

Meeting Summary



Winchester SS4A Committee Meeting 3

To: Attendees

Attendees: See Attached List

From: Tighe & Bond

Date: October 9, 2026

On October 6, 2026, the third 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 potential countermeasures, including FHWA proven safety countermeasures and ITE traffic calming measures, representative project locations, the refined High Injury Network, the project prioritization process, and next steps.

Open Discussion

1. Committee members and Town staff discussed Main Street as a major focus area for the Safety Action Plan. The group noted that Main Street is challenging because it is a state roadway with a wide roadway width, but there was general interest in continuing to explore options that would slow traffic and improve safety for pedestrians, bicyclists, and drivers.
2. The committee discussed whether a boulevard-style Main Street concept could be considered, including one lane in each direction and parking arranged so vehicles would not back directly into fast-moving traffic.
 - a. The consultant team noted that the cross-section would need to balance parking, bicycle accommodations, turn lanes, sidewalks, and any additional elements important to the town.
3. Committee members raised concerns about existing pedestrian crossings on Main Street. Specific concerns included lack of driver yielding to crossing pedestrians, limited visibility at marked crossings, parked vehicles located close to crosswalks, and nighttime and seasonal visibility issues. The need for lower-cost improvements such as enhanced markings, signage, lighting, or flashing beacons was also highlighted.
 - a. The consultant team noted that short-term pedestrian safety improvements could be considered, as well as longer-term Main Street corridor alternatives that may be more extensive and require state and/or federal funding to implement.
4. The committee discussed the need to identify which Main Street cross-section elements are most important to the Town, including sidewalks, bicycle accommodations, landscaped buffers/ medians, parking type, and turn lane accommodations.
 - a. The consultant team noted that the various components of the alternatives can be mixed and matched and do not need to be selected exactly as presented.

Meeting Summary

- b. The consultant team noted that shorter-term striping or crossing visibility improvements may be considered along Main Street, including potential extension of the existing cross section south of Lake Street, while longer-term corridor alternatives are further developed.
5. A committee member asked how left turns would be accommodated if Main Street were reduced from four lanes to one lane in each direction.
 - a. The consultant team clarified that turn pockets could be provided at intersections and major driveways in combination with raised medians to maintain vehicular access while implementing traffic calming and access control improvements.
6. A committee member asked whether the potential project named "Highland Lake Loop" referred only to the Lake Street/Wakefield Boulevard area or to the full route around Highland Lake and noted that the loop would cover a long distance.
 - a. The consultant team noted that the location limits would be confirmed, as the potential project scale would differ significantly depending on the limits.
 - b. Committee members discussed concerns on East Wakefield Boulevard and West Wakefield Boulevard and noted that speed cushions may be useful because they can be designed to allow emergency vehicles to pass through the center opening. The committee also noted that some speed cushion applications can be seasonal while others may remain in place year-round.
7. The committee discussed sidewalk infrastructure near schools and noted that school walking routes should be reviewed as part of the project. Town staff noted that a critical sidewalk map and a list of streets from the Board of Education may be available and could be shared with the consultant team.
8. The consultant team clarified that the presentation included representative project examples only. The final project list will be informed by the High Injury Network, public survey data, stakeholder input, and additional input provided by the Town and committee.
9. A CTDOT Traffic representative asked whether the presentation and any traffic information related to the potential alternative and previous road diet analysis could be shared.
 - a. The consultant team noted that the presentation can be shared and that available average daily traffic information can be provided. The team also noted that CTDOT may have access to prior statewide road diet study materials for the corridor.
10. A committee member asked whether the full list of potential project locations could be shared once developed.
 - a. The consultant team confirmed that the list can be provided to the committee for their review.

Next Steps

1. Committee members, including Town staff and residents, will meet internally to discuss a preferred alternative for a potential Main Street project and confirm additional project locations for consideration.
2. The consultant team will then refine potential project locations and countermeasures based on committee feedback.
3. The next committee meeting and public information meeting are tentatively scheduled for the November/ December timeframe.

Town of Winchester Safety Action Plan
SS4A Committee Meeting 3 - October 6, 2026
Meeting Attendees

Name	Entity	Title	Email
Chris Granatini	Consultant Team	Project Director	cogranatini@tighebond.com
Matt Stoutz	Consultant Team	Project Manager	mstoutz@tighebond.com
Tommy Isola	Consultant Team	Project Manager	TIsola@tighebond.com
Stephen Edwards	Consultant Team	Senior Transportation Engineer 3	stephen.edwards@imegcorp.com
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Jamie Colligan	Public	Resident Member	jamiejcolligan330@gmail.com
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Tom Heuschkel	Town of Winchester	Grants Manager & Town POC	theuschkel@townofwinchester.org
Jennifer Kelley	Town of Winchester	Senior Center Director	jkelley@townofwinchester.org
Manny Dartey	Town of Winchester	Public Administration Intern	
Aron Steeves	CTDOT	Special Services Manager	aron.steeves@ct.gov
Jennifer Pacacha	CTDOT	MPO Coordination Unit	jennifer.pacacha@ct.gov
Obesebea Aye-Addo	CTDOT	Division of Traffic Engineering	Obesebea.Aye-Addo@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
Invited, Not in Attendance			
Collene Byrne	Consultant Team	Senior Project Manager	cbyrne@tighebond.com
Craig Yannes	Consultant Team	Senior Project Manager	cdyannes@tighebond.com
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Alexander Hubbard	Public	Resident Member	ctstate1@gmail.com
Michelle McDowell	Public	Resident Member	michelle.mcdowell1978@gmail.com
Troy Lamere	Board of Selectmen	Selectman	tlamere@townofwinchester.org
Chris Ciuci	Winchester Police Department	Chief of Police	cciuci@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
Erik Shortell	NHCOG	Transportation Planner	eshortell@nhcogct.gov
Sean Howard	Winchester Public Schools	School Resource Officer	sean.howard@winchesterschools.org
Jessica Miccio	Winchester Public Schools	School Resource Officer	jessica.miccio@winchesterschools.org

