



Winchester

Safe Streets and Roads for All

Data Collection & Safety Analysis

September 2026

**Tighe &
Bond**

In collaboration with  **IMEG**



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SECTION 1 | Introduction

1.1 Safe Streets & Roads For All Program

The Safe Streets and Roads for All (SS4A) Program was established under the Infrastructure Investment and Jobs Act (IIJA) to award a total of \$5 billion in grant funding between 2022-2026. The primary goal of the program is to prevent roadway fatalities and serious injuries. The grants are classified into two types: Planning and Demonstration Grants and Implementation Grants.

The Town of Winchester, Connecticut was awarded a \$200,000 grant with an additional \$50,000 local match to develop a Comprehensive Safety Action Plan. The Safety Action Plan will assist in identifying future projects to improve safety and is a requirement to apply for subsequent SS4A funding.



Source: FHWA

1.2 Town Resolution

The Town of Winchester adopted a formal resolution in September 2024 to endorse Vision Zero with the goal of eliminating roadway fatalities and serious injuries by 2034. The Town's adopted Vision Zero Resolution is included in Appendix A.

1.3 Town Overview

The Town of Winchester is located in Litchfield County in northwestern Connecticut and is part of the Northwest Hills Council of Governments (NHCOG). The Town has a population of approximately 10,300 residents with an area of 34 square miles. The more densely developed community of Winsted is located in the eastern portion of Winchester and serves as the Town's primary commercial area. Outside of Winsted, Winchester is predominantly rural and includes residential areas, forests, and recreational resources such as Highland Lake.

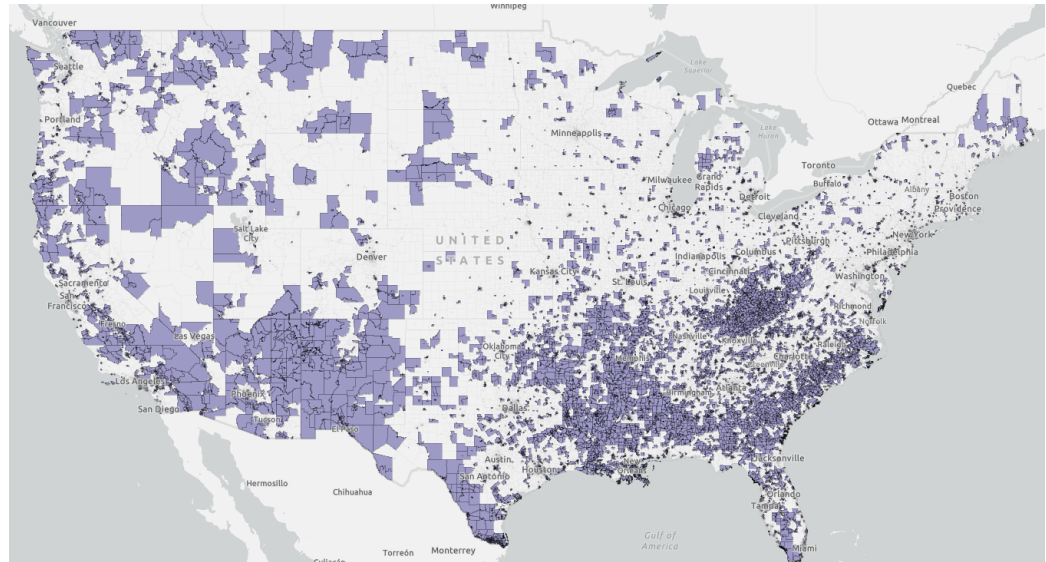
The Town's development patterns result in distinctly different transportation environments. Winsted includes a relatively compact roadway network with commercial development, residential neighborhoods, schools, community destinations, and pedestrian activity, while much of the remainder of Winchester is characterized by lower-density development and rural roadways.

1.3.1 Town Demographics

An evaluation of demographic factors was conducted for the Town of Winchester, recognizing that certain populations may face greater exposure to transportation safety risks. For example, nationwide data indicate that minority populations and individuals with lower incomes are overrepresented among pedestrian

fatalities.¹ A comprehensive analysis of demographic factors in the study area was therefore essential to inform an effective safety approach.

The demographics assessment identified areas with the highest concentrations of populations with elevated transportation needs. These findings emerged from a layered approach combining an internal assessment of seven demographic factors by Census Block Group, Connecticut Department of Energy and Environmental Protection (CTDEEP) Environmental Justice criteria, and U.S. Department of Transportation (USDOT) Underserved Communities criteria.²



Source: USDOT SS4A Underserved Communities Tool

The internal analysis utilized demographic data at the Block Group level, rather than a Census Tract level, to provide greater geographic detail and identify neighborhood-level differences that may be obscured within larger Census Tracts. The CTDEEP Environmental Justice criteria identify communities that may experience elevated environmental burdens and ensure they receive enhanced public engagement and consideration in DEEP programs, policies, and regulatory activities.³

The USDOT Underserved Communities criteria support strategic investments by identifying communities that should be prioritized in the Safe Streets and Roads for All (SS4A) program.⁴ Together, these datasets provide a comprehensive framework for identifying populations that may be asymmetrically affected by transportation, environmental, and socioeconomic conditions, helping to ensure that safety improvements are targeted to the communities with the greatest transportation needs.

¹ <https://www.smartgrowthamerica.org/signature-reports/dangerous-by-design/2026-dbd-rankings/>

² The internal analysis utilized Census Tract level data for people with disabilities as Census Table C18108 is only available at the Census Tract level.

³ <https://portal.ct.gov/DEEP/Environmental-Justice/12-Environmental-Justice-Program-Overview>

⁴ <https://www.transportation.gov/grants/ss4a/fy26-nofo>

Key conclusions from the demographics assessment are as follows:

- The area bounded by Elm Street, Wetmore Avenue, Walnut Street, and Main Street has a significant share of minorities, limited English proficiency speakers and no vehicle households, relative to the entire town. It was also deemed a vulnerable community based on CTDEEP and USDOT criteria.
- The southeastern corner of Winchester along Torrington Road, Main Street and Pratt Street has a high population of seniors (72.4%) and a high population of people with disabilities (27%).
- The area between Highland Lake and Torrington Road has a significant population of children, with 50% being under 18 years old.
- The northeastern corner bound by North Main Street and Wallens Street has a high population of no vehicle households (32%) and people living below the federal poverty level (40%).

Figure 1-1 graphically illustrates the vulnerable population concentrations overlaid with the CT DEEP Distressed Municipality and USDOT SS4A Underserved Community datasets. Table 1-1 compares key demographic indicators for Winchester with statewide and national characteristics.

TABLE 1-1 Demographic Indicators by Region

Demographic Indicator	Winchester	Connecticut	United States
Youth	15.4%	20.2%	22.0%
Senior	27.4%	18.5%	17.2%
Minority	13.3%	38.1%	42.6%
Below the Poverty Line	12.8%	10.0%	12.5%
Limited English Proficiency	1.1%	5.1%	4.3%
Zero Car Ownership	9.7%	8.8%	8.4%
People with Disabilities	20.7%	12.2%	13.3%

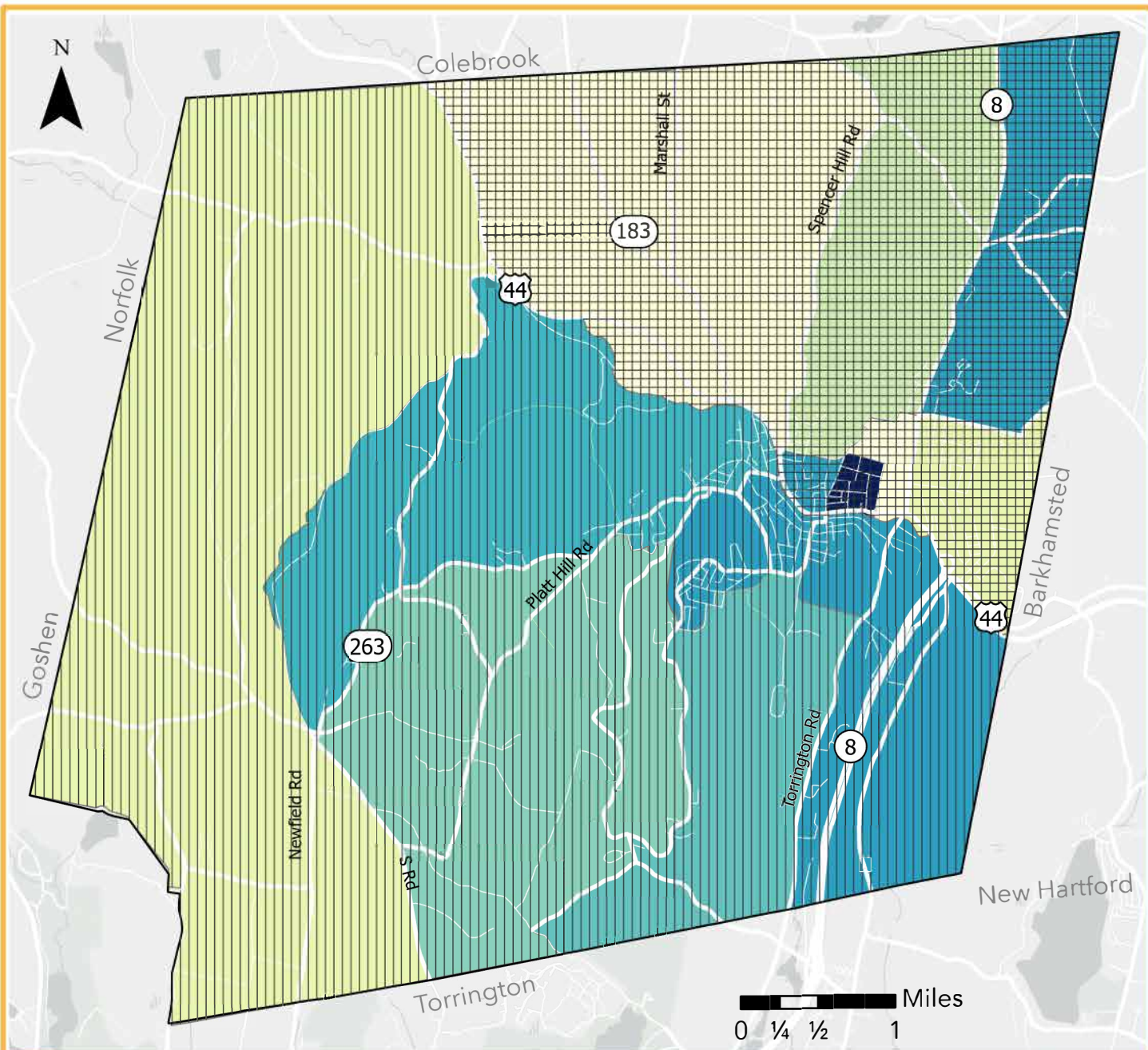


Figure 1-1: Demographics Assessment Map

Date: 9/8/2026

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||||| CT DEEP Distressed Municipality

=== USDOT SS4A Underserved Community

Low Concentration of Vulnerable Populations
High Concentration of Vulnerable Populations

1.3.2 Transportation System

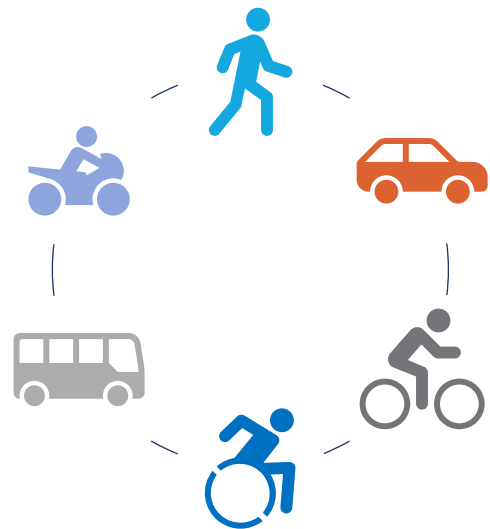
Winchester is served by a network of local, state, and federal roadways that provide connections within the Town and to surrounding communities. Route 8 is the primary north-south roadway through Winchester and provides regional connections to the south to I-84, I-95, and Route 15 to the south and to Massachusetts to the north. Route 8 is a four-lane, limited-access divided highway south of U.S. Route 44. Southbound access is provided via an unsignalized entrance ramp, while the northbound off-ramp terminates at a signalized intersection with U.S. Route 44. Route 8 overlaps U.S. Route 44 between the interchange and Park Place East to the west where it turns northward, continuing as a two-lane roadway. While the Safety Action Plan excludes the limited-access portion of Route 8 from the safety analysis, the roadway's connections to the local street network and its transition to a surface roadway in Winsted are important to the overall transportation system.

U.S. Route 44 is the principal east to west corridor through Winchester, providing connections to the northwest corner of the state and the Capitol region to the east. Within Winsted, U.S. Route 44 provides a four to five lane cross section through the Town's primary commercial business district. Route 183 provides a north-south connection between Torrington, Winsted, and Colebrook and overlaps with U.S. Route 44 through a portion of Winsted. Route 263 runs west to east from Winsted to Route 272 in Goshen, providing access to residential and recreational areas surrounding Highland Lake. The functional classification of roadways within Winchester is presented in Figure 1-2.

These state and federal routes, together with the Town's local roadway network, serve a variety of transportation functions ranging from regional through travel to local access. The concentration of commercial development, residences, community destinations, and intersecting roadways within Winsted creates a more urban transportation environment than in the rural portions of Winchester. As a result, Winsted includes many of the locations where interactions among vehicles, pedestrians, bicyclists, and transit users are most likely to occur.

Pedestrian and bicycle activity is generally concentrated in the Winsted section of Town, where residential neighborhoods are located in proximity to commercial businesses, schools, health care facilities, and other community destinations. Other areas with potential vulnerable road user activity include locations near schools, parks and recreational facilities, senior and affordable housing, and destinations surrounding Highland Lake.

Public transportation also provides mobility for residents who may have limited access to a personal vehicle. The Northwestern Connecticut Transit District (NWCTD) provides local bus service within Winsted as well as regional transportation connections. NWCTD Route 1 provides service between Winsted and Torrington, with stops serving destinations in and around Winsted. Dial-A-Ride and other specialized transportation services are also available to eligible residents. Transit stops and corridors represent additional locations where pedestrian activity and roadway crossings may be concentrated.



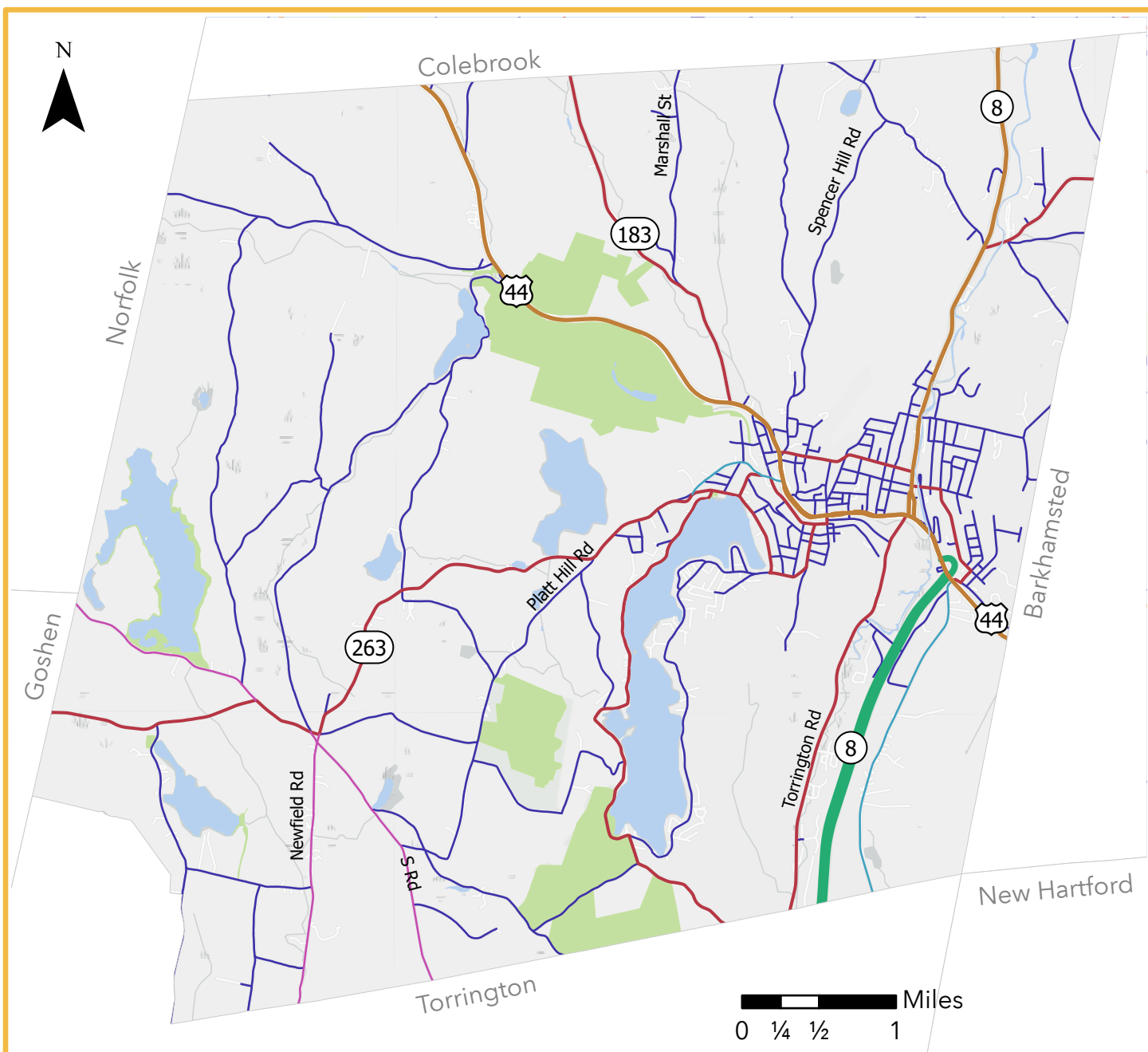


Figure 1-2: CTDOT Road Functional Classifications

Date: 9/10/2026

Legend

- Local
- Major Collector
- Minor Arterial
- Minor Collector
- Other Freeway and Expressway
- Other Principal Arterial

1.4 Previous Planning

The Safety Action Plan builds upon previous transportation planning and safety efforts in Winchester. The Connecticut Department of Transportation (CTDOT) completed a Road Safety Audit (RSA) for the U.S. Route 44 (Main Street) corridor through downtown Winchester in 2016. The RSA identified a range of vehicular, bicycle, and pedestrian safety improvements and recommended further evaluation of a road diet or complete streets concept to improve safety and multimodal accessibility within the downtown area.

The Safety Action Plan also builds upon regional transportation planning efforts led by the NHCOG. Through the 2018 NHCOG Regional Transportation Safety Plan (2018), NHCOG identified multimodal transportation, Complete Streets implementation, pedestrian and bicycle connectivity, and roadway safety as regional priorities. These planning efforts provide a framework for advancing transportation safety and mobility improvements in Winchester while supporting implementation of the recommendations developed through this Safety Action Plan.

CTDOT previously evaluated a potential road diet along U.S. Route 44 between Munro Street and High Street as part of a statewide road diet study of undivided state roadways completed in 2021.

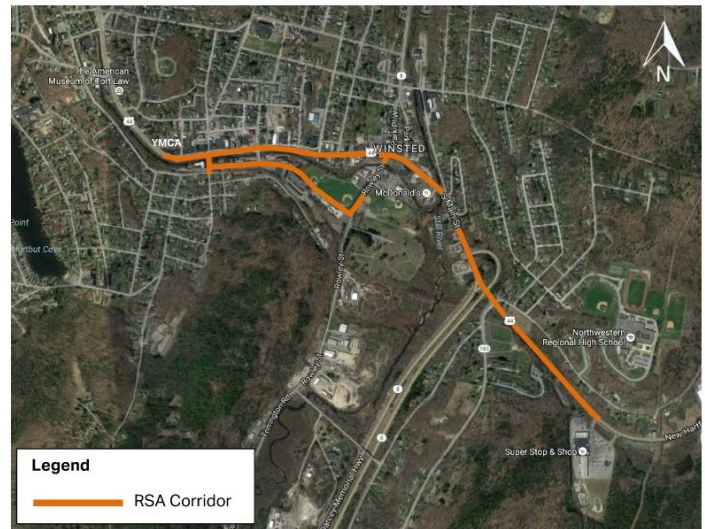


FIGURE 1-3 2016 Winchester Downtown RSA Limits

1.5 Safety Action Plan Goals & Objectives

The SS4A grant program requires seven key components when reviewing a Safety Action Plan:

- Leadership Commitment and Goal Setting
- Planning Structure
- Safety Analysis
- Engagement and Collaboration
- Policy and Process Changes
- Strategy and Project Selections
- Progress and Transparency

The Comprehensive Safety Action Plan will allow the Town of Winchester to seek additional Planning or Implementation Grants through the SS4A program or other state/ federal grant programs.

SECTION 2 | Community Engagement

2.1 SS4A Committee

The SS4A Committee was formed at the beginning of the project to provide local perspective, review project materials, support public engagement, and help guide development of the Action Plan. Committee representation includes the Town staff, CTDOT, NHCOC, Winchester Public Schools, the Winchester Police Department, the Economic Development Commission and Town residents. The committee is intended to bring broad perspectives on transportation safety and help ensure that the Action Plan considers the needs of all roadway users, including pedestrians, bicyclists, drivers, transit users, schoolchildren, seniors, and residents with limited access to a personal vehicle.

The first SS4A Committee meeting was held on April 7, 2026, and included an overview of the SS4A program, the Town's Vision Zero commitment, the Safe System Approach, the study process, the role of the committee, and planned public outreach. Committee members discussed key community concerns, including speeding, pedestrian crossing issues, Main Street safety, school-area safety, near misses, sight distance, lighting, and the need to consider locations where residents feel unsafe even if crash history is limited. The second SS4A Committee meeting was held on June 9, 2026, and focused on public survey findings, Town demographics, preliminary safety analysis results, the initial High Injury Network, and upcoming stakeholder outreach. Discussion emphasized the importance of balancing crash data with public input, coordinating recommendations with planned Town projects, and engaging additional stakeholder groups to capture perspectives that may not have been reflected in the survey. The SS4A Committee meeting summaries held to date are included in Appendix B.

2.2 Stakeholder Meetings

Feedback was solicited from community groups not represented on the SS4A Committee to gather additional perspectives on current safety concerns and potential future improvements. The project team met with representatives of senior and low-income housing groups and Friends of Main Street Winsted.

2.2.1 Senior Outreach Meeting

An outreach meeting was held with representatives from the Senior Center and Winchester Housing Authority on August 18, 2026. Key discussion points from the meeting included the following:

- Sidewalks and ramps are missing or in disrepair in many areas near senior housing.
- Vehicle speeds along Main Street are a concern, and traffic-calming measures were identified as a potential improvement.
- Vehicles often do not yield to pedestrians at crosswalks, and parked vehicles blocking sidewalks and crosswalks are an ongoing issue.
- Lighting should be added or improved near sidewalks and pedestrian routes.



- Key pedestrian routes for seniors include Chestnut Street between the Winchester Housing Authority/Senior Center area and Main Street, and Gay Street between Carriage Maker Place and the Senior Center.
- Walking to Stop & Shop from senior housing is challenging due to the lack of sidewalk along Route 44 between Tarringford Street and Stop & Shop.
- Many Housing Authority residents do not have cars, and many seniors in town do not live in designated senior housing.

The meeting summary is enclosed in Appendix C.

2.2.2 Friends of Main Street Winsted

A second stakeholder meeting was held with the Friends of Main Street Winsted board members on August 25, 2026. Key discussion points from the meeting included the following:

- Main Street was identified as a major focus area due to speeding, pedestrian safety concerns, parking activity, and the concentration of businesses and community destinations.
- Participants discussed the need for safer and more comfortable pedestrian crossings along Main Street.
- Business access, parking, and visibility should be considered when developing potential Main Street improvements.
- Potential improvements should support both transportation safety and the continued vitality of downtown businesses.
- Stakeholder input from local businesses and community organizations should be considered alongside crash data, public survey responses, and SS4A Committee feedback.



The meeting summary is enclosed in Appendix C.

2.3 Public Information Meetings

Three public meetings have been planned throughout the development of the Winchester Safety Action Plan to provide opportunities for residents, stakeholders, and community partners to learn about the project and provide feedback.

The first Public Information Meeting was held on June 25, 2026, at Winchester Town Hall. The meeting included an overview of the SS4A program, project milestones, public outreach completed to date, public survey findings, town demographics, crash trends, and the preliminary High Injury Network. Public discussion focused on the need to coordinate safety improvements with CTDOT along Main Street, the importance of enforcement and driver behavior, poor sidewalk conditions and pedestrian safety, the role of education and behavior-based strategies, and the need to consider future traffic conditions. Participants also expressed support for developing a comprehensive Safety Action Plan to help the Town pursue future transportation funding. Input received during the meeting will be incorporated as the project team advances the Safety Action Plan. The full meeting summary is included in Appendix D. Additional public meetings are planned at key milestones throughout the remainder of the project to present the prioritization plan and the draft Safety Action Plan.

In addition to the public meetings, the Town has maintained a dedicated [Safe Streets for All \(SS4A\) Committee webpage](#) to provide project updates, meeting schedules, agendas, presentation materials, recordings, and opportunities for public participation. The project webpage also hosted the interactive public map survey and serves as the primary source for project information.

2.4 Public Survey

Public input was collected through an online questionnaire and interactive map tool (Figure 2-1) to help identify perceived safety concerns, locations of concern, and potential improvements throughout Winchester. The results were used to supplement crash data, committee input, and stakeholder feedback during development of the Safety Action Plan. The following summary presents key findings from the SS4A survey questionnaire and map-pin engagement tool. Full response figures, category-by-category pin themes, and notes are provided in Appendix E.

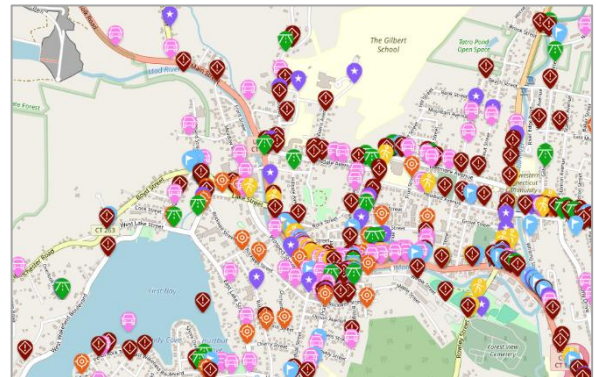


FIGURE 2-1 Interactive Map Survey Pins

2.4.1 Survey Questionnaire

The survey questionnaire received 548 submissions with at least one response, with approximately 400 respondents answering each structured survey question. Most respondents live in Winchester, and the results generally reflect local resident travel patterns. Driving was the most common travel mode, while walking and rolling also represented a meaningful share of daily travel.

WHO RESPONDED

- 90% of respondents live in Winchester; 7% reside elsewhere. The data reflects resident travel behavior, with limited input from commuters or regional travelers.
- Driving dominates travel (86% daily personal-vehicle use). Walking/rolling has a meaningful daily base (41%); bicycling/scooter and transit use are minimal but not negligible (9% and 8% daily, respectively).
- Participation in the survey shows older, higher-car-ownership households: 48% of respondents are 55+, versus 3% aged 18-25; 81% of households report two or more vehicles.

PERCEIVED SAFETY

- Driving is rated “somewhat safe” by the largest share of respondents (46%). Walking and bicycling are rated notably less safe (31% and 33% report “not safe”, respectively).
- Safety concerns peak during morning/evening rush hours (72%), followed by inclement weather (48%), nighttime (42%), and school arrival/dismissal periods (33%).

KEY CONCERNS AND IMPROVEMENT REQUESTS

- High vehicle speed is the leading concern (69%), followed by aggressive driving (51%) and distracted/impaired driving (30%).
- Infrastructure concerns center on unsafe intersections (25%), missing sidewalks (22%), and difficult street crossings (20%).
- Top requested improvements: slower speeds (46%), stronger enforcement (42%), traffic calming (33%), and sidewalk (32%)/crossing improvements (28%).

2.4.2 Map Survey Tool

The interactive map tool allowed respondents to identify specific locations of concern and provide location-based comments, and categorize their feedback by theme. A total of 658 pins were submitted. Table 2-1 summarizes the number of pins by theme.

TABLE 2-1 Map Survey Theme Summary

Theme	Pin Count	% of Total
General Safety Concerns	220	33
Speed Issues	148	23
Non-Safety Maintenance	75	11
Near Misses / Close Calls	72	11
Crossing Issues	50	8
Missing / Incomplete Infrastructure	49	7
Improvement Ideas	44	7
Total	658	100

Figure 2-2 presents the density of map-pin responses and overlays reported fatal and serious injury crash locations identified through the safety analysis summarized in Section 3. The figure illustrates where public feedback aligns with documented fatal and serious injury crash history, while also highlighting locations where community safety concerns may not be reflected in reported crash data.

Table 2-2 summarizes locations that received the most recurring feedback through the map survey. Feedback at additional locations will also be considered during the development of potential project locations and countermeasures.

