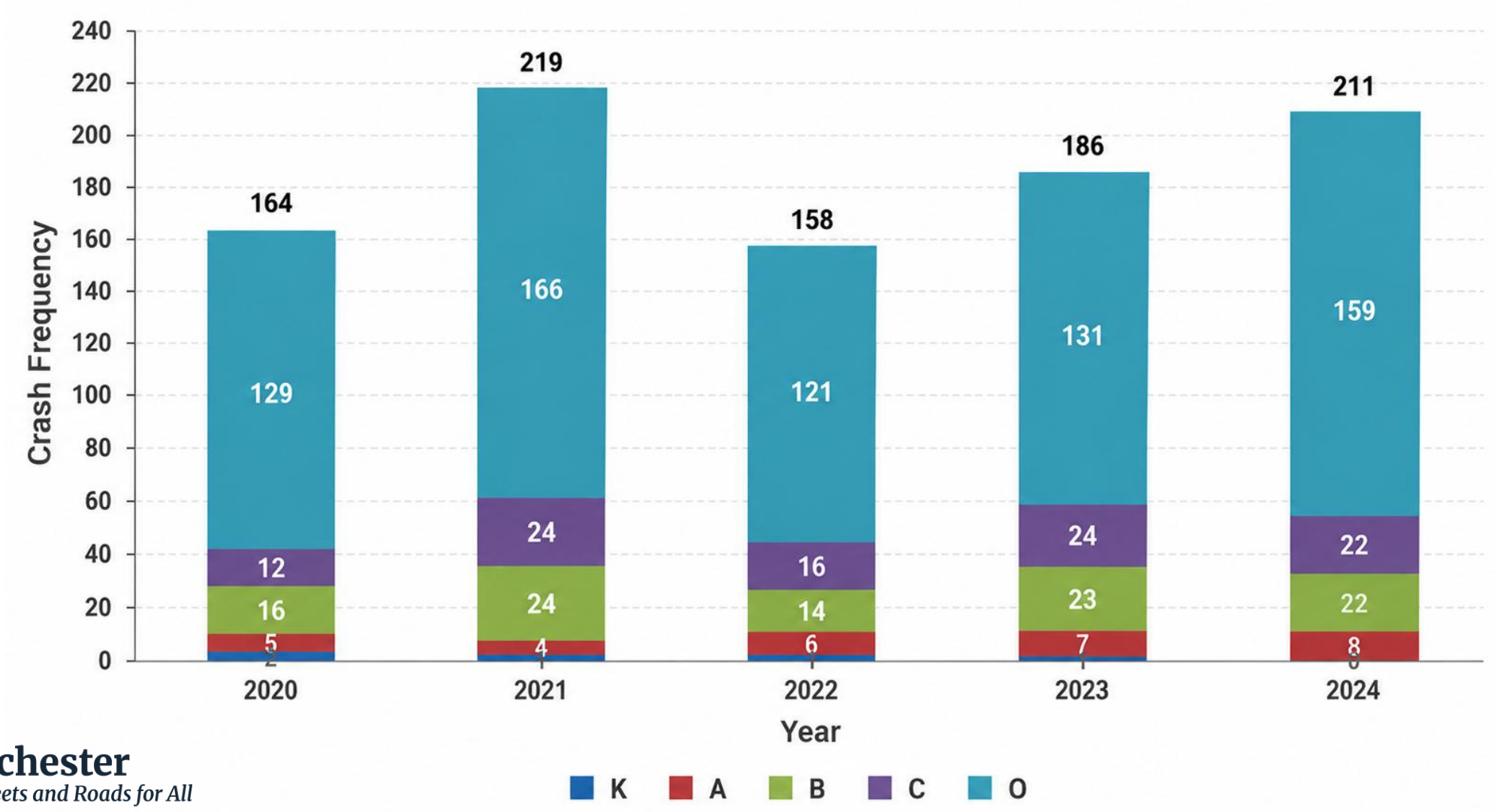
- Connecticut Crash Data Repository
- January 1, 2020 to December 31, 2024
- All Town Roads
- All State Routes
 - Limited Access section of Route 8 excluded
 - Private roads/ parking lots excluded