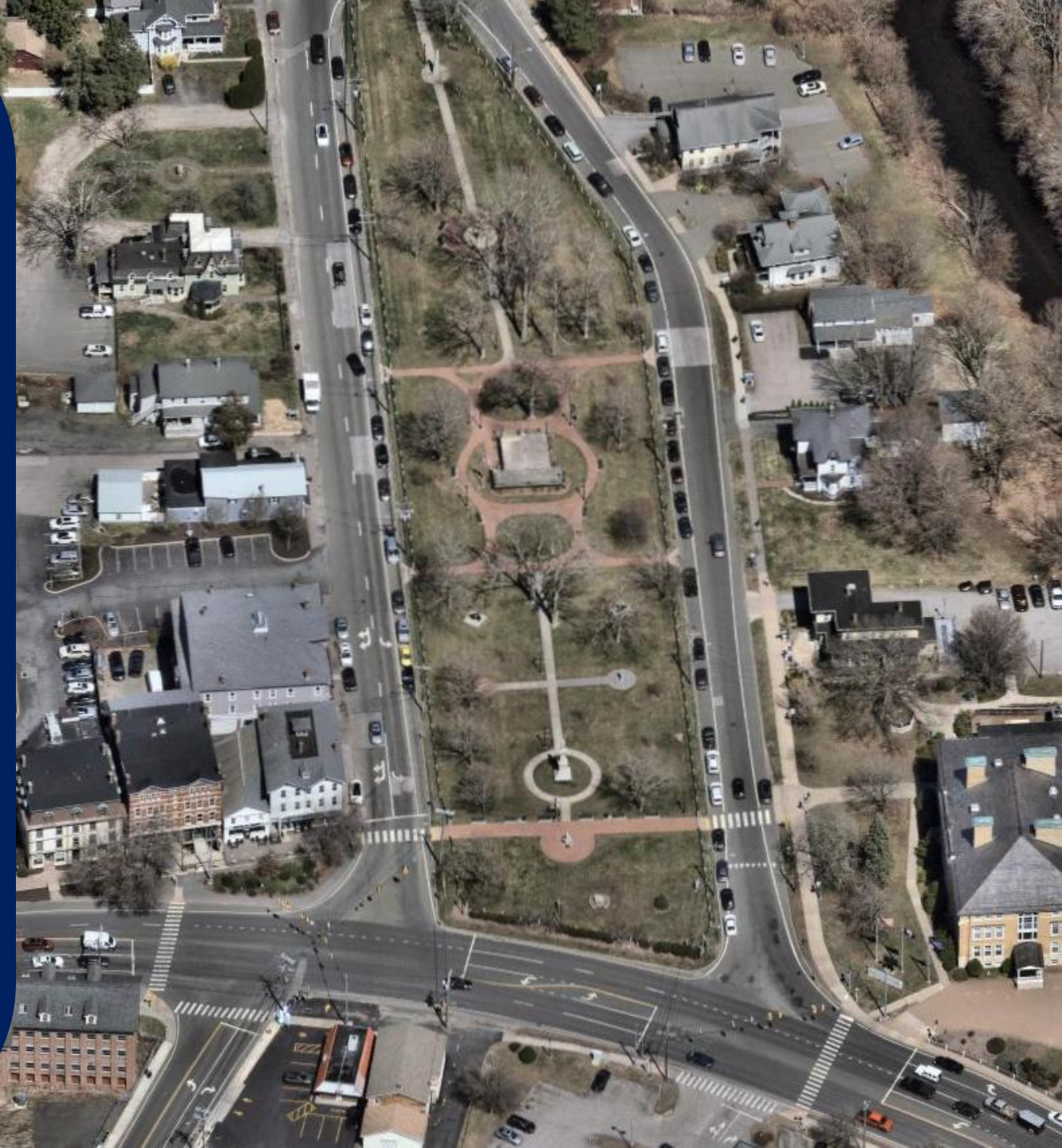


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Safe Streets and Roads for All