TABLE 2-2 Location-Specific Feedback

Location	Safety Concerns	Potential Improvements
Main Street Corridor	High vehicle speeds, parking conflicts, limited visibility from driveways, right-turn-on-red concerns at Lake Street/Main Street, and lack of a northbound left-turn arrow at CVS	Corridor reconfiguration, angled parking where appropriate, dedicated turn arrows, adjusted signal timing, and lane reduction through the YMCA curve
Holabird Avenue	Uneven pavement, incomplete sidewalks/crosswalks/curbing, parked vehicles limiting visibility, and speeding near the Senior Center	Pavement repair, sidewalk/crossing/curb upgrades, speed control, and improved corner visibility
East Wakefield Boulevard	Missing guiderail near the culvert, poor turning visibility at Shore Drive, chronic speeding, and lack of pedestrian accommodations along a walking route	Guiderail installation, sidewalk or pedestrian accommodations, speed control, and visibility improvements
Rowley Street/Park Place	Complicated signal phasing and horizontal geometry contributing to right-of-way confusion and near-miss events	Improved signal phasing, visibility, and intersection clarity

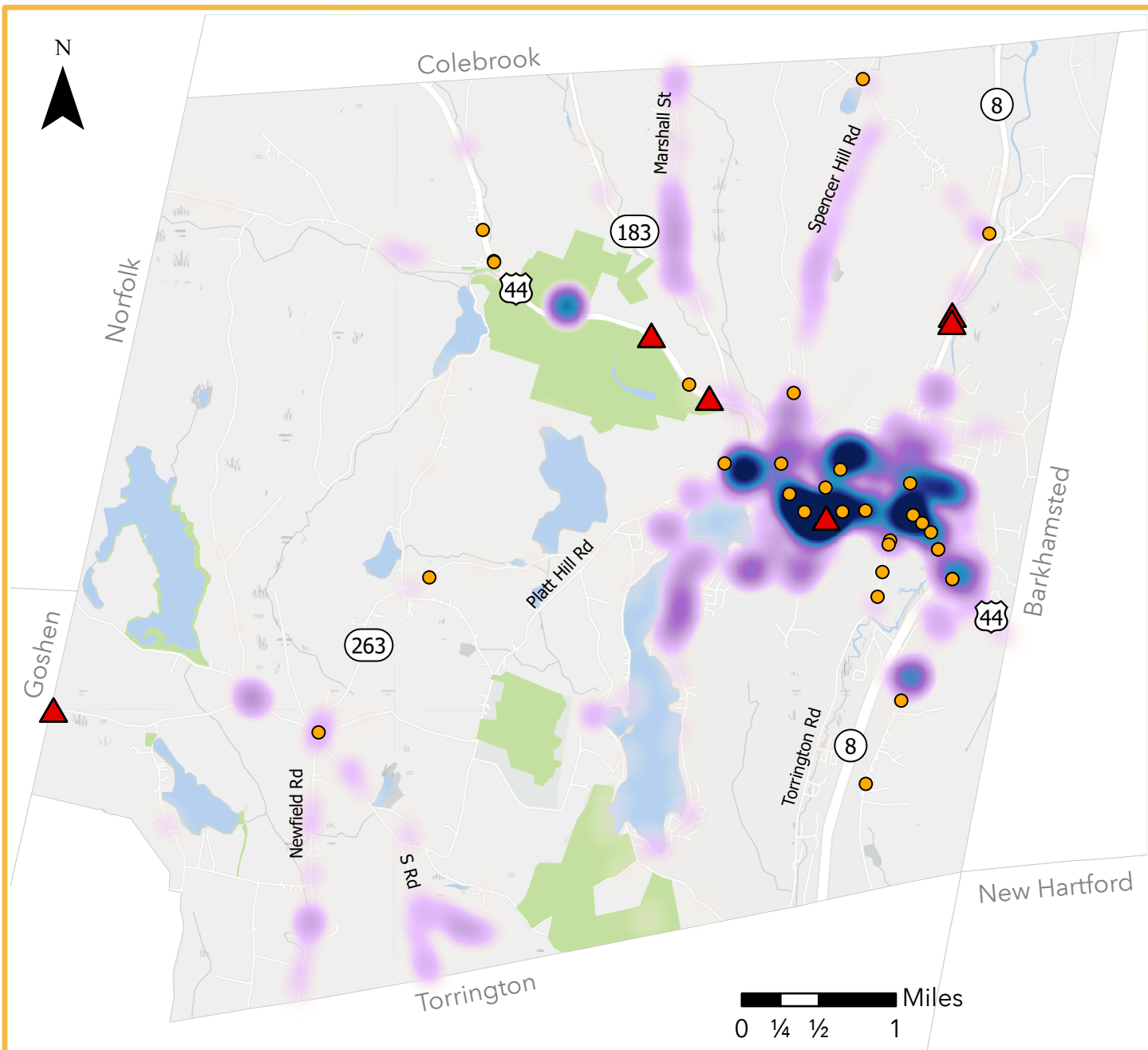


Figure 2-2: Public Comment Heat Map

Date: 9/10/2026

Legend

Public Comment



Crash Type



Additional comments included the following:

- Pedestrian crossing visibility was the leading infrastructure-specific request. Common suggestions included flashing beacons/RRFBs (US-44 and Oak Street near Noli's, US-44 and Union Street, US-44 at pedestrian bridge to Prospect Street), well-lit crosswalks and midblock crossings, improved signage, and more visible pavement markings.
- Increased enforcement was requested by several respondents, particularly related to speeding, aggressive driving, failure to yield to pedestrians, and failure to obey traffic control.
- Speed control was frequently identified as a priority, with respondents suggesting traffic calming measures such as speed humps, roadway narrowing, and other strategies to reduce vehicle speeds.
- Dedicated turn arrows and signal timing adjustments were requested where existing operations were perceived as confusing or unsafe.
- Non-safety maintenance comments were primarily related to potholes, pavement condition, drainage issues, and unfinished roadway work.

SECTION 3 | Safety Analysis

3.1 Methodology Overview

The safety analysis data collection includes the collection of crash data from January 1, 2020 to December 31, 2024 from the Connecticut Roadway Safety Management System (CRSMS). The crash data analysis excluded the limited-access section of Route 8 (James H Darcey Memorial Highway) between the U.S. Route 44 interchange and the Torrington town line to the south. All other state and local roadways were included in the crash data analysis.

3.2 Crash Trends

There were 940 reported crashes on state and local roadways across the region over the period analyzed. Figure 3-1 presents the crash density for all crashes analyzed. High crash densities are seen along Main Street through the Winsted section of town as well as the Route 8 ramps. Approximately 74% of all crashes occurred on state roads, with the remaining 26% occurring on local roadways as indicated in Figure 3-2.

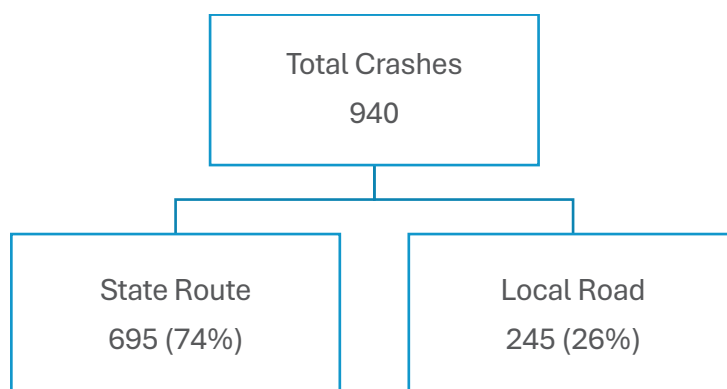


FIGURE 3-2 State Route vs. Local Road Crash Tree



Figure 3-1: Crash Heat Map

Date: 9/10/2026

Source: CT Crash Repository (2020-2024)

Legend

- Low Amount of Crashes
- Medium Amount of Crashes
- High Amount of Crashes

3.2.1 Crash Severity

The severity of crashes was reviewed based on the KABCO scale, which is a national crash injury severity classification system used in federal crash reporting and safety analysis. The KABCO scale is included in the Model Minimum Uniform Crash Criteria (MMUCC), which provides national guidance for consistent motor vehicle crash data collection and reporting. The KABCO categories include the following:

K	Fatal (K)	A crash involving at least one death resulting from the crash.
A	Serious Injury	A crash involving an incapacitating injury, such as a severe injury that prevents normal activity or requires significant medical attention.
B	Minor Injury	A crash involving a visible injury that is not considered serious or incapacitating.
C	Possible Injury	A crash involving a complaint of pain or other possible injury, but with no visible injury observed.
O	Property Damage	A crash with no reported injuries, involving only damage to vehicles or property.

Of the 940 reported crashes reviewed, the majority resulted in property damage only, with 706 crashes, or approximately 75% of the total. Fatal and suspected serious injury crashes represented a smaller share of overall crashes but accounted for the most severe outcomes, including 6 fatal crashes and 31 suspected serious injury crashes, or approximately 4% combined. Minor and possible injury crashes accounted for 197 crashes, or approximately 21% of the total. Most crashes involved vehicles only; however, vulnerable road users were involved in 10 reported crashes, including 2 bicyclist crashes and 8 pedestrian crashes based on reported crash type. Although the 10 pedestrian- and bicyclist-involved crashes identified by crash type represented a small share of total crashes, a broader review of person-level data identified 13 total VRU crashes, three of which resulted in suspected serious injury. Table 3-1 summarizes the crash severities by road user type.

TABLE 3-1 Crash Severity by Road User Type

Crash Severity	Vehicle	Bicycle	Pedestrian	Total	Percent of Total
Fatal (K)	6	0	0	6	0.6%
Serious Injury (A)	28	1	2	31	3.3%
Minor Injury (B)	93	1	5	99	10.5%
Possible Injury (C)	98	0	0	98	10.4%
Property Damage (O)	705	0	1	706	75.1%
Total	930	2	8	940	100%

Note: Based on crash-level data

The 37 fatal and serious injury crashes were reviewed in further detail to identify common patterns among the highest-severity crashes. Available crash attributes, including driver age, lighting condition, weather condition, contributing factors, and pre-crash action, were evaluated. Approximately 16 percent of fatal and serious injury crashes involved driving under the influence, indicating a potential opportunity for increased enforcement, public awareness campaigns, driver education, and/or policy strategies to reduce impaired-driving crashes. Figure 3-3 illustrates the locations of fatal and serious injury crashes. Table 3-2 summarizes the fatal and serious injury crashes by driver age, lighting condition, weather condition, and pre-crash action.

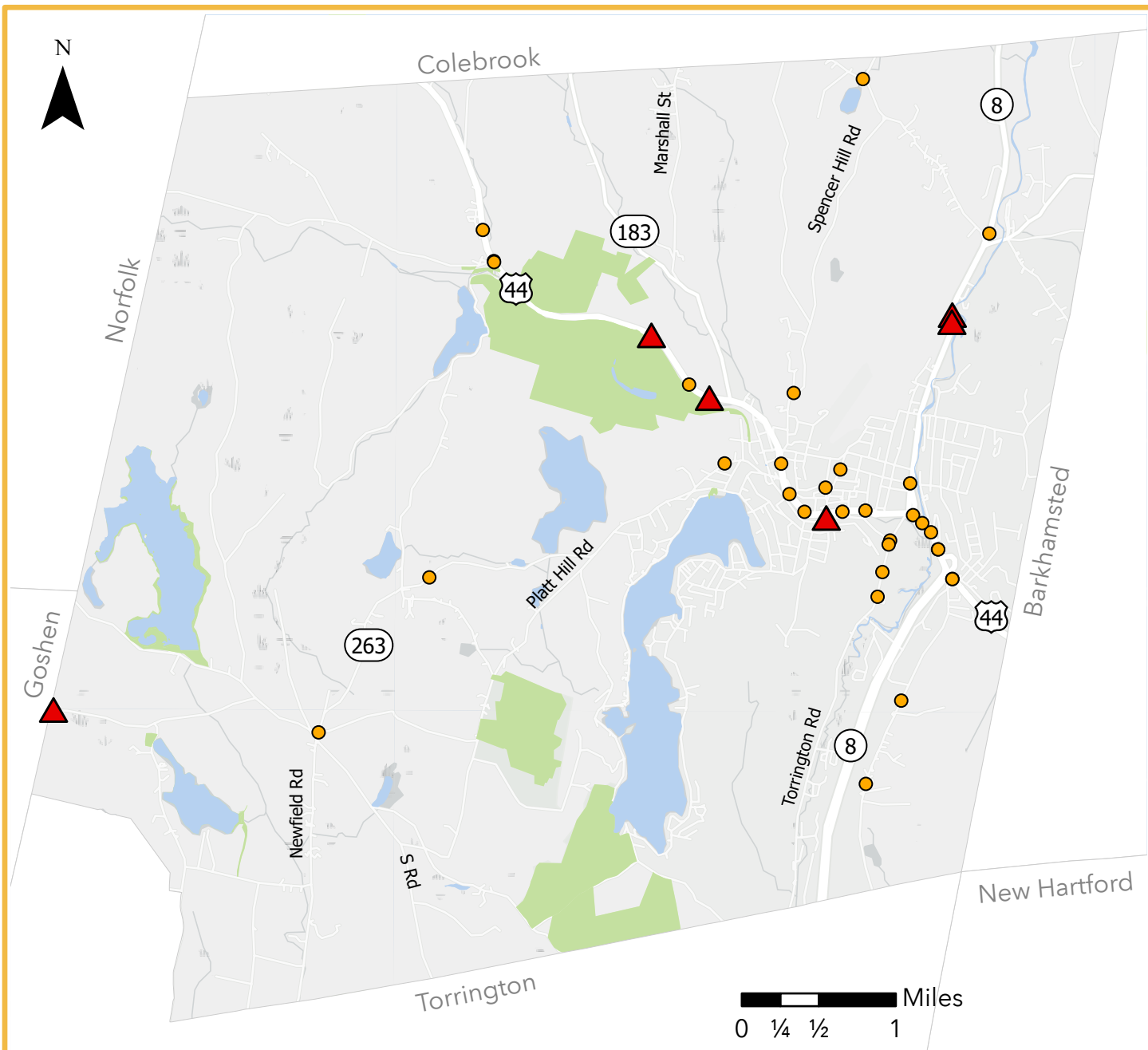


Figure 3-3: Serious and Fatal Injury Crashes

Date: 9/10/2026

Source: CT Crash Repository (2020-2024)

Legend

Crash Type

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

Section 3 | Safety Analysis

TABLE 3-2 Fatal & Serious Injury Crashes

Date	Time	Roadway	Severity	Age	Light Condition	Pre-Crash Action
6/6/20	9:46 AM	Route 44	K	34	Daylight	Cycling in Roadway
10/25/20	1:10 AM	Route 183	A	32	Dark-Not Lighted	Walking in Roadway
12/11/20	3:22 PM	Route 44	A	72	Dark-Not Lighted	Traveling in Roadway
2/12/20	12:38 PM	Rock St	A	71	Dark-Not Lighted	Cycling in Roadway
6/26/20	7:44 AM	Route 8	A	45	Daylight	Traveling in Roadway
2/7/21	6:57 AM	Route 183	A	47	Daylight	Loss of Control
12/3/20	12:48 AM	Route 8	A	56	Dawn	Stopped/Parked Vehicle
3/15/21	12:50 PM	Route 263	A	56	Daylight	Loss of Control
9/28/20	3:44 PM	Route 263	K	24	Dark-Not Lighted	Traveling Roadway
5/14/21	2:35 AM	Route 8	K	46	Daylight	Traveling Roadway
8/10/20	7:03 AM	Bridge St	K	86	Daylight	Traveling Roadway
10/18/21	12:58 AM	Route 44	A	41	Dark-Lighted	Traveling Roadway
12/13/21	1:57 PM	Smith Hill Rd	A	33	Dark-Not Lighted	Traveling Roadway
6/29/22	1:55 PM	Route 44	A	45	Daylight	Stopped/Parked Vehicle
7/4/22	4:06 PM	Route 44	A	74	Daylight	Cycling in Roadway
7/30/22	6:05 AM	Route 44	A	57	Daylight	Motorcycling
6/5/22	8:11 AM	Route 44	A	22	Daylight	Cycling in Roadway
12/17/22	12:34 PM	Route 8	K	64	Dark-Lighted	Loss of Control
12/11/22	8:56 AM	Spencer St	A	65	Daylight	Loss of Control
12/23/22	4:12 AM	Route 8	A	46	Daylight	Loss of Control
1/31/23	2:32 PM	Route 44	K	23	Dark-Not Lighted	Loss of Control
5/6/23	2:00 PM	Route 44	A	16	Daylight	Loss of Control
2/16/23	1:55 PM	Route 8	A	77	Dark-Lighted	Crossing Roadway
6/9/23	2:17 PM	Elm St	A	38	Daylight	Cycling in Roadway
6/25/23	5:09 PM	Route 44	A	33	Dark-Lighted	Stopped/Parked Vehicle
7/30/23	5:37 PM	Route 263	A	19	Dark-Not Lighted	Motorcycling
8/6/23	12:30 PM	Route 8	A	28	Daylight	Cycling in Roadway
9/8/23	2:42 AM	Route 263	A	17	Daylight	Loss of Control
1/19/24	7:59 PM	Route 8	A	35	Dark-Lighted	Loss of Control
4/3/24	2:35 PM	Route 44	A	51	Daylight	Loss of Control
2/10/24	6:04 PM	Route 8	A	26	Dark-Lighted	Loss of Control
5/24/24	2:17 PM	Route 44	A	30	Daylight	Loss of Control
6/15/24	9:22 AM	Route 44	A	58	Daylight	Stopped/Parked Vehicle
4/19/24	6:59 AM	Route 44	A	63	Daylight	Crossing Roadway
11/9/24	7:24 AM	Route 44	A	24	Daylight	Stopped/Parked Vehicle
11/4/24	3:07 PM	Route 44	A	82	Dark-Not Lighted	Traveling in Roadway
8/23/24	10:23 PM	Route 44	A	33	Dark-Lighted	Cycling in Roadway

3.2.2 Vulnerable Road Users

A review of crashes involving vulnerable road users (VRU) identified 13 crashes involving pedestrians, bicyclists, or other non-motorists during the analysis period. This includes the 10 crashes classified by crash type as pedestrian- or bicyclist-involved, as well as three additional crashes identified through a review of person-level crash data. The three additional crashes were not classified by crash type as pedestrian or bicyclist crashes, but the person-level data indicated that a pedestrian, bicyclist, or other non-motorist was involved. Of the 13 VRU crashes, 3 resulted in suspected serious injury, representing approximately 23% of VRU crashes. The VRU action or circumstance prior to each crash was reviewed to determine any contributing factors that may have led to a crash. Approximately 69% of VRU crashes involved pedestrians crossing a roadway, indicating potential opportunity for new or improved crossings. Of the nine VRU crashes involving pedestrians crossing a roadway, five occurred at marked crosswalks, while two occurred outside of a marked crosswalk. The available crash narratives did not clearly identify the presence of a marked crosswalk for the remaining two crashes. These findings indicate opportunities to improve pedestrian safety at both marked and unmarked crossing locations, including enhancements to existing crossings and consideration of new or improved crossing treatments where appropriate. Table 3-3 summarizes all crashes involving vulnerable road users by type, date/ time, location, severity, age, light condition, and pre-crash action. Vulnerable road user crashes are shown graphically on Figure 3-4.

TABLE 3-3 Vulnerable Road User Crash Summary

Type	Date	Time	Roadway	Severity	Age	Light Condition	Pre-Crash Action	Marked Crosswalk
Pedestrian	4/3/20	5:01 AM	Route 44-E	B	32	Daylight	Crossing Roadway	Yes
Pedestrian	11/1/20	1:04 PM	Route 44-E	B	91	Dark-Lighted	Crossing Roadway	Unknown
Bicyclist	2/12/20	12:38 PM	Rock St	A	71	Dark-Not Lighted	Cycling in Roadway	N/A
Bicyclist	6/15/22	5:16 PM	Walnut St	O	19	Dark-Lighted	Cycling in Roadway	N/A
Pedestrian	7/7/22	4:42 PM	Route 8-N	B	50	Daylight	Crossing Roadway	Yes
Bicyclist	6/22/22	5:57 AM	Route 8-N	C	70	Daylight	Crossing Roadway	N/A
Pedestrian	2/16/23	1:55 PM	Route 8-N	A	77	Dark-Lighted	Crossing Roadway	Yes
Pedestrian	8/30/23	11:39 AM	Greenwoods Ave	B	66	Daylight	Crossing Roadway	No
Pedestrian	9/20/23	12:23 PM	Route 44-E	O	19	Daylight	Crossing Roadway	Yes
Pedestrian	10/5/23	12:29 PM	Route 183-N	B	33	Daylight	Crossing Roadway	Yes
Bicyclist	6/5/23	10:30 AM	Center St	B	76	Daylight	Cycling in Roadway	N/A
Pedestrian	4/19/24	6:59 AM	Route 44-E	A	63	Daylight	Crossing Roadway	Unknown
Pedestrian	10/13/24	11:51 AM	Route 44-E	O	64	Daylight	Walking in Roadway	N/A

Note: Based on person-level data

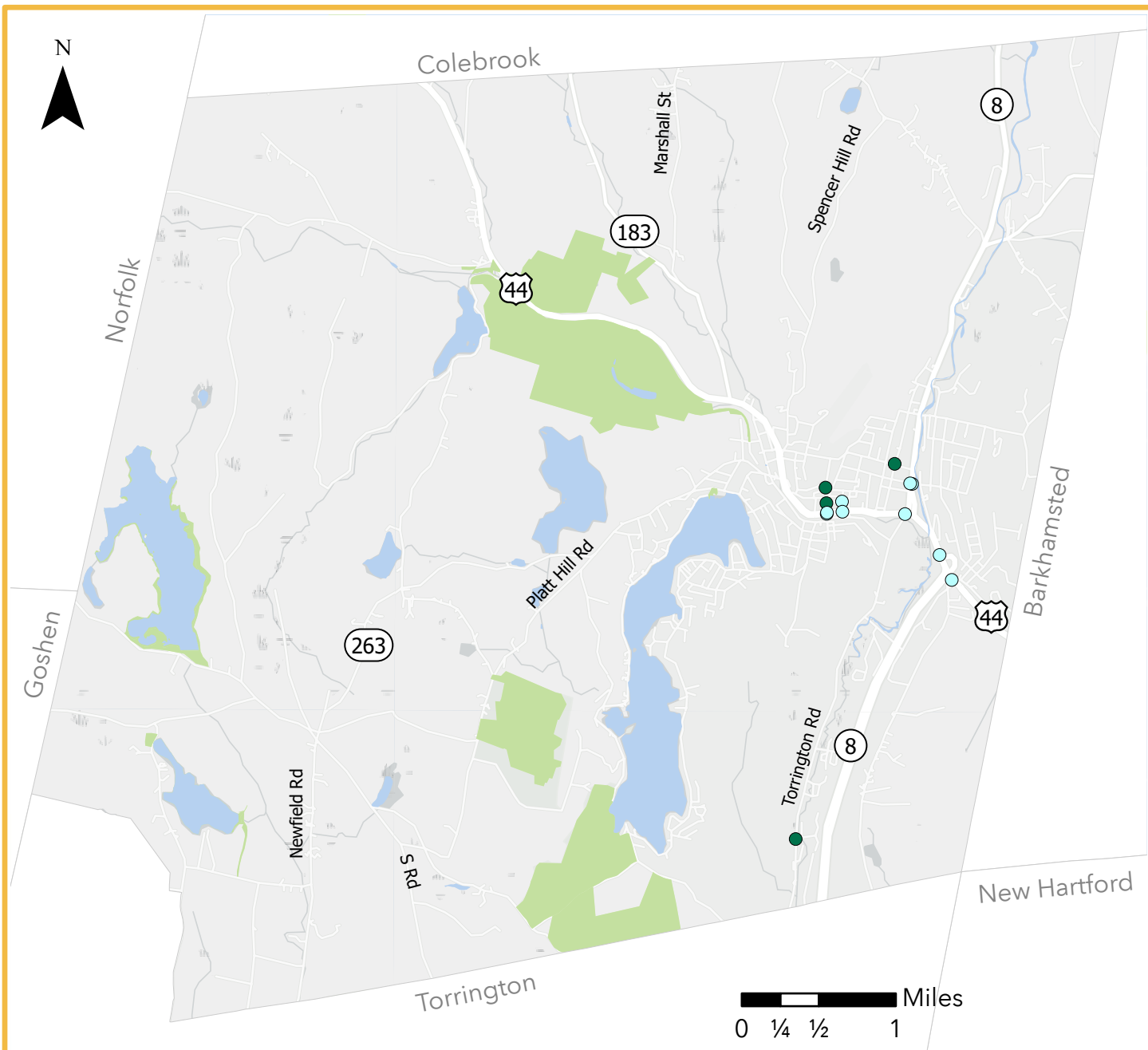


Figure 3-4: Vulnerable Road User Crashes

Date: 9/10/2026

Source: CT Crash Repository (2020-2024)

Legend

Vulnerable Road User Crash Type

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

3.2.3 Crash Type

Crash types were reviewed to identify notable trends during the analysis period. Rear-end crashes accounted for 23% of total crashes, followed by sideswipe, same-direction crashes at 20%, angle crashes at 20%, and fixed-object crashes at 18%. Together, these four crash types accounted for approximately 81% of all reported crashes, while the remaining crash types each accounted for less than 5% of the total.

Rear-end, sideswipe, and angle crashes were prevalent along U.S. Route 44. These crash patterns may be influenced by the multi-lane roadway cross section, limited turn-lane availability, frequent turning movements, and driveway activity, which can contribute to weaving, speed differentials, conflicts at access points, and unexpected stops behind turning vehicles. Potential strategies to reduce angle crashes may include review of sight distance, traffic signal clearance intervals, turn-lane needs, and access management. Opportunities to reduce fixed-object crashes may include strategies to decrease roadway departures, such as enhanced signs, pavement markings, lighting, guiderail, and/or removal or relocation of fixed objects within the roadway clear zone. The frequency of each crash type is shown in Figure 3-5.

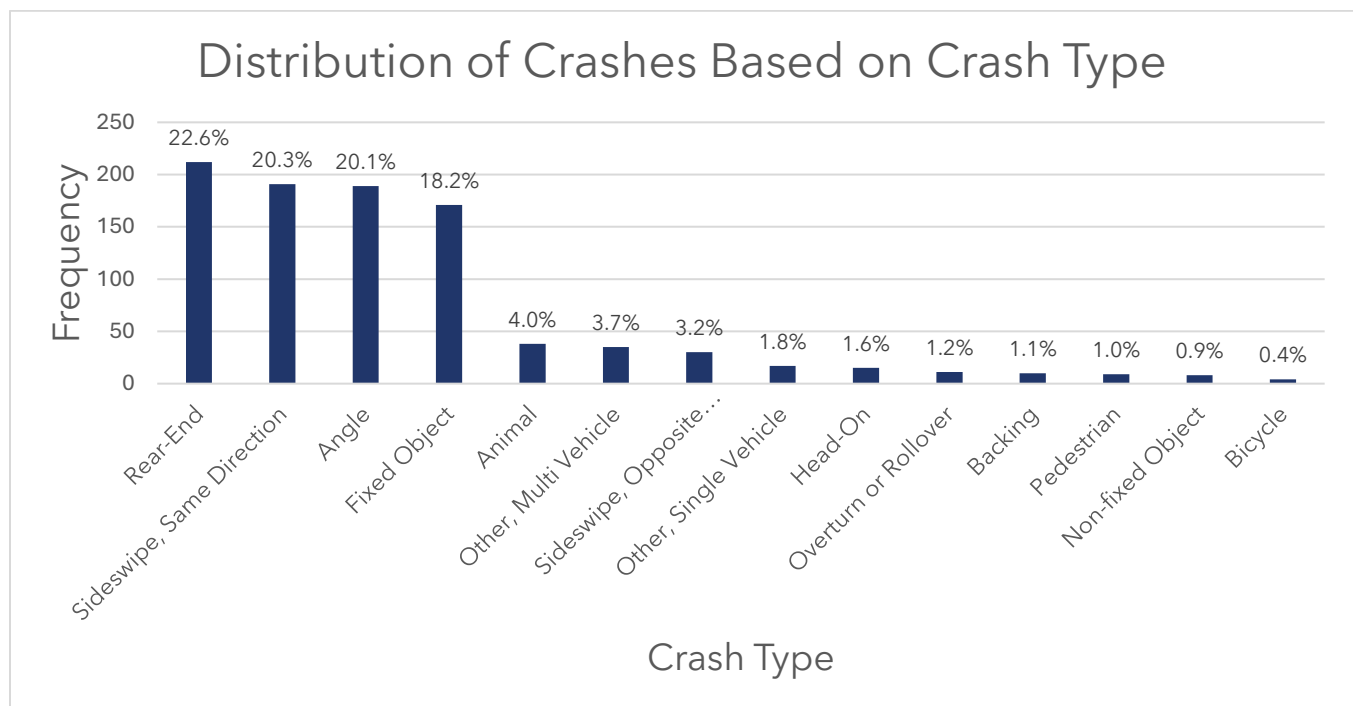


FIGURE 3-5 Distribution of Crashes Based on Crash Type

3.2.4 Contributing Factor

Contributing factors for all crashes were reviewed to identify potential circumstances that may be attributable to crashes. The most common contributing factors were failed to yield right of way (12% of total crashes), following too closely (12% of total crashes), and distracted (9% of total crashes). It was also identified that approximately 4% of all crashes were a result of a deer or other animal in the roadway. These crashes may be partially mitigated through the installation of deer crossing signage and trimming of vegetation along the roadway for better visibility. The contributing factors for all crashes are presented in Figure 3-6.

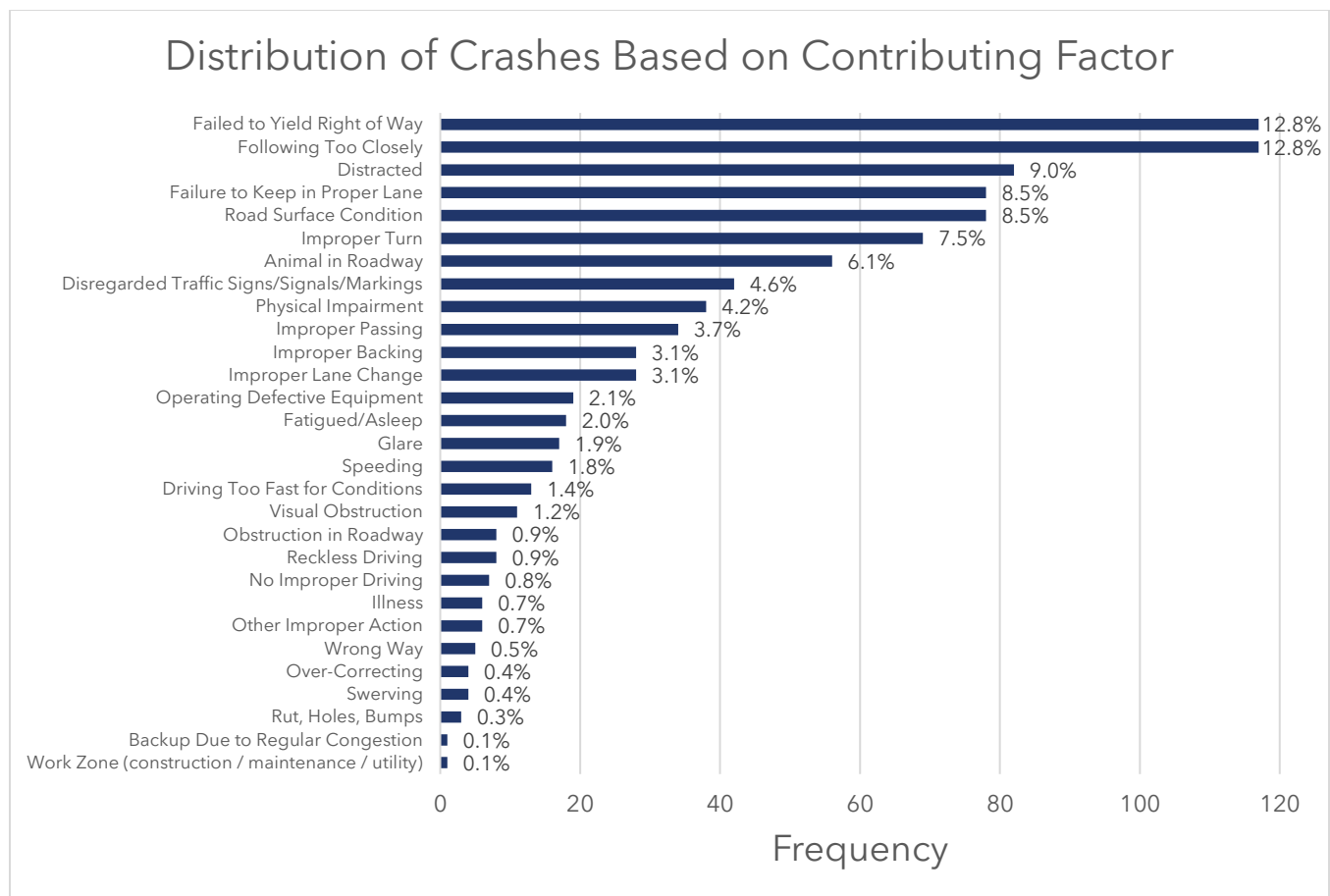


FIGURE 3-6 Distribution of Crashes Based on Contributing Factor

3.2.5 Crash Location

A review of the crash data indicates that approximately 35% of reported crashes occurred at intersections. Intersections with elevated crash frequencies or crash rates should be reviewed to identify potential safety improvements related to intersection geometry, accessibility, visibility, and traffic control.

3.3 Time-Based Trends

Reviewing crash data by time period can help identify patterns by hour of day, day of week, and/or month of year that may inform targeted enforcement, public awareness campaigns, and other focused safety strategies. Annual crash trends are also useful for evaluating year-over-year changes in crash frequency and severity.

3.3.1 Yearly Distribution

Crashes were reviewed on an annual basis to determine if there are any trends over the five-year analysis period. Total crashes ranged from 158 to 219 crashes per year between 2020 and 2024 with 2021 having the most crashes. Total KA crashes ranged from 5 to 9 crashes per year between 2020 and 2024 with 2024 having the most crashes. There were 3 fatal crashes in 2020. The yearly distribution of all crashes is presented in Figure 3-7.

