

Meeting Summary



Winchester SS4A Committee Meeting 2

To: Attendees

Attendees: See Attached List

From: Tighe & Bond

Date: June 9, 2026

On June 9, 2026, the second Winchester Safe Streets & Roads for All SS4A Committee Meeting was held in a hybrid format via Microsoft Teams and at the 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.

Presentation

1. Tighe & Bond opened the meeting with project updates, a recap of the overall project timeline 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, preliminary high injury network, and upcoming stakeholder outreach.
 - c. The team noted that the Data Collection & Safety Analysis technical memorandum will be completed this summer with the Public Information Meeting scheduled for June 25, 2026.

Open Discussion

1. A committee member asked whether the pedestrian and bicycle crashes shown in the analysis primarily involved motor vehicles or if pedestrian-only and bicycle-pedestrian crashes are included in the data.
 - a. The consultant team explained that the reported crashes likely involved motor vehicles as they would have been reported to police, although individual crash records would need to be reviewed to confirm specific circumstances.
2. The committee noted that bicycle crashes may be underrepresented in the available crash data because bicyclists who experience minor incidents may not report them to law enforcement.
 - a. The consultant team agreed that non-reported crashes are not captured in the crash database and noted that public survey responses can help identify locations where safety issues exist despite limited documented crash history for bicyclists.
3. A committee member noted that most of the initial High Injury Network locations appeared to be located on state roads and asked whether the Willow Street/Bridge Street/Depot Street area was the only municipal roadway location appearing in the preliminary analysis.
 - a. The consultant team explained that higher traffic volumes on state highways often result in more crashes being identified through the screening process, but the team will evaluate additional analysis tools to identify safety concerns on municipal roads.

Meeting Summary

4. A committee member noted that the identified location of Bridge Street at Willow Street coincides with an intersection currently scheduled for improvement and suggested it would be useful to compare future safety recommendations against planned municipal projects.
 - a. The committee discussed how future safety recommendations could be coordinated with planned roadway maintenance and capital improvement projects already being advanced by the Town.
5. A committee member asked whether the numerous High Injury Network segments identified along Main Street could be treated as a single corridor rather than individual segments.
 - a. The consultant team explained that future project recommendations would likely consider logical corridor limits and would not treat the segments as isolated locations.
6. A committee member stated that Main Street continues to be widely recognized as the Town's primary safety concern and suggested that a unified corridor plan would help Town leadership communicate both the current safety issues and identify potential improvements.
 - a. The consultant team agreed and noted that expanding the analysis beyond the top ten percent of roadway segments resulted in additional Main Street locations being identified.
7. A committee member asked whether future improvements would likely be implemented as phased projects rather than as a single effort.
 - a. The consultant team explained that implementation would depend on the type and scale of the recommended improvements. Some projects may focus on individual intersections, while others may address larger corridors or town-wide safety issues. Future implementation will likely involve multiple projects pursued over time through a variety of state and federal funding opportunities.
8. A committee member asked whether future project recommendations may require additional studies and how those efforts would be funded.
 - a. The consultant team explained that supplemental planning grants and implementation grants may be available through SS4A and other funding programs. Additional studies may be required in some instances but would not necessarily be needed for all future projects.
9. A committee member referenced previous traffic analysis work completed on Whiting Street and suggested that converting the roadway to one-way operation may improve safety by reducing vehicle conflicts and near misses at the Main Street intersection.
 - a. The consultant team stated that the concept could be identified as a potential improvement within the Action Plan and noted that relatively minor operational changes on local roadways may be advanced independently from larger capital projects or outside of the Action Plan process if supported by analysis.
10. A committee member asked how public survey responses would ultimately be balanced against crash history and severity data when prioritizing projects.
 - a. The consultant team clarified that the crash severity weighting factors presented during the meeting are based solely on FHWA methodology and are used only for the technical crash analysis.
 - b. The consultant team explained that project prioritization will incorporate crash data, public survey responses, and stakeholder input. Locations receiving significant public attention may receive additional consideration even if they do not rank highly based solely on documented crash history.

Meeting Summary

- c. The consultant team noted that documented crash history remains a significant consideration when seeking future federal implementation funding through the SS4A program, even while public input is incorporated into project prioritization.
- 11. A committee member emphasized the importance of ensuring that residents feel their concerns are being heard, particularly where recurring near misses or perceived safety issues may not be reflected in official crash data.
 - a. The consultant team agreed and stated that future analyses will compare public comments against the High Injury Network to identify gaps and ensure that community concerns are appropriately considered.
- 12. Stakeholder engagement is planned for this summer. Potential groups to engage include Winchester Senior Center, Winchester Public Schools, Friends of Main Street, Northwestern Community College, the Highland Lake Watershed Association, and the Still River Greenway Committee.
 - a. The consultant team will look to obtain feedback that may not have been captured in the public survey.
 - b. Committee members noted many residents and business owners shared concerns informally but may not have participated in the actual survey. Members emphasized the importance of engaging business owners, schools, and community organizations to capture perspectives that may not be reflected in the survey results.

Next Steps

- 1. The first public information meeting for the project to present the results of the Data Collection and Safety Analysis will be held June 25, 2026 at Winchester Town Hall.
- 2. Complete technical memorandum documenting the results of the data collection and safety analysis phase over the summer.
- 3. The team will begin to develop potential project locations and countermeasures following the public information meeting.

Town of Winchester Safety Action Plan
SS4A Committee Meeting 2 - June 9, 2026
Meeting Attendees

Name	Entity	Title	Email
Chris Granatini	Consultant Team	Project Director	cgranatini@tighebond.com
Matt Stoutz	Consultant Team	Project Manager	mstoutz@tighebond.com
Stephen Edwards	Consultant Team	Senior Transportation Engineer 3	stephen.edwards@imegcorp.com
Deb Jablonski	Public	Resident Member	bojab063079@yahoo.com
Jaye Markwell	Public	Resident Member	jayemarkwell@gmail.com
Jamie Colligan	Public	Resident Member	jamiejcolligan330@gmail.com
Gary Giordano	Economic Development Commission	Treasurer	garyg617@gmail.com
Chris Ciuci	Winchester Police Department	Chief of Police	cciuci@townofwinchester.org
Jim Rollins	Town of Winchester	Director of Public Works	jrollins@townofwinchester.org
Geoff Green	Town of Winchester	Director of Land Use and Development	ggreen@townofwinchester.org
Tom Heuschkel	Town of Winchester	Grants Manager & Town POC	theuschkel@townofwinchester.org
Aron Steeves	CTDOT	Special Services Manager	aron.steeves@ct.gov
Jennifer Pacacha	CTDOT	MPO Coordination Unit	jennifer.pacacha@ct.gov
Leigh-Marie Chin	CTDOT	Project Development Unit	Leigh-Marie.Chin@ct.gov
Joshua Lecar	CTDOT	Statewide Planning	Joshua.Lecar@ct.gov
Adriel Hernandez	CTDOT	Statewide Planning	N.Adriel.Hernandez@ct.gov
Erik Shortell	NHCOC	Transportation Planner	eshortell@nhcogct.gov
Invited, Not in Attendance			
Collene Byrne	Consultant Team	Senior Project Manager	cbyrne@tighebond.com
Craig Yannes	Consultant Team	Senior Project Manager	cdyannes@tighebond.com
Jennifer Kelley	Town of Winchester	Senior Center Director	jkelly@townofwinchester.org
Paul Harrington	Town of Winchester	Town Manager	pharrington@townofwinchester.org
John Irving	Public	Resident Member	johnarthurirving@gmail.com
John Prevuznak	Public	Resident Member	jdprevuznak@snet.net
Alexander Hubbard	Public	Resident Member	ctstate1@gmail.com
Michelle McDowell	Public	Resident Member	michelle.mcdowell1978@gmail.com
Pat Ferrara	Public	Resident Member	tcmin1@hotmail.com
Troy Lamere	Board of Selectmen	Selectman	tlamere@townofwinchester.org
Gerry Hanson	Winchester Police Department	Sergeant	ghanson@townofwinchester.org
Pete DeLouis	Winchester Police Department	Sergeant	pdelouis@townofwinchester.org
Phil Bascetta	Town of Winchester	Superintendent of Streets	suptofstreets@townofwinchester.org
Daniel Kogstad	Town of Winchester	Public Administration Intern	dkogstad@townofwinchester.org
Sean Howard	Winchester Public Schools	School Resource Officer	sean.howard@winchesterschools.org
Jessica Miccio	Winchester Public Schools	School Resource Officer	jessica.miccio@winchesterschools.org
Obesebea Aye-Addo	CTDOT	Division of Traffic Engineering	Obesebea.Aye-Addo@ct.gov