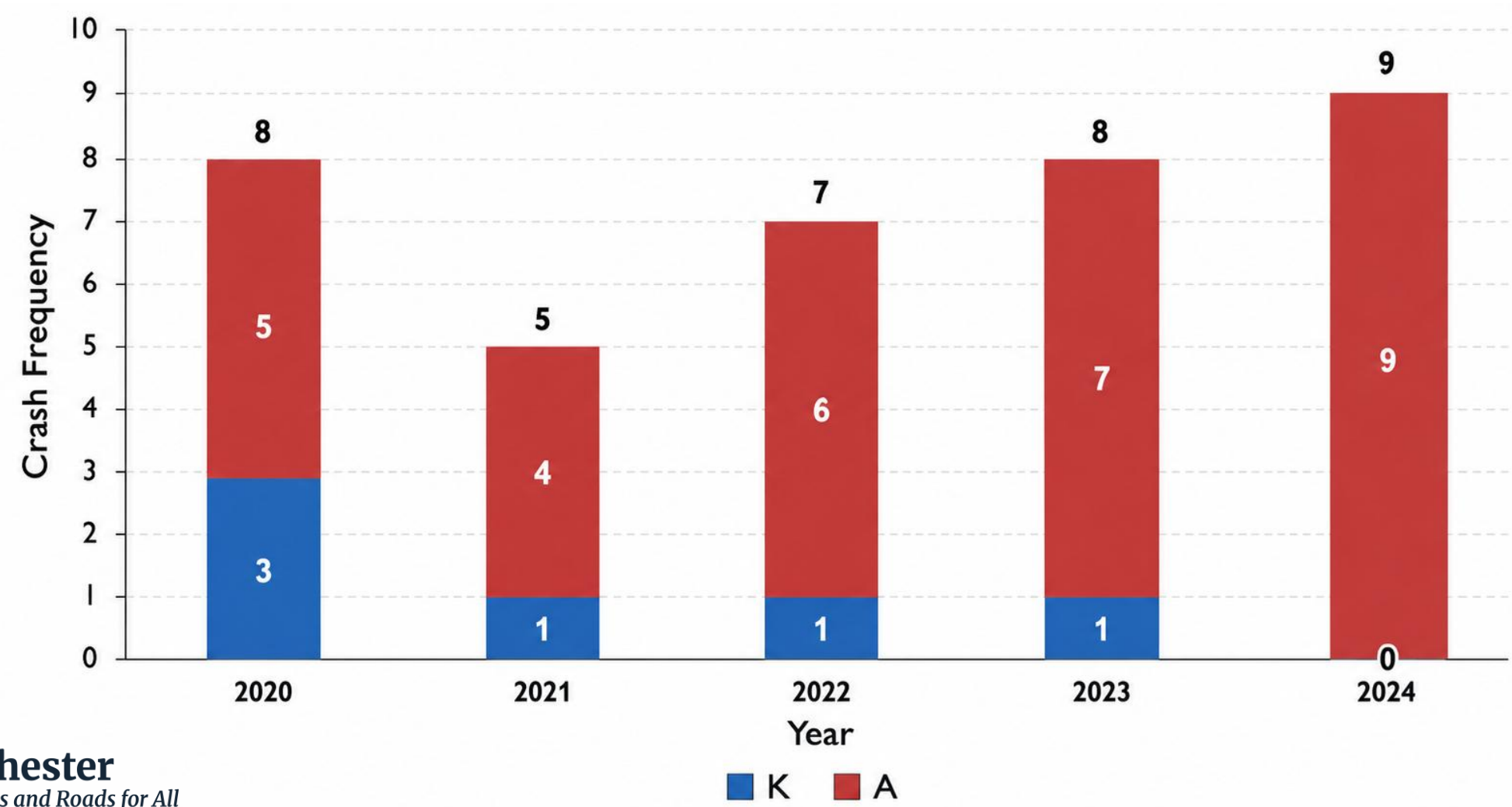
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Safety Analysis - Annual Crash Trends (All Severities)



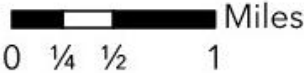
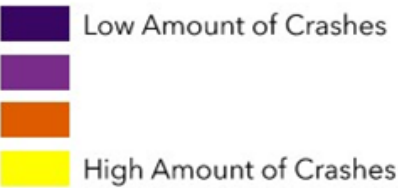
Safety Analysis - Annual Crash Trends (Serious Injury & Fatal)



Crash Density



Legend



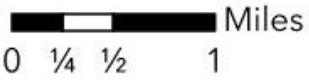
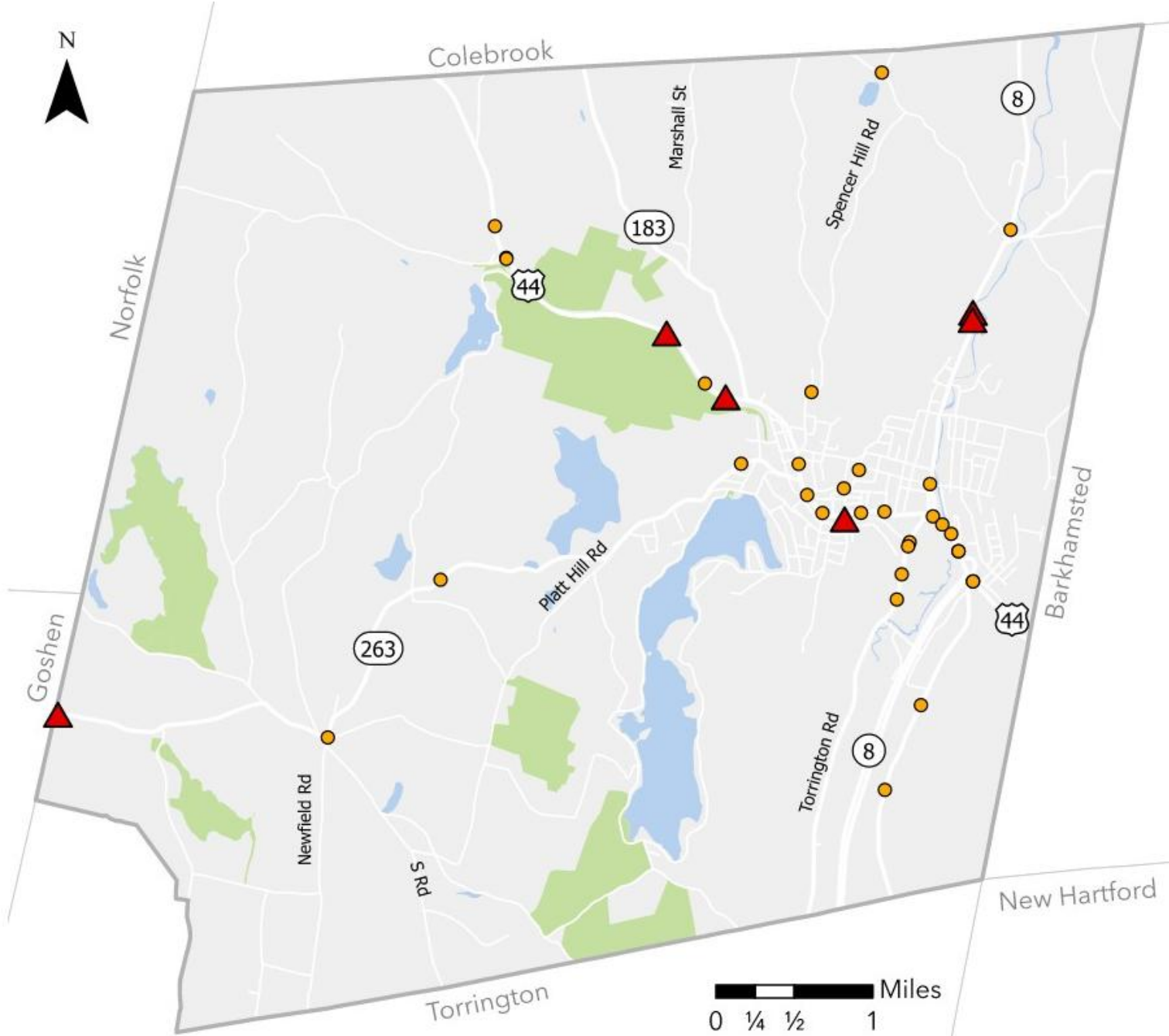
Fatal & Serious Injury Crashes