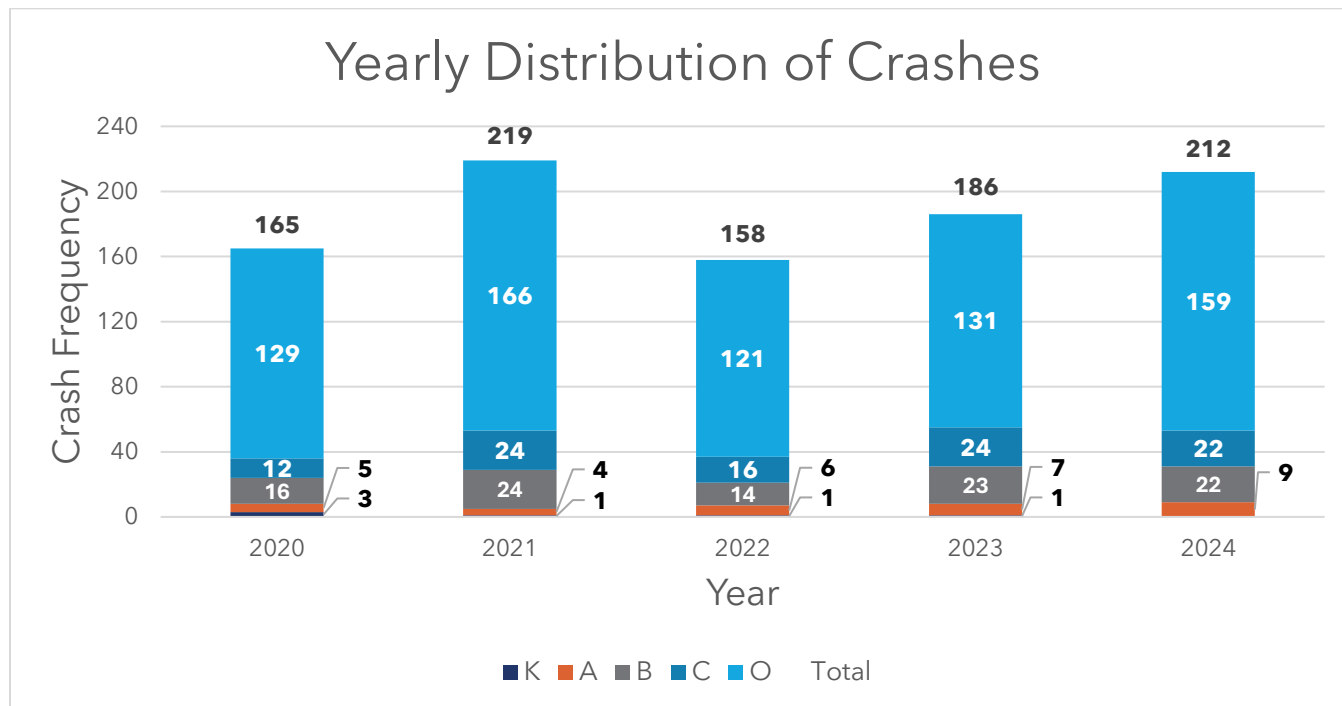


FIGURE 3-7 Yearly Distribution of Crashes by Severity

3.3.2 Monthly Distribution of Crashes

Crashes were reviewed on a month-by-month basis over the analysis period. Factors such as vacations, weather, and school schedules may influence the number and/or severity of crashes over the course of a year. The analysis indicates the highest total number of crashes occurred in January, June, September, and December. February, March, and November saw the lowest number of crashes over the 12-month period. The monthly distribution of crashes is shown in Figure 3-8.

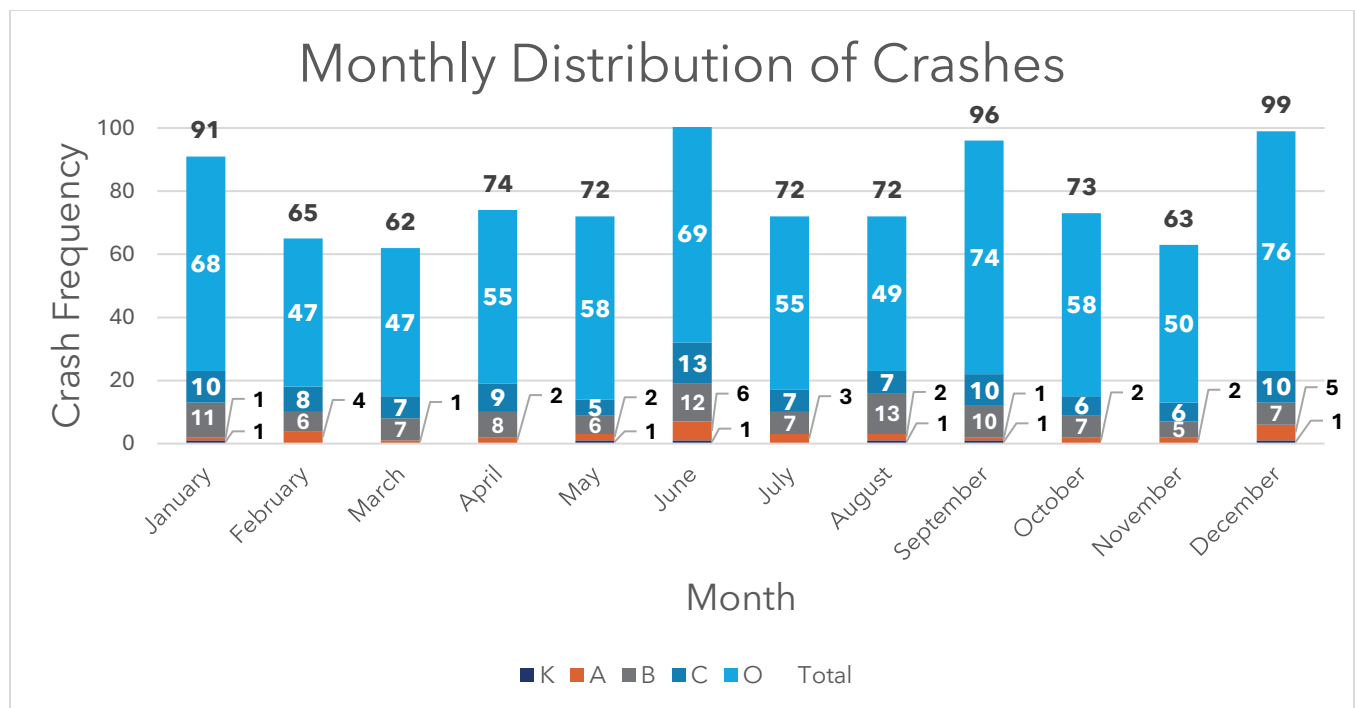


FIGURE 3-8 Monthly Distribution of Crashes by Severity

3.3.3 Daily Distribution of Crashes

The distribution of crashes by day of week was reviewed to identify potential temporal patterns. Overall, the data does not indicate a clear day-of-week trend for total crashes, although Wednesday and Friday each had the highest share of total crashes at 18%, while Sunday had the lowest share at 11%. However, fatal and serious injury crashes were disproportionately concentrated on Friday, Saturday, and Sunday, with 24 of the 37 fatal and serious injury crashes, or approximately 65%, occurring during this three-day period. While commuter travel patterns, weekend activity, and other social factors may influence crash distribution, the available data does not indicate a single dominant day-of-week pattern for total crashes.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
11%	13%	14%	18%	14%	17%	13%
99 Crashes	127 Crashes	129 Crashes	165 Crashes	130 Crashes	163 Crashes	127 Crashes

FIGURE 3-9 Distribution of Crashes Based on Day of Week

3.3.4 Time of Day Crash Distribution

The distribution of crashes by hour was reviewed separately for weekdays and weekends. As shown in Figure 3-10, weekday crashes were most frequent during the late morning and midday, peaking between 12:00 and 1:00 PM (10%), followed by 11:00 AM to 12:00 PM (9%) and 10:00 to 11:00 AM (9%). This pattern differs from the more pronounced commuter peak-period trends common in many communities, as noted during public outreach.

Weekday Hourly Distribution of Crashes

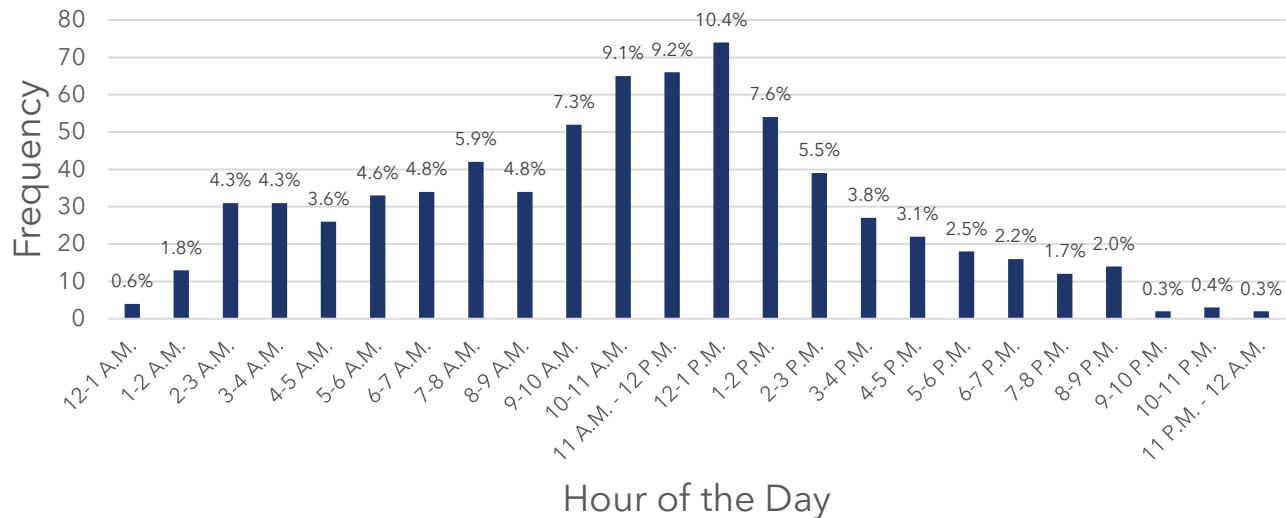


FIGURE 3-10 Weekday Hourly Distribution of Crashes

As shown in Figure 3-11, weekend crashes were most frequent during the morning and midday periods, with the highest percentage occurring between 8:00 and 9:00 AM (11%), 12:00 and 1:00 PM (9%), and 7:00 and 8:00 AM (8%). Public input also indicated that residents feel less safe during rush hours, inclement weather, nighttime conditions, and school arrival/ dismissal periods, suggesting that perceived safety concerns may extend beyond the hours with the highest reported crash frequencies.

Weekend Hourly Distribution of Crashes

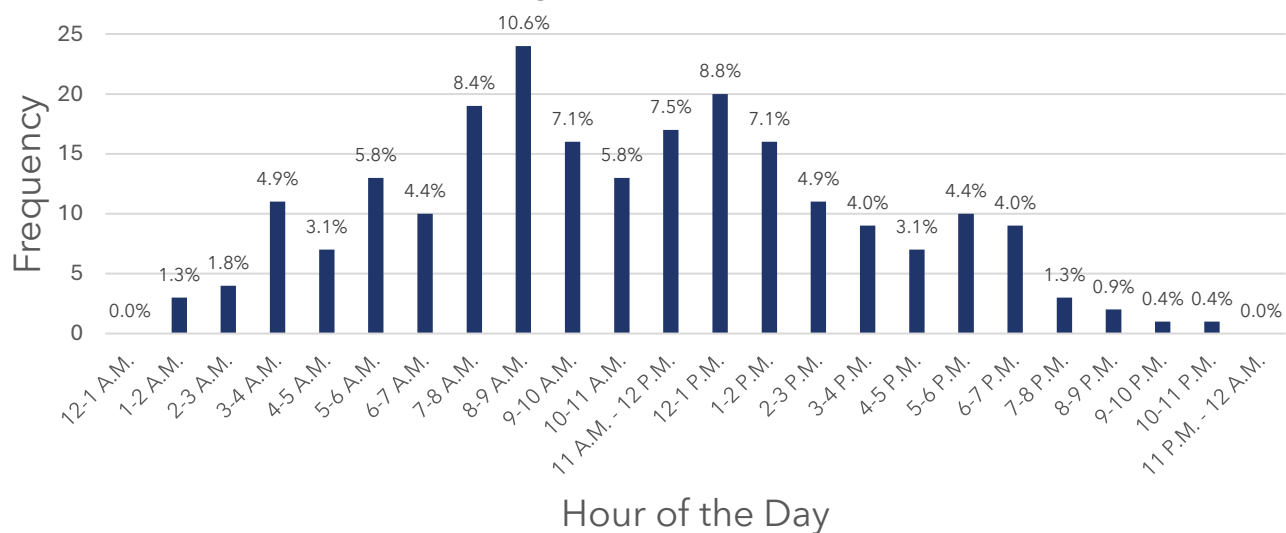


FIGURE 3-11 Weekend Hourly Distribution of Crashes

3.4 Environmental Factors

3.4.1 Light Conditions

Light conditions at the time of each crash were reviewed to identify potential patterns related to roadway illumination. The majority of crashes occurred during daylight conditions (74%), followed by dark-lighted conditions (17%) and dark-unlighted conditions (10%). Dark-unlighted conditions were more prevalent among fatal and serious injury crashes, accounting for approximately 22% of fatal or serious injury crashes compared with 10% of total crashes. This indicates a potential opportunity to review roadway illumination and identify locations where new or enhanced street lighting may improve safety for roadway users. The distribution of crashes by lighting condition is shown in Figure 3-12.

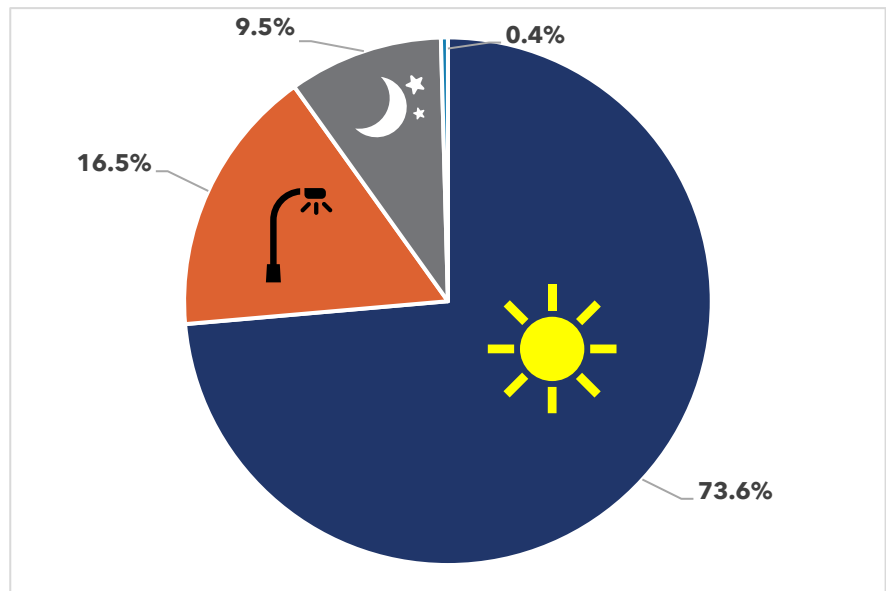


FIGURE 3-12 Distribution of Crashes based on Lighting Condition

3.4.2 Weather Condition

The weather conditions at the time of the crash were reviewed. The majority of the crashes occurred under clear conditions, indicating that weather is generally not a factor. The following trends were noted:

- 88% of all crashes occurred in clear conditions
- 7% of all crashes occurred in rainy conditions
- 5% of all crashes occurred in snowy/icy conditions



3.4.3 Road Surface Condition

Figure 3-13 presents the distribution of crashes by road surface condition during the analysis period. A majority of total crashes (81%) occurred under dry road conditions. Approximately 12% occurred under wet roadway conditions and 7% occurred on snow-covered roadways. Approximately five of the 37 fatal and serious injury crashes occurred under wet or snow-covered roadway surface conditions.

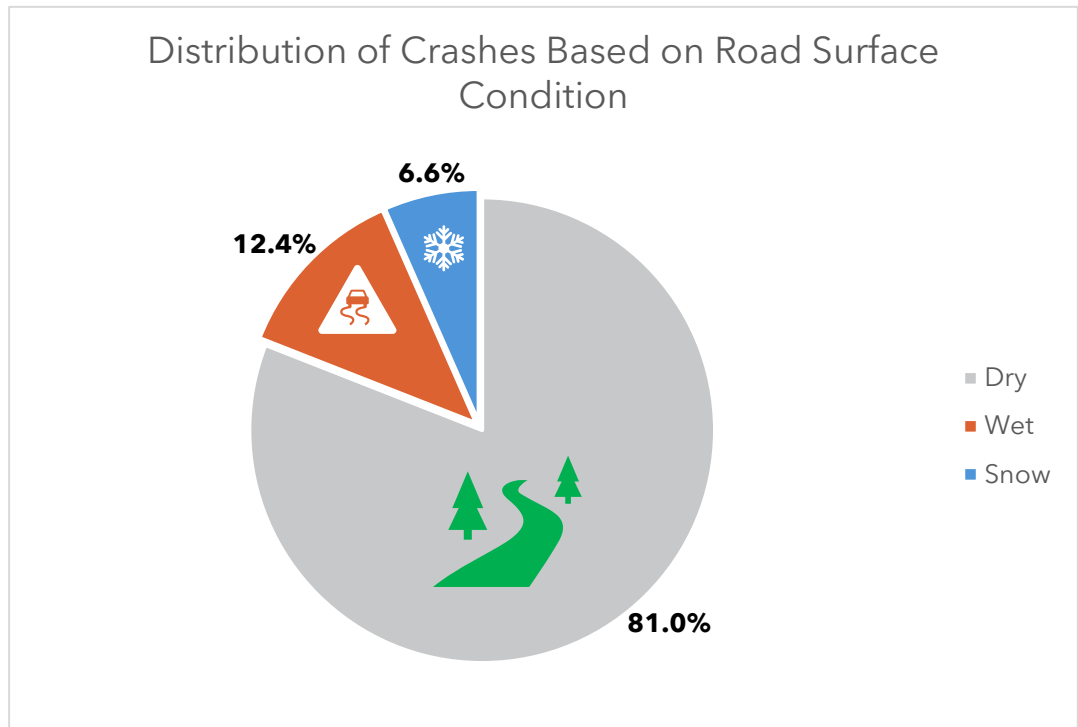


FIGURE 3-13 Distribution of Crashes based on Road Surface Condition

3.5 Driver Demographics

Road user demographics were reviewed to determine if any trends exist related to driver age and gender.

3.5.1 Driver Age & Gender

Driver age and gender were reviewed in incremental age groups to determine if certain age groups were overrepresented in the crash data. The age groups between 16-25 years old and 26-35 years old represent the top two highest crashes by age group. Younger drivers between 16 and 25 may provide an opportunity for increased early driver education to reinforce safe driving behaviors. The spread of crashes over multiple age groups may indicate the need for increased driver education in the years following initial licensure. Male drivers accounted for 54% of all crashes across all age groups. The data is presented in Figure 3-14.

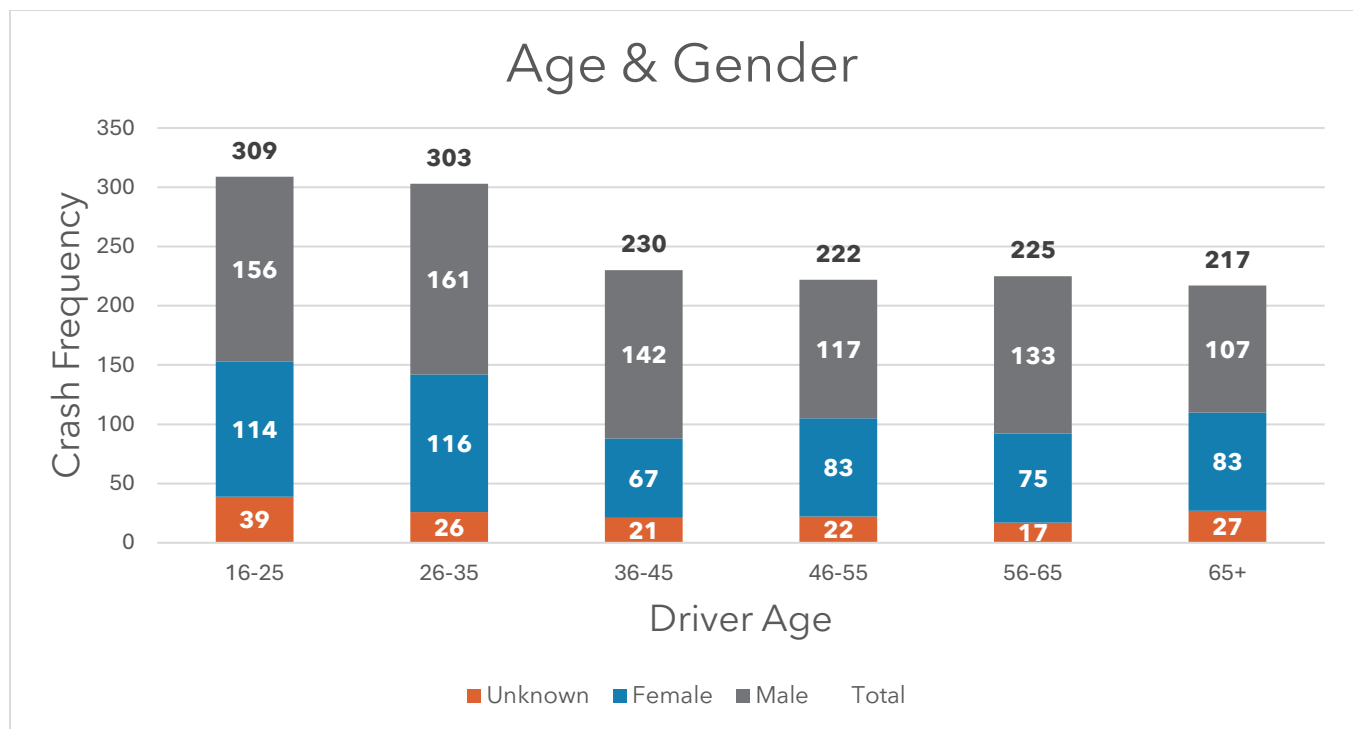


FIGURE 3-14 Distribution of Crashes Based on Age & Gender

3.6 Behavioral Trends

The crash analysis reviewed behavioral factors associated with reported crashes, including impaired driving, distracted driving, vehicle restraint system usage, and work zone activity. These factors were reviewed to identify potential trends and opportunities for education, enforcement, and other safety strategies.

3.6.1 Impaired Driving

A review of the crash data indicates that approximately 4% of drivers involved in reported crashes were identified as being under the influence of medication, drugs, or alcohol at the time of the crash.

Among drivers involved in fatal and serious injury crashes, approximately 16% were reported to be under the influence of medication, drugs, or alcohol. This overrepresentation among the most severe crashes suggests a potential opportunity for targeted enforcement, public awareness campaigns, driver education, and/or policy strategies to reduce crashes involving impaired driving.

3.6.2 Distracted Driving

A review of the crash data indicates that approximately 8% of reported crashes involved a distracted driver. It is important to note that distracted driving may be underreported in crash data because it can be difficult to confirm after a crash has occurred. As a result, distraction may be a contributing factor in a larger share of crashes than reflected in the reported data.

3.6.3 Vehicle Restraint System Usage

Vehicle restraint system usage was reviewed for occupants involved in reported crashes. The analysis indicates that approximately 9% of occupants involved in crashes were not using a seat restraint. Seat belt use is a proven strategy for reducing the likelihood of ejection and limiting the severity of crash-related injuries. Because occupants ejected from a vehicle are more likely to experience a fatal or serious injury, the gap in reported seat belt usage may present an opportunity for continued driver and passenger education. Figure 3-15 presents vehicle restraint system usage among occupants involved in reported crashes.

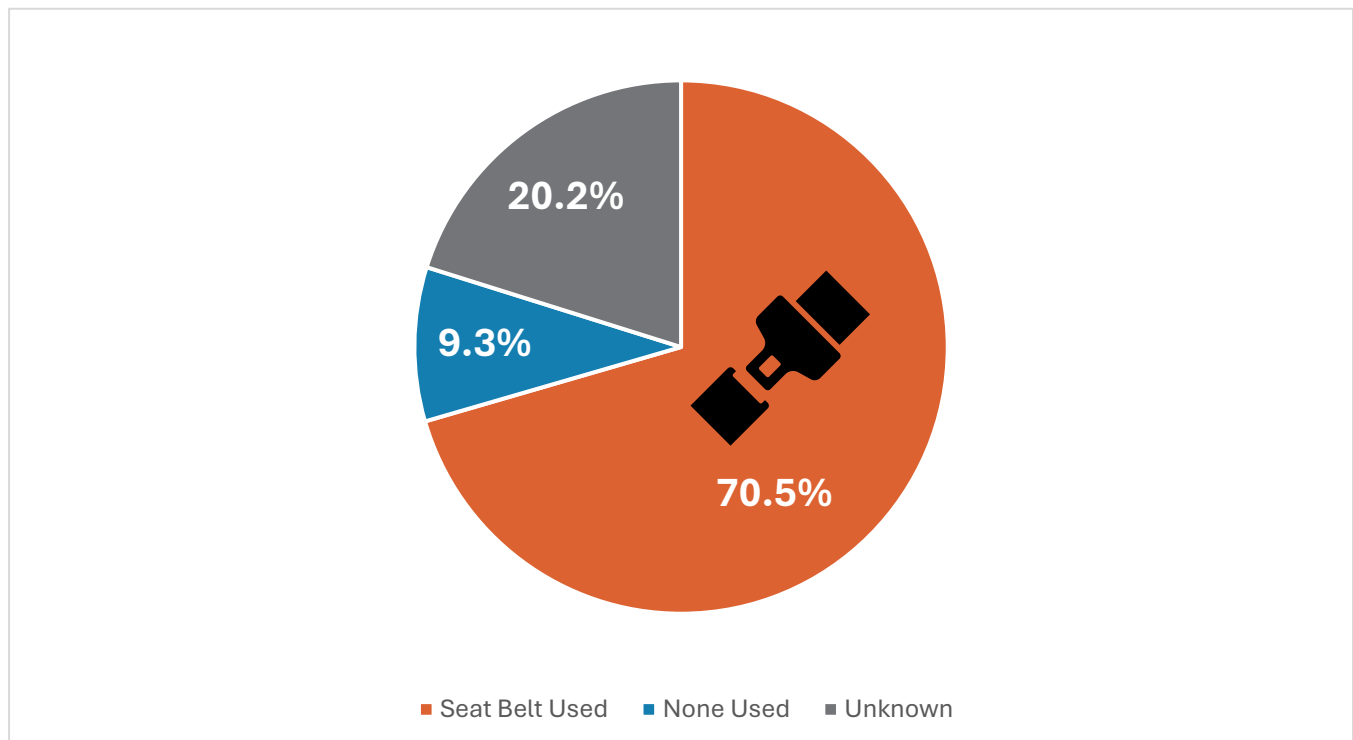


FIGURE 3-15 Distribution of Crashes Based on Vehicle Restraint System Usage

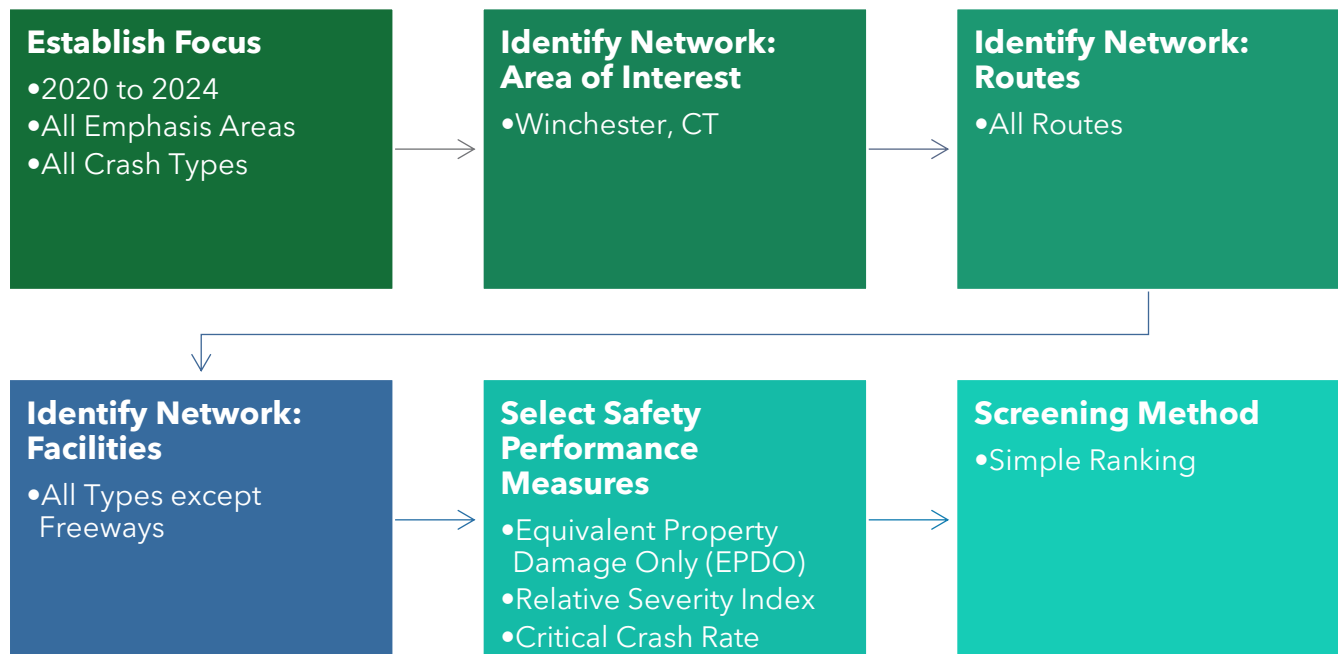
3.6.4 Work Zones

A review of work zone-related crashes indicates nine crashes occurred within a work zone during the analysis period. These crashes were generally low severity, with no fatal or serious injury crashes, and commonly involved temporary traffic-control conditions, changes in traffic flow, or driver attention near active work areas. While this only represents approximately one percent of reported crashes, public awareness campaigns to bring attention to work zone safety should continue and potentially be expanded.



3.7 CRSMS Analysis

The Connecticut Roadway Safety Management System (CRSMS) was utilized as part of the safety assessment to identify segments and intersections within the region that may show specific safety concerns. The Network Screening tool was utilized to identify and rank sites based on selected performance measures. The following inputs were assumed:



3.8 High Injury Network

The High Injury Network was developed based on performance measures from the CRSMS. Equivalent Property Damage Only (EPDO), Relative Severity Index (RSI), and Critical Crash Rate (CCR) were considered using a weighted composite score to determine inclusion into the HIN and ultimate ranking. Additional details regarding the methodology for each performance measure, as documented in the CRSMS User Manual, are provided in Appendix F.

3.8.1 Equivalent Property Damage Only (EPDO) Average Crash Frequency

The sites were first ranked by Equivalent Property Damage Only (EPDO) Average Crash Frequency. The EPDO method assigns a weighting factor to each crash based on crash severity as outlined on the KABCO scale. A mean comprehensive cost per crash is then assigned to each type of crash. The mean comprehensive cost per crash for each crash type was developed by the Federal Highway Administration (FHWA) in 2001 dollars. The CRSMS adjusts these costs annually to correct for inflation based on the Consumer Price Index (CPI) and Employment Cost Index (ECI) on an annual basis to reflect current economic conditions. The current mean comprehensive cost per crash and weighting factors by crash severity utilized in the CRSMS are summarized in Table 3-4.

TABLE 3-4 EPDO Weighting Factors

Severity	Mean Comprehensive Cost (per crash)	Weight Factor
K	\$6,415,389	574
A	\$338,576	30
B	\$123,646	11
C	\$69,541	6
O	\$11,186	1

3.8.2 Relative Severity Index

The sites were also ranked using the Relative Severity Index (RSI) for comparison to the EPDO ranking. The RSI is similar to the EPDO as they both consider crash severity. However, the RSI also accounts for crash severity and crash type and applies a cost to each crash type per site for both segments and intersections. Like the EPDO ranking, the CRSMS adjusts crash costs based on the CPI and ECI to reflect current economic conditions. The most recent data for segment mean comprehensive cost per crash by crash type utilized in the CRSMS are summarized in Table 3-5. The current intersection mean comprehensive cost per crash by crash type utilized in the CRSMS are summarized in Table 3-6.