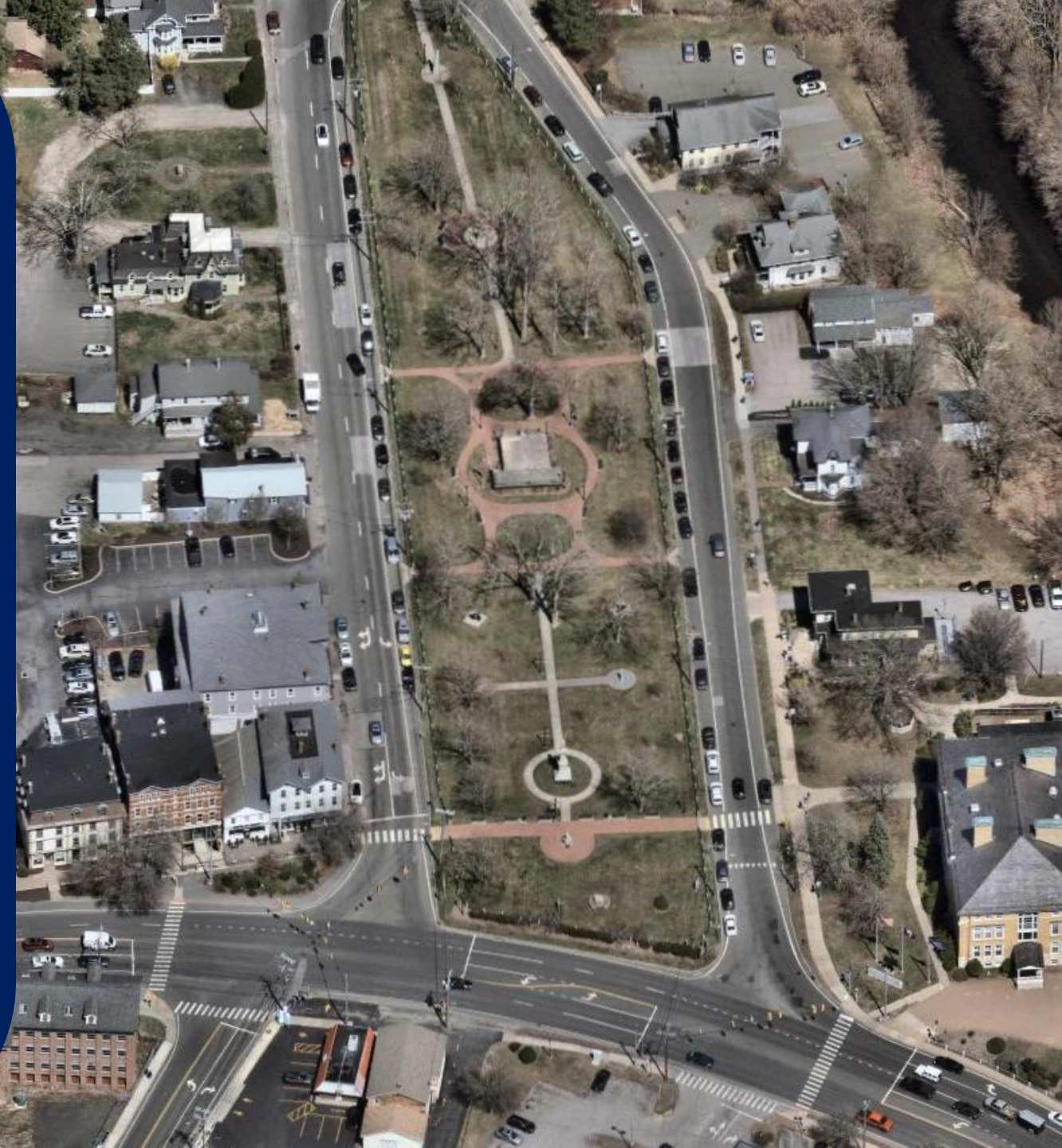


Winchester

Safe Streets and Roads for All

SS4A Committee Meeting 2
June 9, 2026

**Tighe &
Bond**



Agenda

- Project Updates
- Public Survey Findings
- Safety Analysis Findings
- Stakeholder Outreach
- 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

