

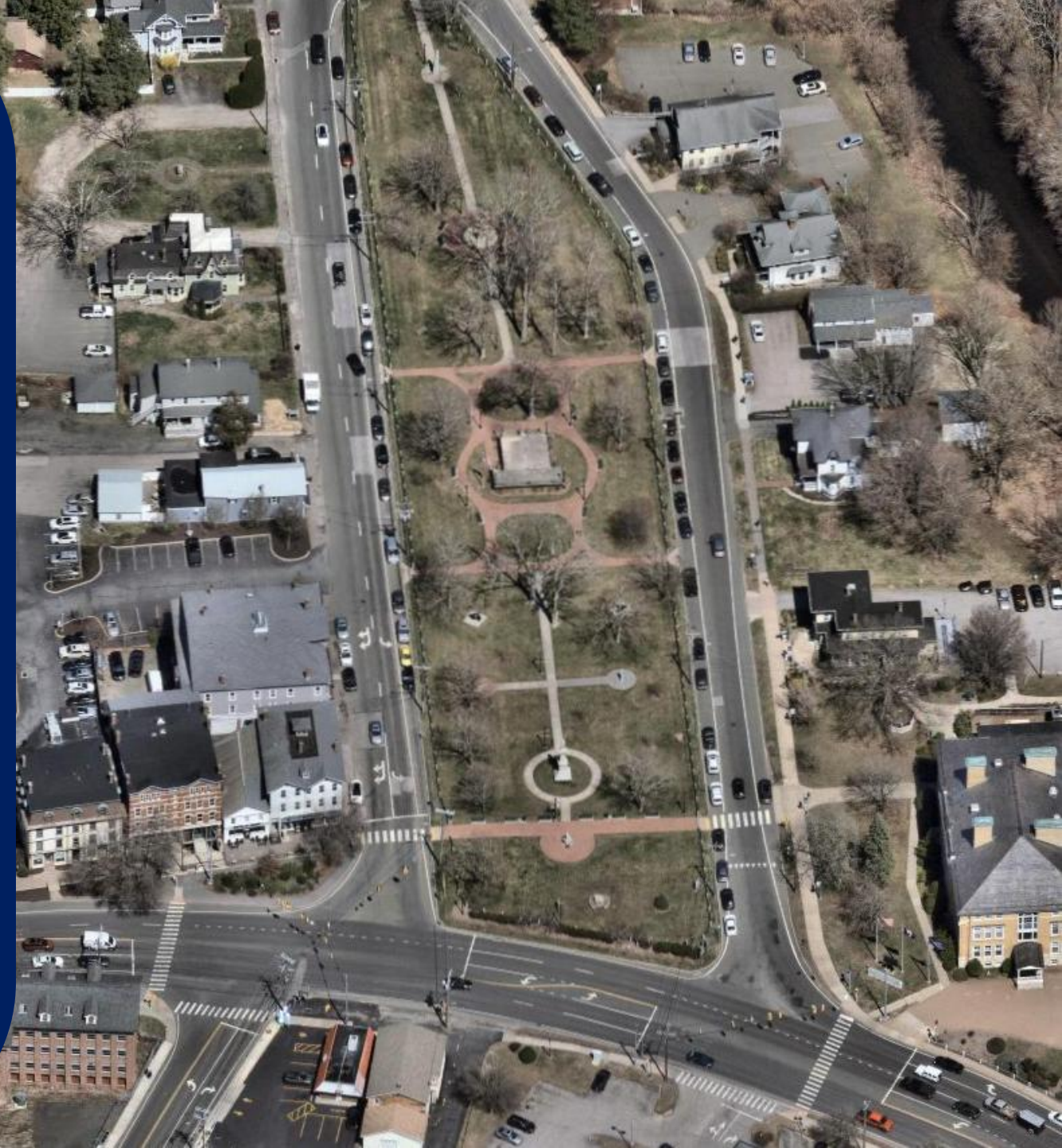


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Safe Streets and Roads for All