TABLE 3-5 RSI Segment Crash Costs

Crash Type	Mean Comprehensive Cost per Crash (RSI Costs)
Front to Rear	\$46,945.00
Front to Front/Head-on	\$596,355.00
Sideswipe (Both Same and Opposite Directions)	\$53,282.40
Angle and Multi-Other	\$88,213.00
Total Multi-Vehicle Crashes	\$70,667.75
Fixed Objects	\$149,919.00
Overturn/Rollover	\$380,945.00
All Other Categories	\$86,929.00
Total Single-Vehicle Crashes	\$143,179.92
Pedestrian/Bike	\$457,787.00

TABLE 3-6 RSI Intersection Crash Costs

Crash Type RSI	RSI for Signalized Intersections	RSI for Unsignalized Intersections
Front to Front	\$37,269	\$74,519
Front to Rear	\$41,383	\$20,036
Sideswipe (Same and Opposite Directions)	\$53,284	\$53,284
Angle	\$74,157	\$96,063
Multi-Other	\$87,011	\$87,011
Total Multi-Vehicle Crashes	\$54,086	\$47,764
Fixed Objects	\$149,919	\$149,919
Non-Fixed Object	\$87,011	\$87,011
Overturn/Rollover	\$87,011	\$87,011
Jackknife	\$87,011	\$87,011
Non-Collision Other	\$87,011	\$87,011
Single-Other	\$87,011	\$87,011
Total Single-Vehicle Crashes	\$123,627	\$136,291

3.8.3 Critical Crash Rate

The Critical Crash Rate (CCR) was also considered when identifying locations for the High Injury Network. This analysis may be useful in identifying locations with high crash rates on higher traffic volume roadways that may not appear in the high severity locations shown in the High Injury Network. The benefits of the Critical Crash Rate methodology include the following:

- Reduces exaggerated effect of sites with low volumes.
- Considers variance in crash data.
- Establishes a threshold for comparison.

3.8.4 Composite High Injury Network

Following the ranking of sites based on EPDO, RSI, and CCR, a composite scoring process was utilized to develop the High Injury Network. The composite score was intended to balance multiple safety performance measures, including crash severity, crash type, and crash rate, rather than relying on a single metric. This approach helps identify locations with a history of severe crashes, locations with crash patterns associated with higher-risk crash types, and locations where crashes occur at a higher rate than expected for similar facilities.

A desktop review of each site was then conducted to identify key characteristics or factors that may be contributing to crashes at these sites. The High Injury Network segment and intersection locations resulting from the CRSMS analysis are identified in Table 3-7 and shown graphically on Figure 3-16.

TABLE 3-7 High Injury Network Locations

Composite Ranking	Site Name	Site Type	Total Crashes	Fatal Crashes	Serious Injury Crashes	Site Characteristics
1	Bridge Street at Willow Street	Intersection	5	1	0	Multi-leg intersection Downtown/urban setting Closely spaced intersections Pedestrian activity
2	CT-8 (Gibbs Street to Smith Hill Road)	Segment	9	2	0	High operating speeds Horizontal curves
3	CT-263 (Blue Street to Town Line)	Segment	3	1	0	Winding rural corridor Horizontal curves Rolling grades Narrow or absent shoulders
4	US-44 (Grant Station Road to Loomis Street)	Segment	35	2	2	Two-lane rural arterial Horizontal and vertical curves Narrow shoulders Roadside driveways Higher operating speeds Roadway departures
5	SR-800 (New Street to Willow Street)	Segment	12	0	3	Rural state highway Horizontal curves Rolling/steep grades Narrow shoulders Roadside trees and fixed objects Roadway departures
6	Park Place West (US-44 to Grove Street)	Segment	11	0	0	One-way southbound High operating speeds Commercial driveways Distracted driving
7	CT-8 (Price Road to Town Line)	Segment	21	0	1	High operating speeds Horizontal curves Roadside barriers Fixed object crashes Roadway departures
8	CT-183 (Roberts Avenue to Town Line)	Segment	16	0	2	Two-lane rural arterial Horizontal curves Narrow shoulders Limited roadside clear zone Higher operating speeds Roadway departures
9	CT-8 (Grove Street to Holabird Avenue)	Segment	6	0	0	Closely spaced intersections Proximity to downtown district
10	CT-263 (Stonehouse Road to Rugg Brook Road)	Segment	8	0	0	Winding rural corridor Horizontal curves Rolling grades Narrow or absent shoulders
11	CT-263 at Prospect Street	Intersection	13	0	0	Urban multi-leg intersection Skewed approaches Commercial and residential access Pedestrian activity Turning-movement conflicts
12	CT-263 (Rugg Brook Road to Camp Delaware Pond)	Segment	4	0	1	Winding rural/lakeside corridor Frequent horizontal curves Rolling grades Narrow or absent shoulders Residential and recreational access
13	US-44 at CT-8 NB Off-Ramp	Intersection	51	0	0	Freeway ramp terminals Signalized intersection Heavy turning and merging movements
14	US-44 (High Street to Division Street)	Segment	12	0	2	Urban multi-lane arterial Closely spaced intersections Commercial driveways Pedestrian activity Roadway departures
15	US-44/CT-8 (CT-8 NB Ramp to Park Place E)	Segment	68	0	5	Freeway terminus Ramp terminal intersections Multi-lane arterial Complex merging, turning movements Signalized intersection influence Young driver crashes

TABLE 3-7 High Injury Network Locations

Composite Ranking	Site Name	Site Type	Total Crashes	Fatal Crashes	Serious Injury Crashes	Site Characteristics
16	CT-8 (Holabird Avenue to Wetmore Avenue)	Segment	4	0	0	Closely spaced intersections Proximity to downtown district
17	Rowley Street at Willow Street	Intersection	8	0	1	Offset approach geometry Closely spaced driveways Constrained roadside environment
18	US-44 (Oak Street to High Street)	Segment	79	0	3	Urban multi-lane arterial Closely spaced intersections Commercial driveways Pedestrian activity Distracted driving Roadway departures
19	Old New Hartford Road at Glendale Avenue	Intersection	5	0	0	Rural/local intersection Skewed approach Horizontal curve influence Limited sight distance Narrow roadway
20	CT-183 (US-44 to Marshall Street) - South	Segment	5	0	0	Two-lane rural state highway Horizontal curves and rolling grades Narrow shoulders Roadside trees and limited clear zone Roadside driveways Higher operating speeds
21	CT-8 (Smith Hill Road to Price Road)	Segment	21	0	1	High operating speeds Horizontal curves Roadside barriers Fixed object crashes Roadway departures
22	US-44 (Hannifin Road to Grant Station Road)	Segment	9	0	1	Two-lane rural arterial Horizontal and vertical curves Narrow shoulders Higher operating speeds Distracted driving
23	CT-183 (US-44 to Marshall Street) - North	Segment	6	0	0	Two-lane rural state highway Horizontal curves and rolling grades Narrow shoulders Roadside trees and limited clear zone Roadside driveways Higher operating speeds
24	CT-183 (Roberts Avenue to Moore Avenue)	Segment	7	0	0	Two-lane rural arterial Horizontal curves Narrow shoulders Limited roadside clear zone Higher operating speeds
25	CT-263 at West Road	Intersection	1	0	1	Skewed rural intersection Horizontal curve and grade influence Limited sight distance Narrow shoulders Higher approach speeds
26	US-44 (CT-8 to Oak Street)	Segment	36	0	0	Urban two-lane arterial Closely spaced intersections Commercial driveways Pedestrian activity
27	Oak Street (Holabird Avenue to Beach Street)	Segment	5	0	0	Urban residential roadway Narrow cross section Roadway grade Frequent driveways On-street parking and pedestrian activity
28	CT-263 (Camp Delaware Pond to Platt Hill Road)	Segment	2	0	0	Winding rural/lakeside corridor Frequent horizontal curves Rolling grades Narrow or absent shoulders Residential and recreational access
29	US-44 (CT-8 Ramps to Town Line)	Segment	18	0	2	Speed transition from downtown Commercial driveways Horizontal curves Limited shoulders



Figure 3-16: High Injury Network

Date: 9/10/2026

Legend



SECTION 4 | Conclusion

The crash data collection and safety analysis identified key crash patterns related to crash type, severity, environmental conditions, temporal trends, driver demographics, and driver behavior. These findings, along with the High Injury Network, provide an important foundation for identifying safety concerns and potential countermeasures as part of the Safety Action Plan. However, the High Injury Network is based on historical crash data and represents only one component of the project prioritization process. Potential project locations and countermeasures included in the Safety Action Plan will not be limited to the High Injury Network; they will also be informed by ongoing public and stakeholder feedback, underserved population data, proximity to community destinations, schools, transit access, vulnerable road user needs, and opportunities to address systemic safety issues throughout Winchester.

**Appendix A:
Vision Zero Resolution**



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,

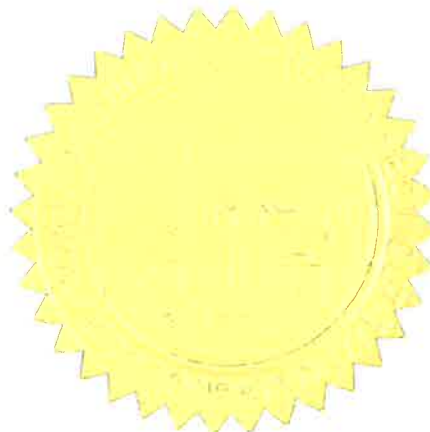
AND I DO FURTHER CERTIFY that the above resolution has in no way been altered, amended or revoked, and is in full force and effect.

YES: 5

NO: 2

ABSENT: None


Glenn Albanesius
Town Clerk, Town of Winchester



September 16, 2024
Date

**Appendix B:
SS4A Committee Meeting
Summaries**

Winchester SS4A Committee Meeting 1

To: Attendees

Attendees: See Attached List

From: Tighe & Bond

Date: April 7, 2026

On April 7, 2026, the first 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 an introduction to the consultant team, committee members, and project purpose, and provided a presentation on the following items:
 - a. The team provided an overview of the Safe Streets and Roads for All program, the overall study framework, the Town's prior Vision Zero commitment, the FHWA Safe System Approach, and the major components of the study process.
 - b. The consultant team also reviewed the role of the committee, emphasizing that the committee will provide local perspective, help guide the direction of the study, review materials, and support public engagement.
 - c. The team noted that public outreach has already begun through a press release, the project webpage, and the online map survey, with a public information meeting anticipated in June.

Open Discussion

1. A committee member asked how broadly "Safe Streets and Roads for All" should be interpreted and whether the effort is focused only on sidewalks and crossings or whether it also includes issues such as lighting, speeding, roadway conditions, and icy areas.
 - a. The consultant team responded that the plan is intended to be broad and will consider safety for all users, including pedestrians, bicyclists, drivers, transit users, and school populations. The team explained that the study is centered on reducing serious injuries and fatalities, and that safety concerns may include roadway design, sight distance, crossing improvements, lighting, and/ or driver behavior. While routine maintenance is not the central purpose of the study, maintenance-related conditions may still be relevant where they directly contribute to unsafe situations.
2. The committee raised the concern that crash history alone will not fully capture the Town's safety issues, especially in places where residents regularly experience near misses or feel unsafe even if severe crashes have not been formally recorded.
 - a. The consultant team agreed and explained that the public survey is intended to capture those additional concerns, including near misses, repeated unsafe driver behavior, and locations where people feel vulnerable or uncomfortable. The team emphasized that this public input will be analyzed alongside crash data to identify patterns, validate community concerns, and support stronger future grant applications.

Meeting Summary

3. It was noted that Northwest Hills Council of Governments (NHCOG) received an SS4A Safety Action Plan grant for FY2025 and will be advancing that study over the next couple years.
4. The committee raised concerns that crash history alone will not fully capture the Town's safety issues, especially in places where residents regularly experience near misses or feel unsafe even if severe crashes have not been formally recorded.
 - a. The consultant team agreed and explained that the public survey is intended to capture those additional concerns, including near misses, repeated unsafe driver behavior, and locations where residents feel vulnerable or uncomfortable. The team emphasized that this public input will be analyzed alongside crash data to identify patterns, validate community concerns, and support future grant applications.
5. Main Street was discussed in detail during the open discussion. Committee members described it as a long-standing safety issue, particularly due to speeding, wide roadway conditions, parking conflicts, poor pedestrian comfort, and frequent near misses.
 - a. Town representatives noted that Main Street had already been identified as a defining issue during the consultant selection process. A conceptual Main Street redesign previously developed by the consultant team was referenced during the discussion to illustrate one potential improvement option. Main Street is expected to be a focus corridor as the study progresses.
 - b. While there was support for rethinking Main Street, committee members raised potential concerns about how certain design concepts would function, including whether diagonal or nose-in parking could pose challenges for drivers when backing out, and whether traffic speeds would remain high despite roadway changes.
 - c. The consultant team emphasized that the concept shown is only one option, and that any roadway changes would be part of a broader corridor redesign strategy and may include elements like lane reductions, medians, bump-outs, raised crossings, and other traffic calming measures.
 - d. The committee raised concerns related to Main Street being a state-owned roadway and the potential challenges with implementing improvements on a state roadway.
 - e. The consultant team acknowledged that coordination with CTDOT will be a critical part of the planning process. The team stated that the District committee member and CTDOT liaison staff will be kept informed and that project materials will be shared with appropriate CTDOT staff as the study progresses.
 - f. The team clarified that a project on a state route should not be viewed as a reason not to pursue meaningful safety improvements. Both the consultant team and Town representatives noted that the state has been receptive to improvements on state routes in recent years.
6. Several committee members and residents expressed frustration that many known safety problems have persisted for years without meaningful action. Specific concerns included speeding, repeated crosswalk violations, poor winter accessibility at sidewalks and crossings, and poor sight lines at intersections.
7. Some comments reflected concern that obvious problems appear simple enough to address now and should not have to wait for a long planning process.
 - a. Town representatives emphasized that the purpose of the Action Plan is to move beyond another study and create a prioritized set of improvements that can be funded and implemented. The Town also noted that enforcement is a part of the safety discussion and that

Meeting Summary

- the completed plan may help support future funding or justification for additional enforcement resources. The Town noted ongoing efforts to implement automated traffic enforcement.
8. School-area safety was identified as another major issue. The school safety officer described recurring problems near Hinsdale Elementary and Pearson School, including speeding, failure to yield near crossings, disregard for crossing guards, and vehicles passing stopped school buses.
 - a. The discussion also touched on conflict points near schools and the challenges of managing traffic in those areas. Committee members and Town representatives discussed possible strategies such as speed cameras, school bus-mounted cameras, and other enforcement or traffic control measures.
 9. The discussion clarified that the Town does not need to wait for the Action Plan to be completed before advancing practical safety measures that are already understood to be beneficial.
 - a. The consultant team stated that if the Town identifies improvements that are low cost, high benefit, and responsive to obvious safety concerns, those actions should continue to move forward in parallel with the planning effort.
 10. The committee asked what residents should be encouraged to submit through the public survey and whether the Town should seek only problems or also ideas for solutions.
 - a. The consultant team responded that both are useful. Residents should identify exact locations, describe the issue in detail, and include information about speeding, crossing issues, sight distance, near misses, or other concerns. Potential solutions are also helpful because they provide insight into what the community may support.
 - b. The team explained that the map-based survey allows participants to add comments, respond to existing comments, and build a weighted picture of concern areas. Specific comments are more useful than general statements, and repeated input can help validate recurring issues.
 11. The final portion of the discussion focused on the need for broad and repeated outreach. The consultant team noted that survey participation tends to spike when the Town actively re-promotes the survey.
 - a. Committee members agreed that outreach needs to extend beyond online audiences and should include residents who may be less comfortable with technology. There was support for continued promotion through Town channels, community networks, and other local points of contact to ensure broader participation. The committee also recognized that stronger public participation will improve both the quality of the final plan and the Town's competitiveness for future funding.

Next Steps

1. The project team is currently working through the data collection and safety analysis phase.
2. The next SS4A Committee Meeting will be held prior to the first public information meeting in June to present the findings of the Data Collection and Safety Analysis (date TBD).
3. The first public information meeting is anticipated to be held in June to present the results of the Data Collection and Safety Analysis (date TBD).

Town of Winchester Safety Action Plan
SS4A Committee Meeting 1 - April 7, 2026
Meeting Attendees

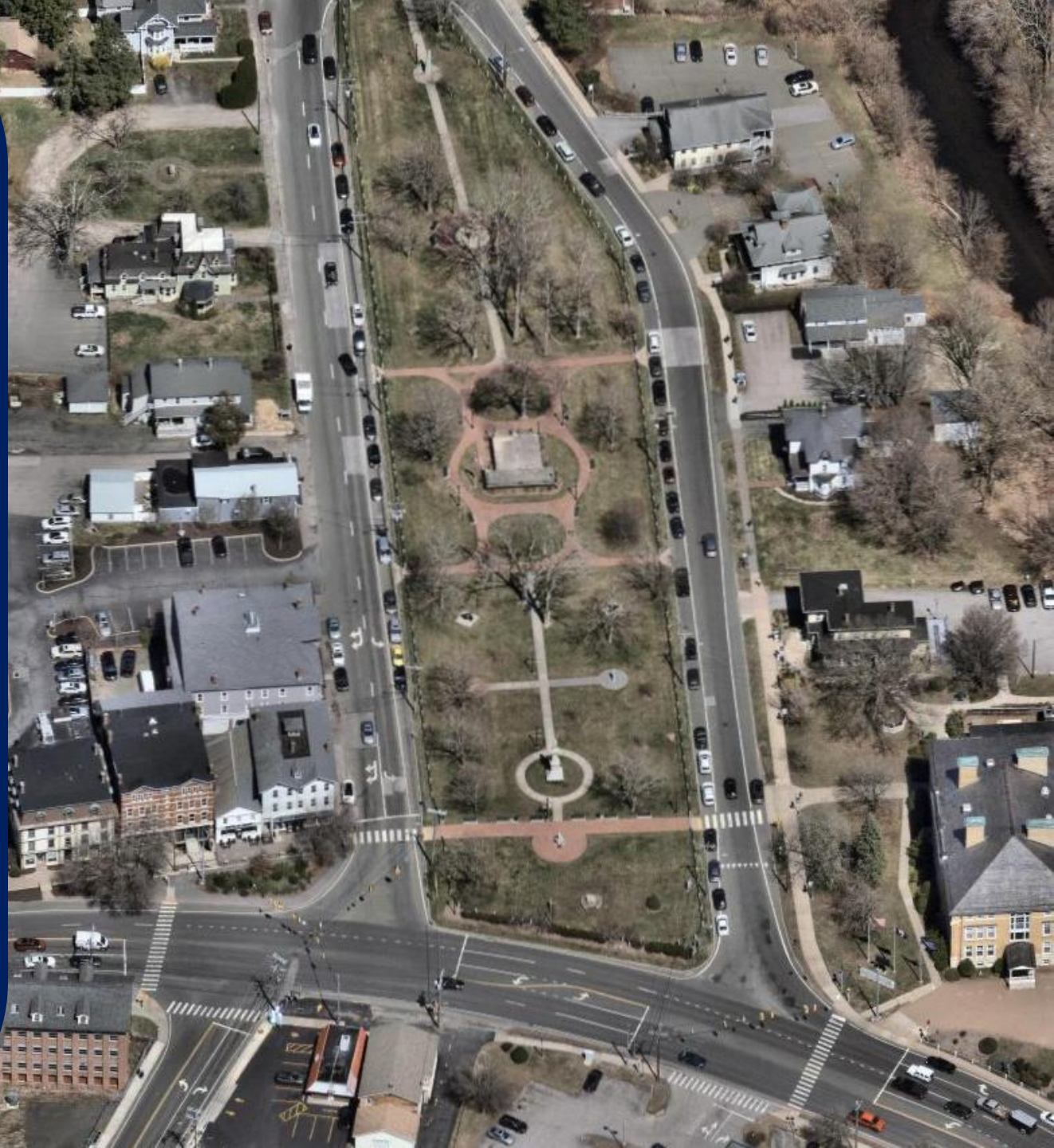
Name	Entity	Title	Email
Chris Granatini	Consultant Team	Project Director	cgranatini@tighebond.com
Matt Stoutz	Consultant Team	Project Manager	mstoutz@tighebond.com
Stephen Edwards	Consultant Team	Senior Transportation Engineer 3	stephen.edwards@imegcorp.com
Jaye Markwell	Public	Resident Member	jayemarkwell@gmail.com
John Prevuznak	Public	Resident Member	jdprevuznak@snet.net
Pat Ferrara	Public	Resident Member	tcmlink1@hotmail.com
Jamie Colligan	Public	Resident Member	jamiejcolligan330@gmail.com
Troy Lamere	Board of Selectmen	Selectman	tlamere@townofwinchester.org
Jim Rollins	Town of Winchester	Director of Public Works	jrollins@townofwinchester.org
Phil Bascetta	Town of Winchester	Superintendent of Streets	suptofstreets@townofwinchester.org
Daniel Kogstad	Town of Winchester	Public Administration Intern	dkogstad@townofwinchester.org
Tom Heuschkel	Town of Winchester	Grants Manager & Town POC	theuschkel@townofwinchester.org
Aron Steeves	CTDOT	Special Services Manager	aron.steeves@ct.gov
Jessica Miccio	Winchester Public Schools	School Resource Officer	jessica.miccio@winchesterschools.org
Invited, Not in Attendance			
Collene Byrne	Consultant Team	Senior Project Manager	cbyrne@tighebond.com
Craig Yannes	Consultant Team	Senior Project Manager	cdyannes@tighebond.com
Deb Jablonski	Public	Resident Member	bobjab063079@yahoo.com
John Irving	Public	Resident Member	johnarthurirving@gmail.com
Alexander Hubbard	Public	Resident Member	ctstate1@gmail.com
Michelle McDowell	Public	Resident Member	michelle.mcdowell1978@gmail.com
Gary Giordano	Economic Development Commission	Treasurer	garyg617@gmail.com
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
Geoff Green	Town of Winchester	Director of Land Use and Development	ggreen@townofwinchester.org
Paul Harrington	Town of Winchester	Town Manager	pharrington@townofwinchester.org
Jennifer Kelley	Town of Winchester	Senior Center Director	jkelley@townofwinchester.org
Sean Howard	Winchester Public Schools	School Resource Officer	sean.howard@winchesterschools.org

Tighe & Bond

Partnership
with purpose

SS4A Committee Meeting 1
April 7, 2026

Partner:



Agenda

- Introductions
- Safe Streets & Roads for All Program
- Town Vision Zero Resolution
- Study Process
- Role of SS4A Committee
- Public 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, EIT, 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

SS4A Committee Members

- Town Staff
- School District
- Emergency Services
- CTDOT
- NHCOG
- Senior Center
- Residents



Safe Streets and Roads for All Program Overview

- SS4A Grant Program Overview
- Safety Action Plan
- Supplemental Planning/
Demonstration Grants
- Implementation Grants



Safe System Approach



Safe Streets and Roads for All Action Plan Components



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.

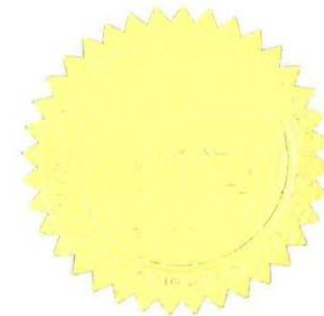
YES: 5

NO: 2

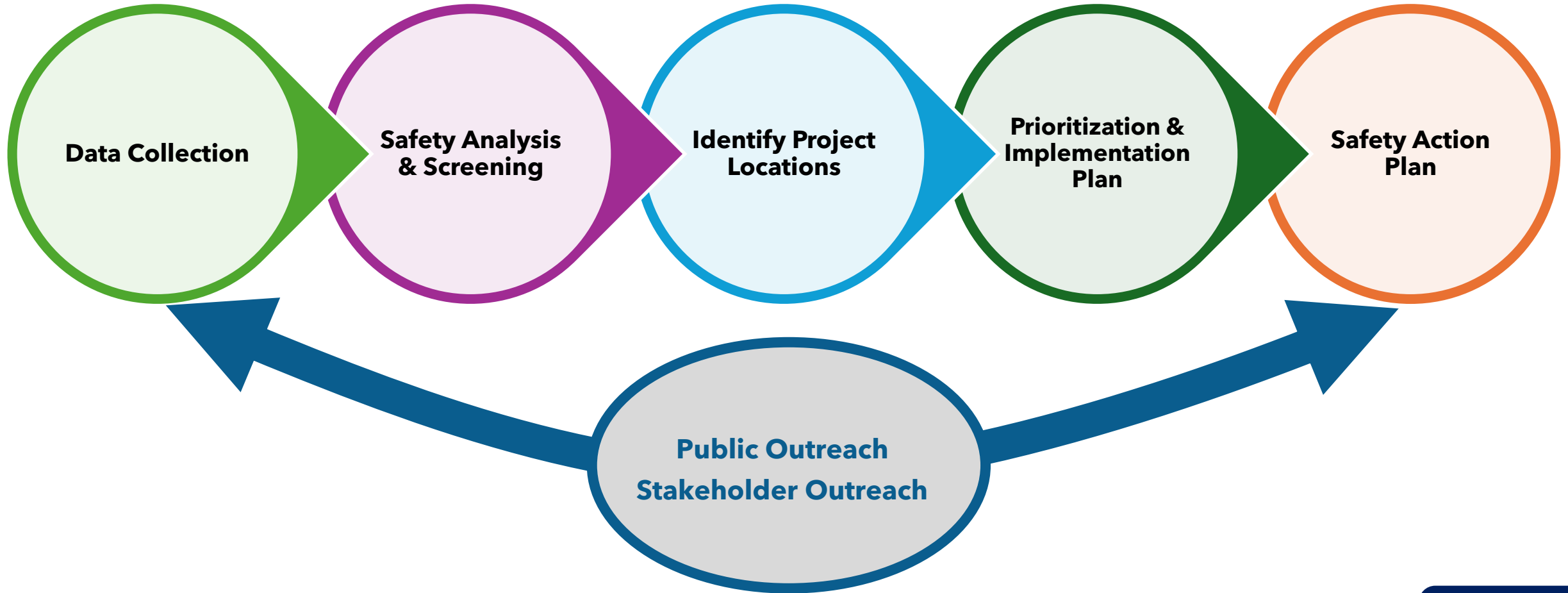
ABSENT: None


Glenn Albanesi
Town Clerk, Town of Winchester

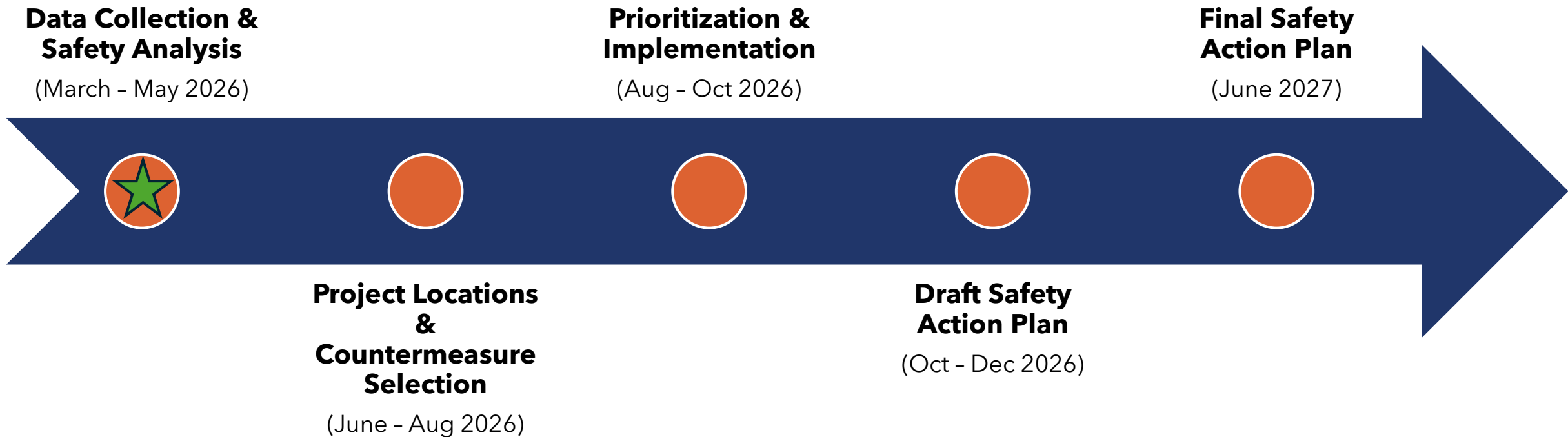
September 16, 2024
Date



Study Process



Project Timeline



Role of SS4A Committee

- Provide a study vision to guide the project team
- Define the study direction from a local perspective
- Review project materials and provide input
- Support the initiative, share information, and solicit feedback

Public Outreach

TOWN OF WINCHESTER LAUNCHES ROADWAY SURVEY TO DRIVE SS4A SAFETY ACTION PLAN

Posted on April 6, 2026 by [Safe Streets for All \(SS4A\) Committee](#)

FOR IMMEDIATE RELEASE

Town of Winchester Launches Roadway Survey to Drive SS4A Safety Action Plan

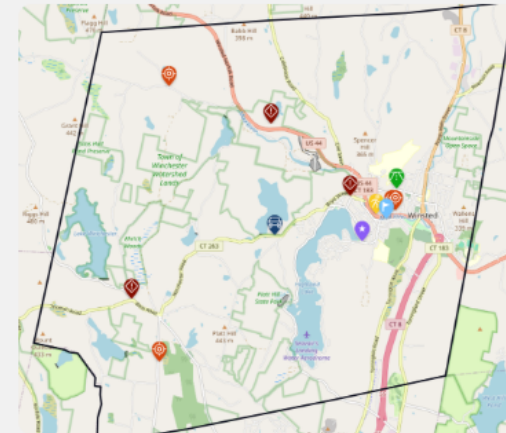
April 6, 2026, WINCHESTER, CT – The Town of Winchester is pleased to announce the launch of a town-wide traffic safety survey as a central component of Winchester's Safe Streets and Roads for All (SS4A) Comprehensive Roadway Safety Action Plan. This initiative is designed to gather direct, location-specific input from residents to inform a federally recognized planning document that will guide future roadway safety improvements across our community.

A key feature of this survey is its interactive mapping tool, which allows respondents to precisely pinpoint the exact locations of safety concerns. Participants can identify and document issues such as speeding, poor roadway conditions, limited visibility, and pedestrian safety challenges directly on a map. This level of detail provides critical, ground-level data that traditional planning methods often lack. Residents are strongly encouraged to provide as much information as possible. Upon completing the survey, participants may return at any time to add additional locations and concerns, ensuring that the Town captures a comprehensive and geographically diverse dataset.

The information collected through this survey will be used by the Town, in partnership with Tighe & Bond and the Town's ad hoc SS4A Committee, to identify priority roadways and develop targeted safety solutions. Importantly, the breadth and quality of public participation will directly influence the Town's ability to secure additional federal funding. The more input received, the more clearly the Town can demonstrate need and justify investment in roadway and safety improvements using non-local taxpayer dollars.

"This survey is a critical step in turning local knowledge into real, fundable solutions," said Town Manager Paul Harrington. "The more detailed and widespread the participation, the stronger our position will be to bring meaningful improvements to our roadways without placing additional burden on local taxpayers."

The survey is available at [this link](#). All residents, business owners, and stakeholders are encouraged to participate and contribute multiple entries as needed to fully capture safety concerns throughout the



Public Outreach

SAFE STREETS FOR ALL (SS4A) COMMITTEE

 **Phone:**
860-738-6962

 **Email:**
tmooffice@townofwinchester.org

About

The Town of Winchester has established a Safe Streets for All (SS4A) Committee to guide the development of a comprehensive roadway safety [Action Plan](#). This effort is supported by the United States Department of Transportation's (USDOT) Safe Streets and Roads for All grant program, which helps communities implement [Vision Zero](#) strategies at the local level.