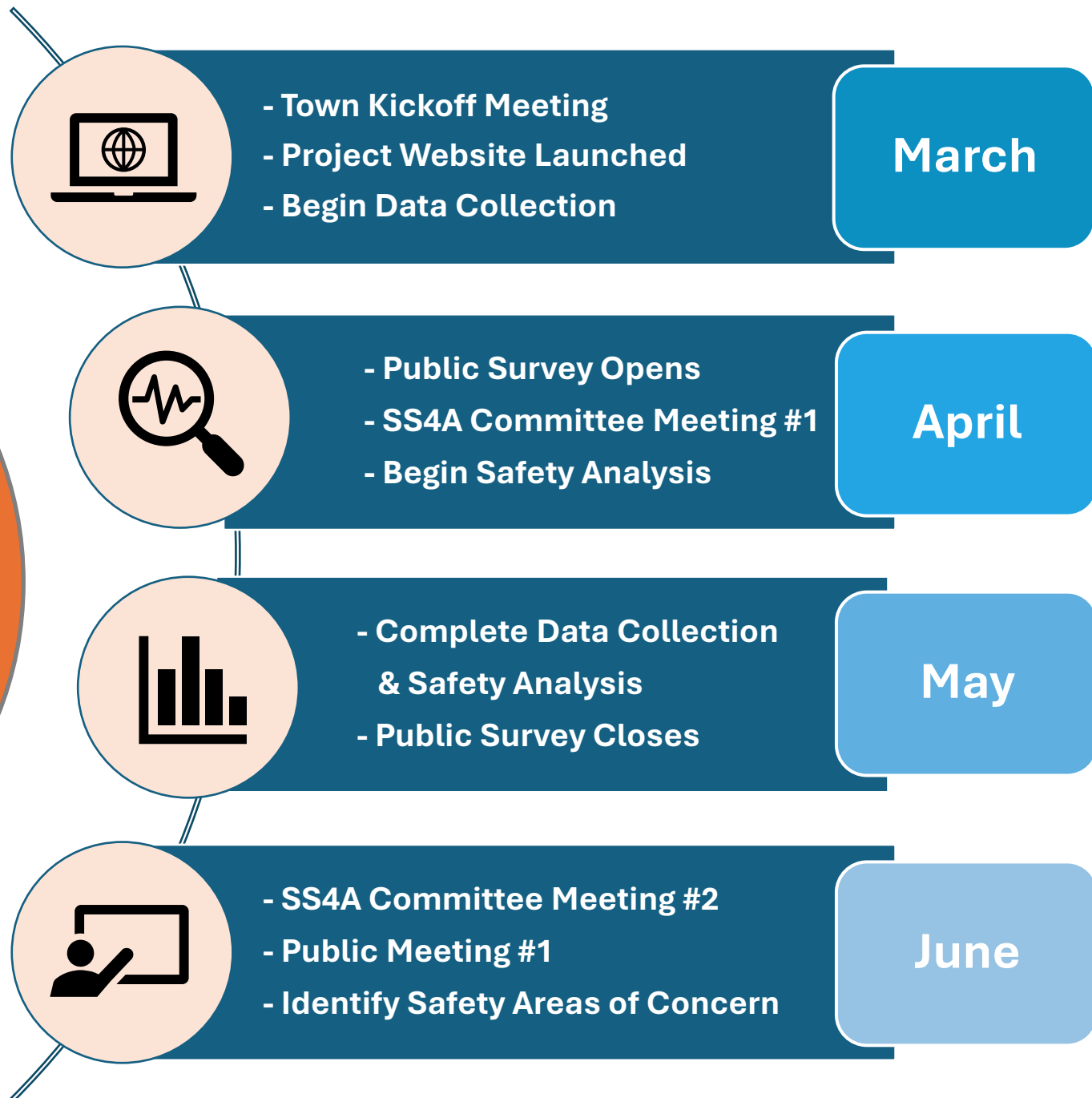


Craig Yannes, PE, PTOE, RSP1
Technical Advisor
16 Years of Experience



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

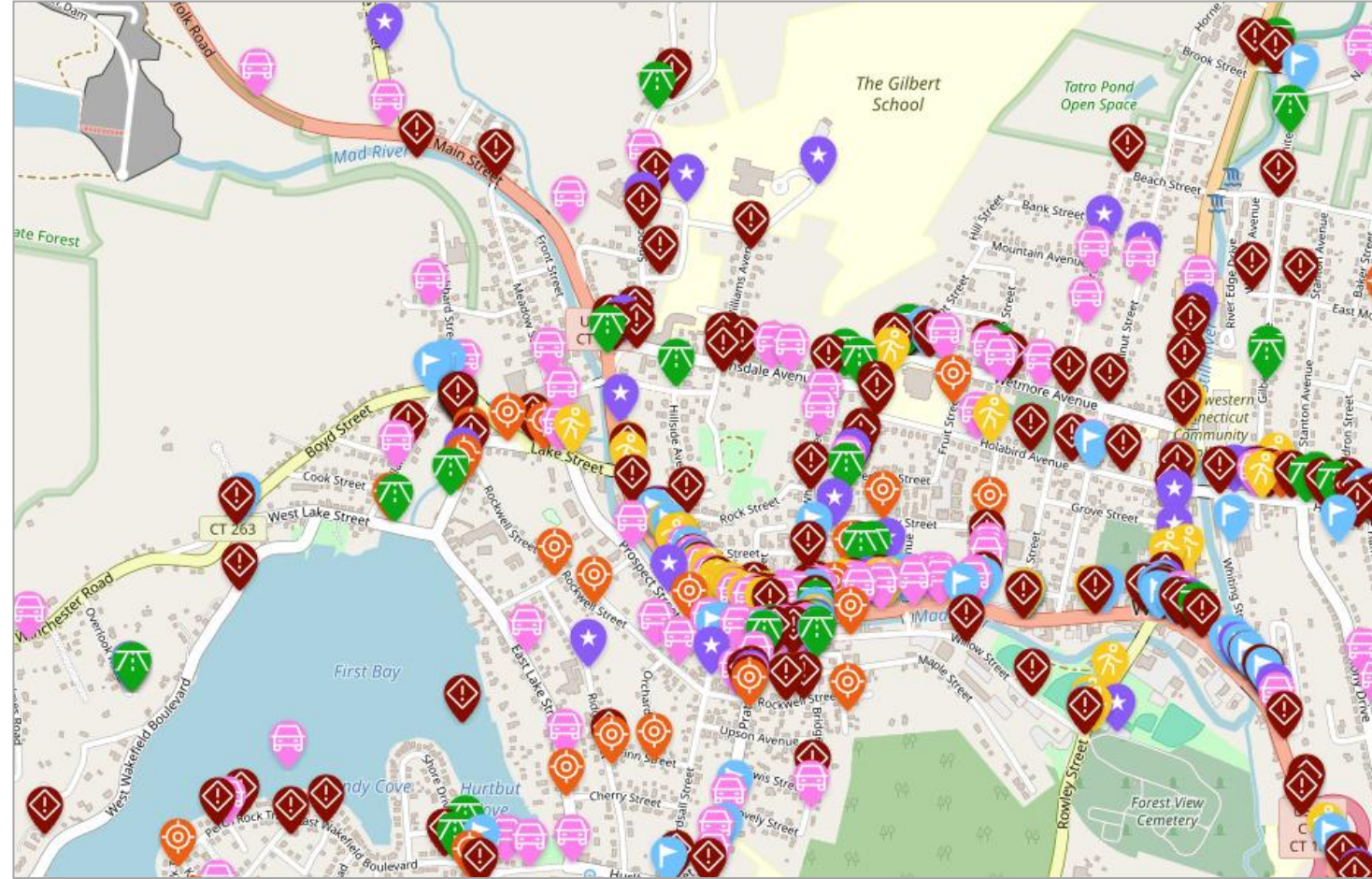
Project Updates



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

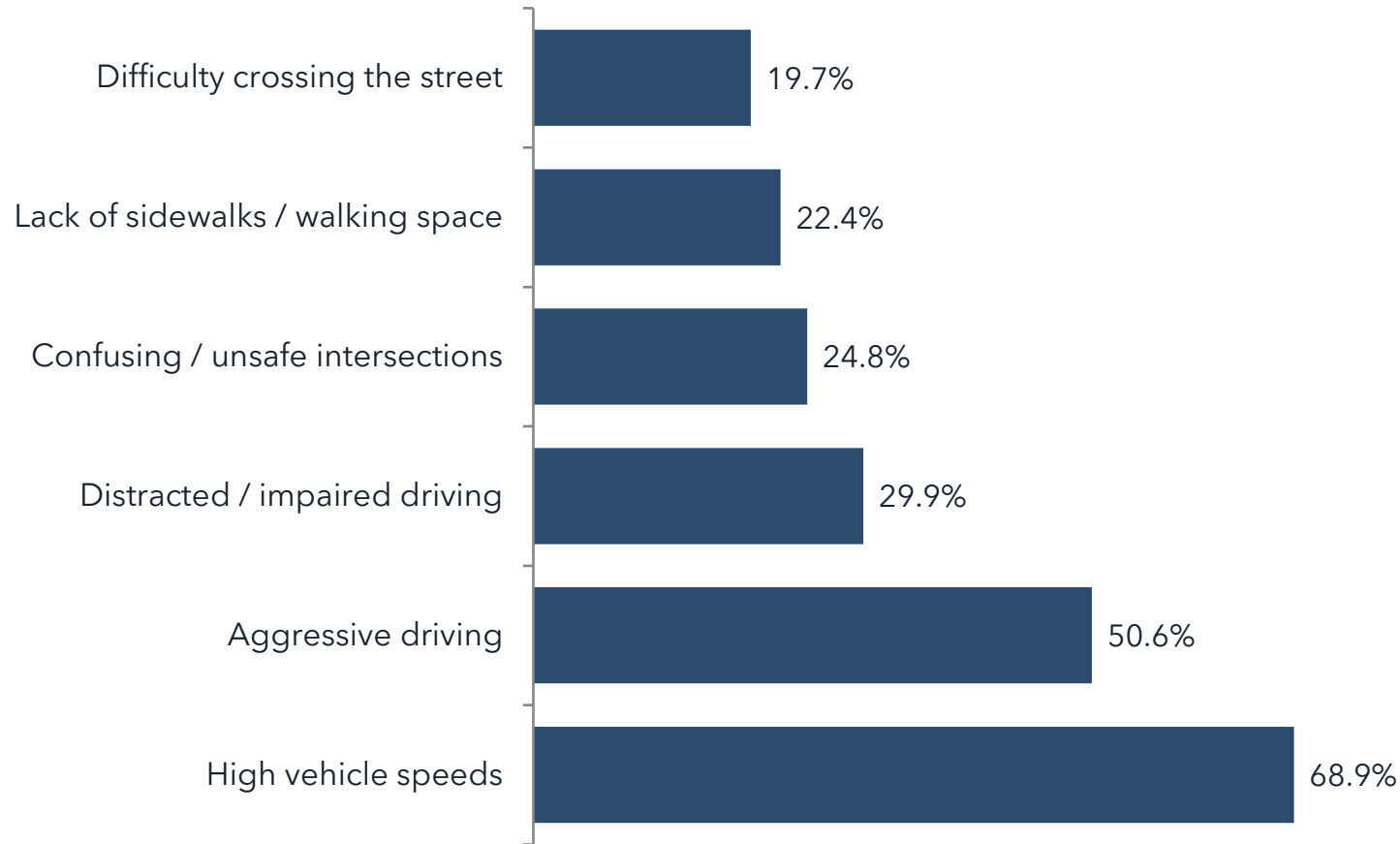
~400

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.