SS4A Committee Meeting 3
October 6, 2026

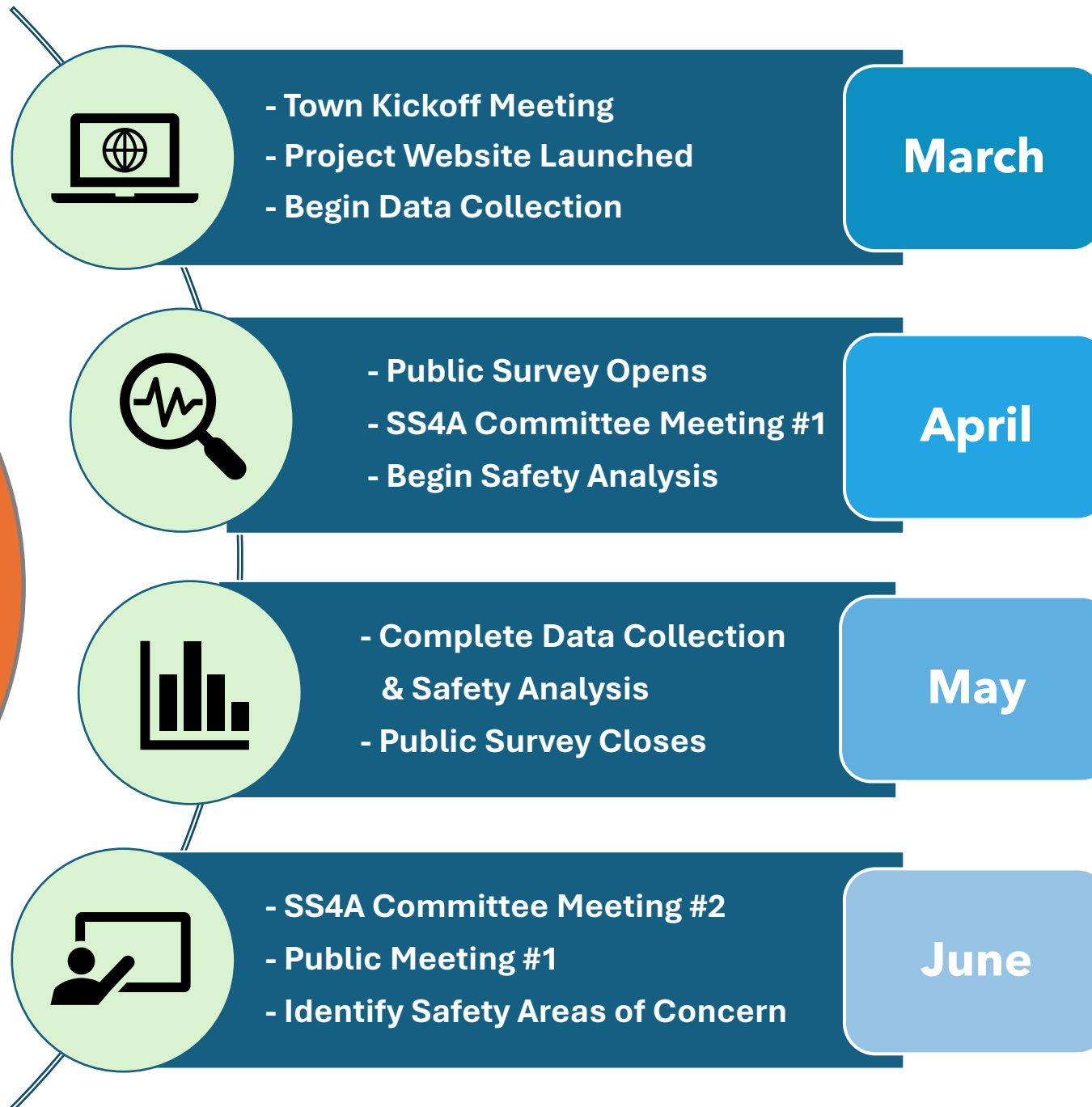
**Tighe &
Bond**



Agenda

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

Previous Project Updates

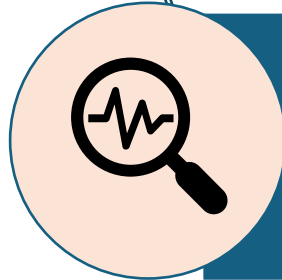


Recent Project Updates



- Identify Safety Areas of Concern
- Begin Countermeasure Identification

July



- Stakeholder Outreach
- Complete Data Collection & Safety Analysis Report

August



- Review Potential Countermeasures
- Review Potential Project Locations

September



- SS4A Committee Meeting #3
- Finalize Potential Countermeasures
- Potential Project Locations