RESOURCES

SUBPAGES

 [Roadway Survey Access and Information](#)

Safe Streets for All (SS4A) Committee File Directory

Showing 4 of 4 [Clear Filters](#)

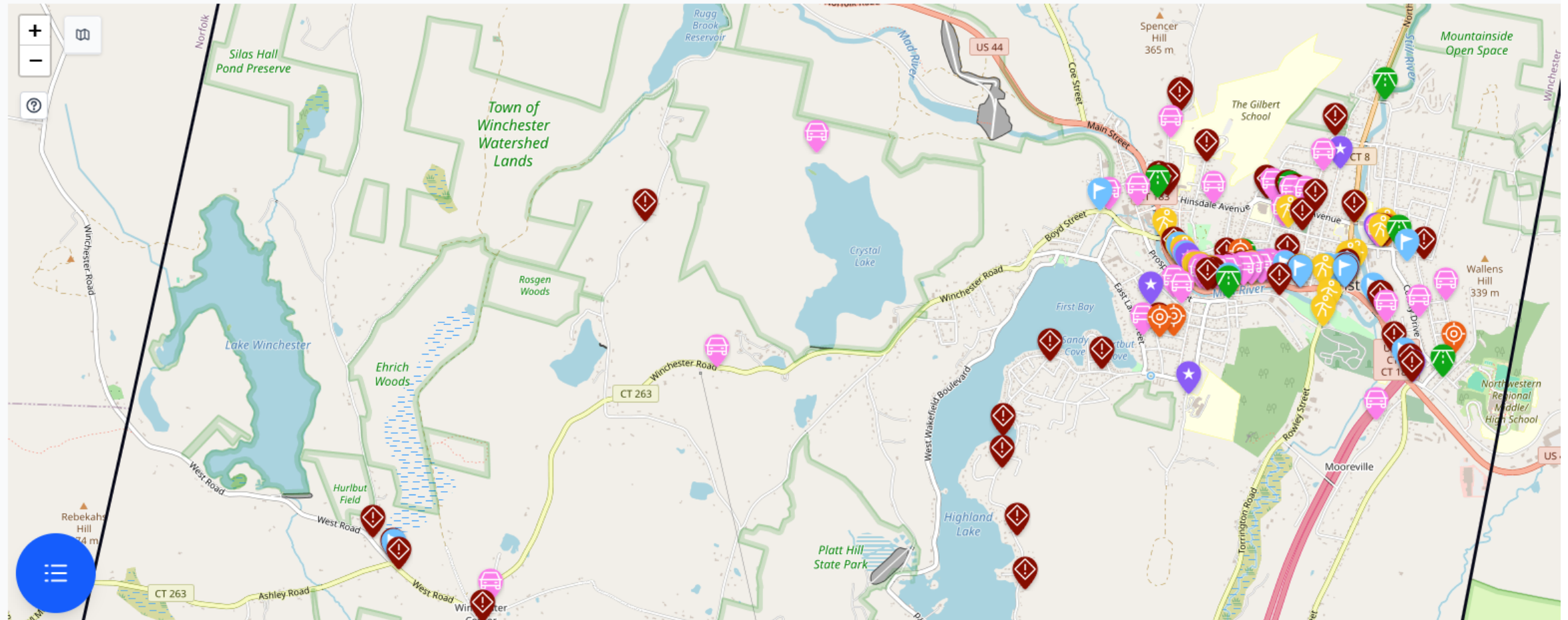
SEARCH

 Keyword

DATE	TITLE	TYPE
Apr 6, 2026	Town of Winchester Launches Roadway Survey to Drive SS4A Safety Action Plan	General
Oct 7, 2025	SS4A Committee - Introductory Meeting PowerPoint 10.7.25 PDF	General
Sep 16, 2024	Resolution Endorsing Vision Zero	General
Sep 3, 2024	Resolution Accepting SS4A Funding	General

Public Outreach

Winchester SS4A Live Engagement Map



Next Steps

- Data Collection & Safety Analysis (ongoing)
- Public Map Survey – **Now Open!**
- Public Information Meeting 1 – June 2026
- Contact Information

Matt Stoutz

mstoutz@tighebond.com

Tom Heuschkel

theuschkel@townofwinchester.org





Questions?
Let's Talk

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

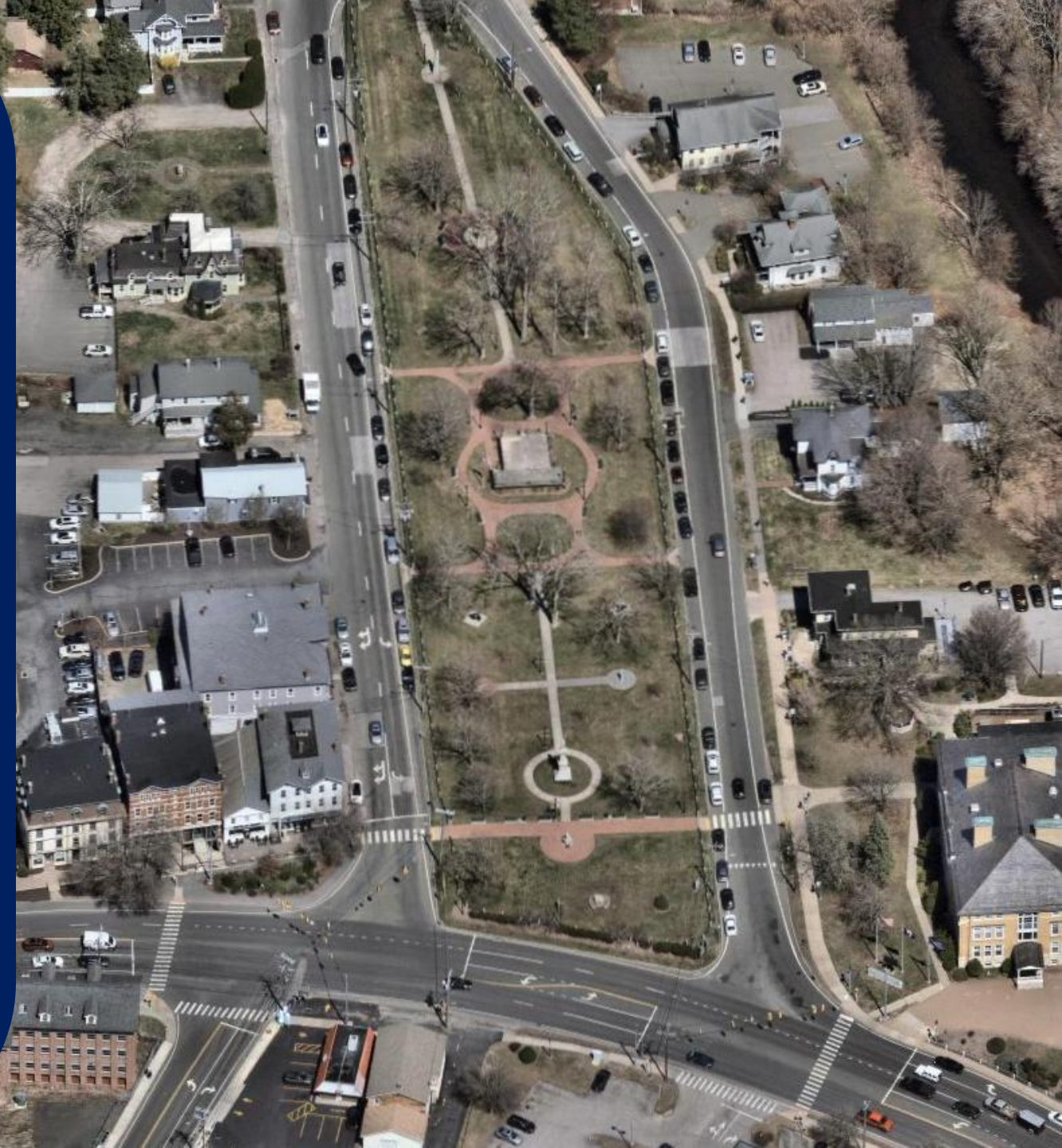


Winchester

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

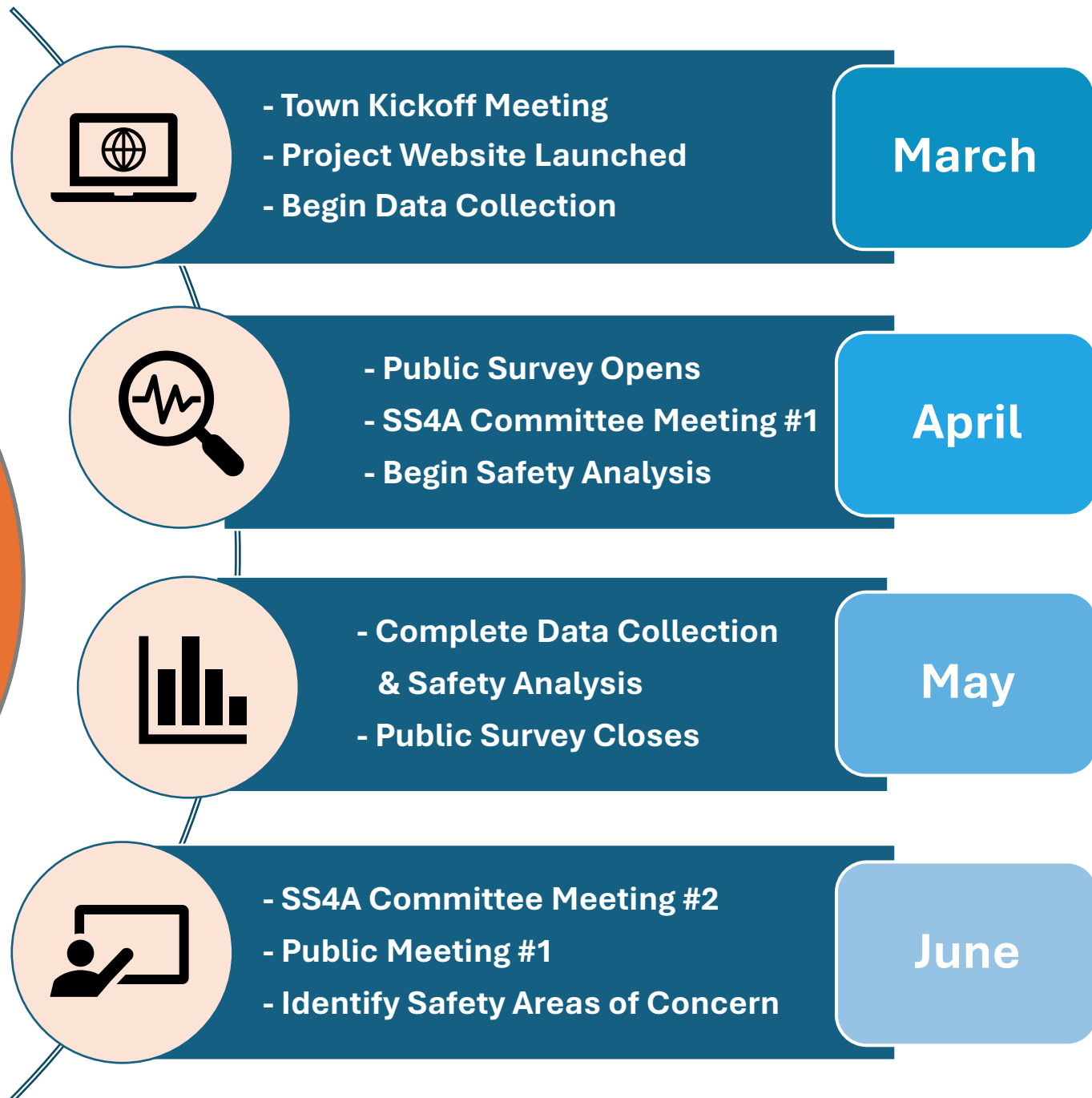


Craig Yannes, PE, PTOE, RSP1
Technical Advisor
16 Years of Experience



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

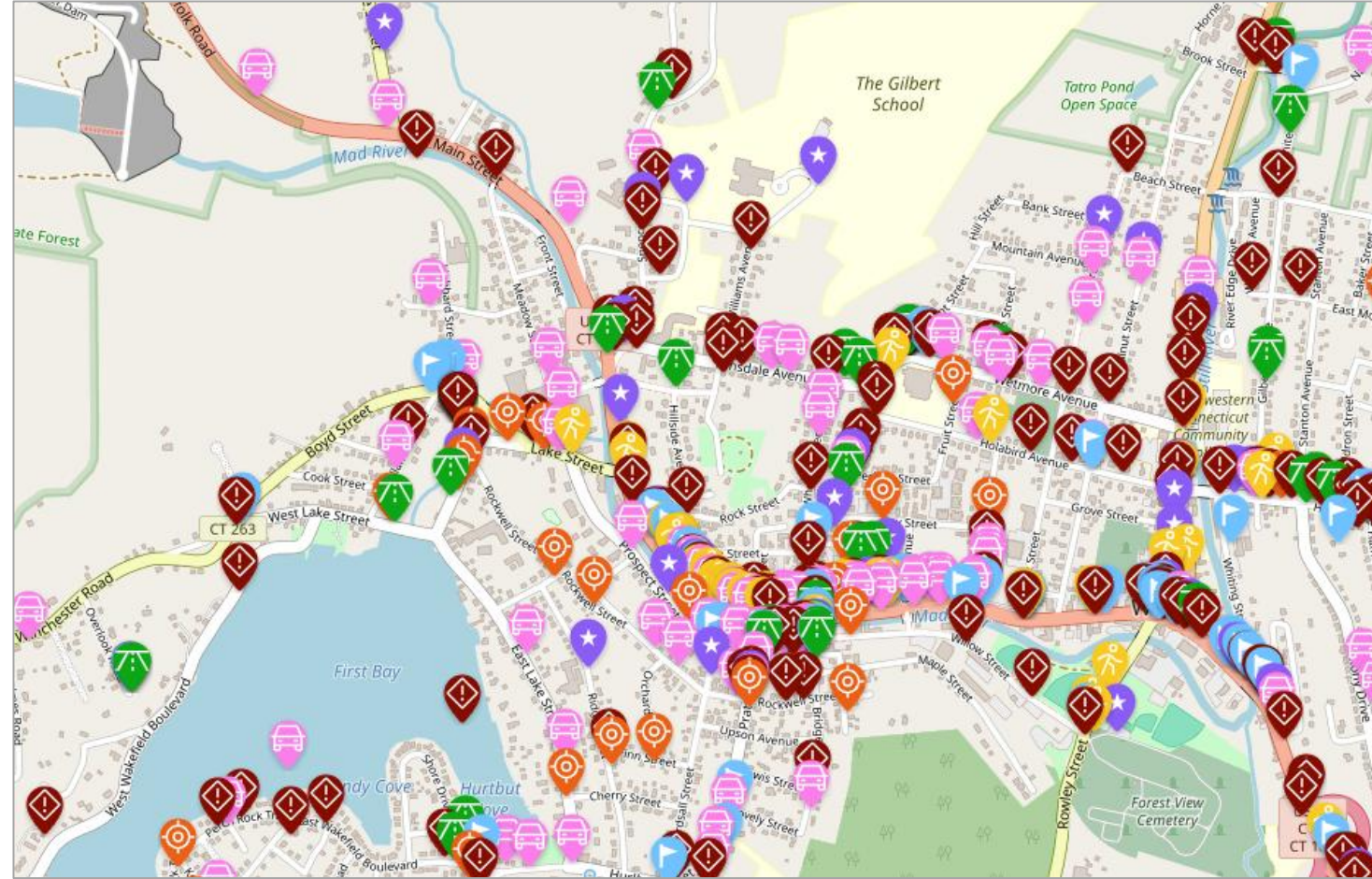
Project Updates



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.



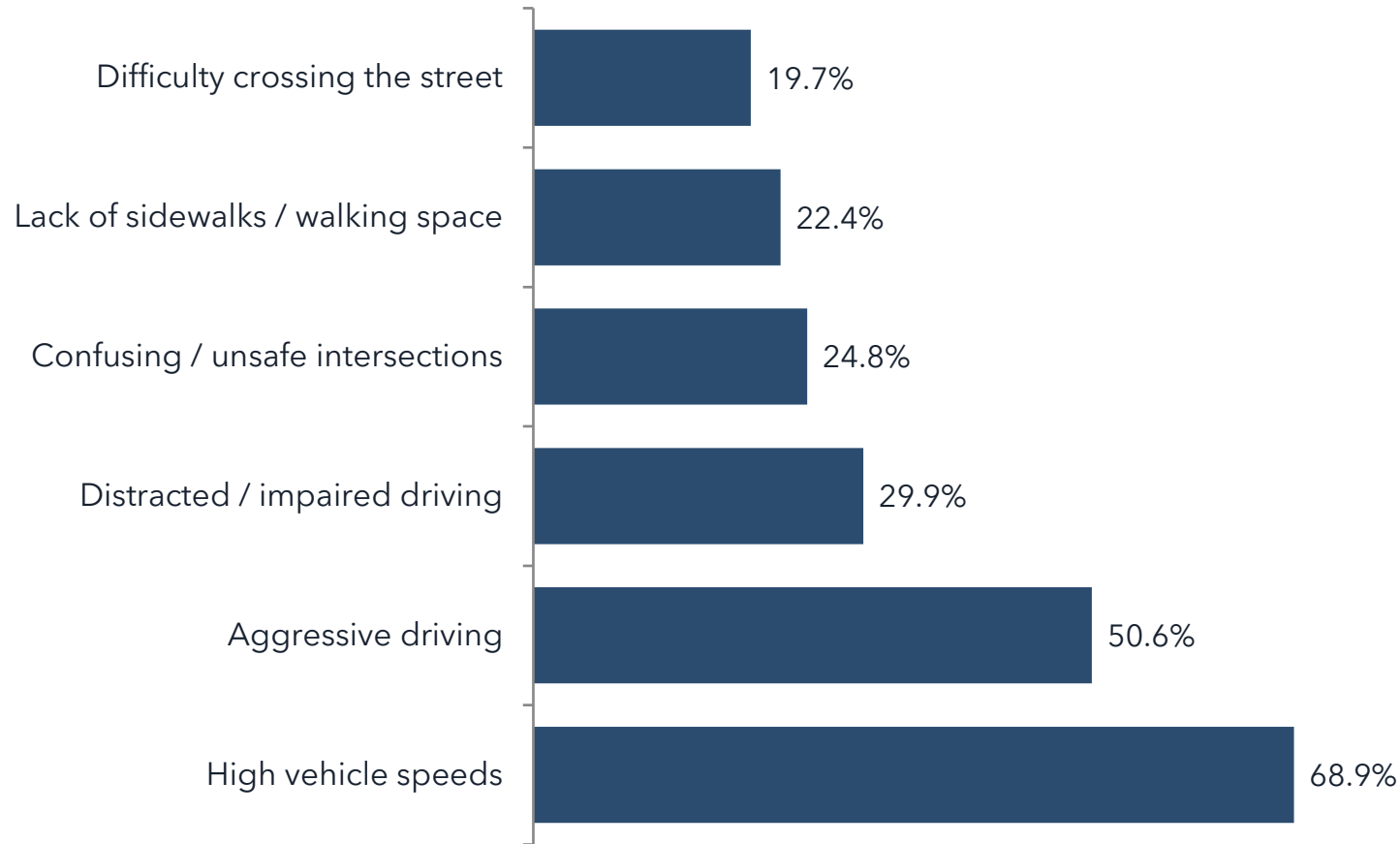
Winchester

Safe Streets and Roads for All

**Tighe &
Bond**

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



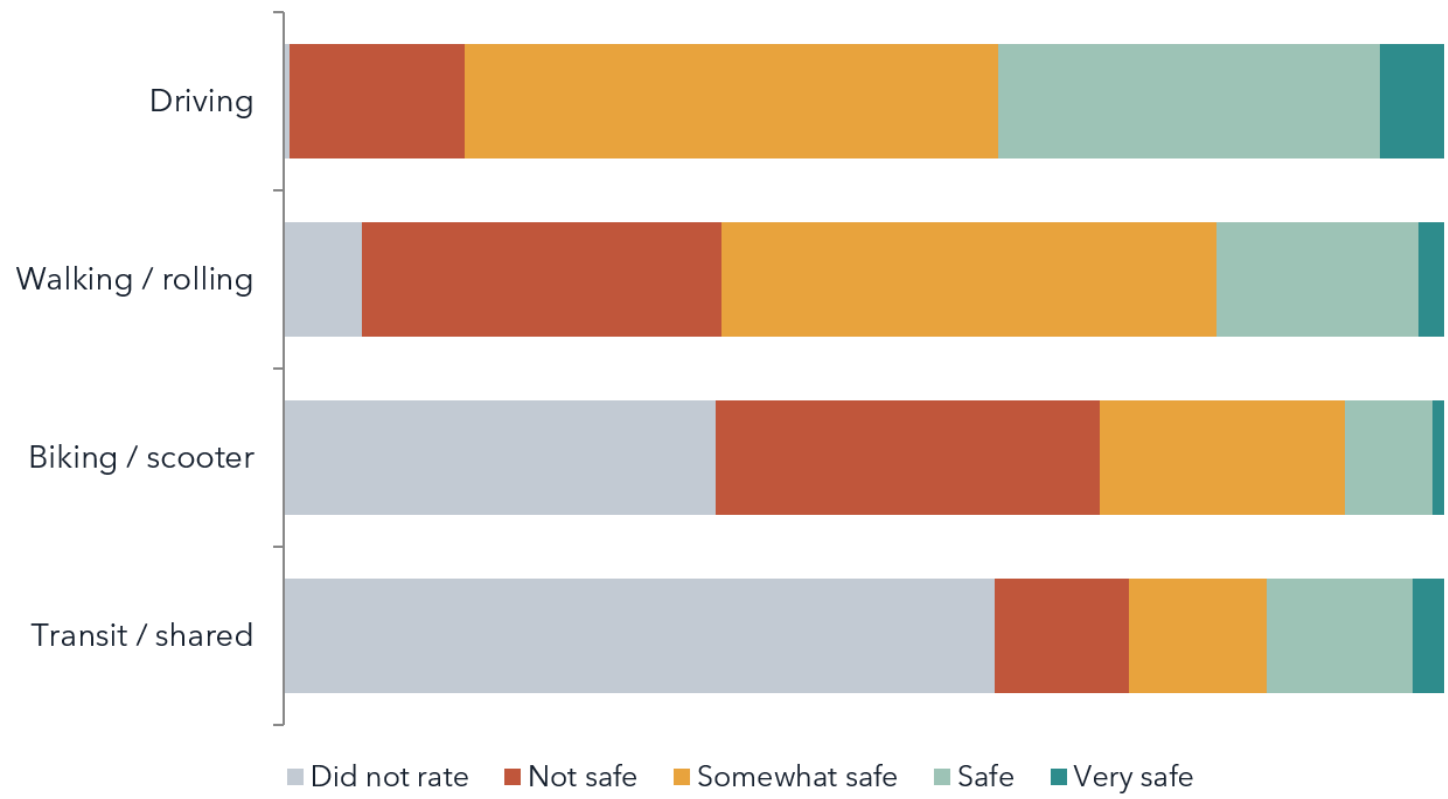
Winchester

Safe Streets and Roads for All

Tighe & Bond

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%

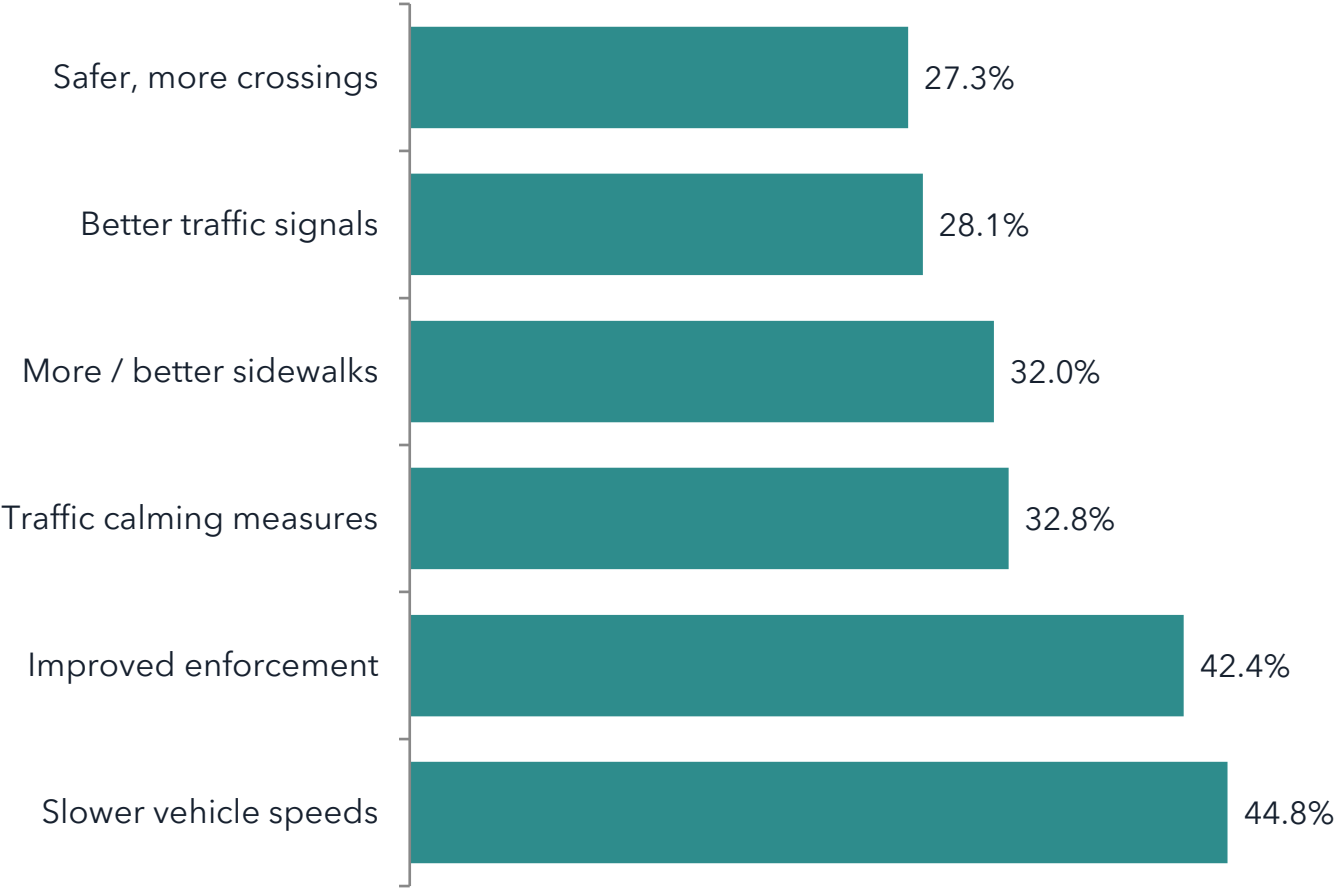
Walking / rolling

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



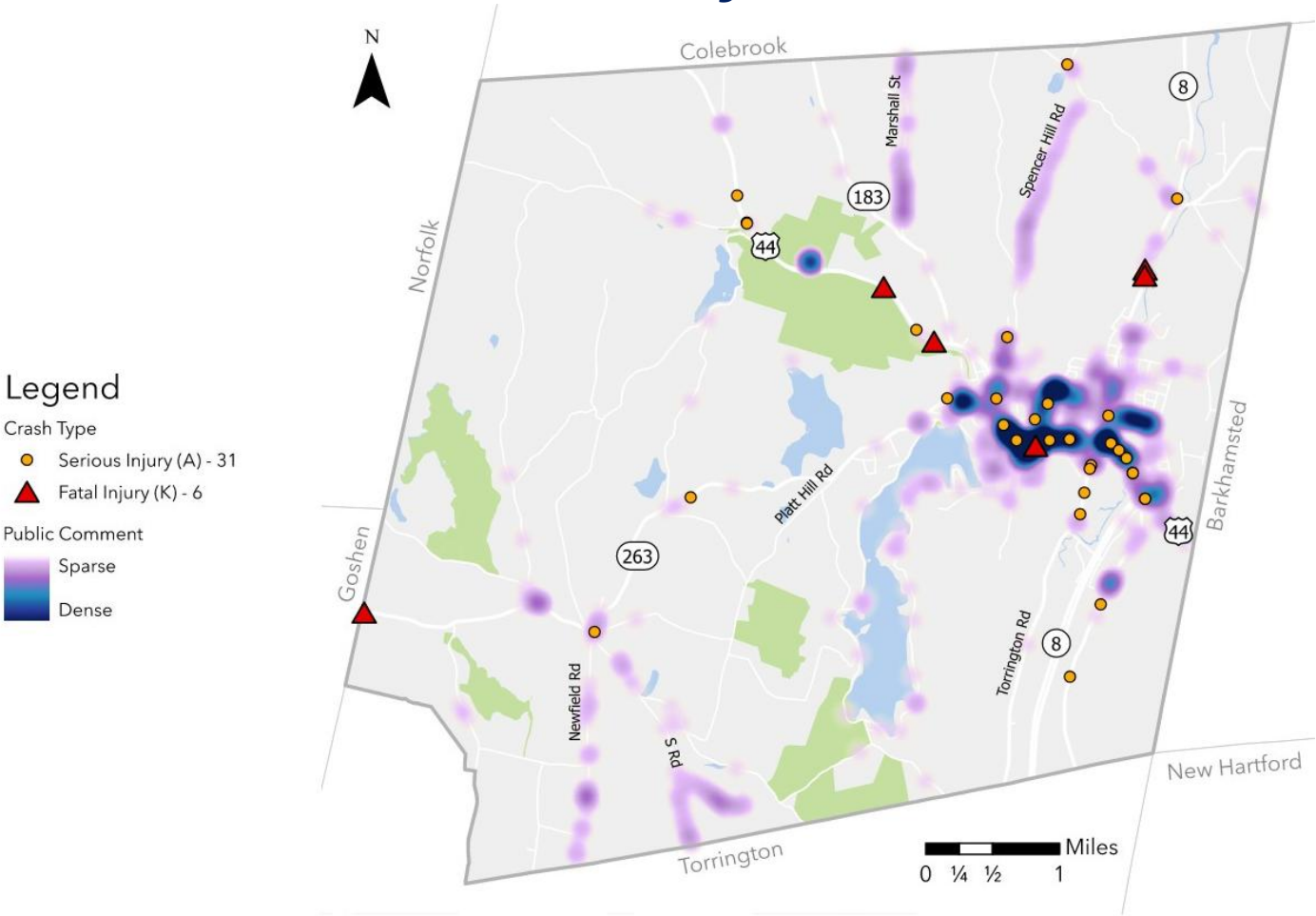
When people feel less safe traveling

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%

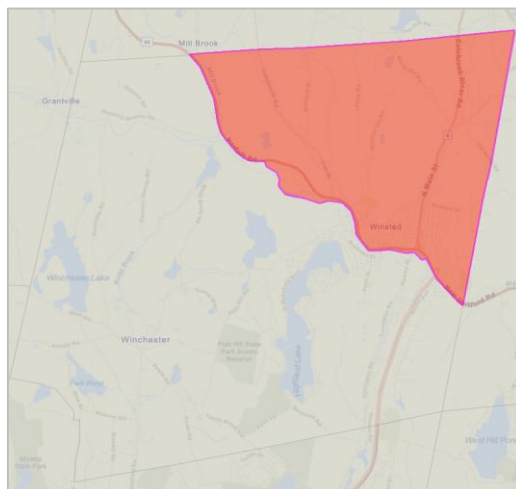
Households with no vehicle

13.3%

Minority / non-white

USDOT underserved communities

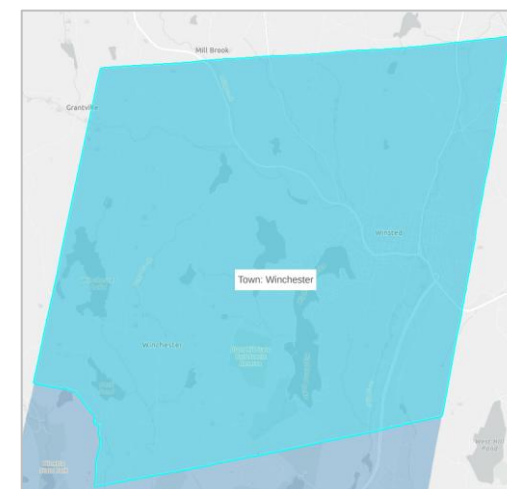
One census tract in northeastern Winchester is designated as historically disadvantaged on transportation, health, economy, and equity.