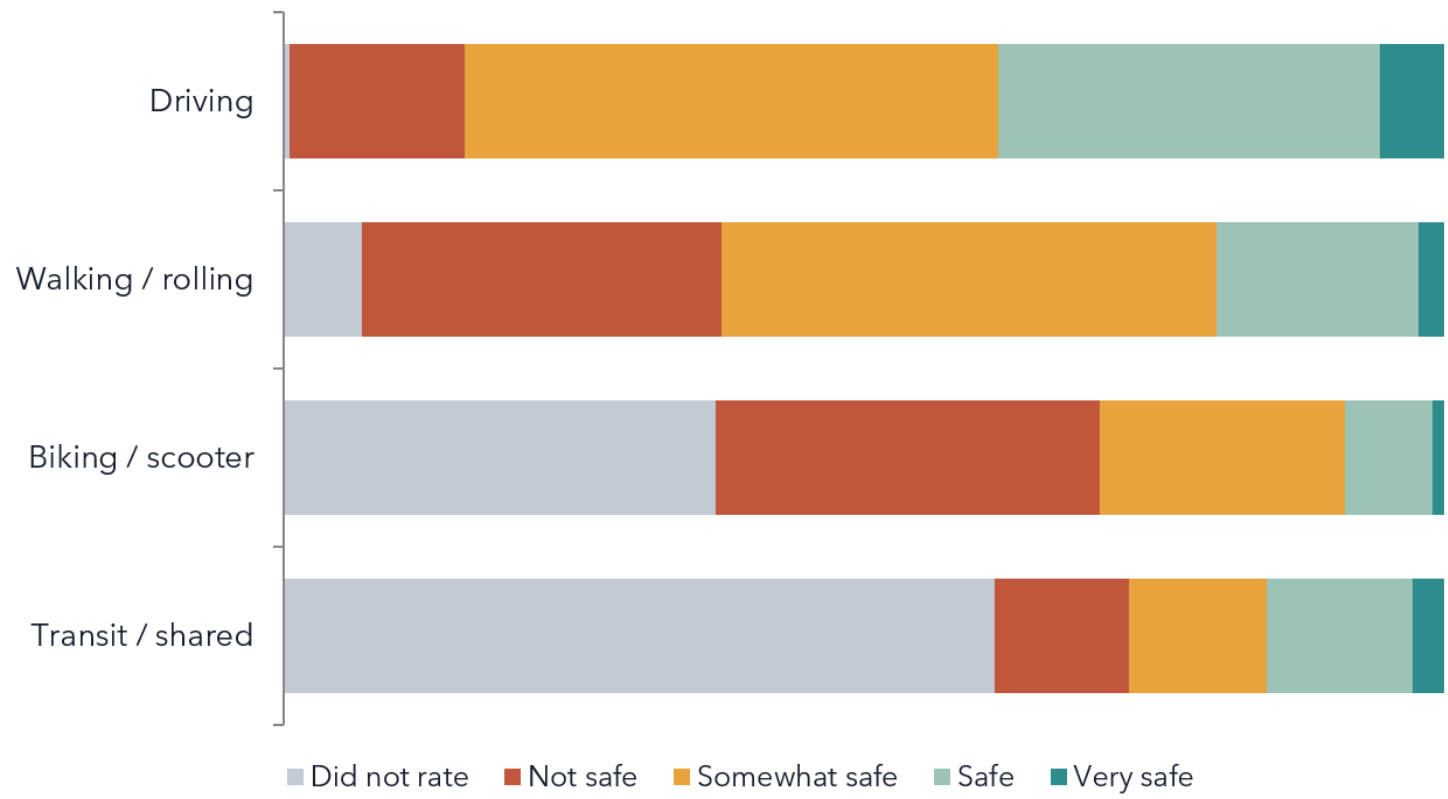
What it means

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%

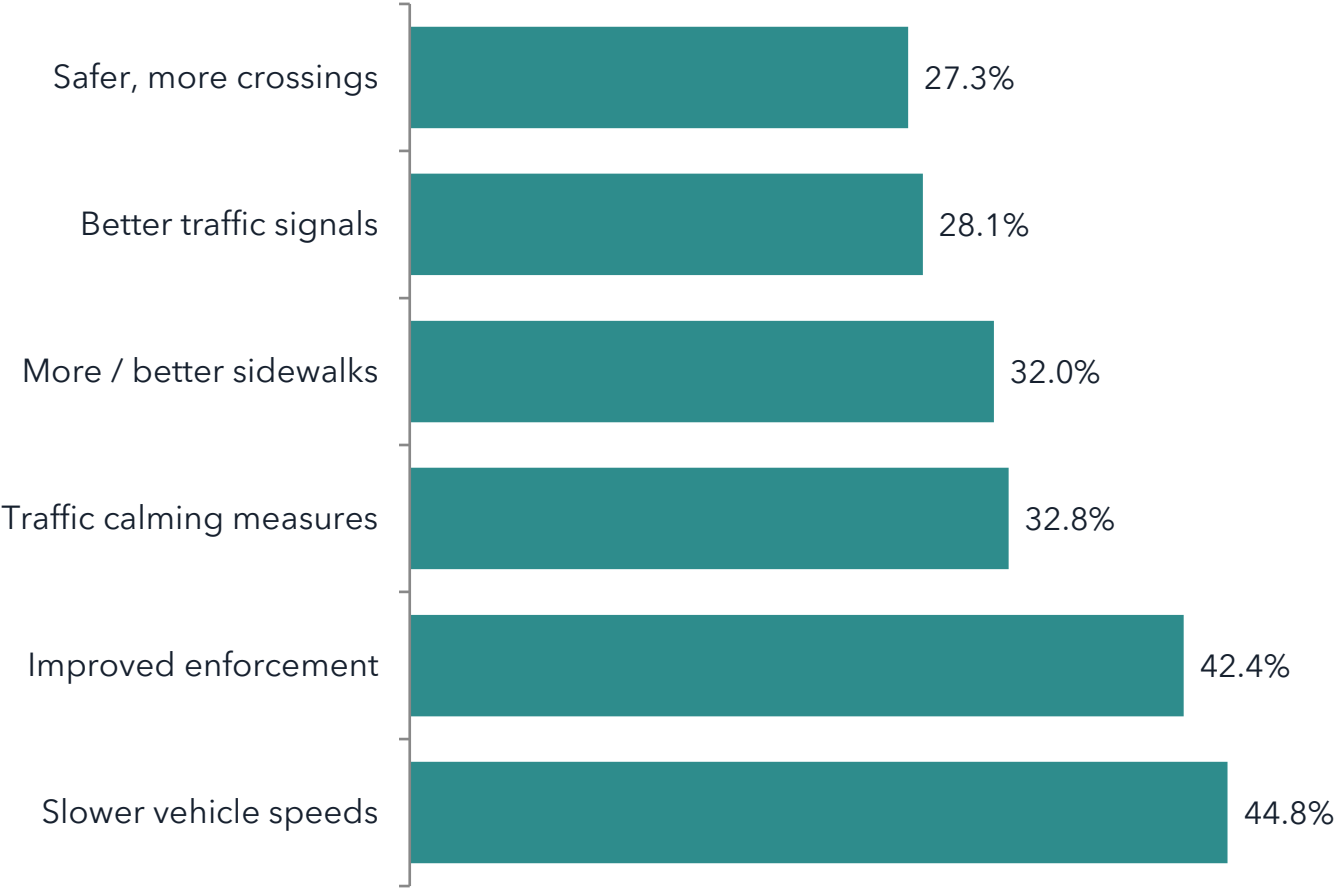
Walking / rolling

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



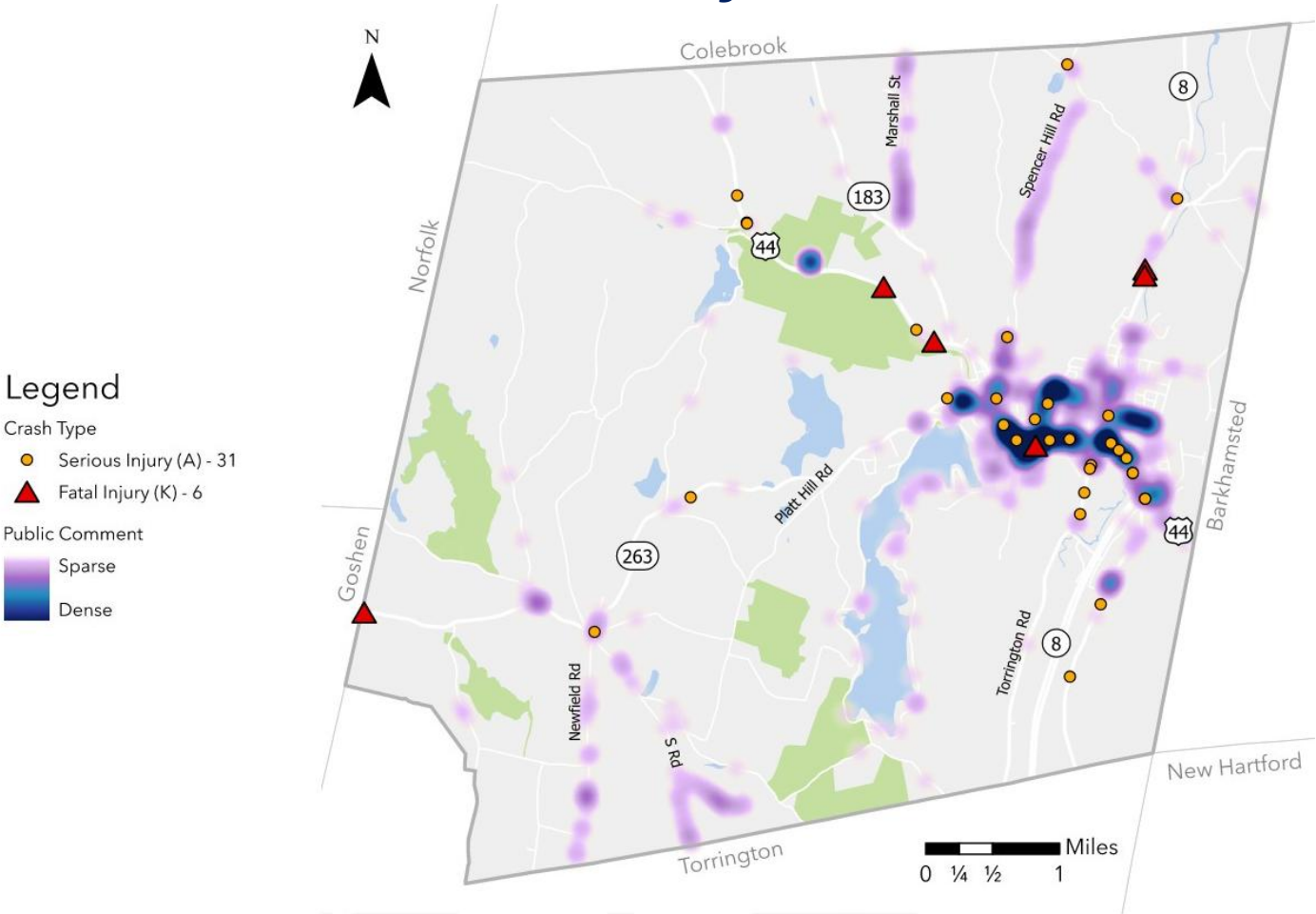
When people feel less safe traveling

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%

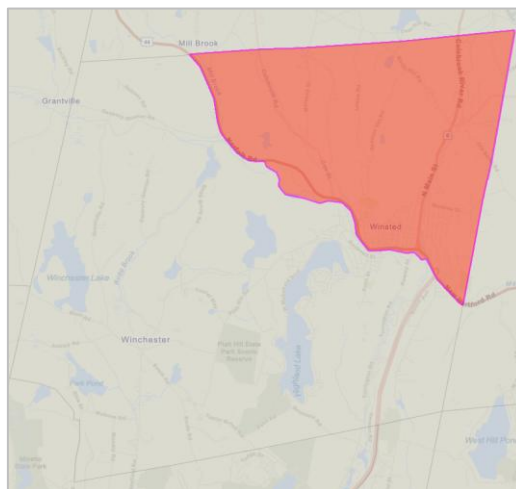
Households with no vehicle

13.3%

Minority / non-white

USDOT underserved communities

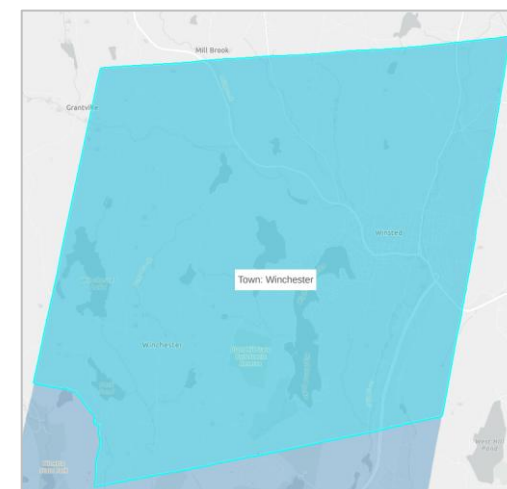
One census tract in northeastern Winchester is designated as historically disadvantaged on transportation, health, economy, and equity.