October



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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

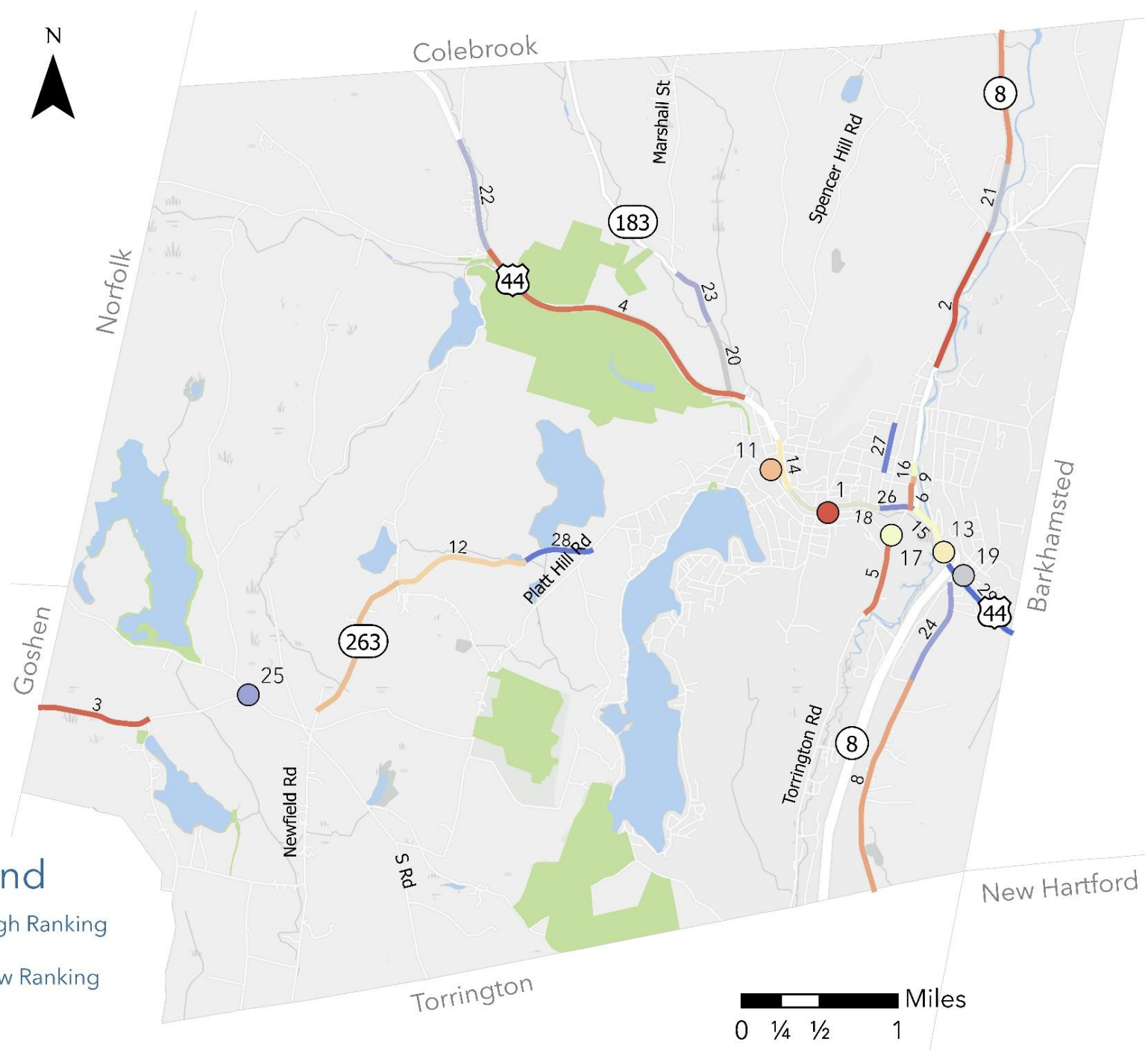
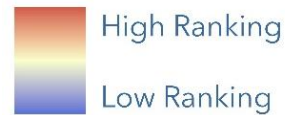