SS4A Underserved Communities Tool

CT DEEP distressed municipality

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

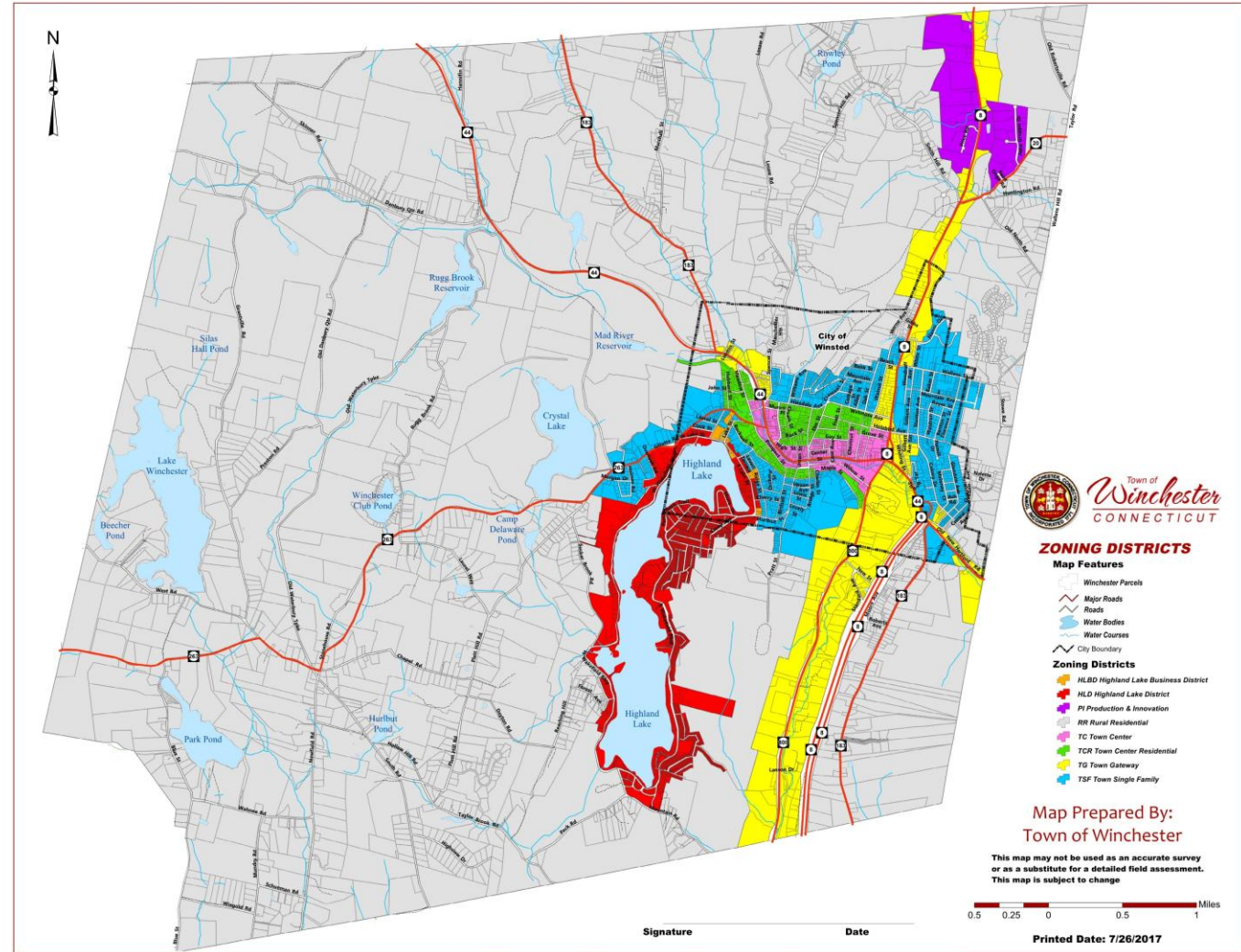


CT DEEP Environmental Justice Communities

Safety Analysis Findings

Safety Analysis - Study Area

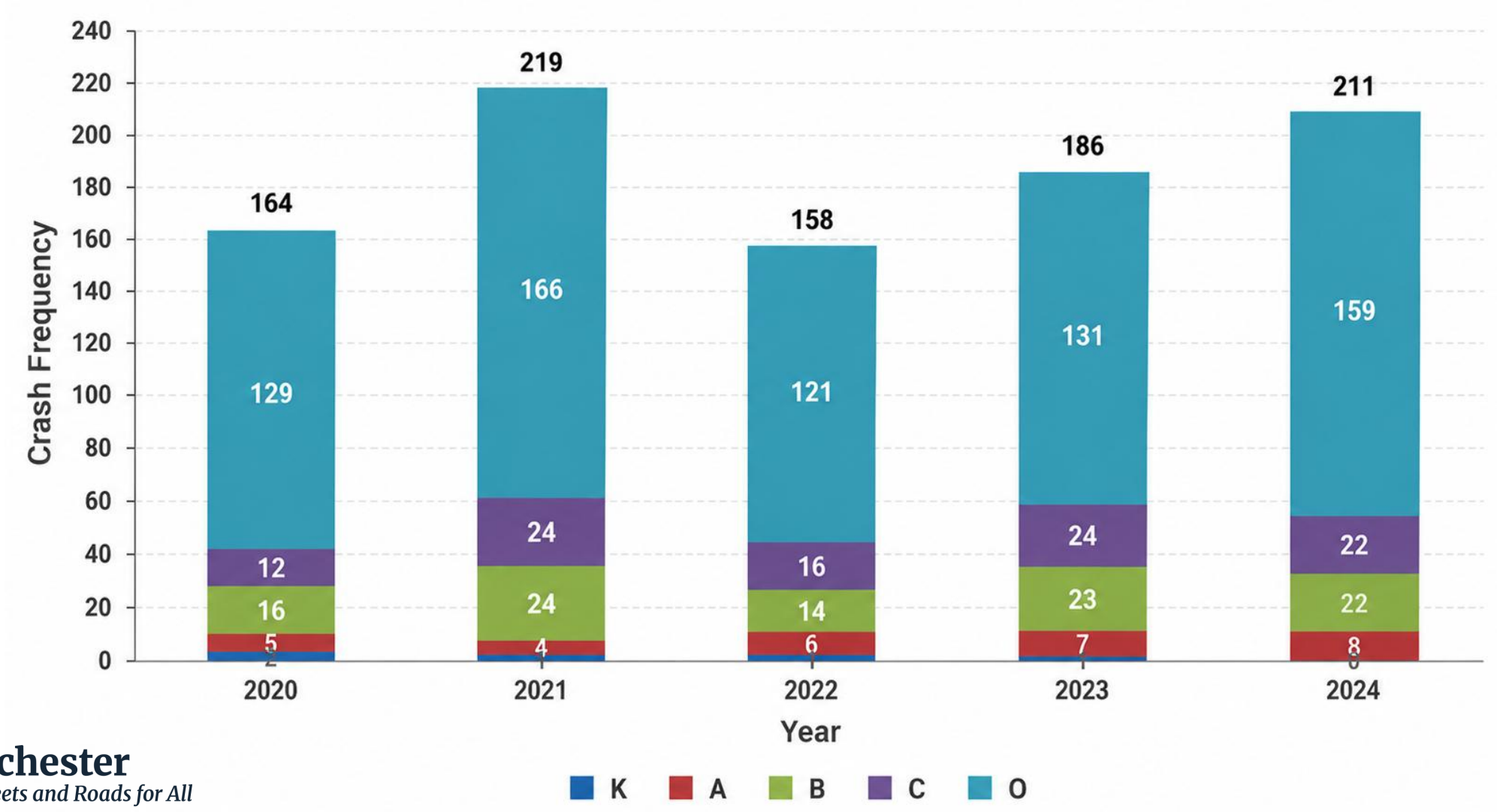
- Connecticut Crash Data Repository
- January 1, 2020 to December 31, 2024
- All Town Roads
- All State Routes
 - Limited Access section of Route 8 excluded
 - Private roads/ parking lots excluded



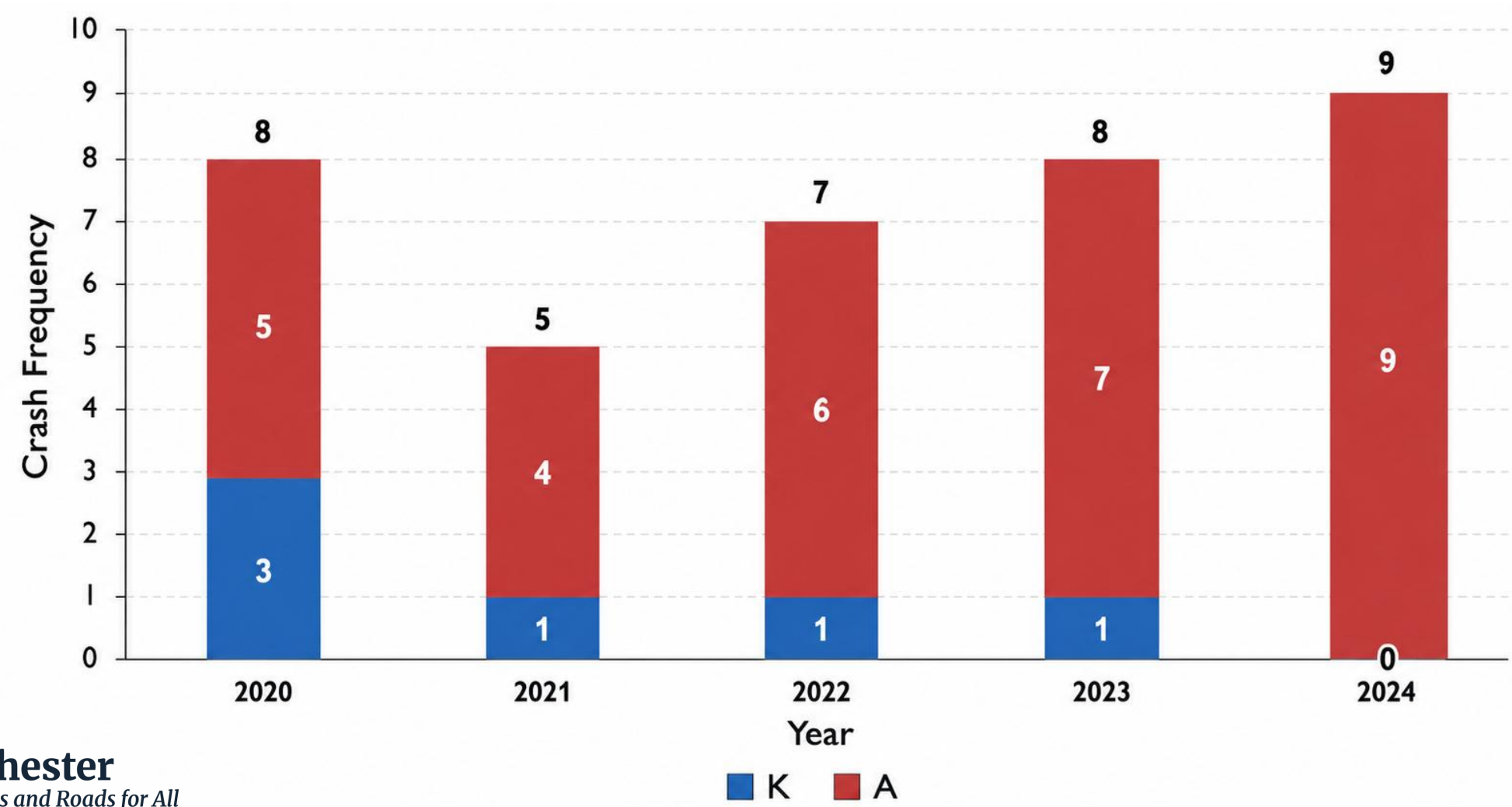
Winchester
Safe Streets and Roads for All

Tighe & Bond

Safety Analysis - Annual Crash Trends (All Severities)



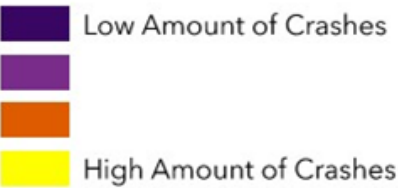
Safety Analysis - Annual Crash Trends (Serious Injury & Fatal)



Crash Density



Legend



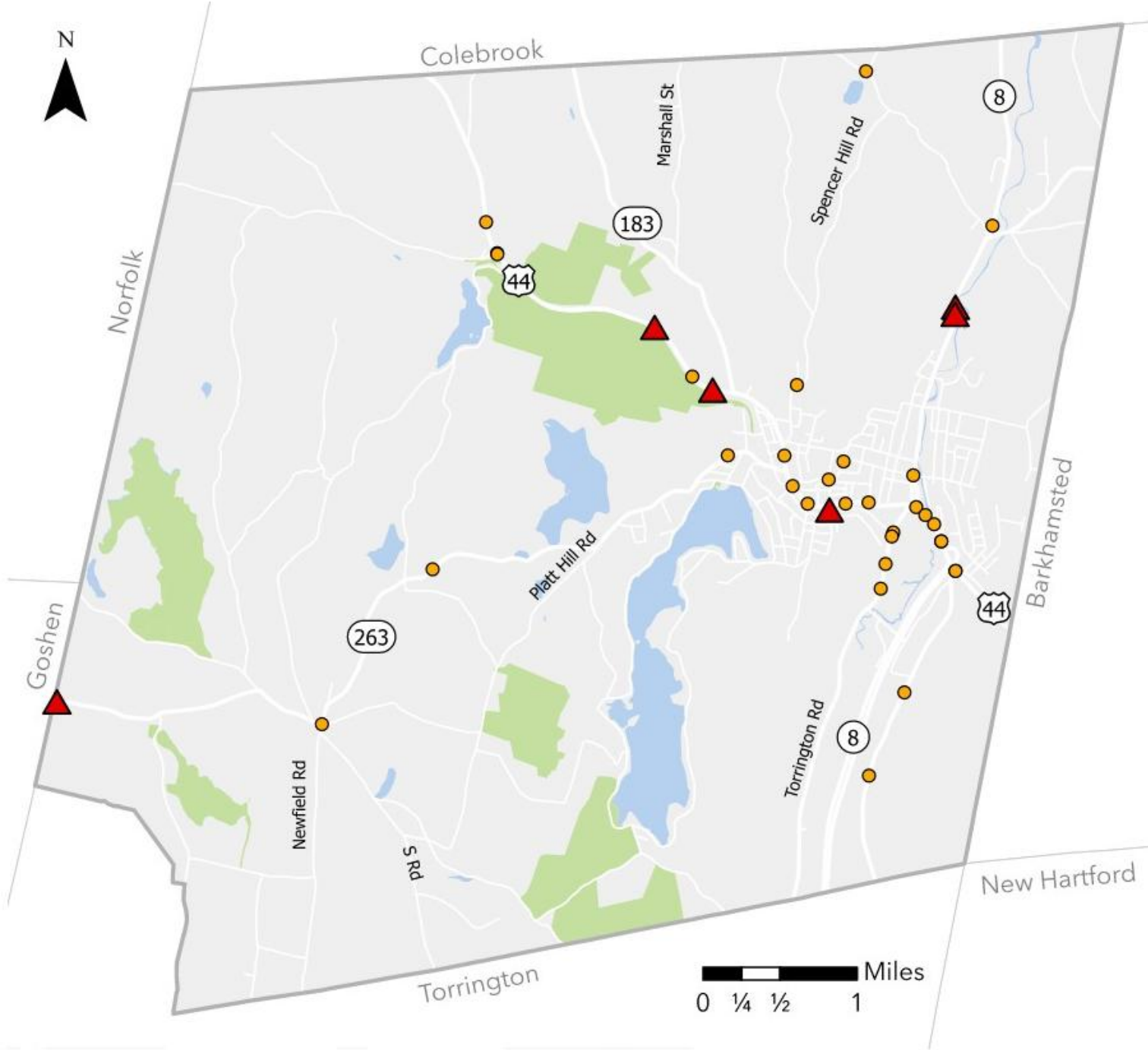
Fatal & Serious Injury Crashes



Legend

Crash Type

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

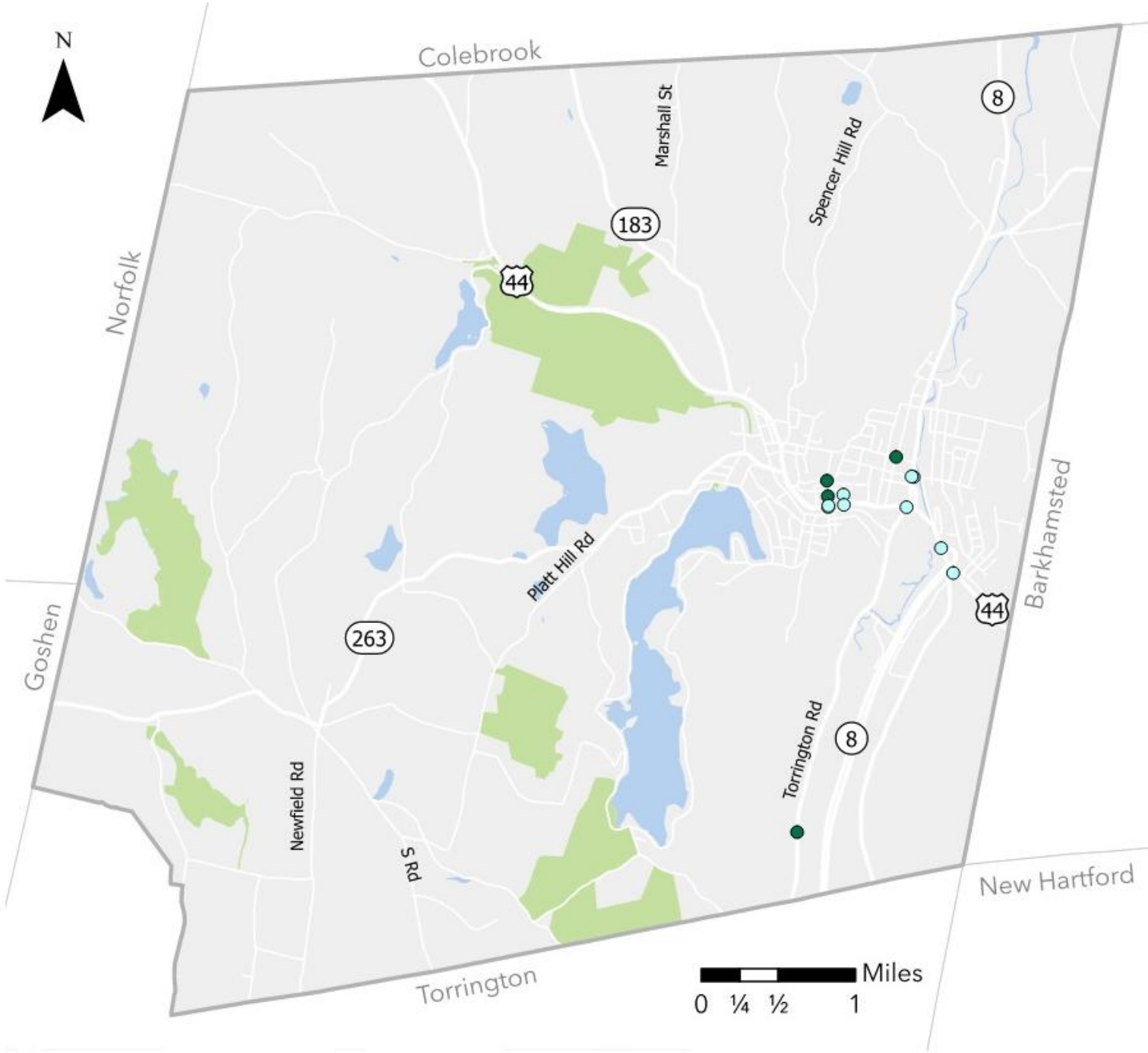


Vulnerable Road User Crashes

Legend

Vulnerable Road User Crash Type

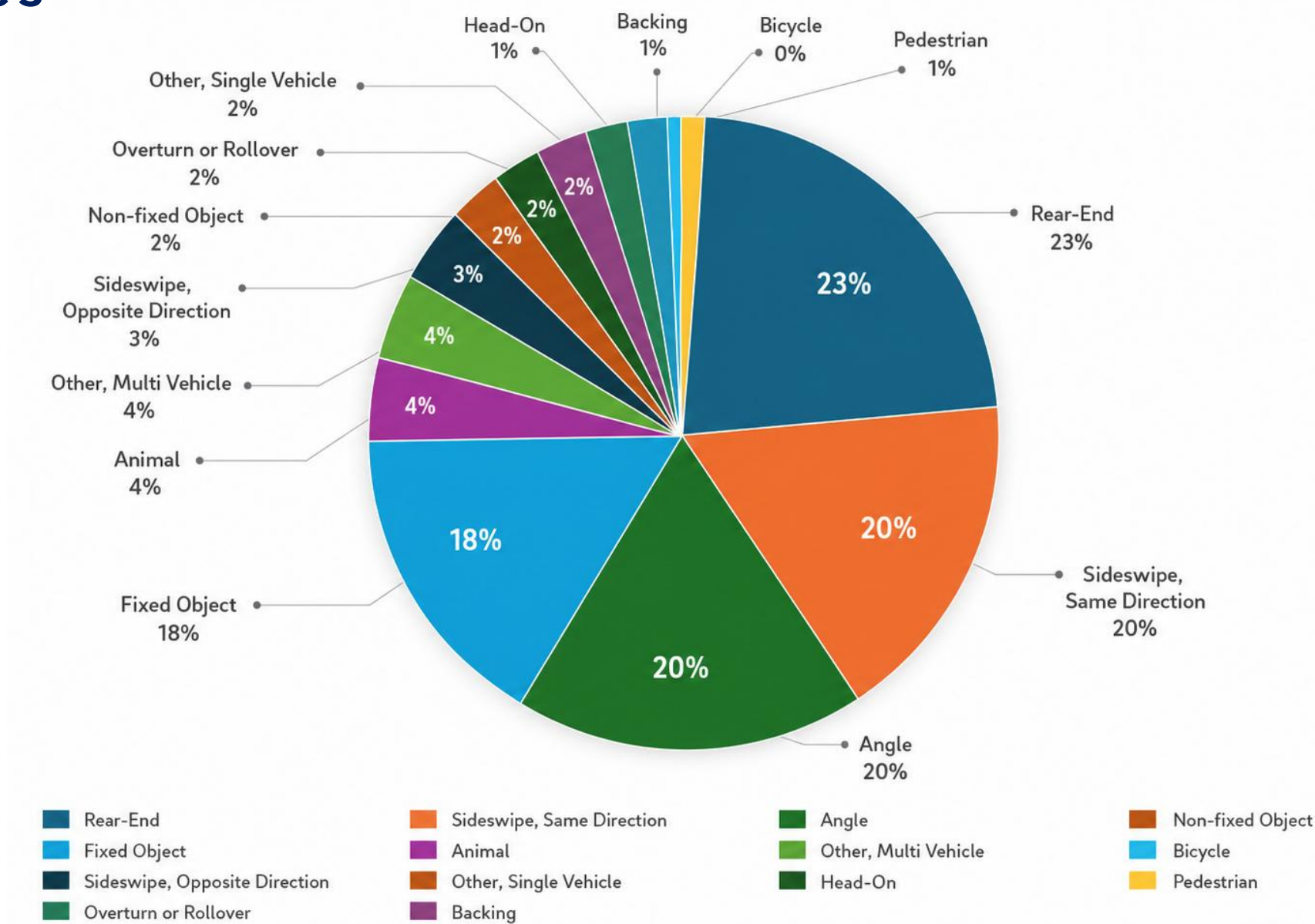
- Bicycle Crash (4)
- Pedestrian Crash (9)



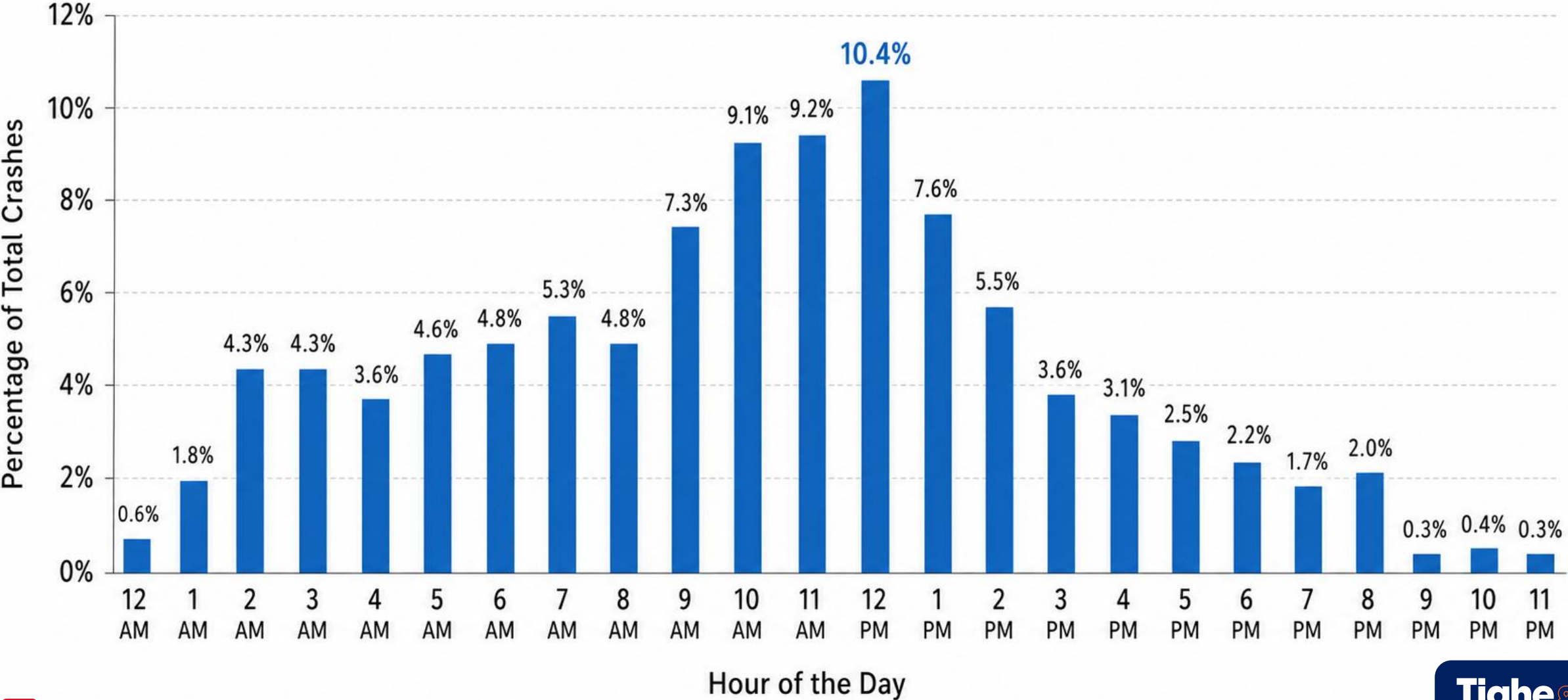
Vulnerable Road User Crashes

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

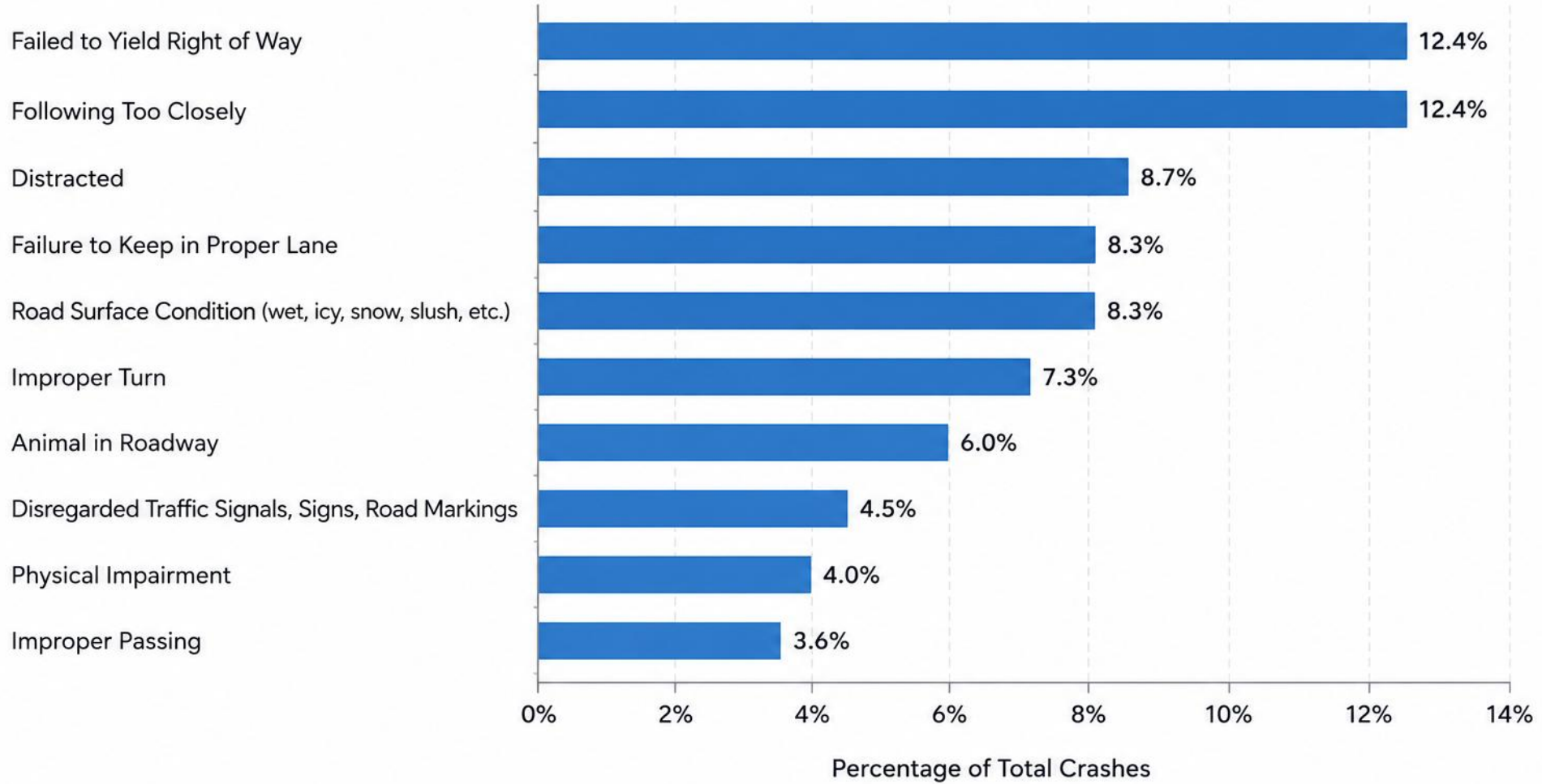
Crash Types



Crash Time of Day (Weekdays)