SS4A Committee Meeting 3
October 6, 2026

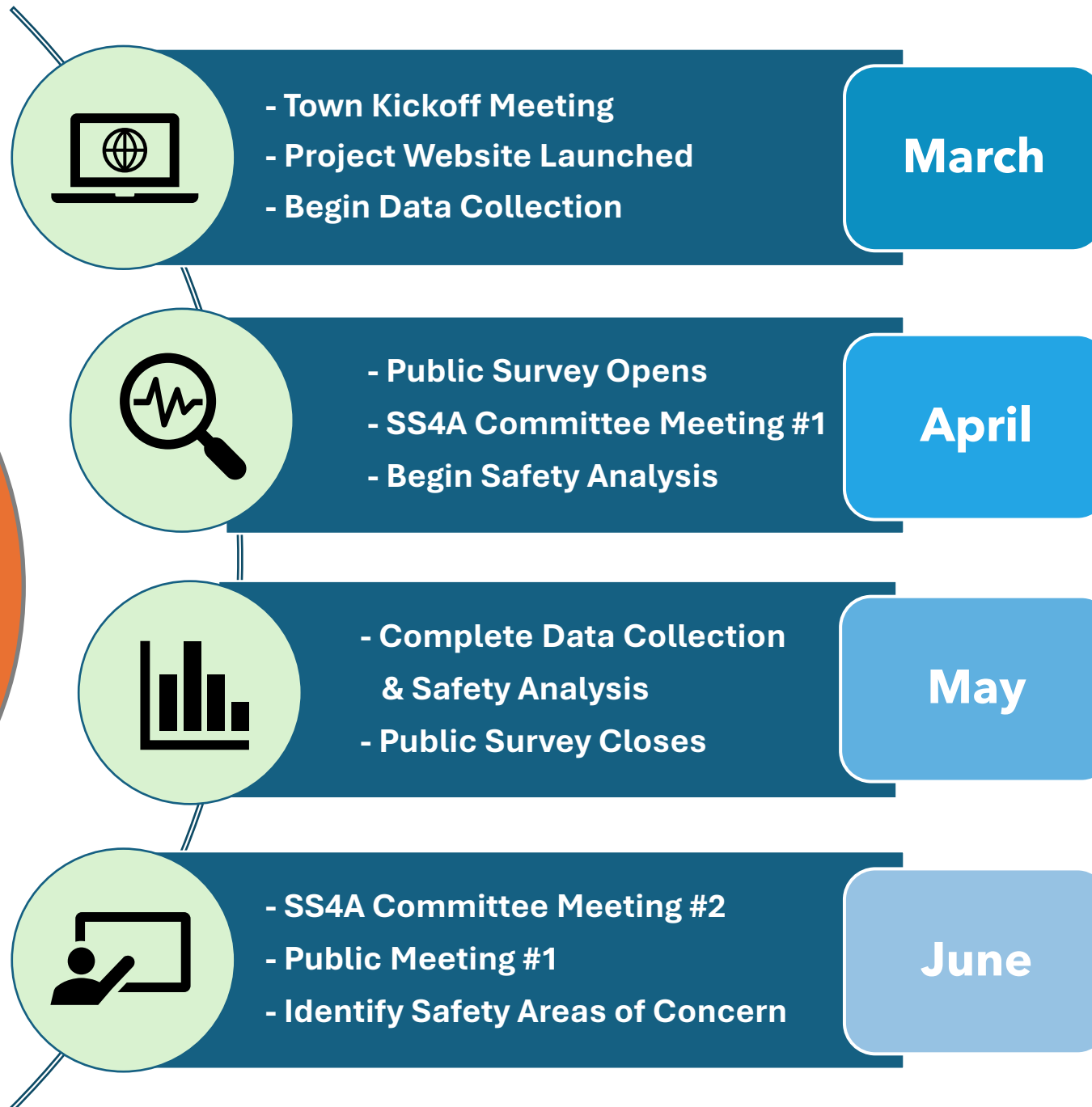
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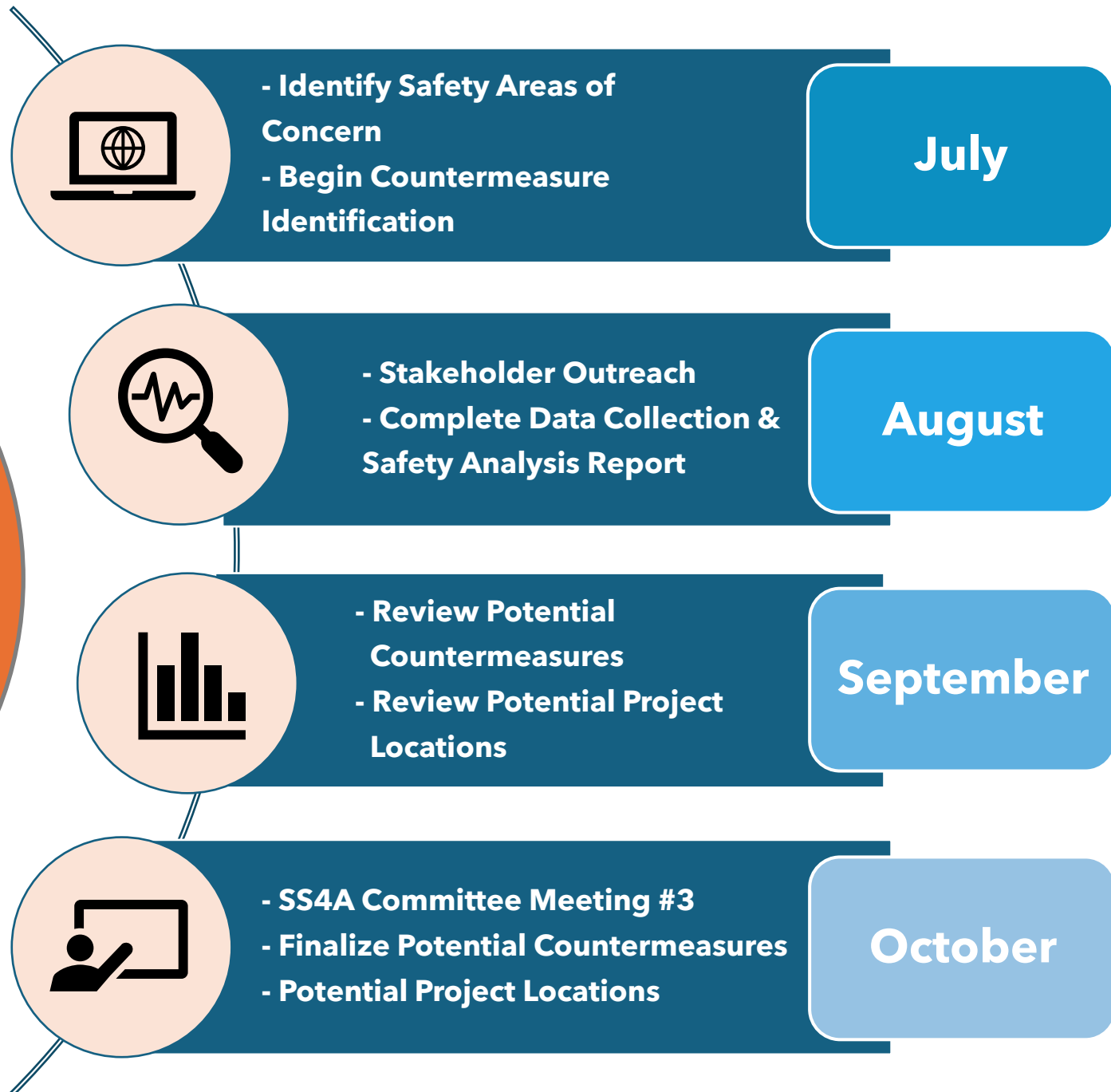
Agenda