Legend

Crash Type

-  Serious Injury (A) - 31
-  Fatal Injury (K) - 6

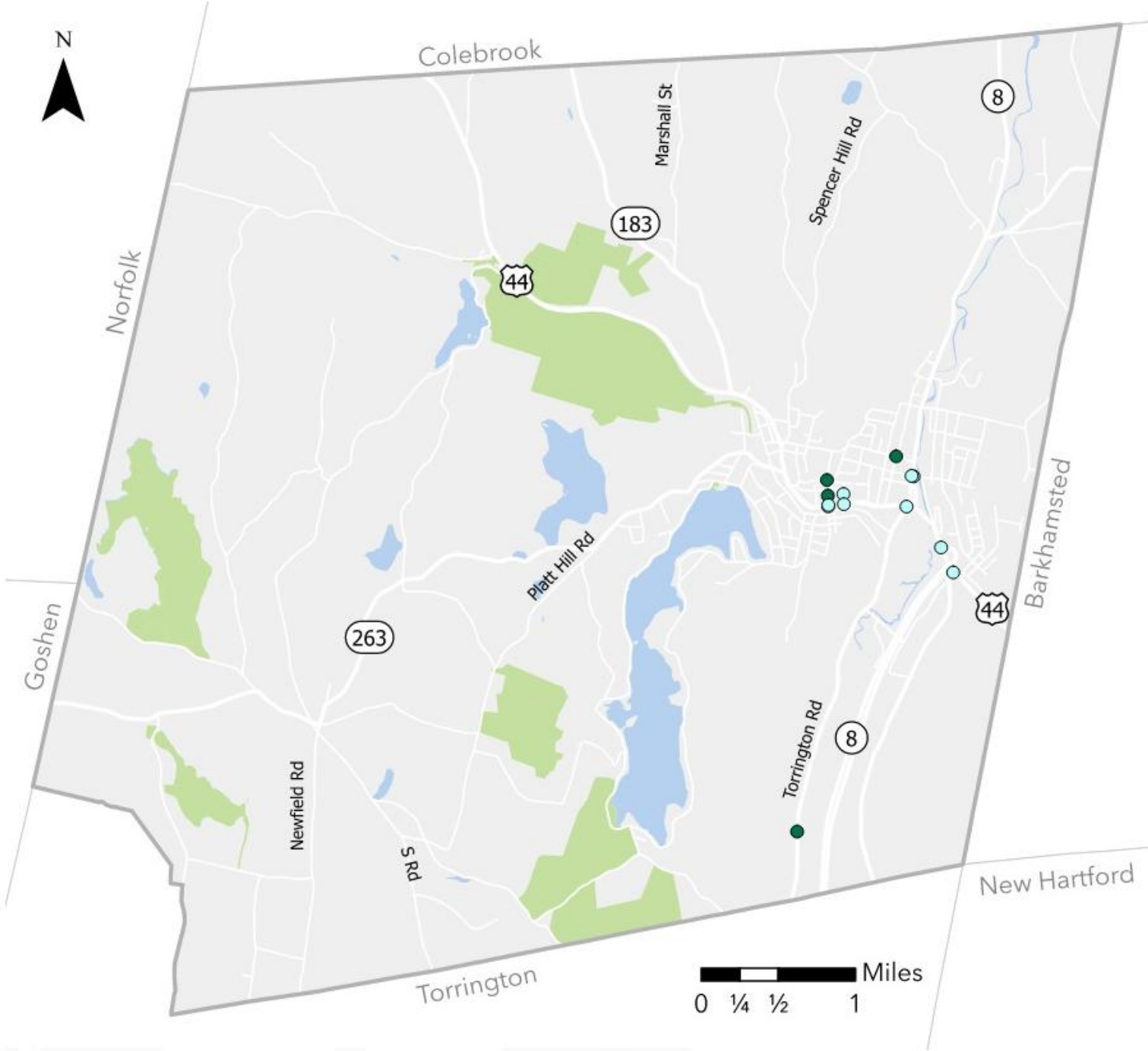


Vulnerable Road User Crashes

Legend

Vulnerable Road User Crash Type

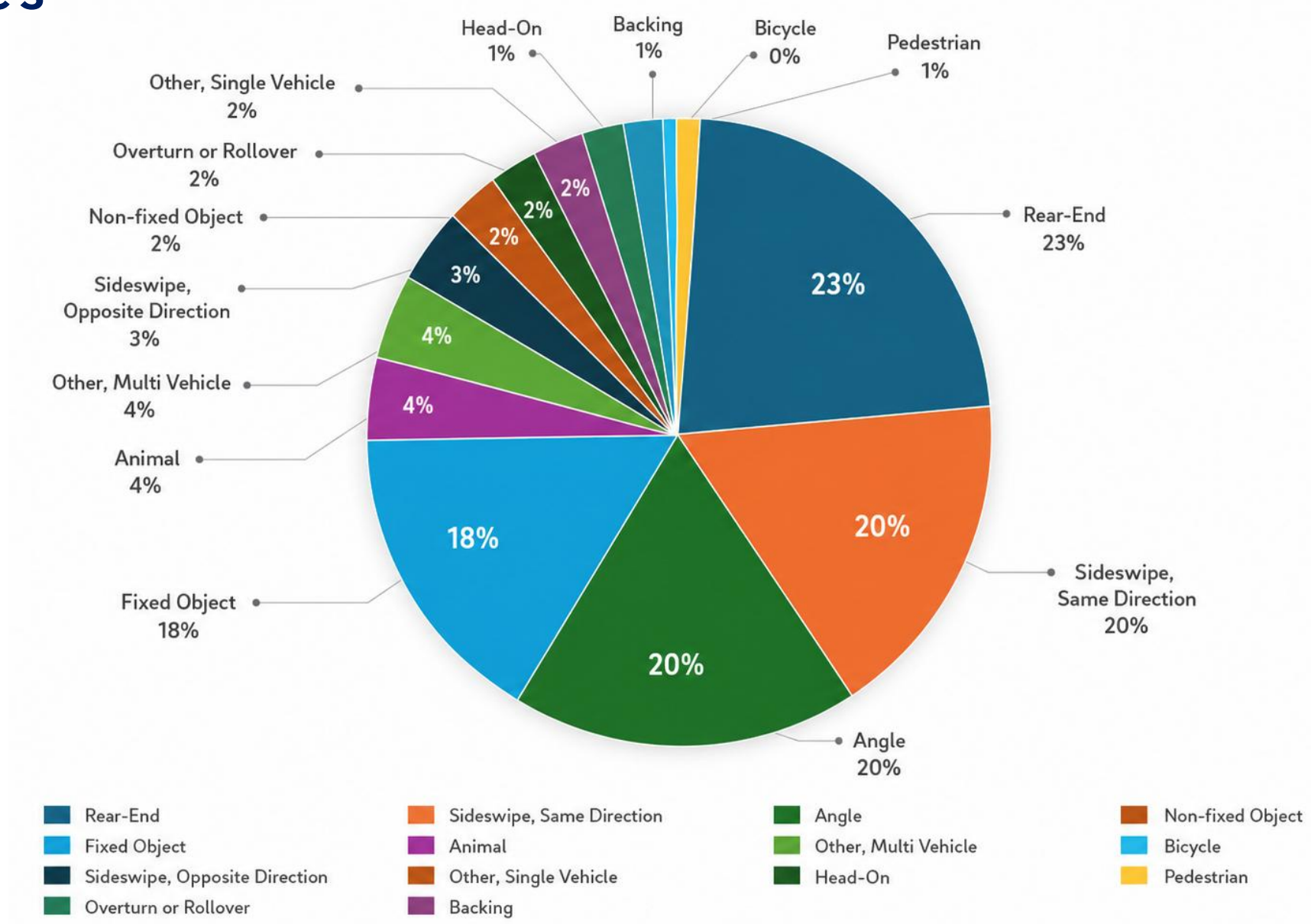
- Bicycle Crash (4)
- Pedestrian Crash (9)