Source: FHWA

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**

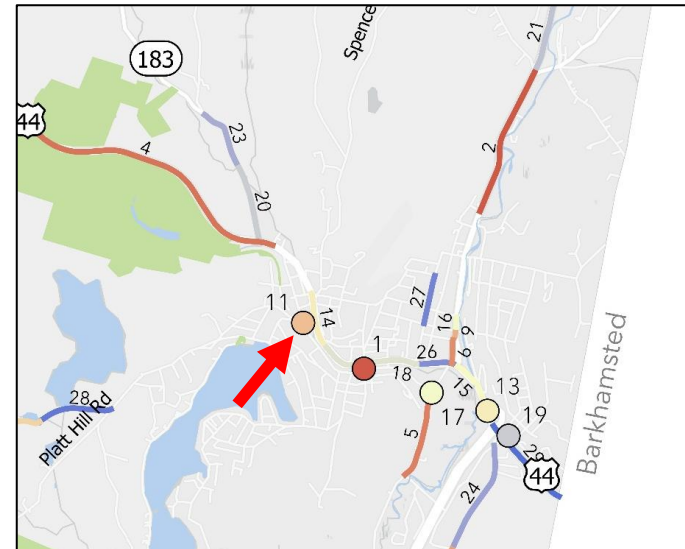
- High frequency of angle crashes
- Steep grade
- Sight distance restrictions
- Non-compliant sidewalk ramps