- Project Updates
- Potential Countermeasures
- Potential Project Locations
- Project Prioritization Process
- Schedule & Next Steps

Previous Project Updates



Recent Project Updates



Project Timeline



Potential Countermeasures

FHWA Proven Safety Countermeasures



Pedestrian/ Bicycle

- Crosswalk Visibility Enhancements
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands
- Pedestrian Hybrid Beacons
- Rectangular Rapid Flashing Beacons
- Walkways
- Bicycle Lanes



Intersections

- Traffic Signal Backplates
- Access Management
- Dedicated Turn Lanes
- Reduced Left-Turn Conflict Intersections
- Roundabouts
- Low-Cost Countermeasures at Stop-Controlled Intersections
- Yellow Change Intervals



Roadway Departure

- Enhanced Delineation for Horizontal Curves
- Longitudinal Rumble Strips
- Median Barriers
- Roadside Design Improvements at Curves
- SafetyEdge
- Wider Edge Lines



Crosscutting

- Lighting
- Pavement Friction Management
- Road Safety Audit
- Local Road Safety Plans



Speed Management

- Appropriate Speeds
- Speed Safety Cameras
- Variable Speed Limits



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Institute of Transportation Engineers (ITE)

Traffic Calming Measures

Horizontal Deflection

- Lateral Shift
- Chicane
- Realigned Intersection
- Traffic Circle
- Roundabout

Vertical Deflection

- Speed Hump
- Speed Cushion
- Speed Table
- Raised Crosswalk
- Raised Intersection

Street Width Reduction

- Curb Extensions
- Choker
- Median Island
- On-Street Parking
- Road Diet

Routing Restriction

- Diagonal Diverter
- Closure
- Median Barrier/ Forced Turn Island

Potential Countermeasures Examples

Slower Traffic / Speed Management

- Speed humps / cushions on neighborhood streets and cut-through routes
- Curb extensions to shorten crossings and keep park vehicles away from sightlines
- **Road diets**
- Roundabouts



Safer Walking and Crossings

- **Pedestrian refuge islands**
- Rectangular Rapid Flashing Beacons (RRFBs) / Pedestrian Hybrid Beacons (PHBs)
- Curb extensions / bulb-outs
- ADA-compliant curb ramps
- Sidewalks, walkways, share-use paths



Source: FHWA



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Potential Countermeasures Examples

Intersections

- Retroreflective signal backplates
- **Enhanced STOP signs and advanced warning signage**

Visibility

- Wider edge lines
- Enhanced curve delineation
- **Improved lighting**



Source: FHWA

Behavioral, Education, Enforcement, Programmatic

Education, Awareness, and Community Engagement

- Safe Routes to School walk audits with Gilbert, Hinsdale, Pearson, and Explorations Charter schools
- “Share the Lake Loop” (seasonal) campaign for Highland Lake walkers, bikers, and drivers
- Leverage statewide partnerships and resources
 - Bike Walk CT, Watch for Me CT, CT AARP, CT Vision Zero Council, CT Training and Technical Assistance Center (T2 Center)



Source: CTDOT

Behavioral, Education, Enforcement, Programmatic

Behavioral and Enforcement focus areas

- **Automated Traffic Enforcement Safety Devices (ATESD)**
- High-visibility enforcement campaigns
 - Speeding and aggressive driving
 - **Handheld device violations**
 - Impaired driving
 - Seatbelt use
 - License plate obstruction
- Young and older drivers
- Motorcyclists



Source: Fairfield PD



Source: New Britain



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Behavioral, Education, Enforcement, Programmatic