SS4A Underserved Communities Tool

CT DEEP distressed municipality

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

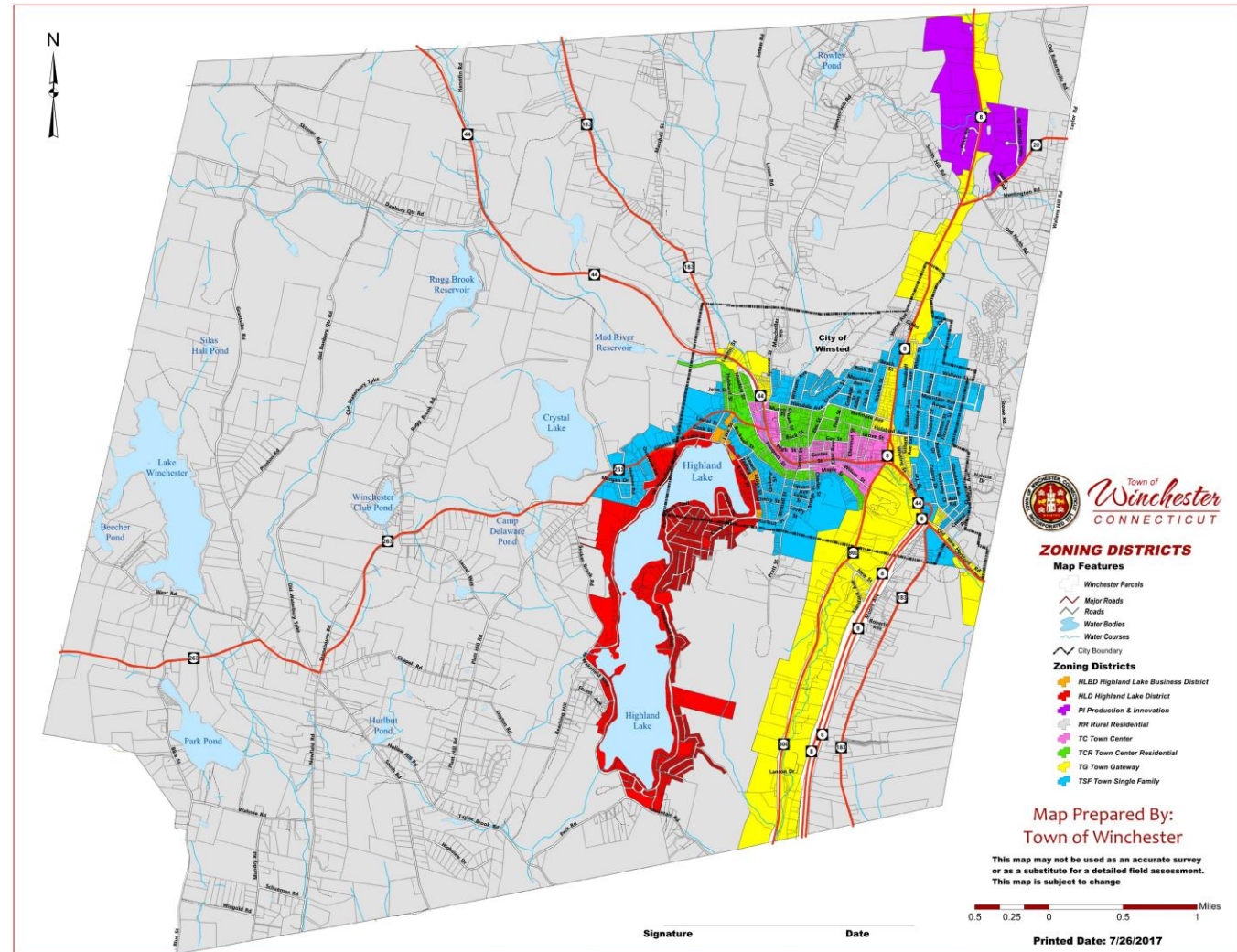


CT DEEP Environmental Justice Communities

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

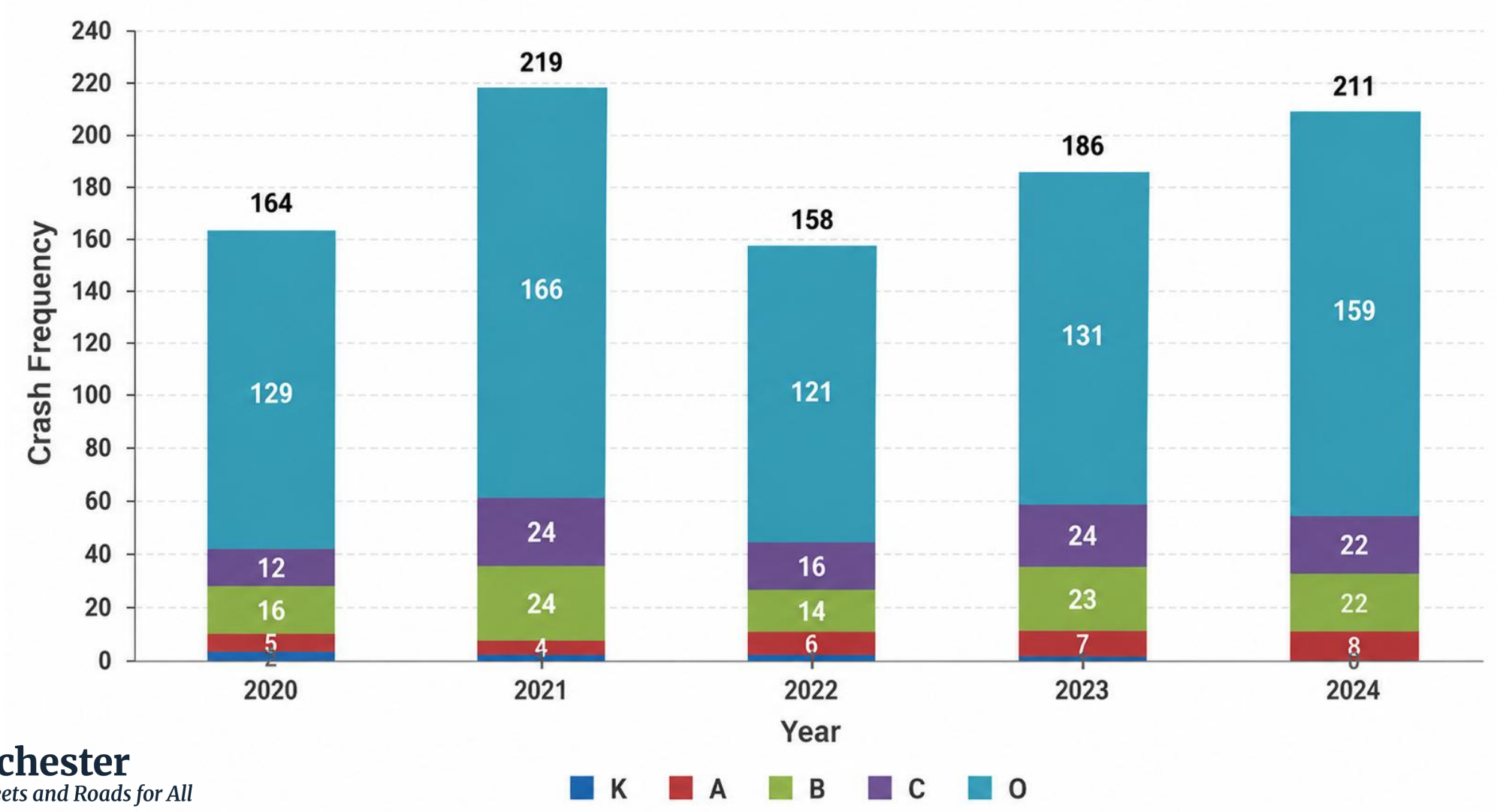


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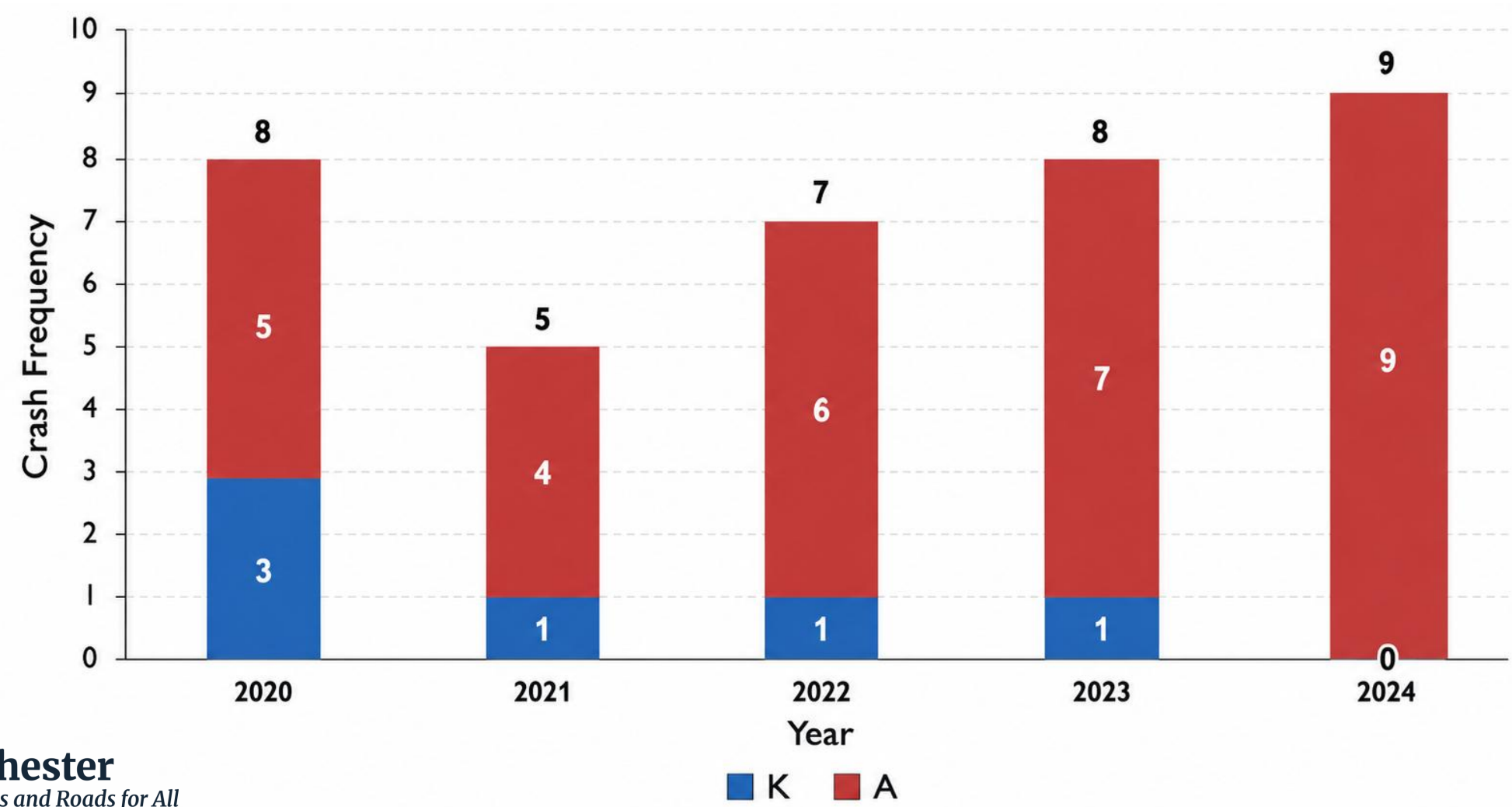
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Safety Analysis - Annual Crash Trends (All Severities)



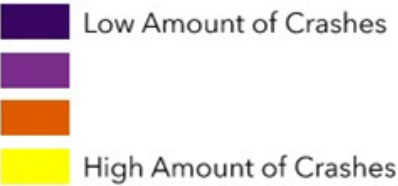
Safety Analysis - Annual Crash Trends (Serious Injury & Fatal)