- **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

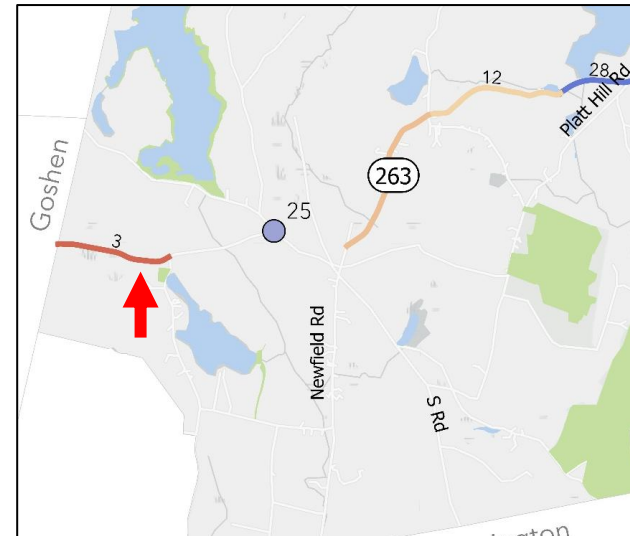
- **Potential Improvements**

- 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

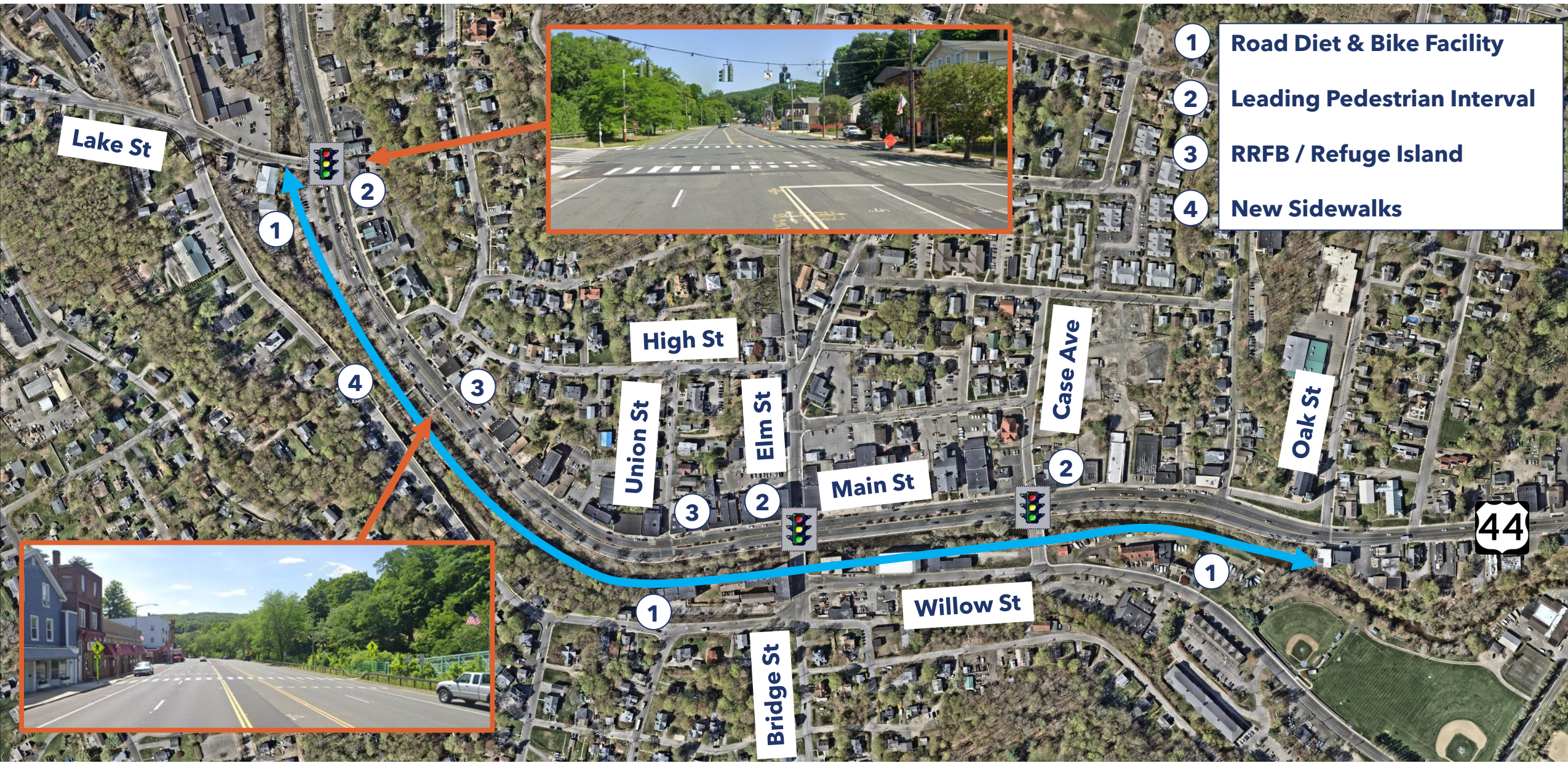


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Main Street (Lake Street to Oak Street)