Programmatic tools

- Speed Management policy; context-sensitive speed limits and target-speed design
 - Pedestrian Safety Zones
- Pedestrian Priority policy
 - **No Turn on Red signage**
 - Curb management
 - **Leading Pedestrian Intervals (LPIs)**
- Neighborhood Traffic Calming program
- Complete Streets policy



Source: FHWA



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Potential Project Locations

Potential Project Locations (Based on Public Feedback)

Highland Lake Loop - Wakefield Blvd / Lake St

- Primary safety issues: speeding, lack of space for pedestrians/bicycles, curves, poor visibility
- **Speed cushions**, edge-line walkway/paved shoulder, chevrons/curve delineation, enhanced STOP signs, improved lighting, vegetation management



Holabird Avenue

- Primary safety issues: Speeding, drivers failure to yield to pedestrians, poor sidewalk conditions, sightlines at intersections
- Sidewalk reconstruction, speed humps, high-visibility crosswalks, **Rectangular Rapid Flashing Beacons (RRFBs)**, intersection daylighting, vegetation management



Source: FHWA

Potential Project Locations (Based on Public Feedback)

Newfield Rd

- Primary safety concerns: aggressive driver behavior, poor visibility, speeding, narrow travel bridge near Schuman Rd
- Improved striping, signage, **curve warning signage**, speed feedback signage



Hinsdale School Area

- Primary safety concerns: Driver failure to yield, sidewalks in poor condition, missing crosswalks, poor visibility
- SRTS walk audit, sidewalk repair, **curb extensions**, high-visibility crosswalks, RRFBs

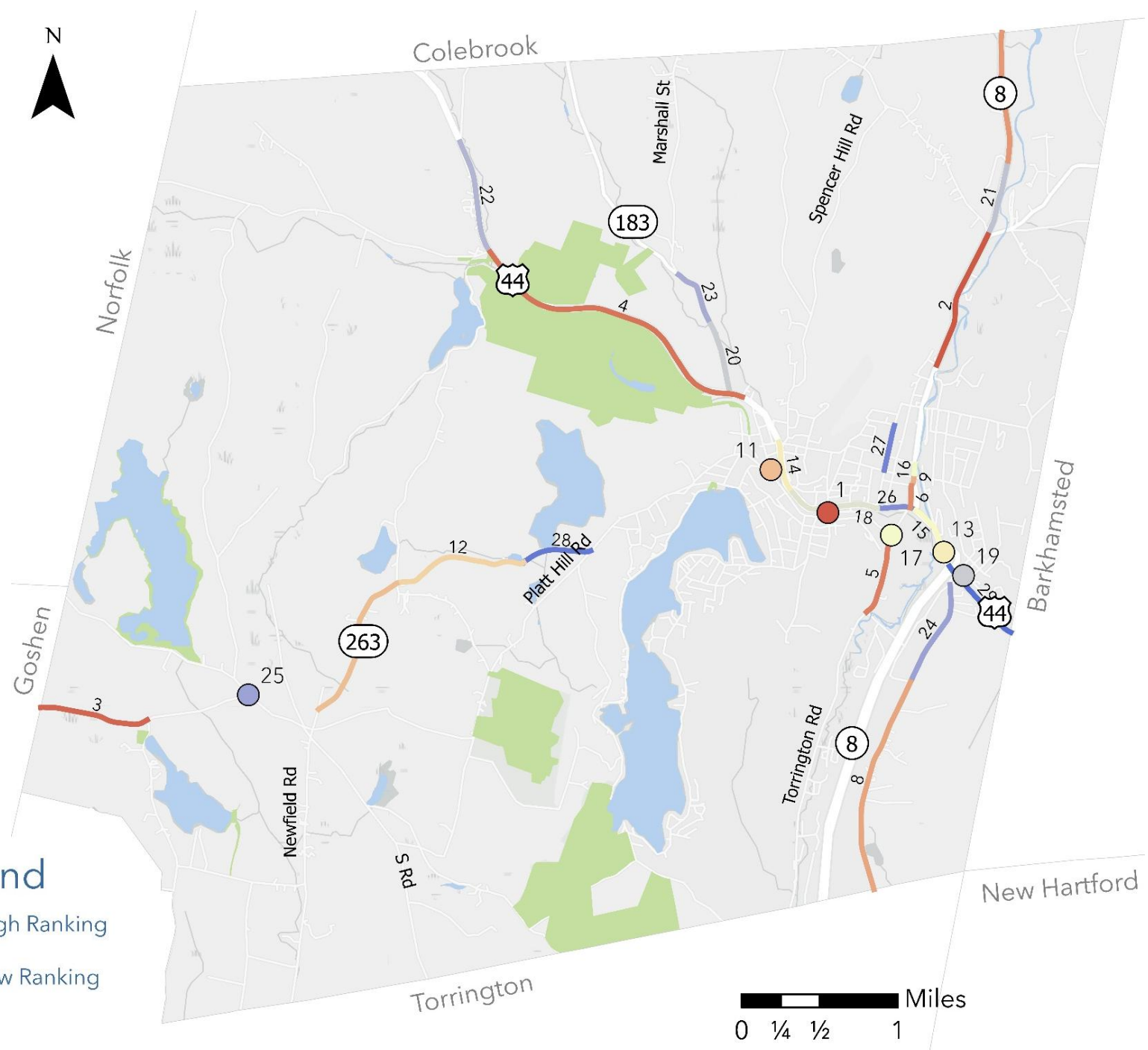
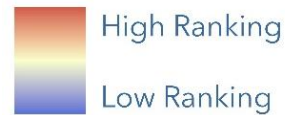