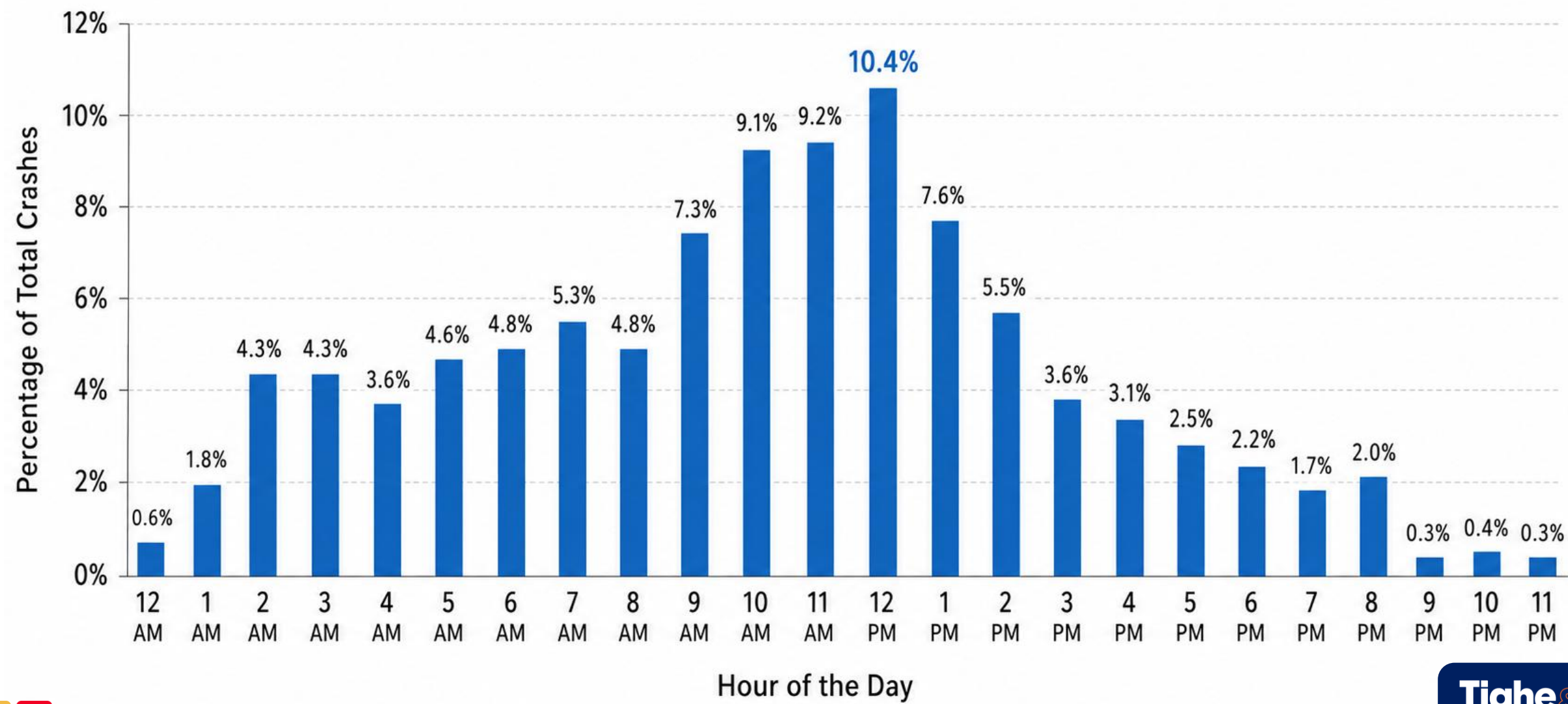
Vulnerable Road User Crashes

Type	Date	Time	Roadway	Severity	Age	Light Condition	Pre-Crash Action	Contributing Factor
Pedestrian	4/3/20	5:01 AM	Route 44-E	B	32	Daylight	Crossing Roadway	Failed to Yield Right of Way
Pedestrian	11/1/20	1:04 PM	Route 44-E	B	91	Dark-Lighted	Crossing Roadway	Failed to Yield Right of Way
Bicyclist	2/12/20	12:38 PM	Rock St	A	71	Dark-Not Lighted	Cycling in Roadway	Failed to Yield Right of Way
Bicyclist	6/15/22	5:16 PM	Walnut St	O	19	Dark-Lighted	Cycling in Roadway	Improper Turn
Pedestrian	7/7/22	4:42 PM	Route 8-N	B	50	Daylight	Crossing Roadway	Failed to Yield Right of Way
Bicyclist	6/22/22	5:57 AM	Route 8-N	C	70	Daylight	Crossing Roadway	Improper Passing