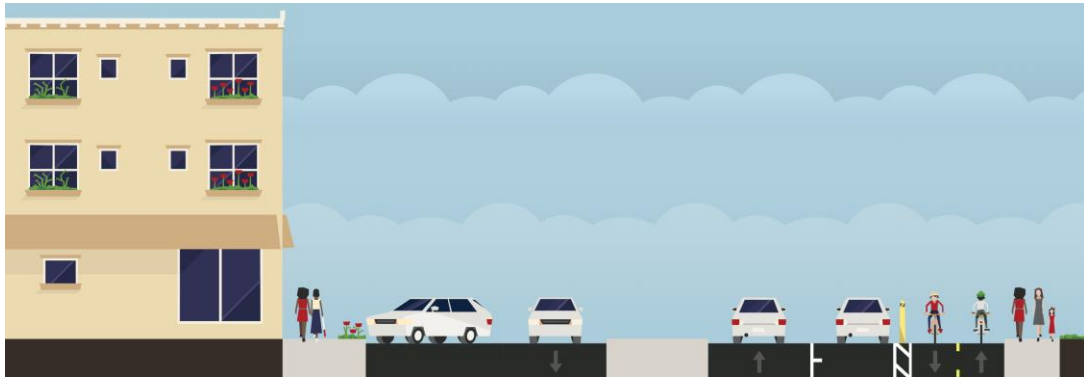


Main Street Cross Section - Potential Alternatives



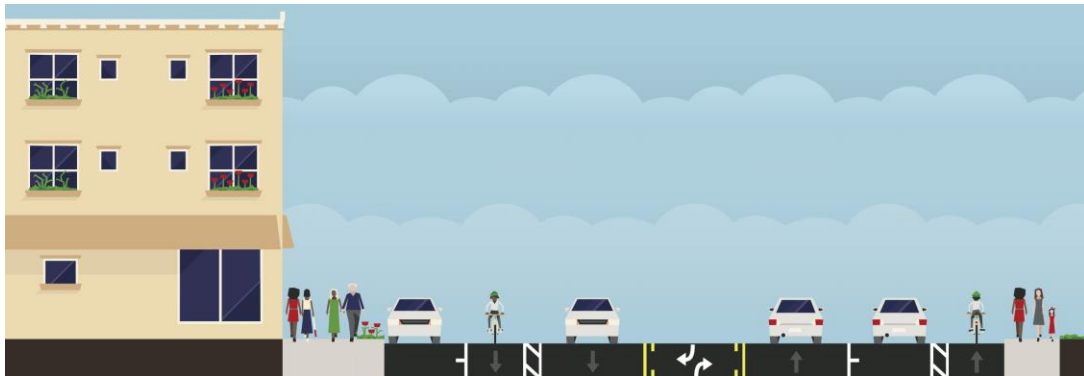
Alternative A

- 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**

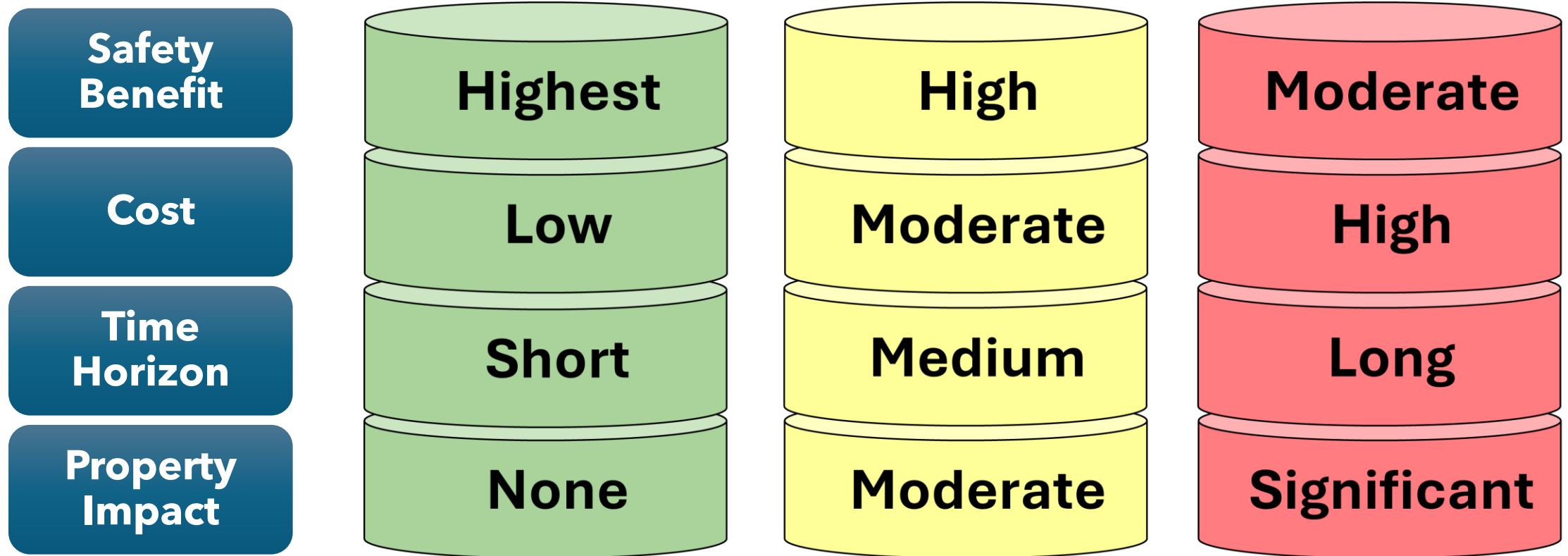
Project Scoring

- **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	



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

Matt Stoutz

mstoutz@tighebond.com

Tom Heuschkel

theuschkel@townofwinchester.org



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Questions?