Contributing Factors - Top 10

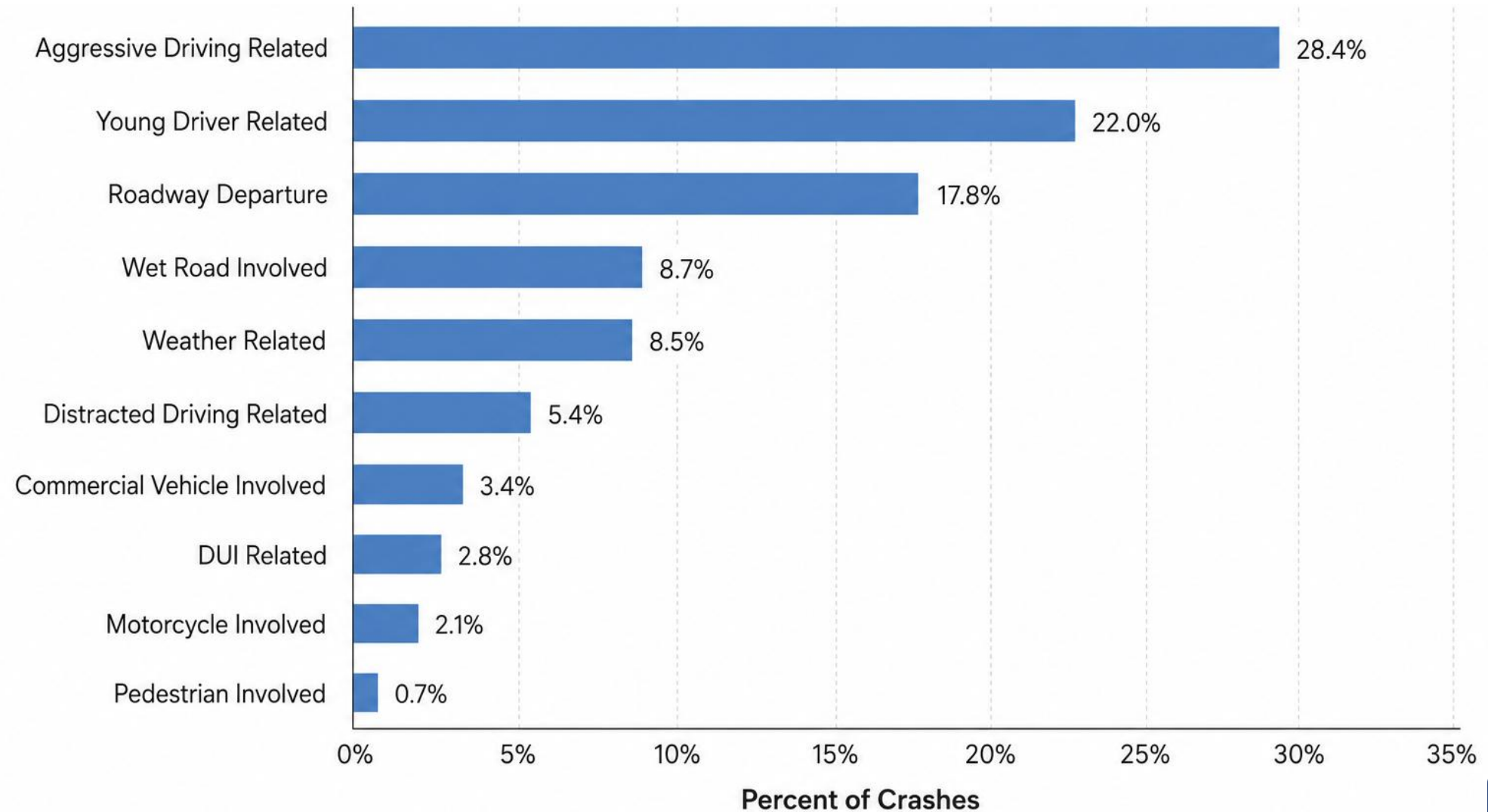


Winchester

Safe Streets and Roads for All

**Tighe &
Bond**

Emphasis Areas - Top 10



Winchester

Safe Streets and Roads for All

Tighe & Bond

High Injury Network

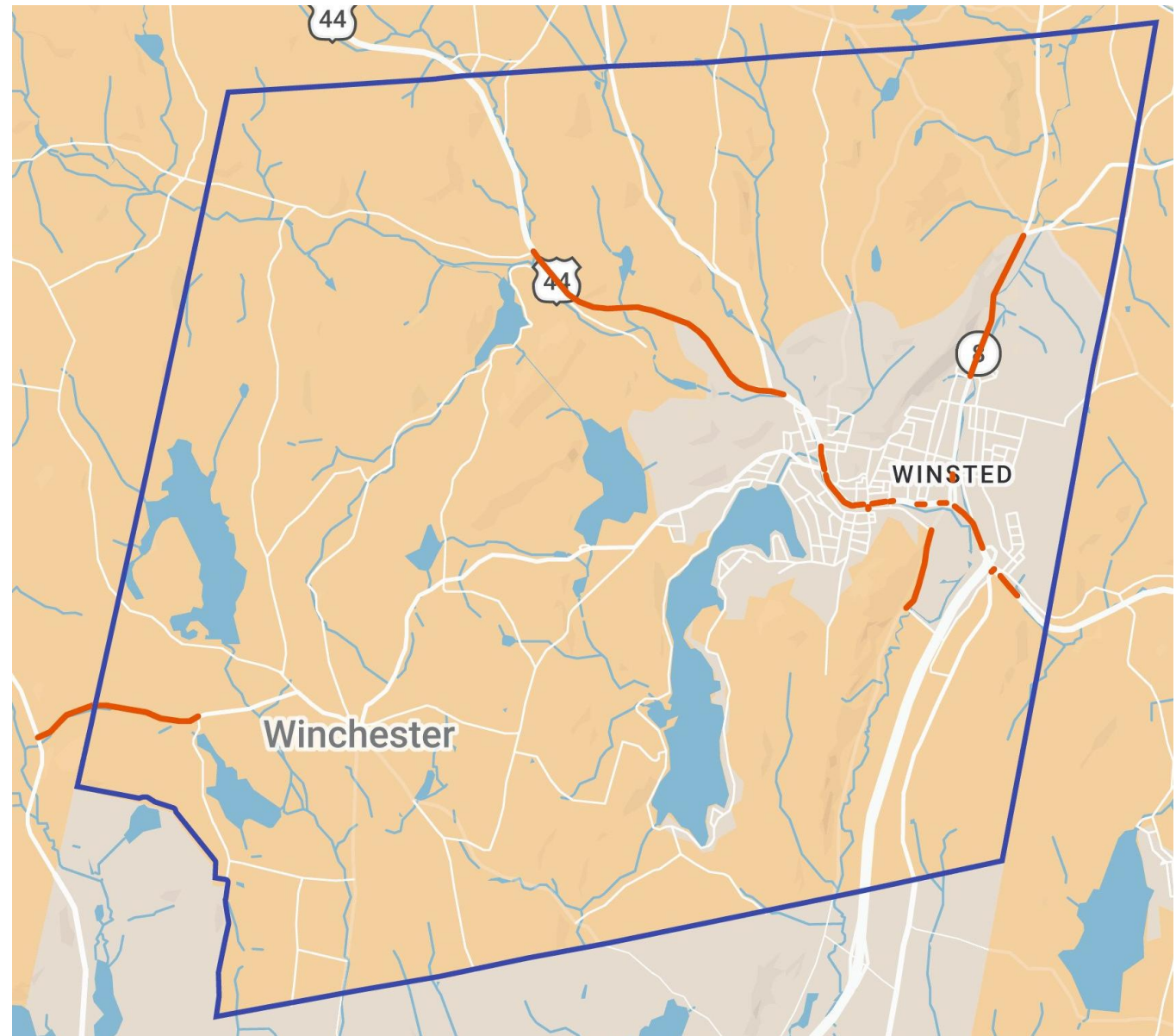
- Equivalent Property Damage Only (EPDO) Analysis
- Assigns monetary value to crashes
- Weighting based on FHWA & CRSMS methodology
- Fatal and serious injury crashes carry highest weight

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

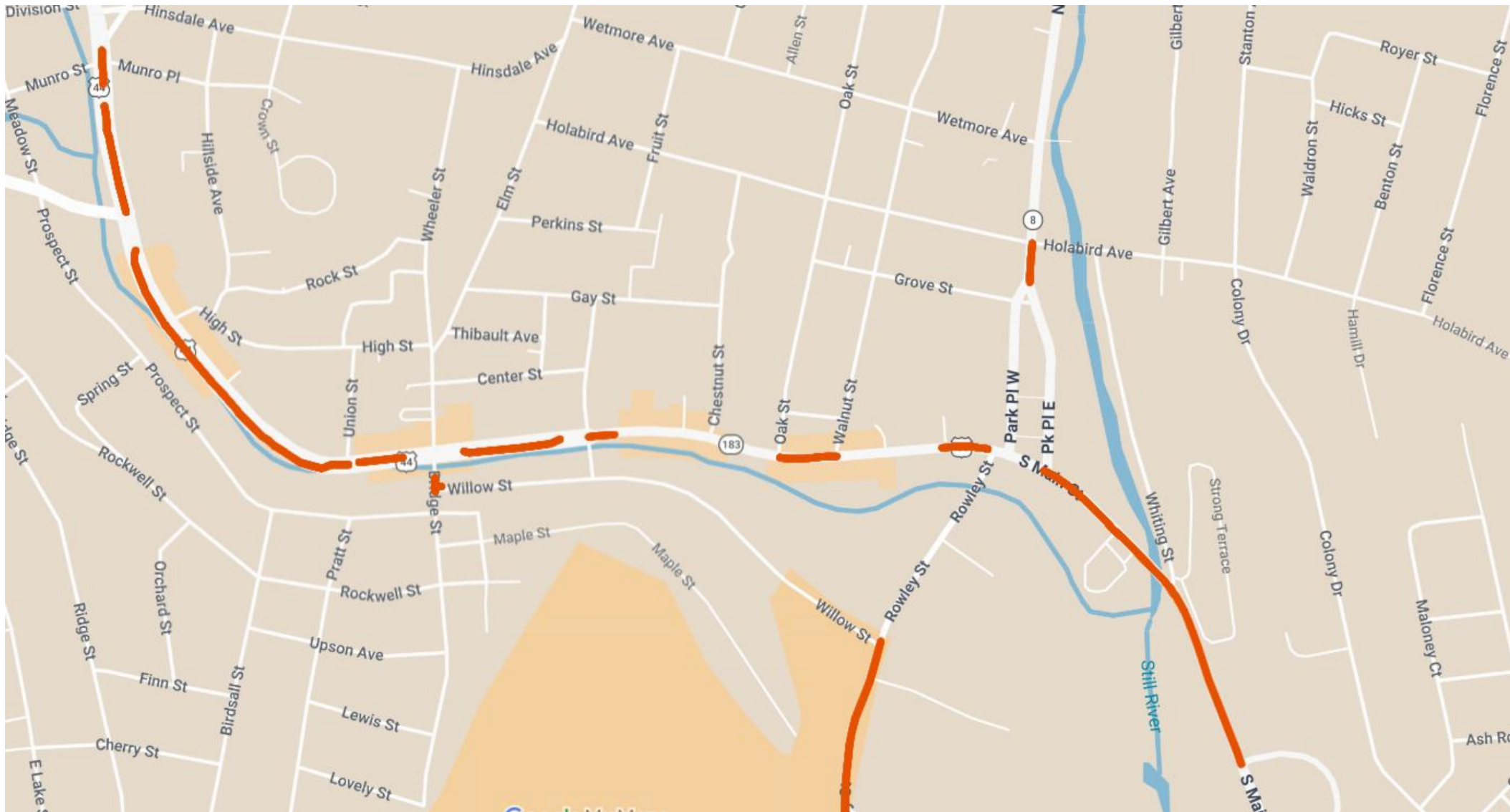
Source: CRSMS EPDO Methodology

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)



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

Matt Stoutz

mstoutz@tighebond.com

Tom Heuschkel

theuschkel@townofwinchester.org



Questions?
Let's Talk

**Appendix C:
Stakeholder Meeting
Summaries**

Meeting Summary

Winchester Safe Streets & Roads for All (SS4A) Stakeholder Meeting – Senior Outreach

To: Attendees

Attendees: Matthew Stoutz (Tighe & Bond)

Christian Mazur (IMEG)

Jennifer Kelley (Winsted Active Aging Senior Center)

Betsy Soto (Winchester Housing Authority)

From: Tighe & Bond

Date: August 18, 2026

On August 18, 2026, the Winchester Safe Streets & Roads for All Senior Outreach Stakeholder Meeting was held virtually via Microsoft Teams. This meeting included members representing the senior and low-income housing community in Winchester. The following are discussion items from this meeting.

Discussion Items

1. The project team provided a general overview of the Safe Streets & Roads for All program, Safety Action Plan progress to date, and the project's goals and objectives.
2. Sidewalks and ramps are in disrepair or missing in many areas near senior housing.
3. Speed bumps would help to calm traffic.
4. Vehicle traffic needs to slow down along Main Street.
5. A person riding on a motorized scooter was recently struck by a vehicle.
6. The Housing Authority provides units for residents under age 62 with disabilities and residents age 62 and older.
7. There are about 250 units allocated to the elderly and younger people with disabilities.
8. There are also many seniors in town who do not live in designated senior housing.
9. Lighting should be added and/ or improved near sidewalks.
10. Parked cars blocking sidewalks and crosswalks are an ongoing issue; signage and/ or crosswalk re-striping may help to discourage this behavior.
11. Vehicles typically do not yield to pedestrians at crosswalks.
12. Key pedestrian routes for seniors include Chestnut Street to/ from the Winchester Housing Authority/ Senior Center to Main Street, and Gay Street to/ from Carriage Maker Place (19 Gay Street) to the Senior Center.
13. The Senior Center van operates Monday through Friday (8 a.m.-noon) and provides transportation primarily to/ from medical appointments.
14. Northwest Transit provides fixed-route service in Winchester with a stop at the Senior Center; the Town may be working on revising bus routes.
15. Limited parking is available near senior housing sites.

Meeting Summary

16. Walking to Stop & Shop from senior housing is challenging due to the lack of a sidewalk along Route 44 between Tarringford Street and Stop & Shop.
17. Seniors frequently travel to other destinations along Main Street.
18. Most Housing Authority residents do not have cars.

Next Steps

1. The input from this meeting has been noted and will be documented in the study deliverables and Safety Action Plan.
2. The stakeholder group can continue to provide additional comments as they arise.
3. The project team will share documents as they are completed

Winchester Safe Streets & Roads for All (SS4A) Stakeholder Meeting – Friends of Main Street Winsted Outreach

To: Attendees

Attendees: Matthew Stoutz (Tighe & Bond)

Stephen Edwards (IMEG)

Candace Bouchard (Friends of Main Street, Treasurer)

Fran Delaney (Friends of Main Street, President)

Ryan Wheeler (Friends of Main Street/ CT State Northwestern)

From: Tighe & Bond

Date: August 25, 2026

On August 25, 2026, the Winchester Safe Streets & Roads for All Friends of Main Street Winsted Stakeholder Meeting was held virtually via Microsoft Teams. This meeting included members representing the business community in Winchester with a focus on Main Street. The following are discussion items from this meeting.

Discussion Items

1. The project team provided a general overview of the Safe Streets & Roads for All program, Safety Action Plan progress to date, upcoming tasks, and the purpose of the stakeholder outreach.
2. Main Street is an important downtown business corridor and regional route; traffic entering Winsted from the east and west has an opportunity to speed up where the roadway widens to four lanes.
3. Slowing vehicle speeds on Main Street was identified as a primary safety and business-related concern.
4. There is support for reducing the number of through lanes on Main Street and considering a local-access or boulevard-style concept with slower curbside lanes.
5. Prior planning concepts, including a 1990s plan, were referenced as having considered two through lanes, a local road for business access, wider sidewalks, and diagonal or reverse-angle parking.
6. Diagonal parking or other curbside reallocation could increase parking supply, improve access to businesses, and create a calmer pedestrian environment, but the layout would need to be evaluated for operations and safety.
7. Crossing Main Street was described as uncomfortable due to vehicle speeds, roadway width, and limited yielding by motorists.
8. Parking spaces on Main Street are not consistently marked and there is limited accessible parking.
9. Loading and unloading for businesses is difficult because many buildings do not have rear access, and short-term loading areas are limited.
10. Additional parking in close proximity to businesses would support downtown businesses, residents, and visitors. Parking is important on the south side of Main Street despite fewer businesses based on future development plans on the south side of the Mad River.
11. Future redevelopment along Willow Street and the riverfront was identified as an important consideration when evaluating Main Street parking, bicycle facilities, and pedestrian crossings.

Meeting Summary

12. Additional, wider, and more visible crosswalks are needed to connect Main Street with Willow Street.
13. Potential priority crossing locations discussed included Bridge Street, Case Avenue, and Lake Street near the Little Red Barn and brewery area.
14. Recent downtown revitalization planning considered several Main Street concepts, including wider sidewalks, diagonal parking, and changes to the travel lanes.
15. Main Street is closed for certain events, including the fall festival and parades, which demonstrates that temporary traffic management has been used successfully for downtown events.
16. The pedestrian bridge over the Mad River is not heavily utilized today and maintenance, visibility, and riverfront conditions affect comfort and use of this connection.
17. The East End Park/North Main Street/Rowley Street area was identified as a challenging location due to offset geometry, nearby driveways, curve-related sight line issues, pedestrians, and heavy vehicle traffic serving nearby industrial areas.
18. East End Park is historically important and potential improvements should recognize constraints associated with the park.
19. Safer pedestrian connections are needed between Northwestern Connecticut Community College, nearby college-owned buildings, Hartford HealthCare, Shaw's, the Joiner Center, and other destinations along the corridor.
20. Pedestrian access to the grocery store from the downtown area is difficult due to gaps in the sidewalk network.
21. The area near Dunkin' Donuts, McDonald's, and the nearby bridge was identified as a concern due to crashes, a lane transition from four lanes to two lanes, queuing, and higher vehicle speeds. White flexible delineators were installed during previous bridge rehabilitation.
22. Turning left from Whiting Street onto Main Street was described as difficult due to limited gaps and high-speed traffic on Main Street.
23. High Street at Main Street was identified as a concern due to limited sight distance, on-street parking close to the intersection, narrow roadway conditions, and nearby curves; one-way operation or clearer parking restrictions/markings were suggested for consideration.
24. The planned Still River Greenway extension should be coordinated with traffic calming, sidewalk, and crossing improvements. Current plans are for the trail to run between the DMV and Willow Street/ Rowley Street near the skate park/ cemetery. Construction planned for 2027.
25. Lighting on Main Street has been converted to LED, but roadway lighting levels, fixture type, and intersection illumination may warrant additional review as part of any redesign.

Next Steps

1. The input from this meeting has been noted and will be documented in the study deliverables and Safety Action Plan.
2. The stakeholder group can continue to provide additional comments as they arise.
3. The project team will share documents as they are completed.



Appendix D: Public Information Meeting #1 Meeting Summary

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.

J:\WW5173 Town of Winchester, CT\002 - SS4A SAP\Project Management\Meetings\2026-06-25 Public Meeting 1\Winchester SS4A Public Meeting Summary 1.docx

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/FIMS	135riverton@gmail.com fmswinster@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



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

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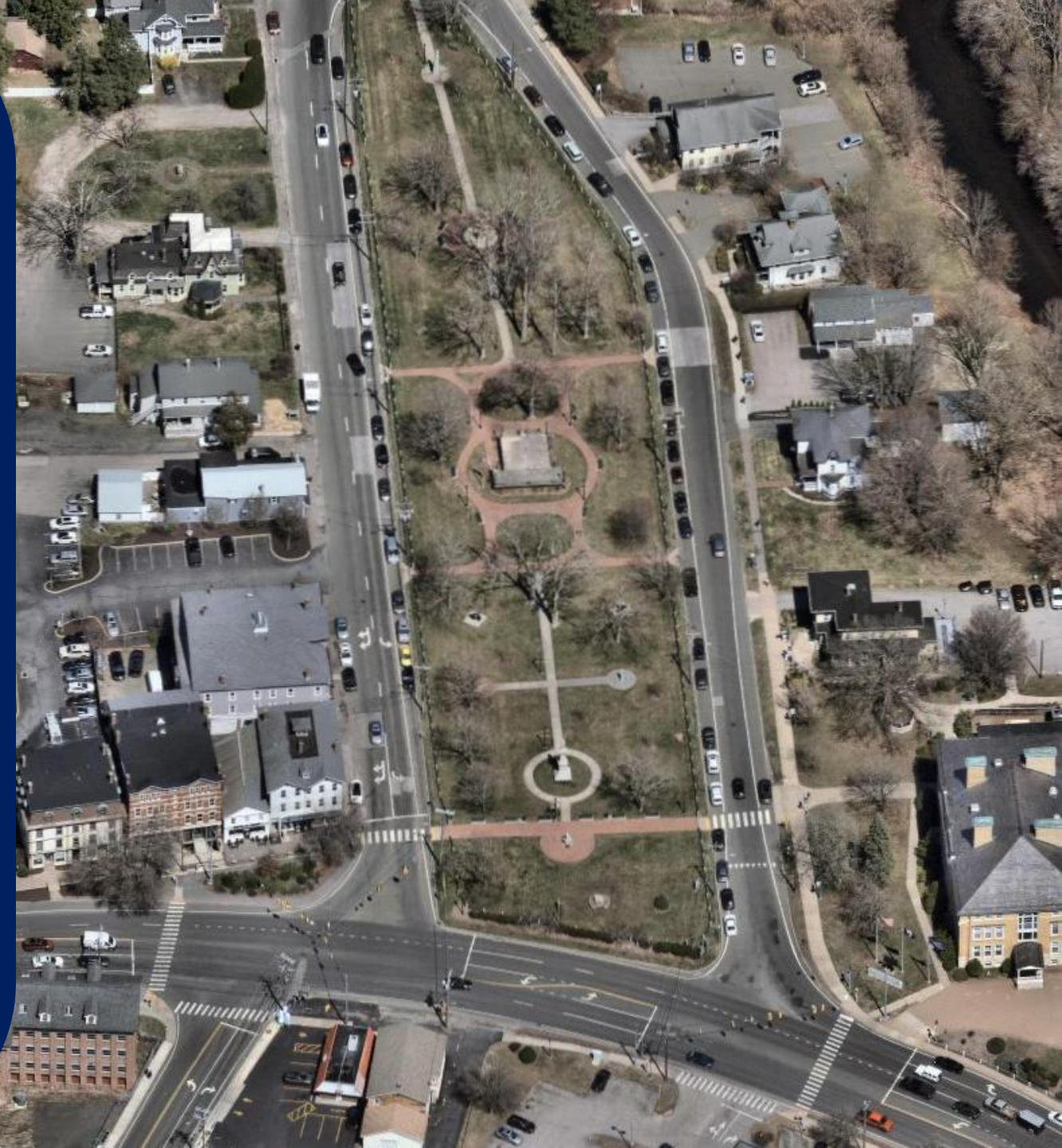


Winchester

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,

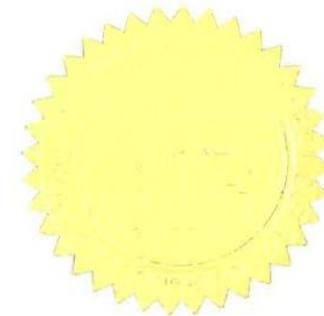
AND I DO FURTHER CERTIFY that the above resolution has in no way been altered, amended or revoked, and is in full force and effect.

YES: 5

NO: 2

ABSENT: None


Glenn Albanesi
Town Clerk, Town of Winchester



September 16, 2024

Date

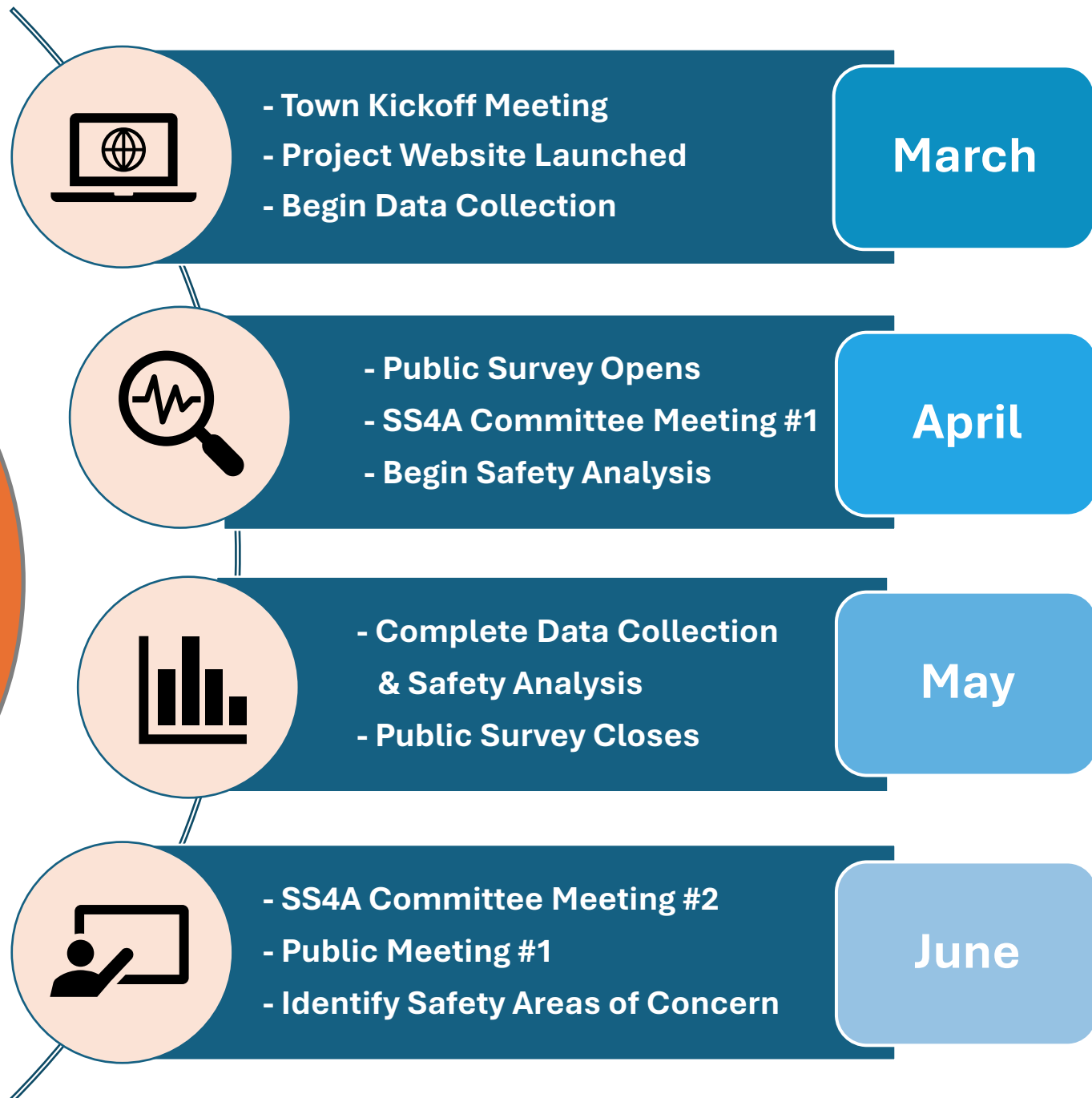


Winchester

Safe Streets and Roads for All

Tighe & Bond

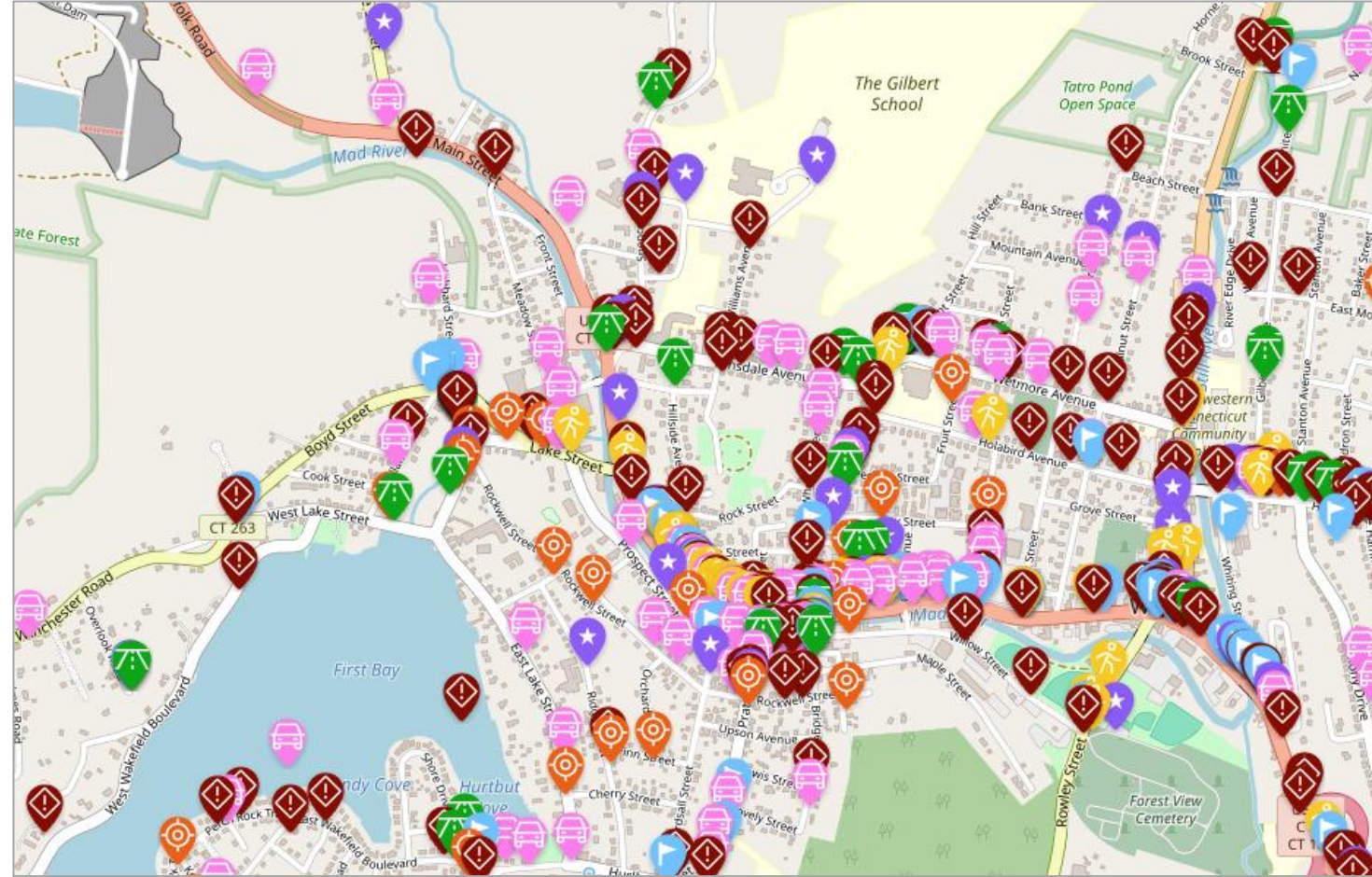
Project Updates



Project Timeline



Public Survey Findings



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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.