Pedestrian	2/16/23	1:55 PM	Route 8-N	A	77	Dark-Lighted	Crossing Roadway	Glare
Pedestrian	8/30/23	11:39 AM	Greenwoods Ave	B	66	Daylight	Crossing Roadway	Failed to Yield Right of Way
Pedestrian	9/20/23	12:23 PM	Route 44-E	O	19	Daylight	Crossing Roadway	Following Too Closely
Pedestrian	10/5/23	12:29 PM	Route 183-N	B	33	Daylight	Crossing Roadway	Distracted
Bicyclist	6/5/23	10:30 AM	Center St	B	76	Daylight	Cycling in Roadway	Rut, Holes, Bumps
Pedestrian	4/19/24	6:59 AM	Route 44-E	A	63	Daylight	Crossing Roadway	Distracted
Pedestrian	10/13/24	11:51 AM	Route 44-E	O	64	Daylight	Walking in Roadway	Failed to Yield Right of Way

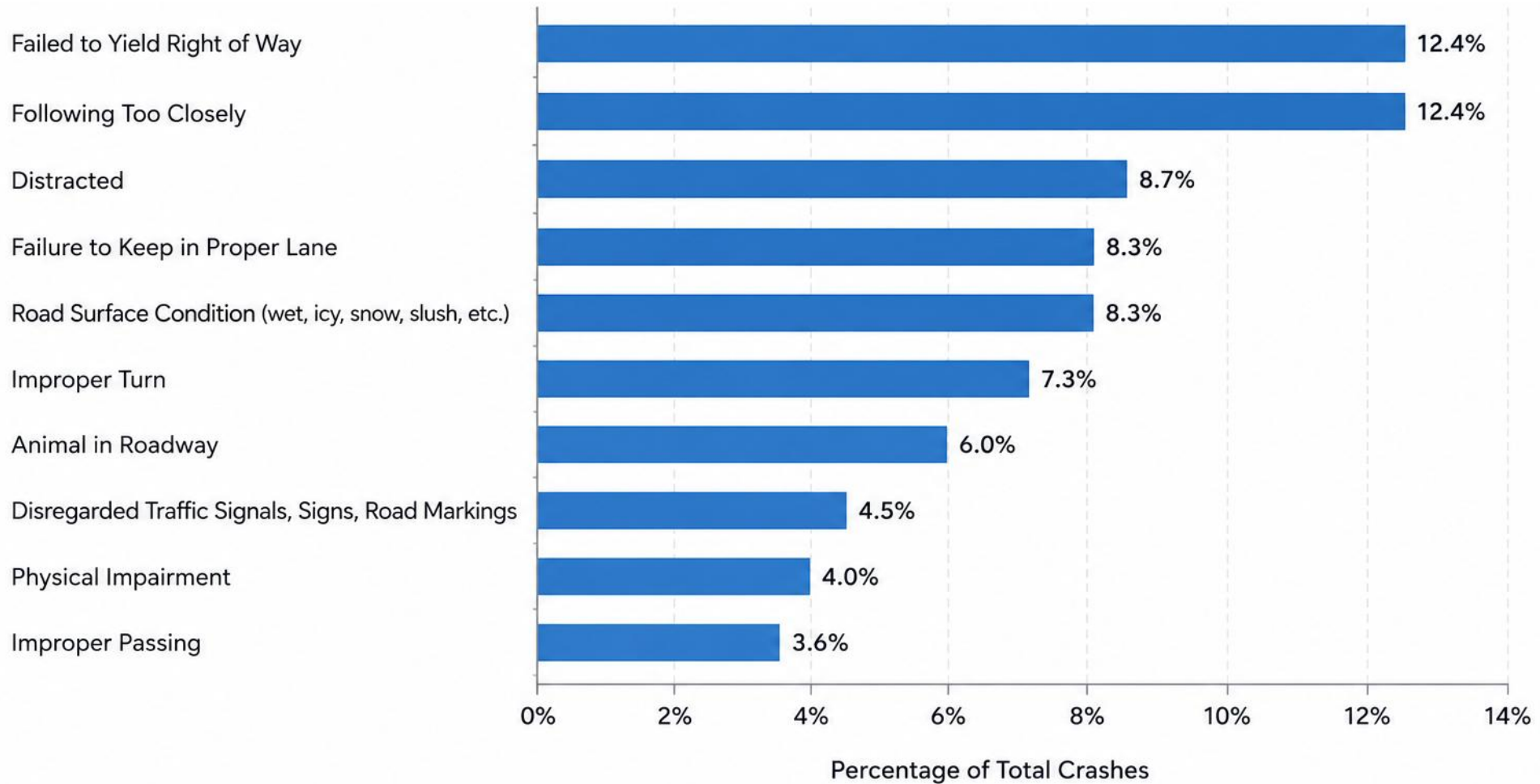
Crash Types



Crash Time of Day (Weekdays)