Source: FHWA

High Injury Network Locations

- 29 Locations
- 15% of public roadways in Town
- Both Intersections & Segments
- Based on Crash Data

Legend



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Route 263 (Lake Street) at Prospect St/ Meadow St

- **Existing Issues**

- High frequency of angle crashes
- Steep grade
- Sight distance restrictions
- Non-compliant sidewalk ramps

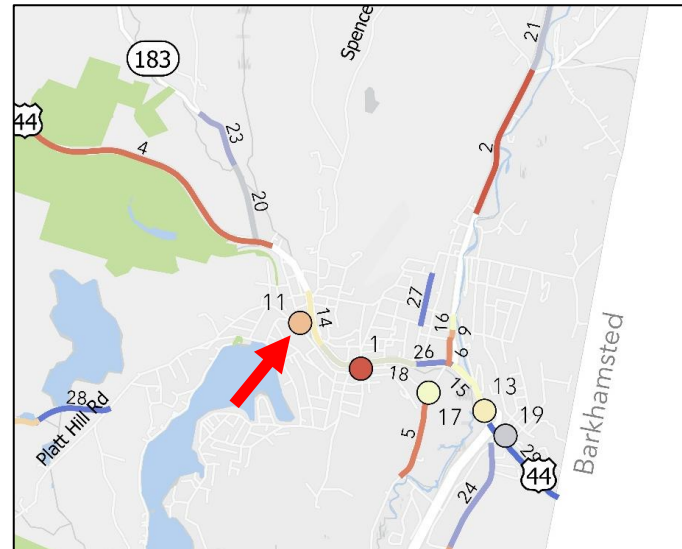
- **Potential Improvements**

- ADA ramps & crosswalks
- Enhanced stop control
- Advance intersection warning
- Improved lighting



Route 263 - Looking West

Source: Google Street View



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Route 263 (Ashley Road) - Town Line to Blue Street

- **Existing Concerns**

- Roadway curvature
- Narrow shoulders
- High travel speeds
- Roadway departures
- Fatal & serious injury crash history

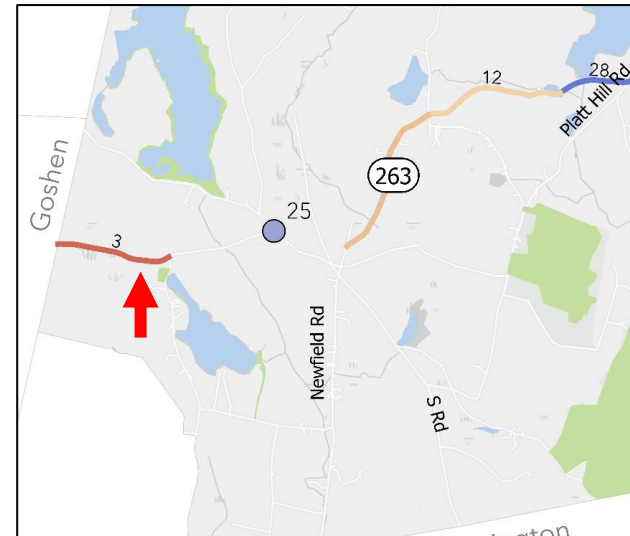
- **Potential Improvements**

- Horizontal curve signage
- Centerline/ edge line rumblestrips



Route 263, West of Blue St - Looking East

Source: Google Street View



Main Street (Lake Street to Oak Street)

Existing Issues

- High vehicle speeds
- Lack of crossing locations
- Long crossing distances
- Narrow/ lack of sidewalks
- Rear end, angle, sideswipe crashes

Potential Improvements

- **Traffic Calming**
 - Road Diet
 - Extension of Raised Center Median
- **Pedestrian**
 - Rectangular Rapid Flashing Beacon
 - Leading Pedestrian Interval (LPI) at Signalized Crossings
 - New / Wider Sidewalks
 - Pedestrian Refuge Island / Curb Extensions
- **Bicycle**
 - Shared-use Path
 - Buffered Bike Lane