Crash Density



Legend



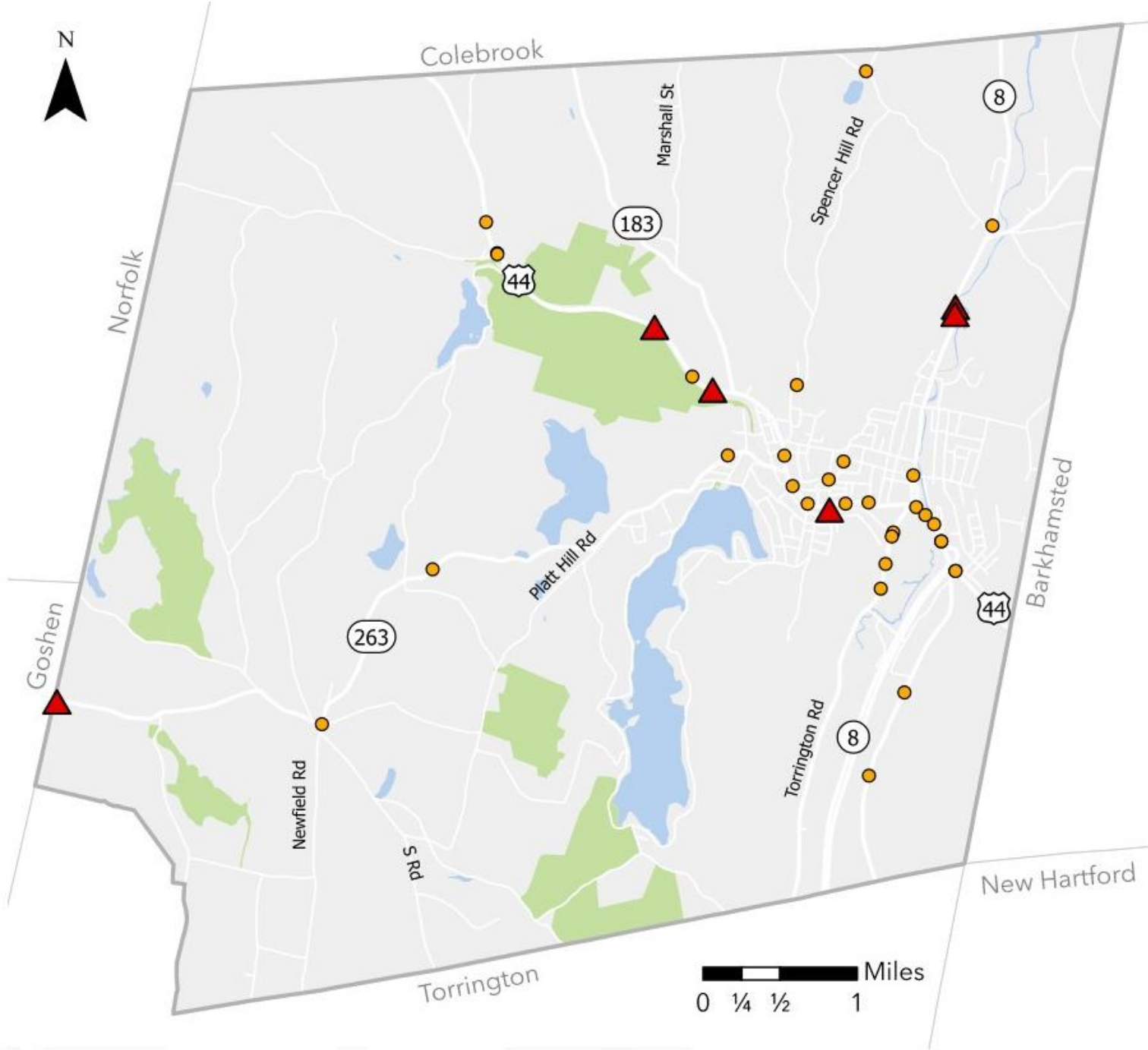
Fatal & Serious Injury Crashes



Legend

Crash Type

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

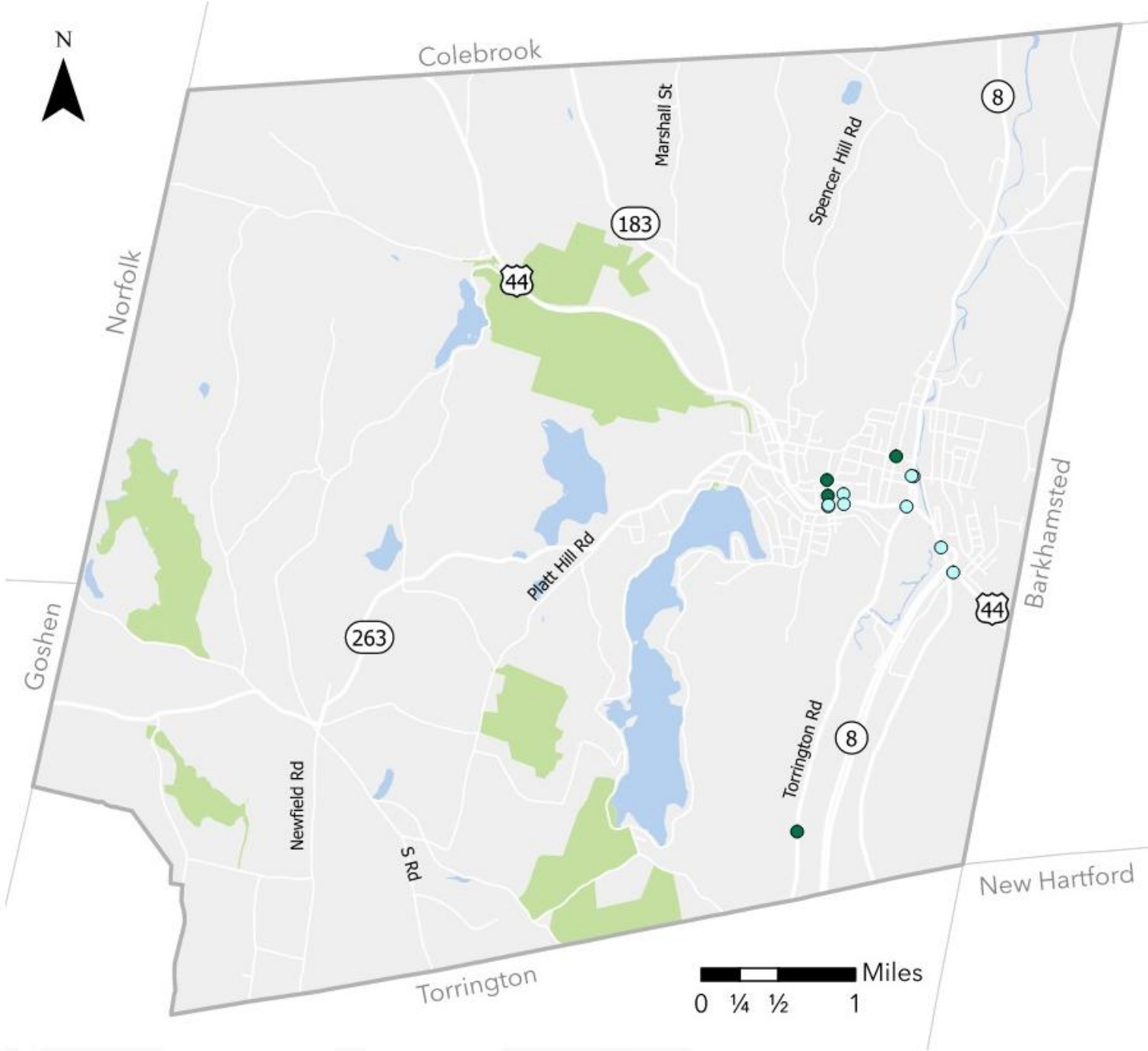


Vulnerable Road User Crashes

Legend

Vulnerable Road User Crash Type

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



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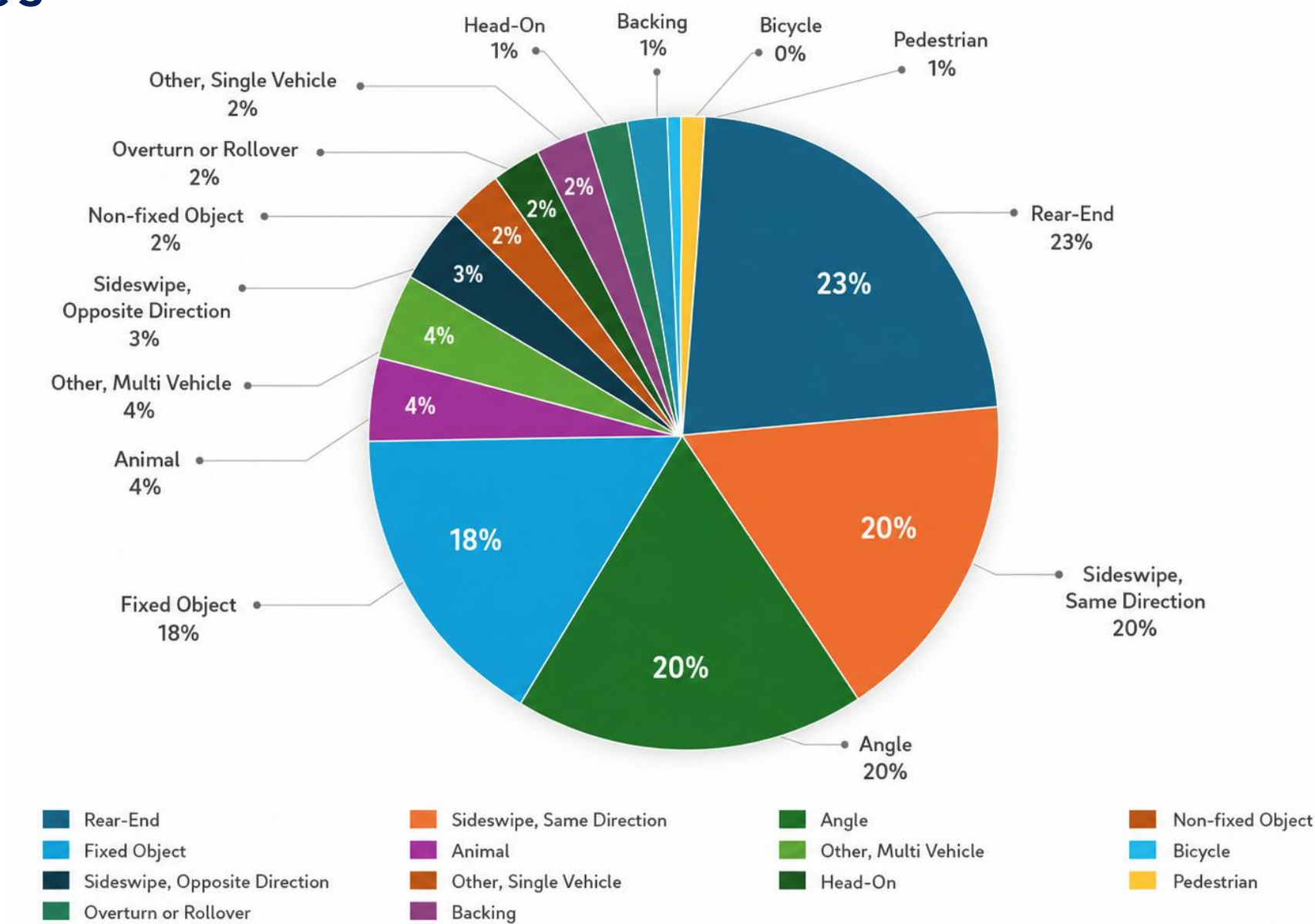
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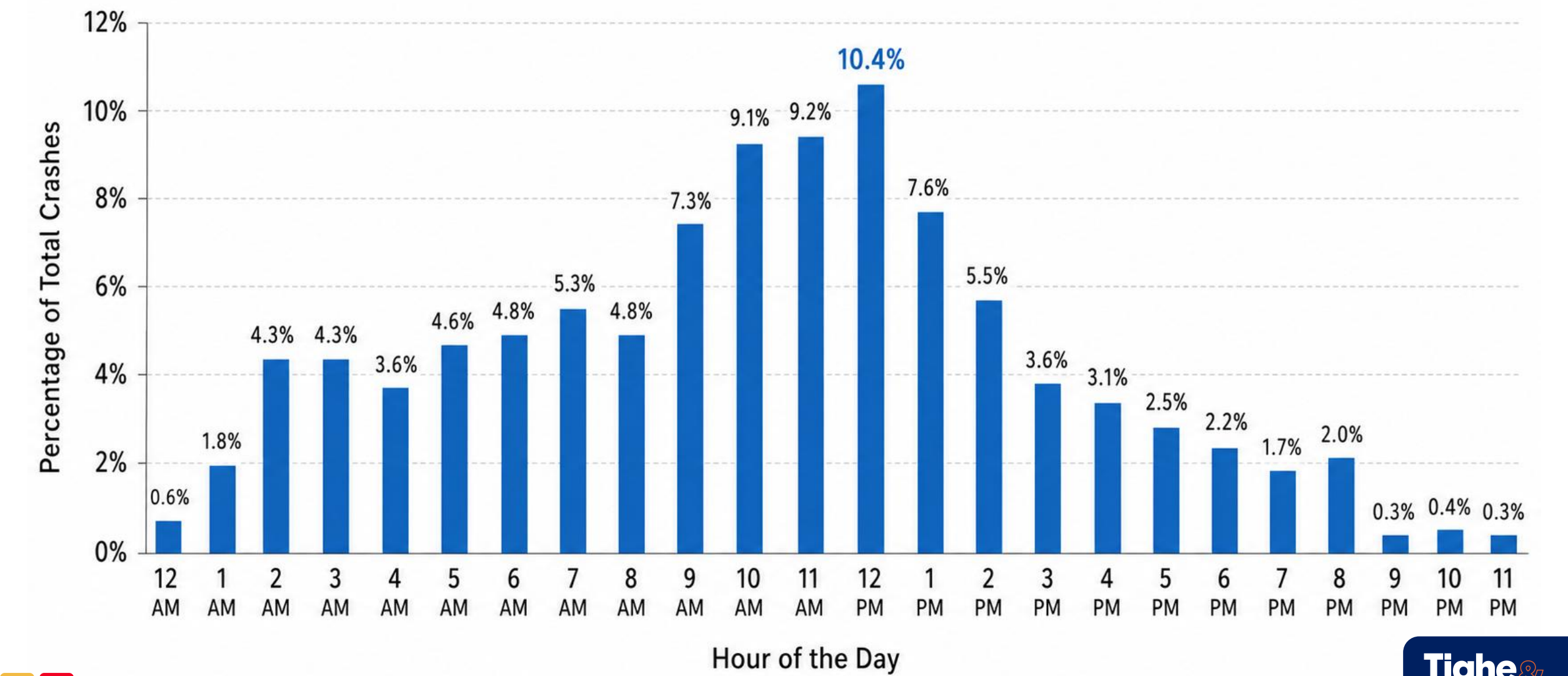
Vulnerable Road User Crashes