Contributing Factors - Top 10

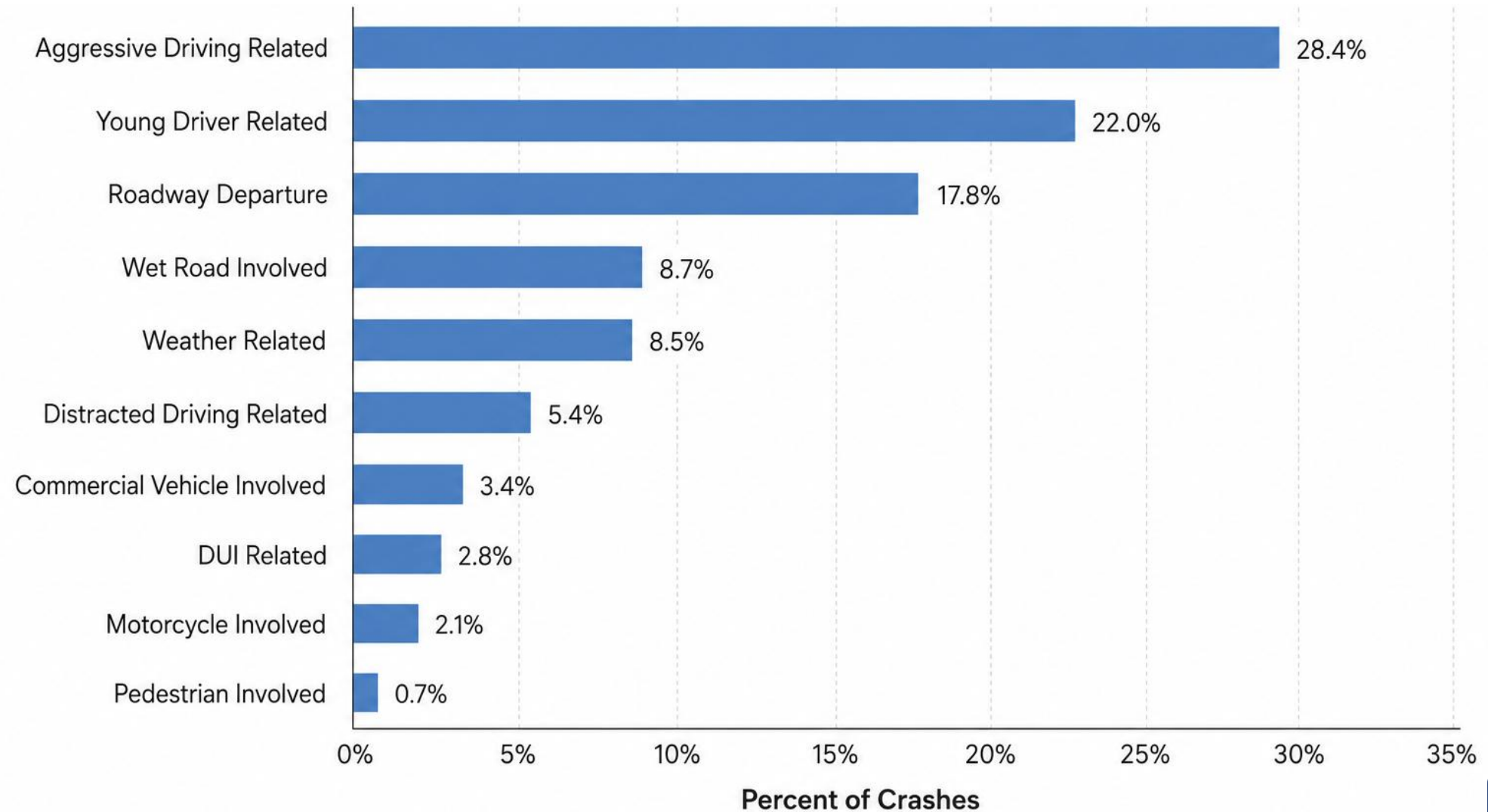


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Emphasis Areas - Top 10



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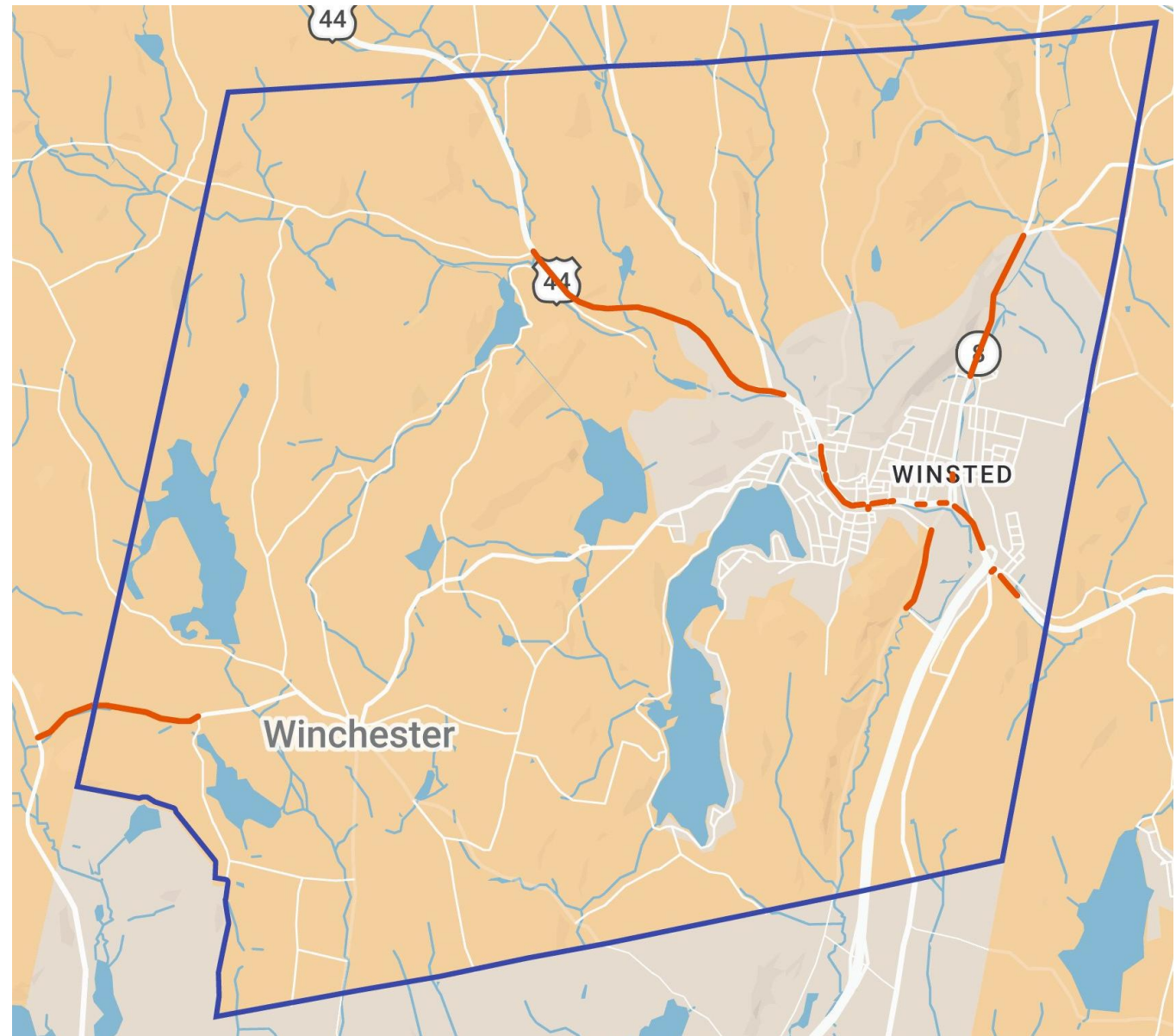
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High Injury Network Development