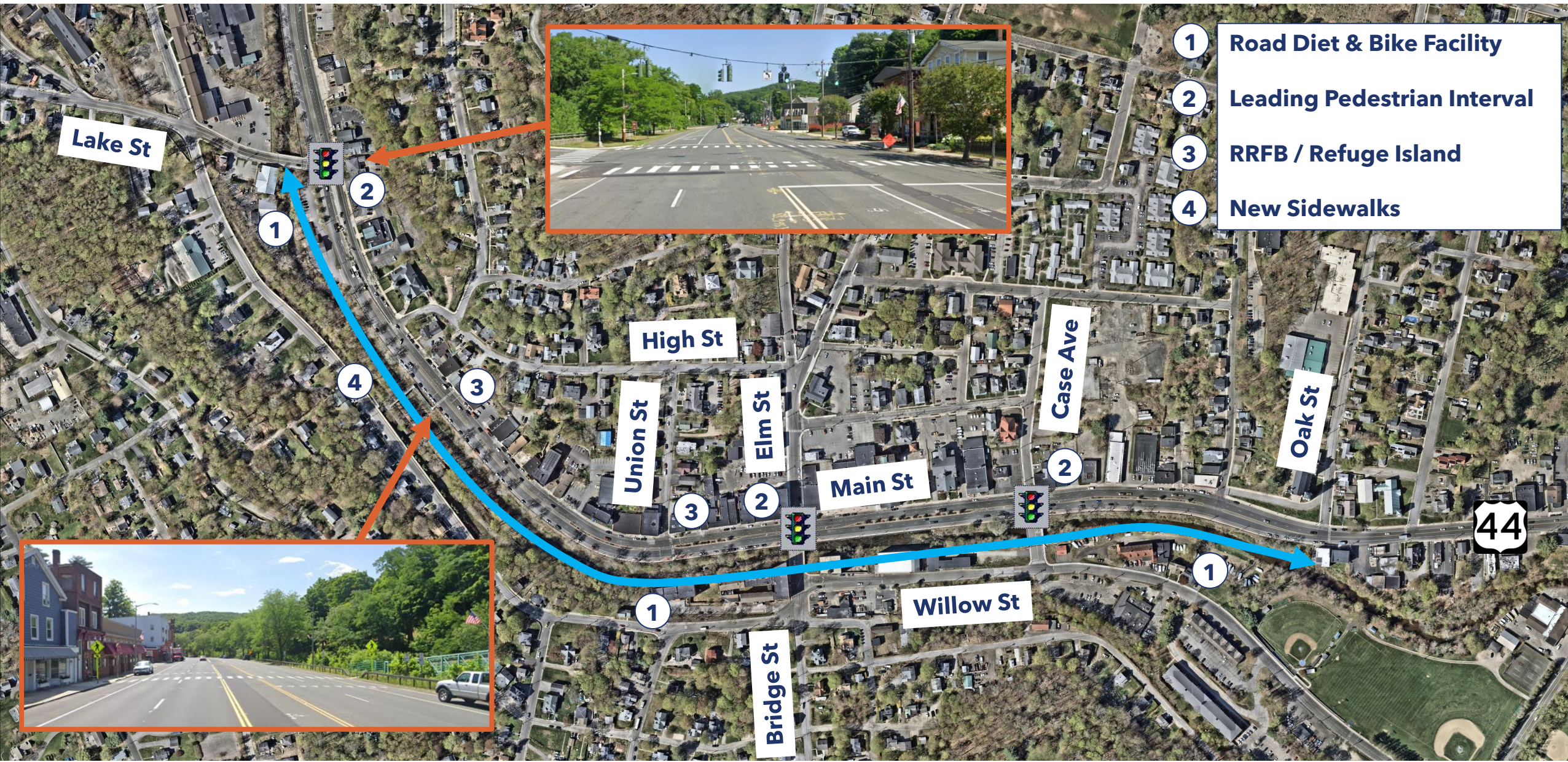


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Main Street (Lake Street to Oak Street)

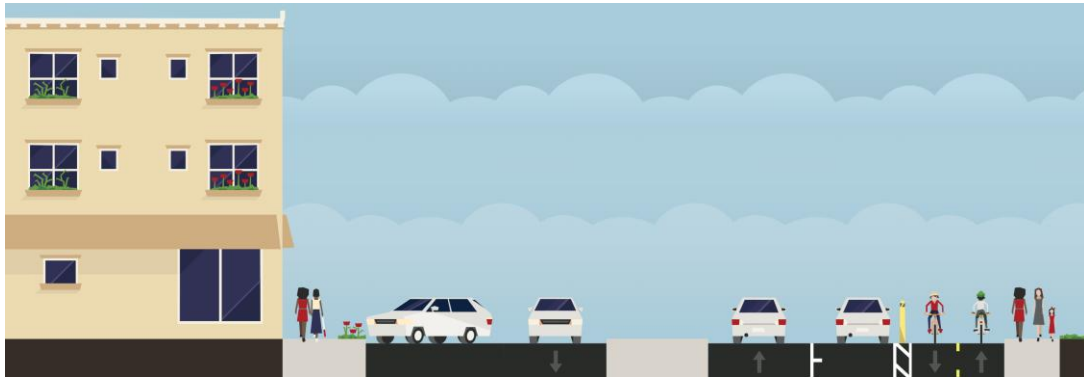


Main Street Cross Section - Potential Alternatives



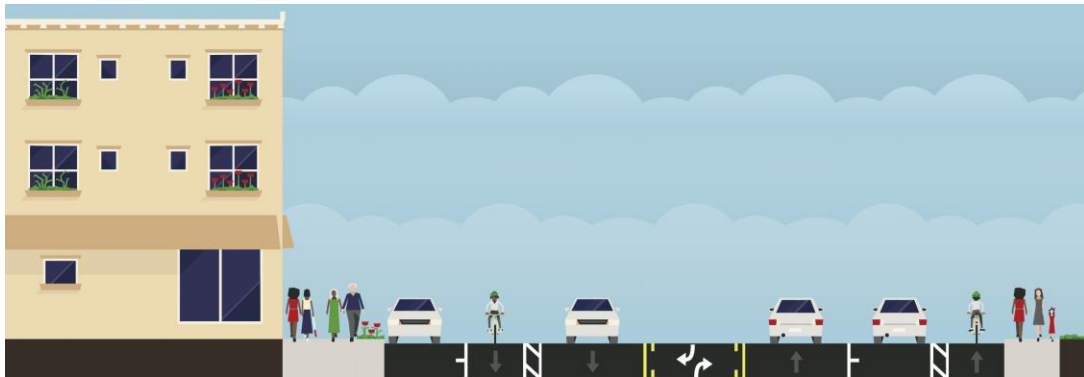
Alternative A

- Center turn lane
- Buffered two-way bike path on south side
- Sidewalk on south side
- Angled parking on north side / parallel on south side