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

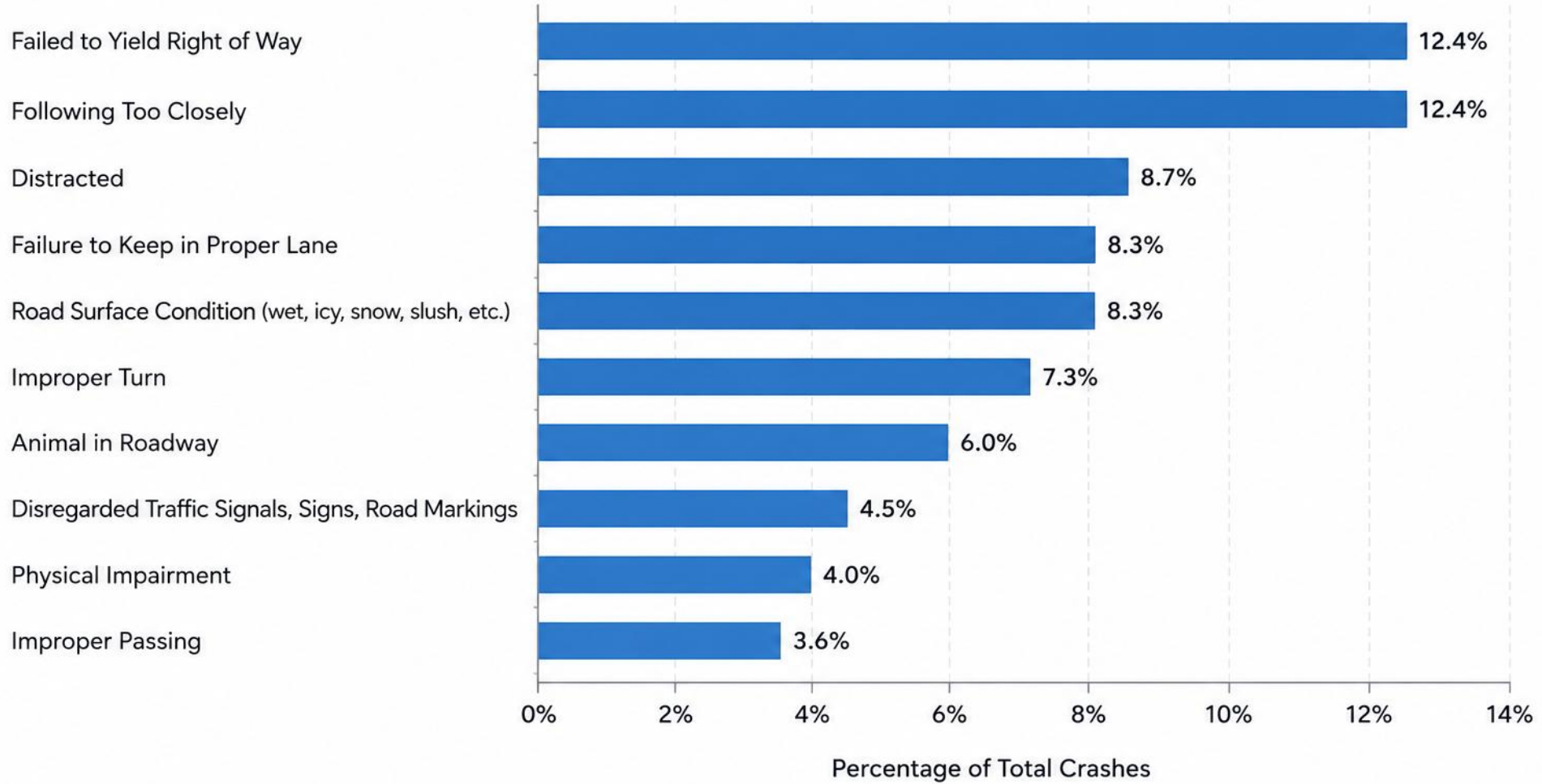
Crash Types



Crash Time of Day (Weekdays)