- Intersections and Segments
- Performance Measures
 - Equivalent Property Damage Only (EPDO)
 - Relative Severity Index (RSI)
 - Critical Crash Rate (CCR)

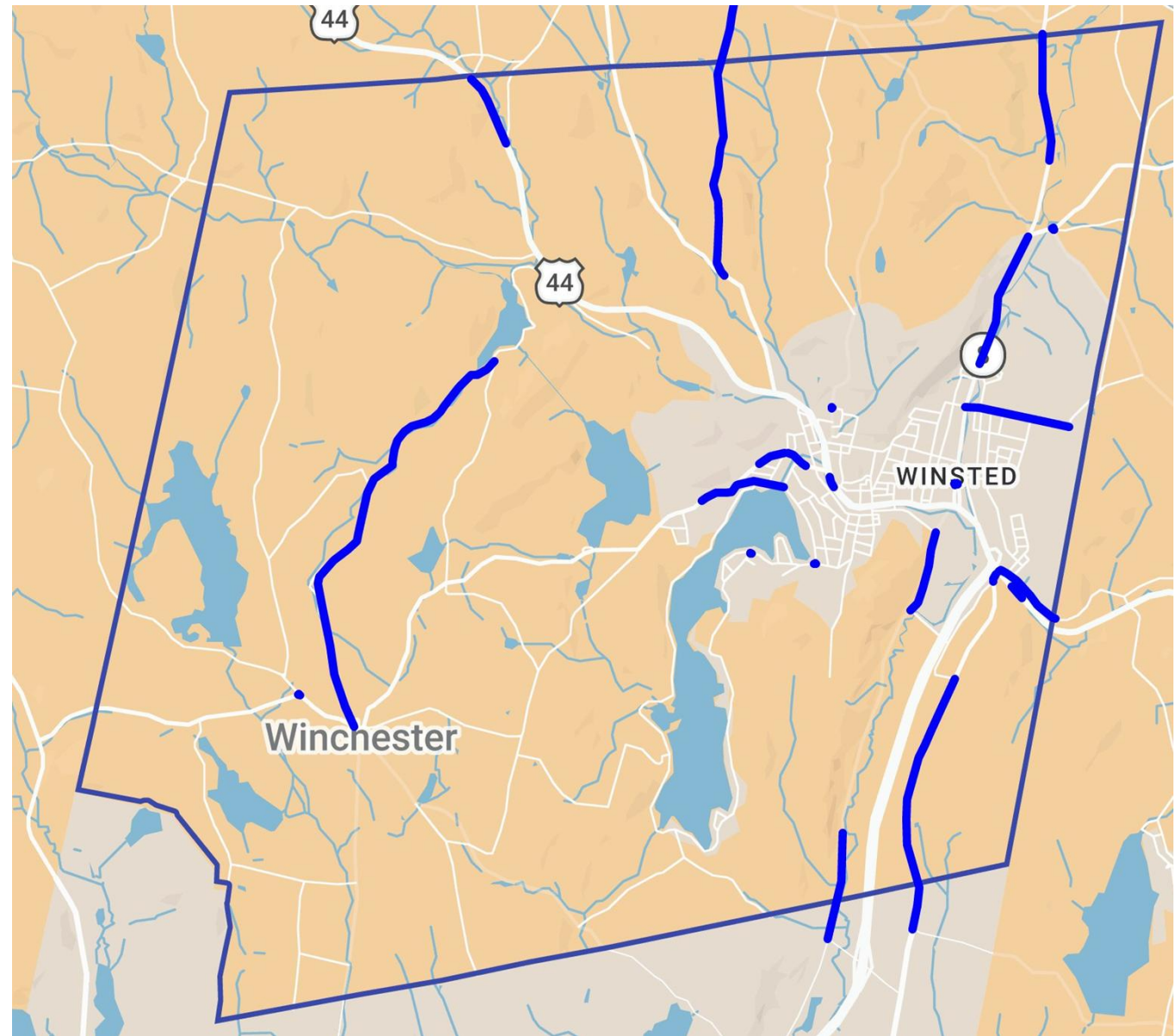
Equivalent Property Damage Only (EPDO) - Top 25 Locations