Alternative B

- **Raised median**
- Buffered two-way bike path
- Sidewalk on south side
- Angled parking on north side / parallel on south side



Alternative C

- Center turn lane
- **Buffered bike lane**
- Sidewalk on south side & **wider sidewalk on north side**
- **Parallel parking on both sides**

Project Scoring

- **Data Driven Approach**
- Historical Crash Data
 - Vulnerable Road User Crash History
 - Serious Injury & Fatal Crashes
 - Presence on High Injury Network
- Public Comments
- Proximity to Schools, Parks, Senior Center, Underserved Areas

Indicator	Weight	Point Value
Count of crashes within 75 feet of a roadway segment	35	0 points: 0 crashes 10 points: 1-4 crashes 25 points: 5-19 crashes 30 points: 20-32 crashes 35 points: 33+ crashes *1 crash is the 50th percentile of crashes for local roadways **5 crashes <u>is</u> the 75th percentile of crashes for local roadways ***20 crashes <u>is</u> the 90th percentile of crashes for local roadways ****33 crashes <u>is</u> the 95th percentile of crashes for local roadways
Fatal crashes occurring on a roadway segment	20	0 points: No fatal crashes occurring on roadway 20 points: One or more fatal crashes occurring on roadway
Perception (count of public comments within 75 feet of a roadway segment)	10	0 points: 0-7 comments 7 points: 8-11 comments 10 points: 12+ comments *8 comments <u>is</u> the 90th percentile of comments for local roadways **12 comments <u>is</u> the 95th percentile of comments for local roadways
Close (0.5 mile) proximity to transit stations and schools	5	0 points: A transit station and/or school is not within 0.5 miles of a roadway segment 5 points: A transit station and/or school is within 0.5 miles of a roadway segment
High-Risk Network	30	0 points: A roadway segment is not on the High-Risk Network 30 points: A roadway segment is on the High-Risk Network
Total Points	100	

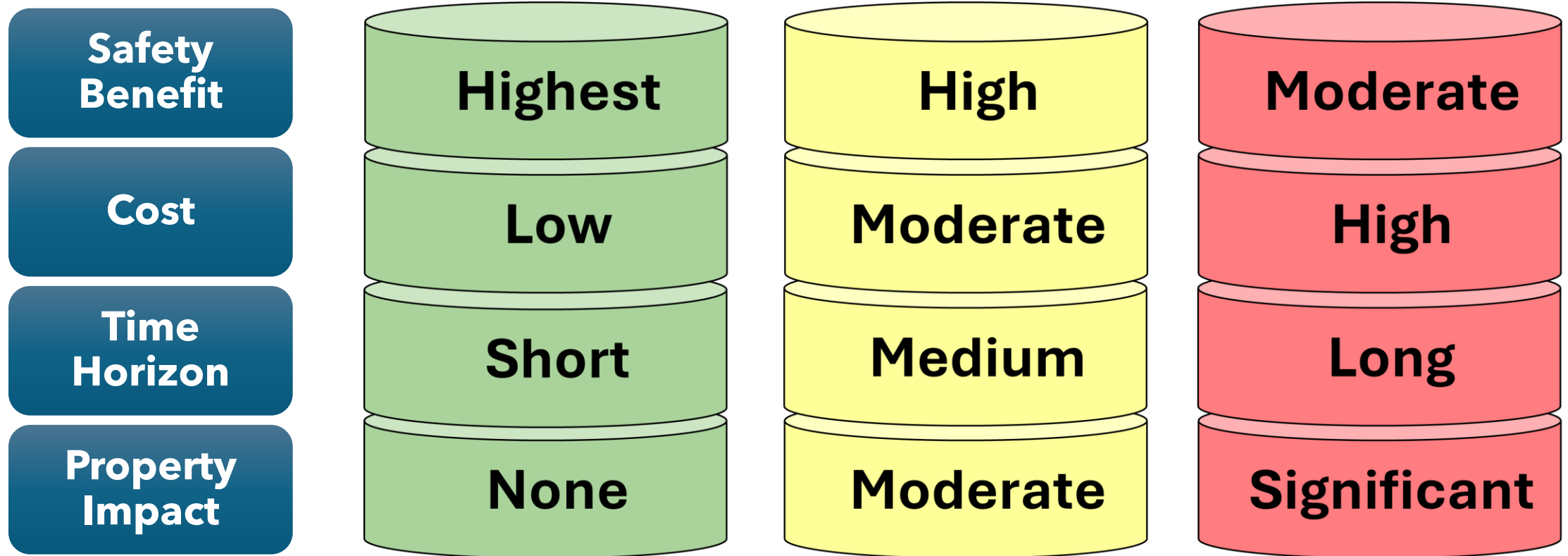


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Project Prioritization Process



Next Steps

- Finalize Projects Locations & Countermeasures / Project Prioritization
- SS4A Committee Meeting 4 – Nov./ Dec. 2026
- Public Information Meeting 2 – Nov./ Dec. 2026
- Contact Information

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Questions?