Contributing Factors - Top 10

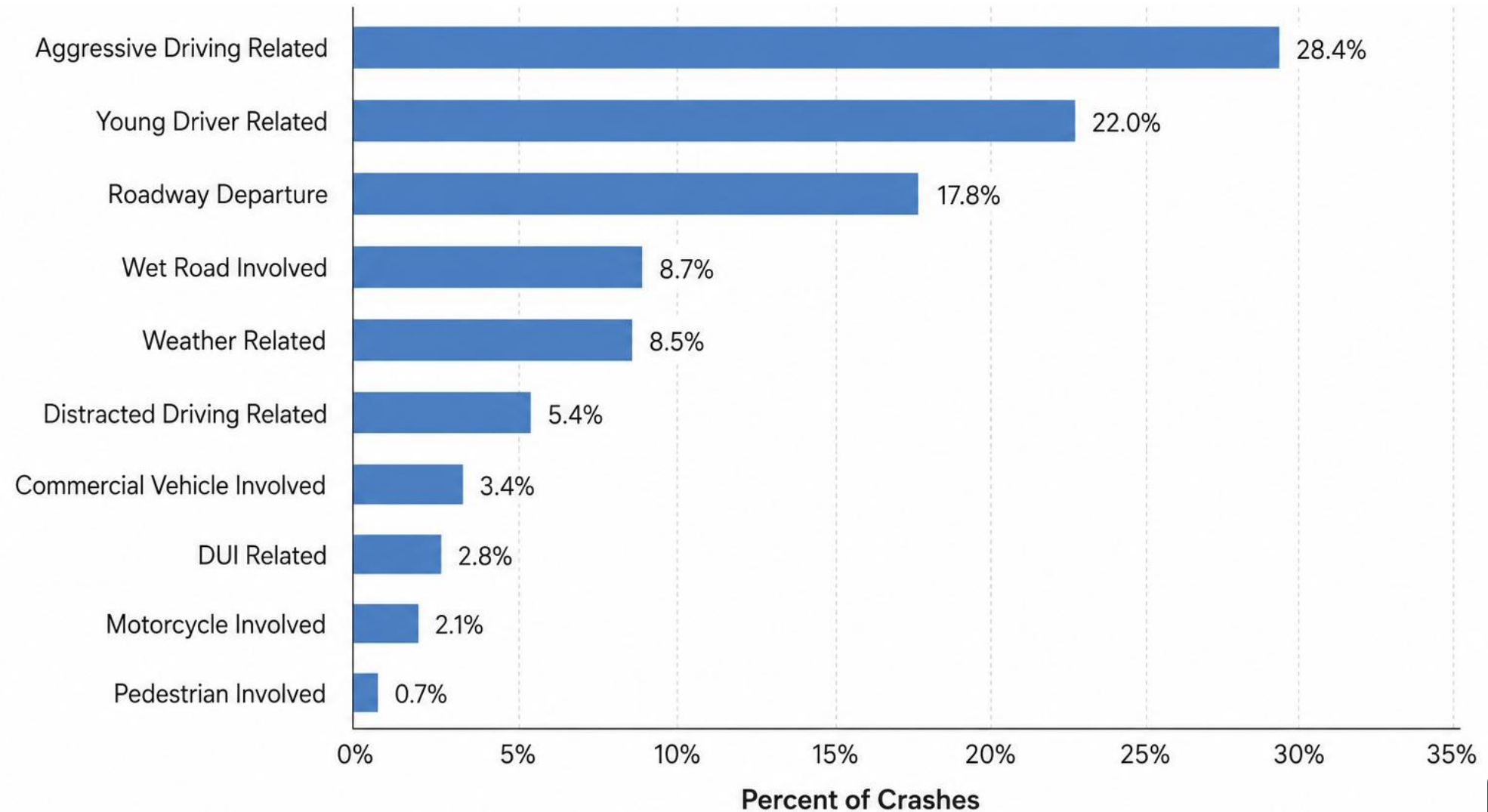


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Emphasis Areas - Top 10



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High Injury Network

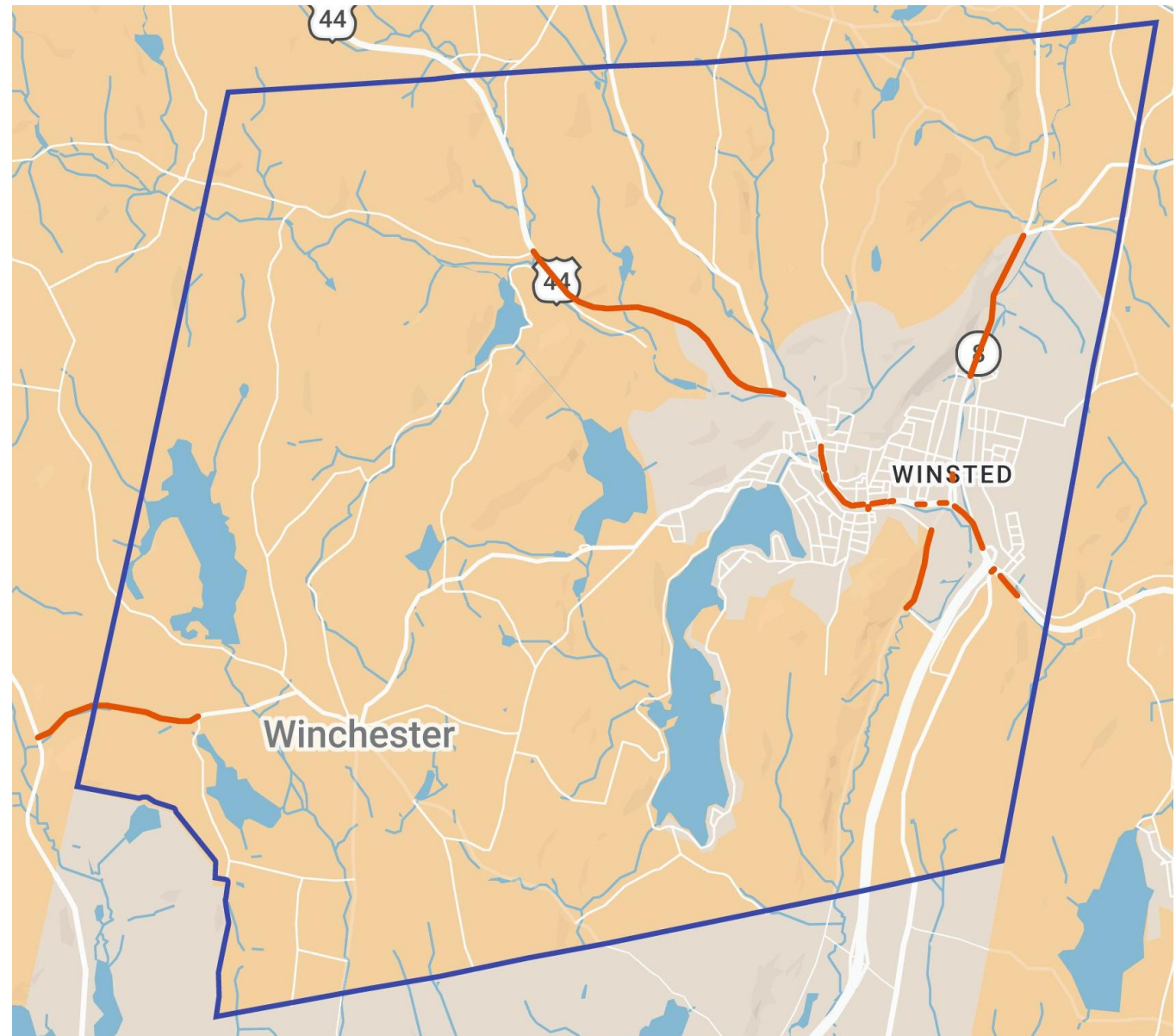
- Equivalent Property Damage Only (EPDO) Analysis
- Assigns monetary value to crashes
- Weighting based on FHWA & CRSMS methodology
- Fatal and serious injury crashes carry highest weight

Crash Severity Level		Cost per Crash	EPDO Weight Factor
K	Fatal Injury	\$6,415,389	574
A	Suspected Serious Injury	\$338,576	30
B	Suspected Minor Injury	\$123,646	11
C	Possible Injury	\$69,541	6
O	Property Damage Only	\$11,186	1

Source: CRSMS EPDO Methodology

High Injury Network

- CRSMS Intersections & Segments
- 240 total Sites received an EPDO score
- **Top 10%** included in initial High Injury Network (25 segments)
- **13 segments of the 25** located on 1.5 mi segment of Main Street (Spencer Street to Route 8 NB Off-ramp)

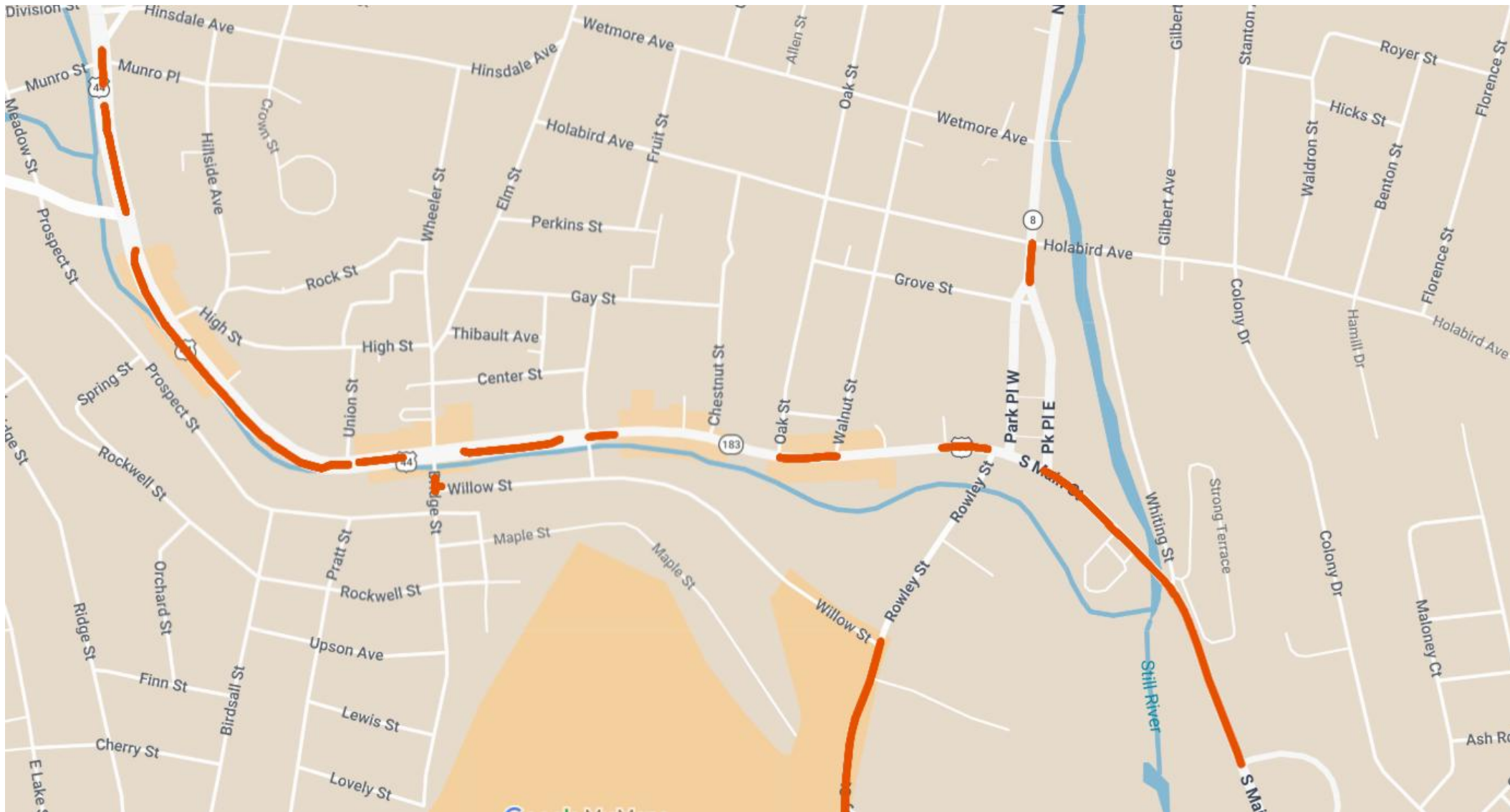


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High Injury Network - Main Street



Stakeholder Group Outreach

- Senior Center
- Still River Greenway Committee
- Friends of Main Street Winsted
- Other ideas?



Next Steps

- Data Collection & Safety Analysis Tech Memo
- Public Information Meeting 1 – June 25, 2026
- Contact Information

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Tom Heuschkel

theuschkel@townofwinchester.org



Questions?
Let's Talk