- Weighting based on crash severity
- Monetary value assigned to crashes
- 240 total Sites received an EPDO score
- **13 of the Top 25 locations** are located on 1.5 mi segment of Main Street (Spencer Street to Route 8 NB Off-ramp)



Relative Severity Index (RSI) - Top 25 Locations

- Weighting based on crash type
- 117 total Sites received a RSI score
- Top 25 Sites
 - 7 intersections, 18 segments



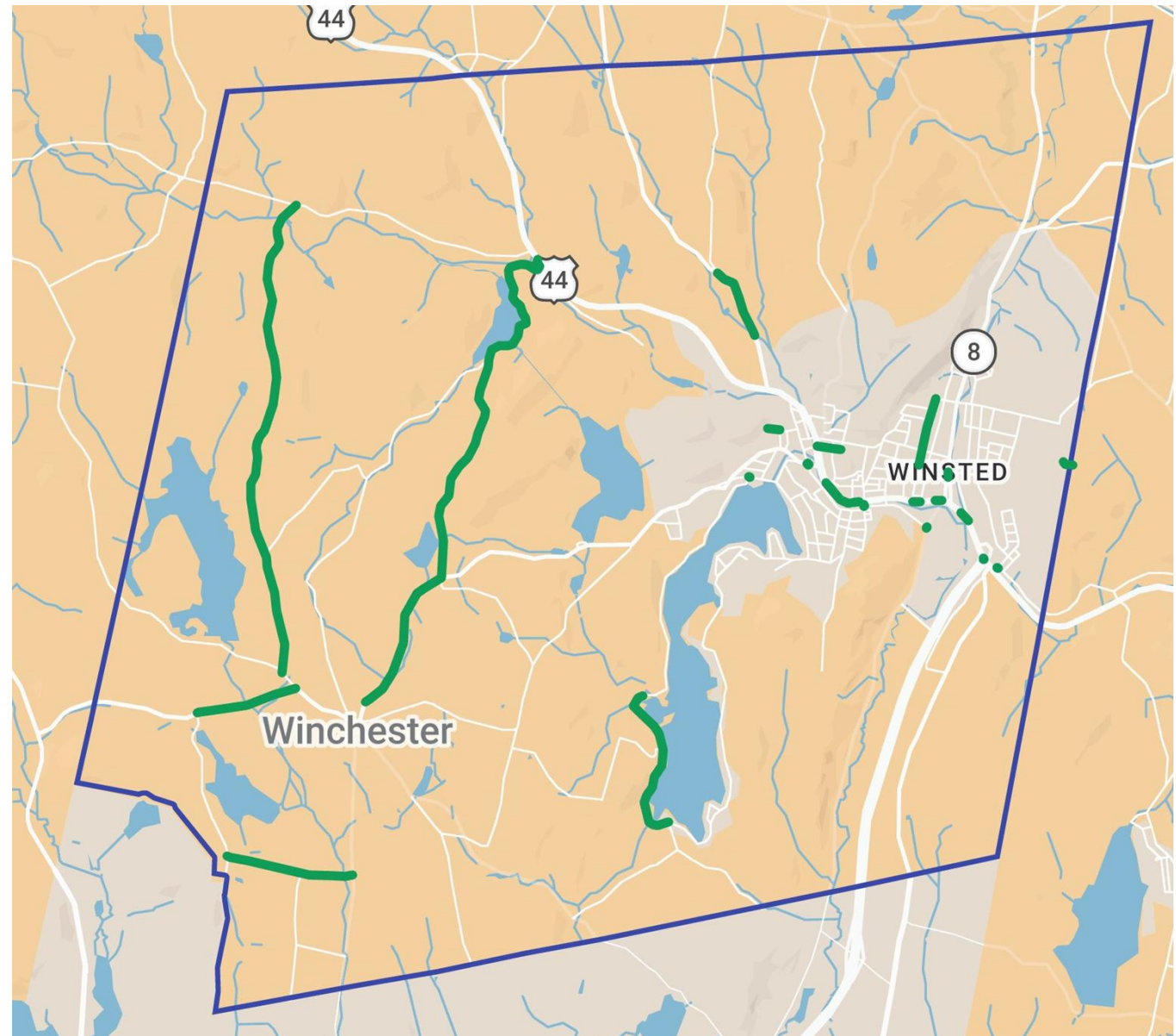
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Critical Crash Rate (CCR) - Top 25 Locations

- Actual crash rate compared to expected crash rate
- 71 total Sites show a rate higher than the expected threshold
- Top 25 Sites
 - 8 intersections, 17 segments



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Next Steps

- Data Collection & Safety Analysis Tech Memo
- Project Locations & Countermeasure Selection
- Contact Information

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Tom Heuschkel

theuschkel@townofwinchester.org



Questions?
Let's Talk