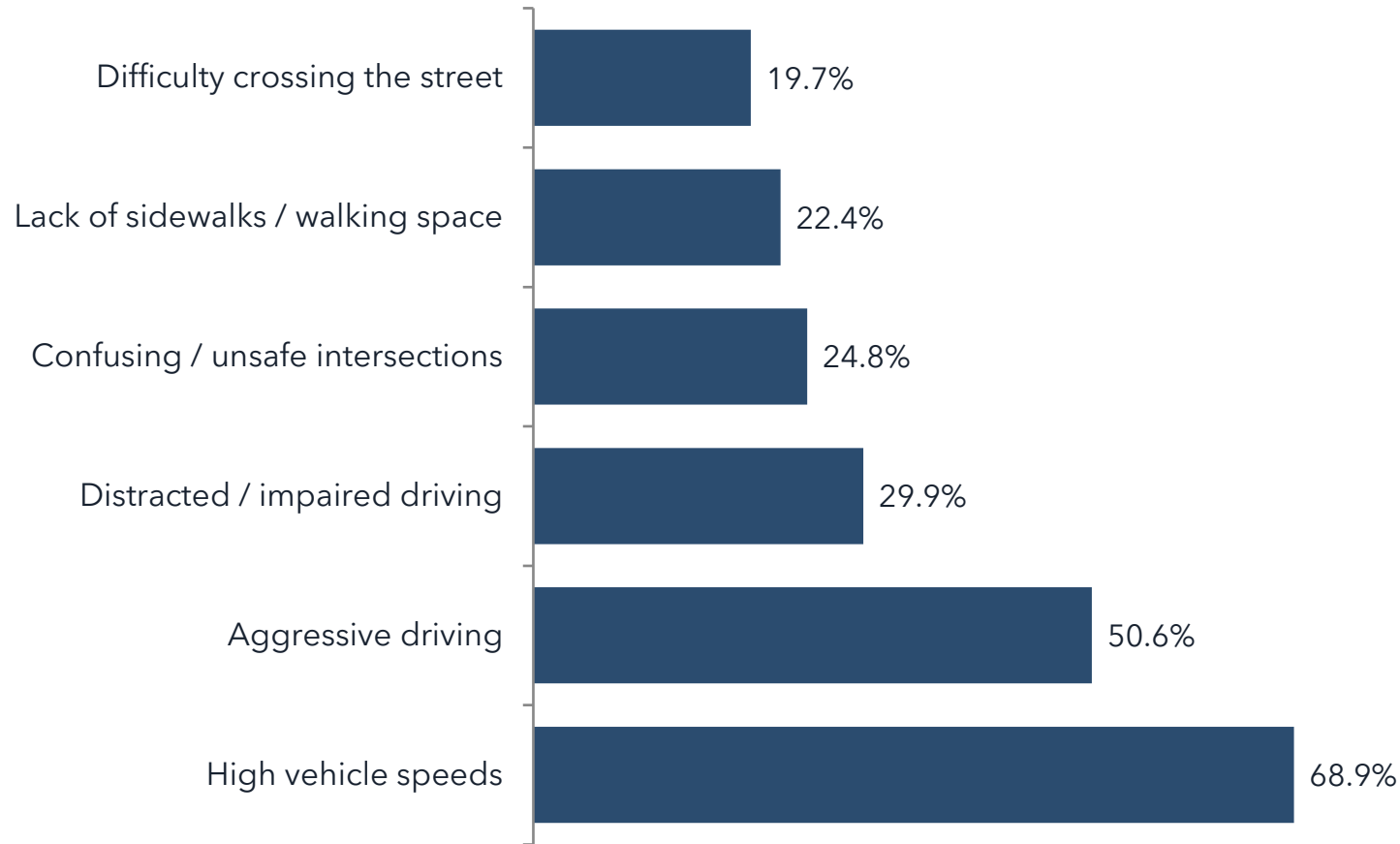
Winchester

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Bond**

SAFETY CONCERNS

Speeding and driver behavior dominate



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

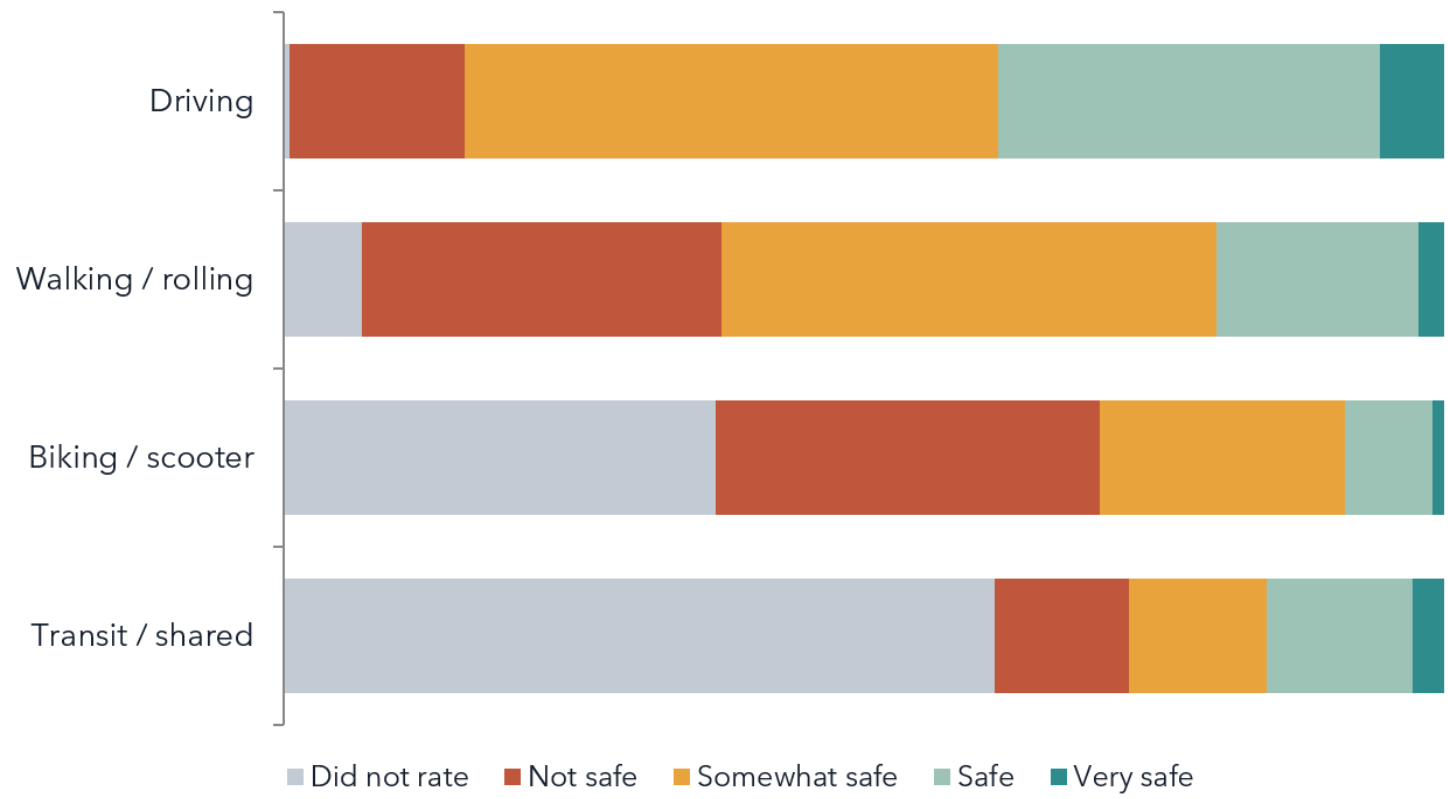
What it means

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%

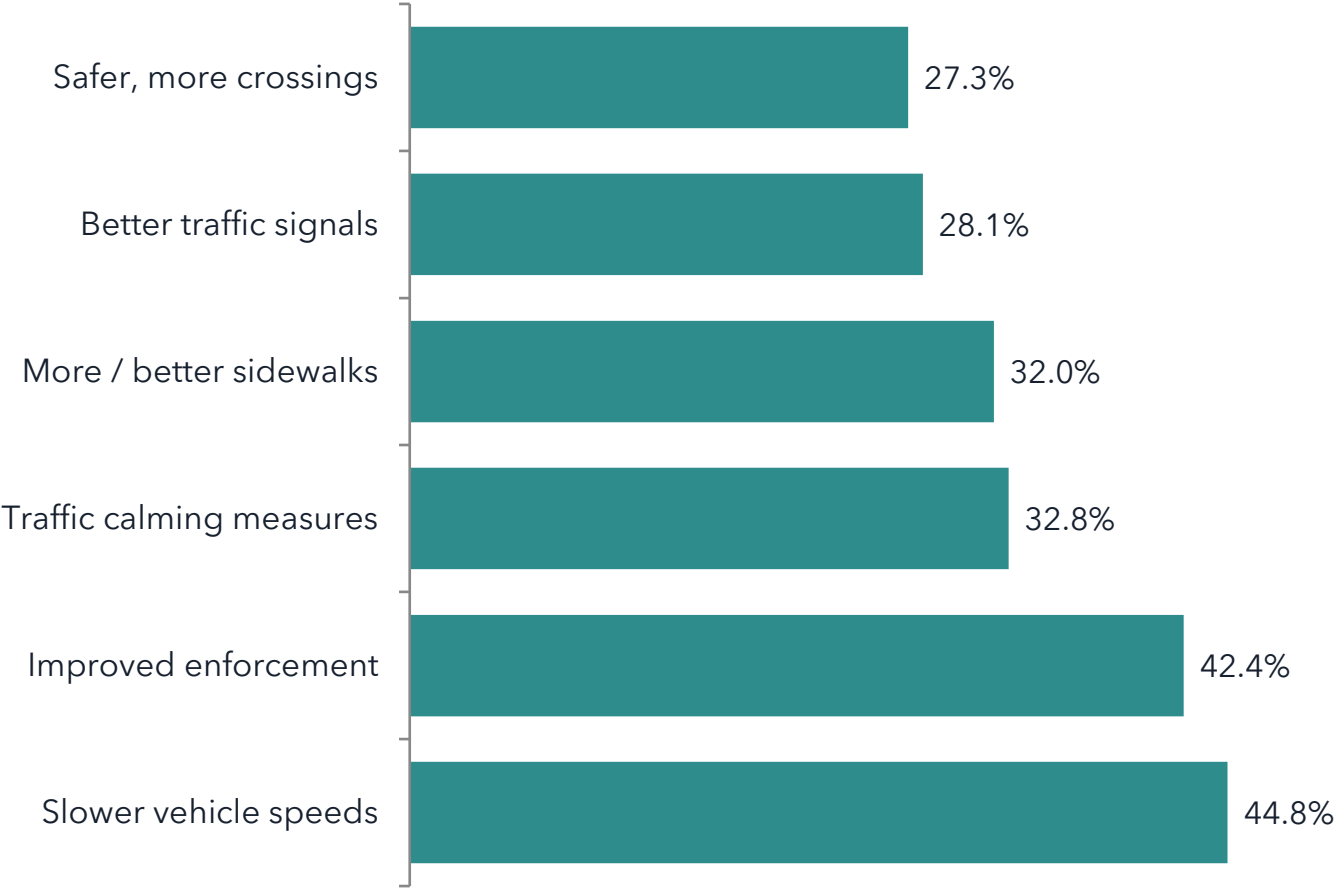
Walking / rolling

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



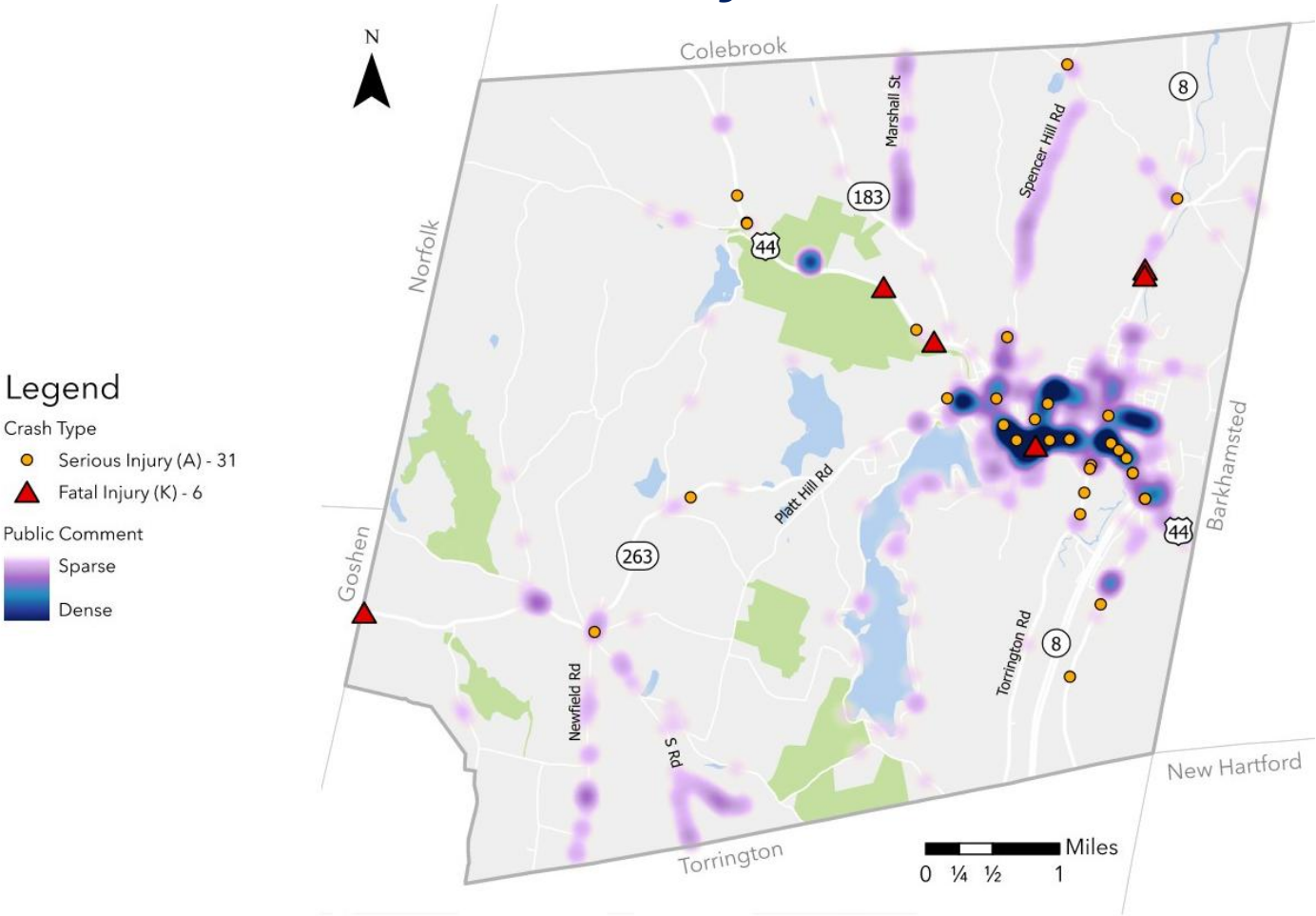
When people feel less safe traveling

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%

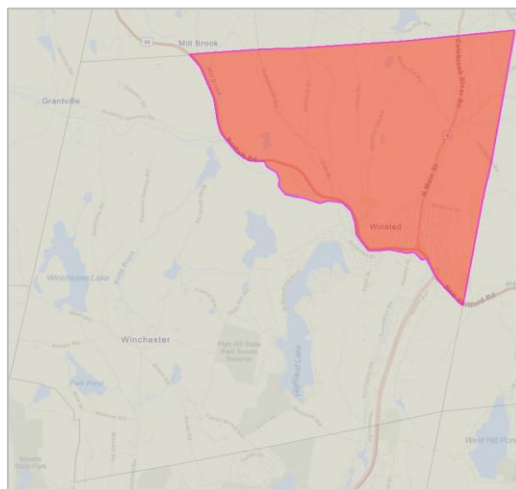
Households with no vehicle

13.3%

Minority / non-white

USDOT underserved communities

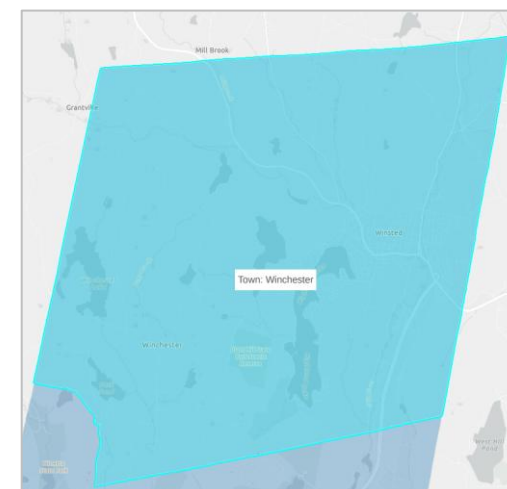
One census tract in northeastern Winchester is designated as historically disadvantaged on transportation, health, economy, and equity.



SS4A Underserved Communities Tool

CT DEEP distressed municipality

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

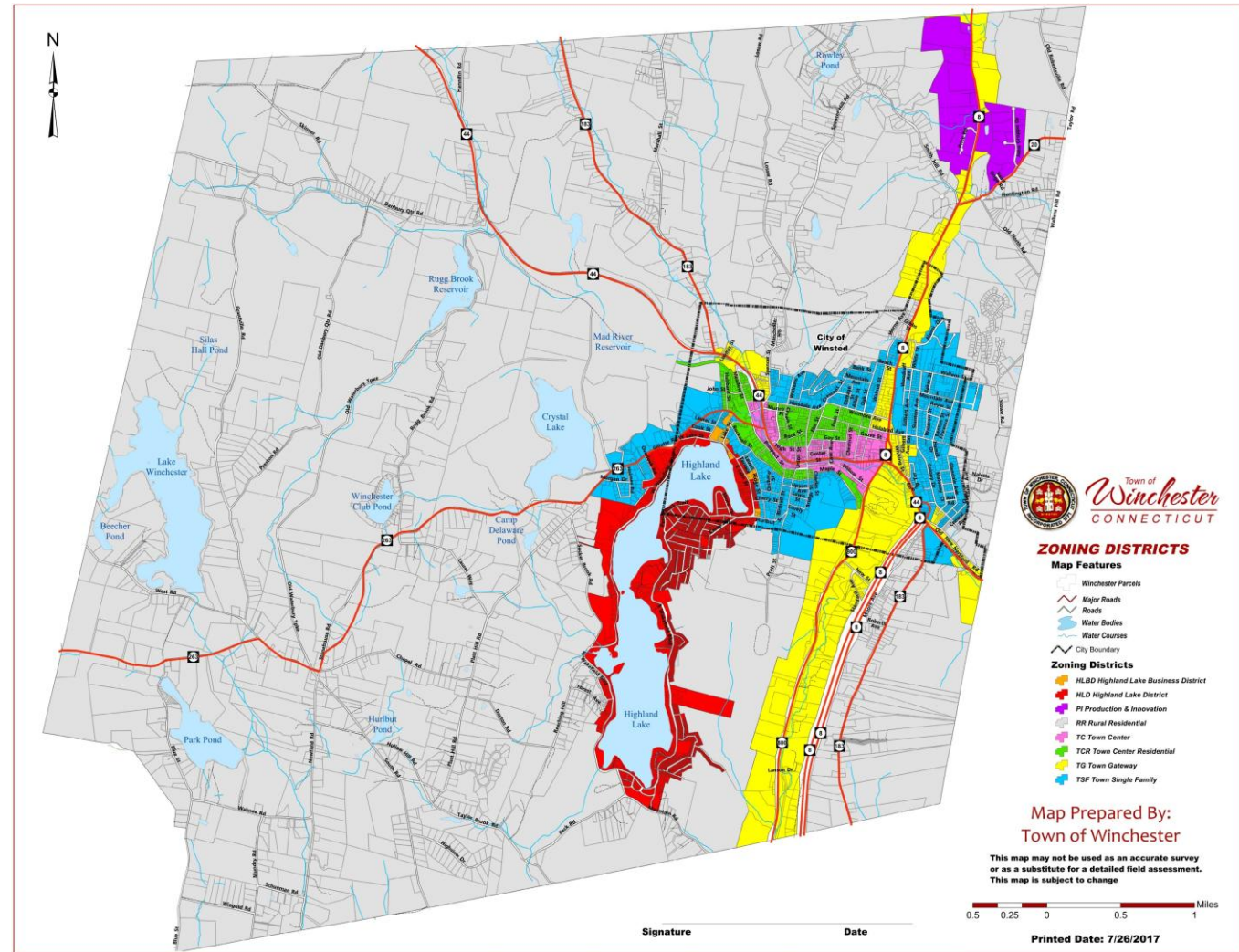


CT DEEP Environmental Justice Communities

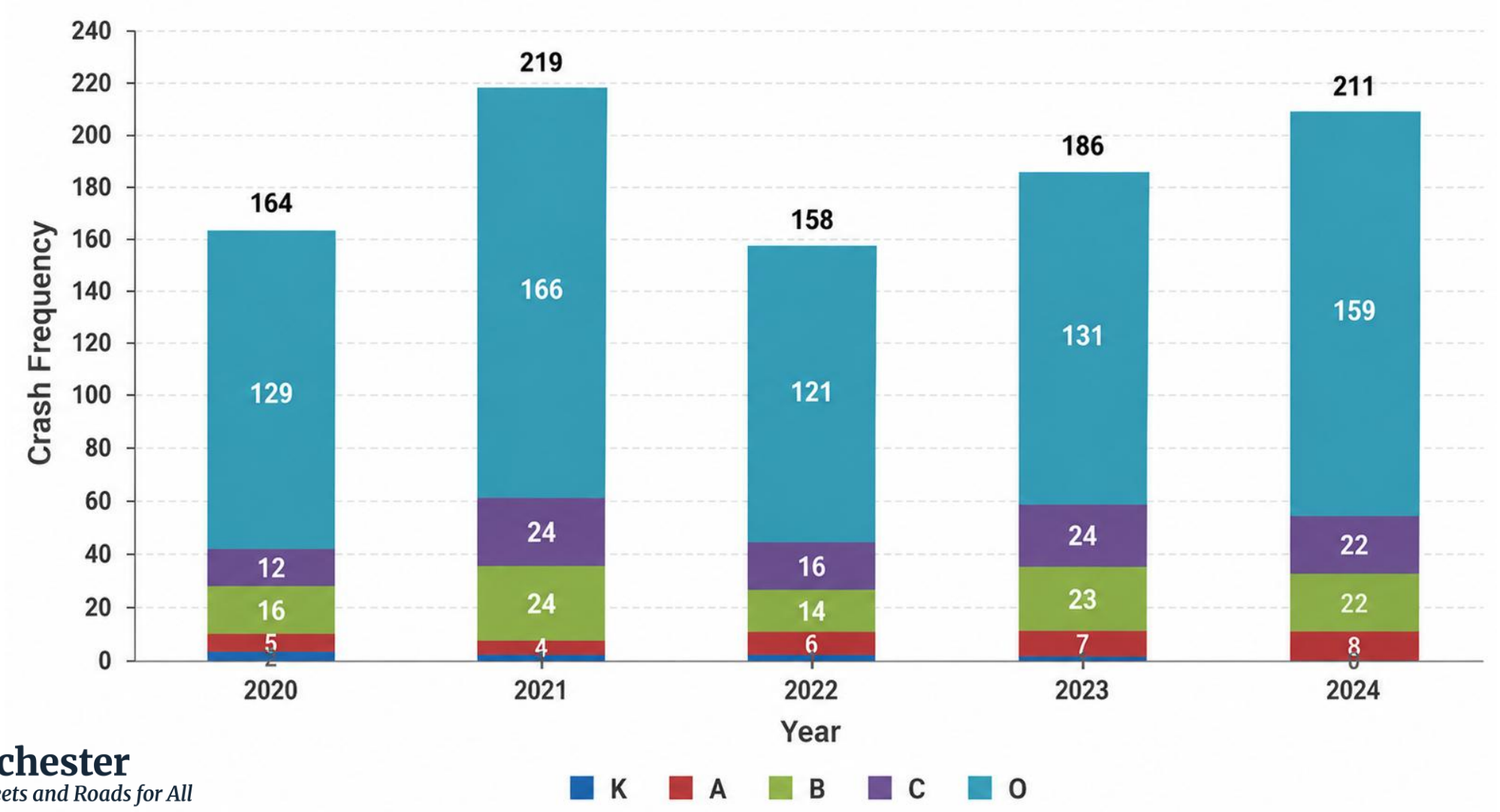
Safety Analysis Findings

Safety Analysis - Study Area

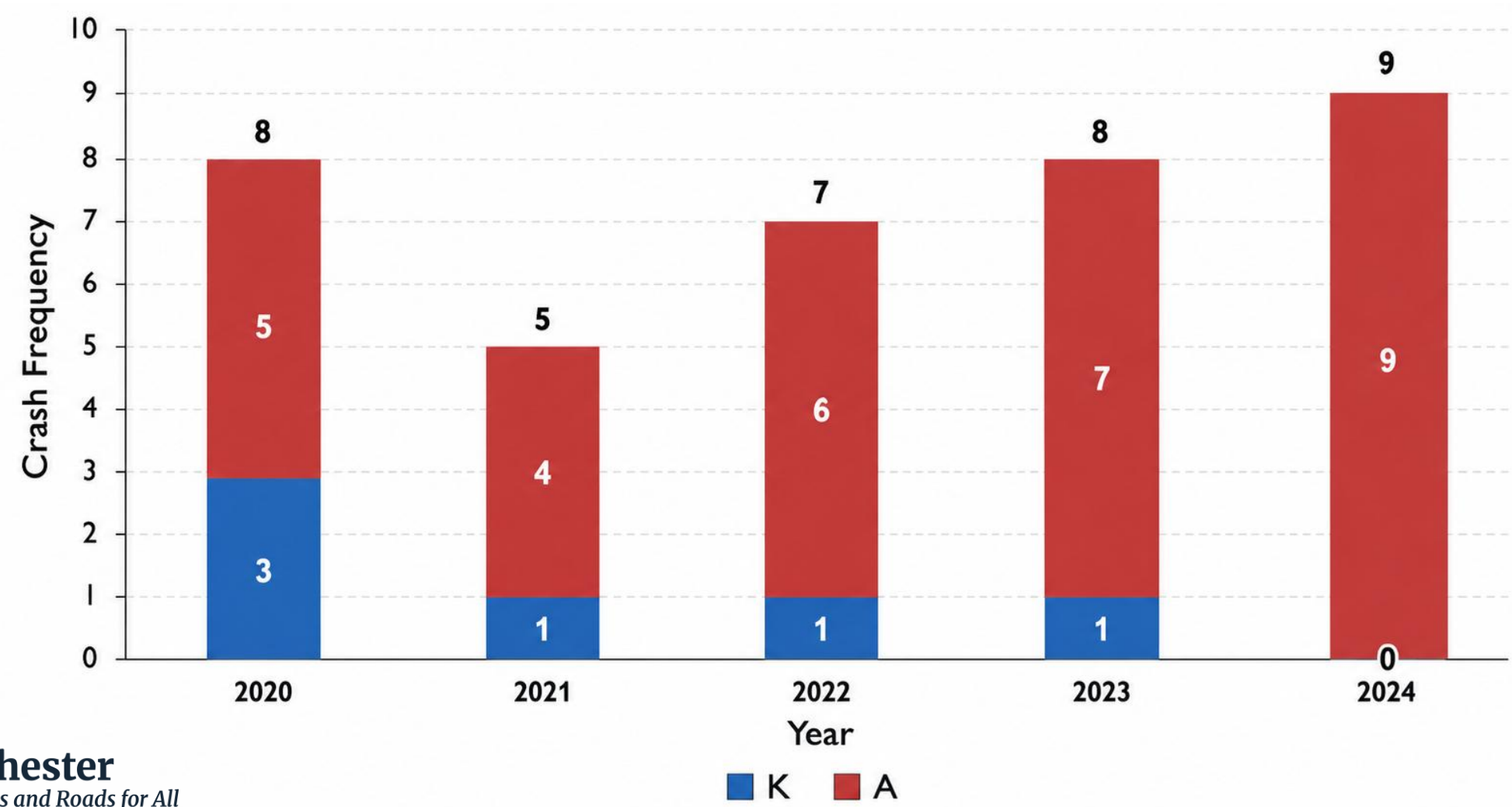
- Connecticut Crash Data Repository
- January 1, 2020 to December 31, 2024
- All Town Roads
- All State Routes
 - Limited Access section of Route 8 excluded
 - Private roads/ parking lots excluded



Safety Analysis - Annual Crash Trends (All Severities)



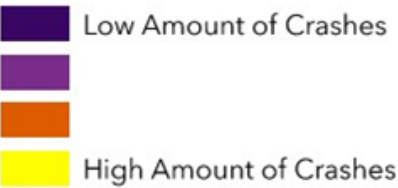
Safety Analysis - Annual Crash Trends (Serious Injury & Fatal)



Crash Density



Legend



0 1/4 1/2 1 Miles



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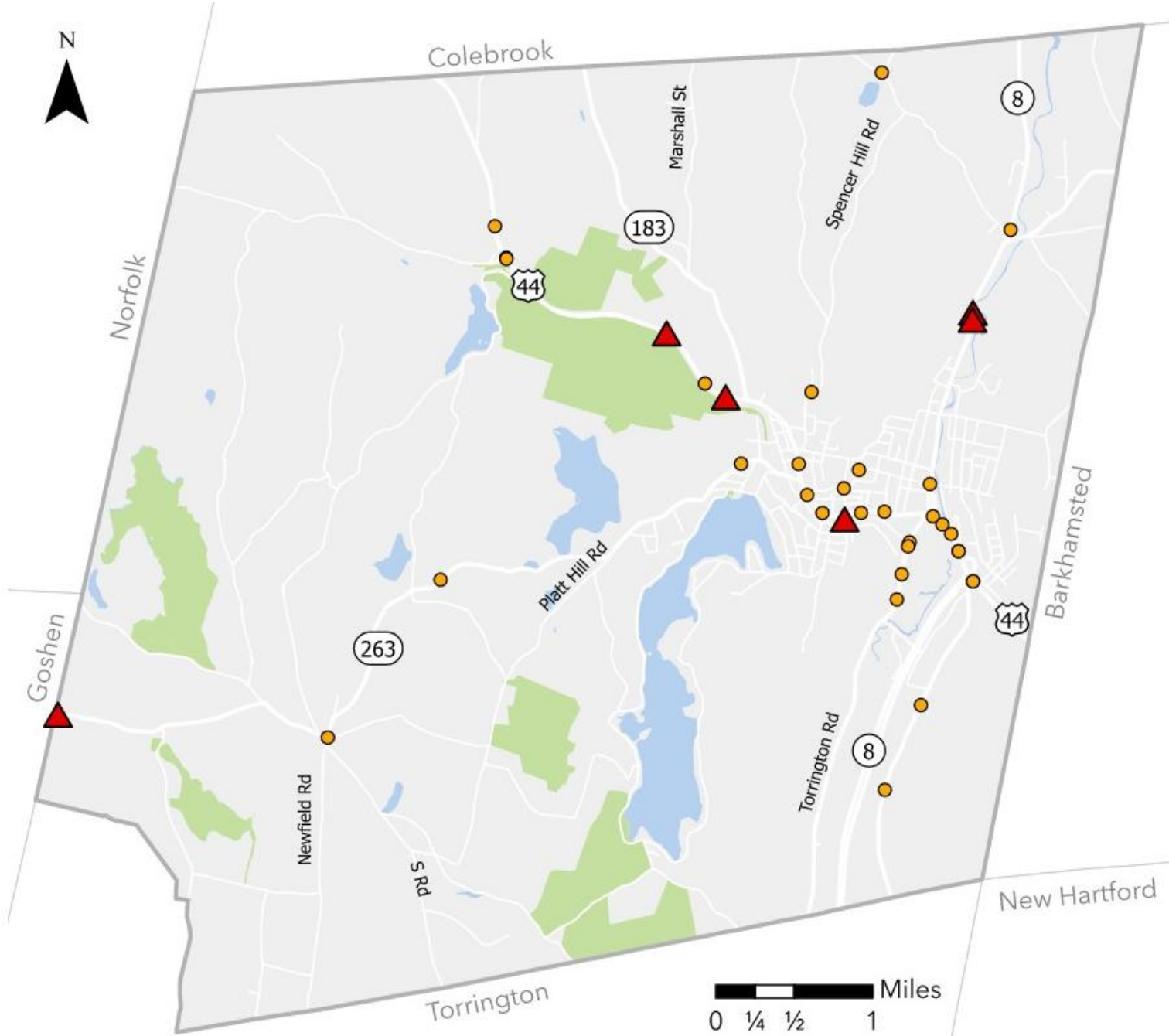
Fatal & Serious Injury Crashes



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)



Winchester

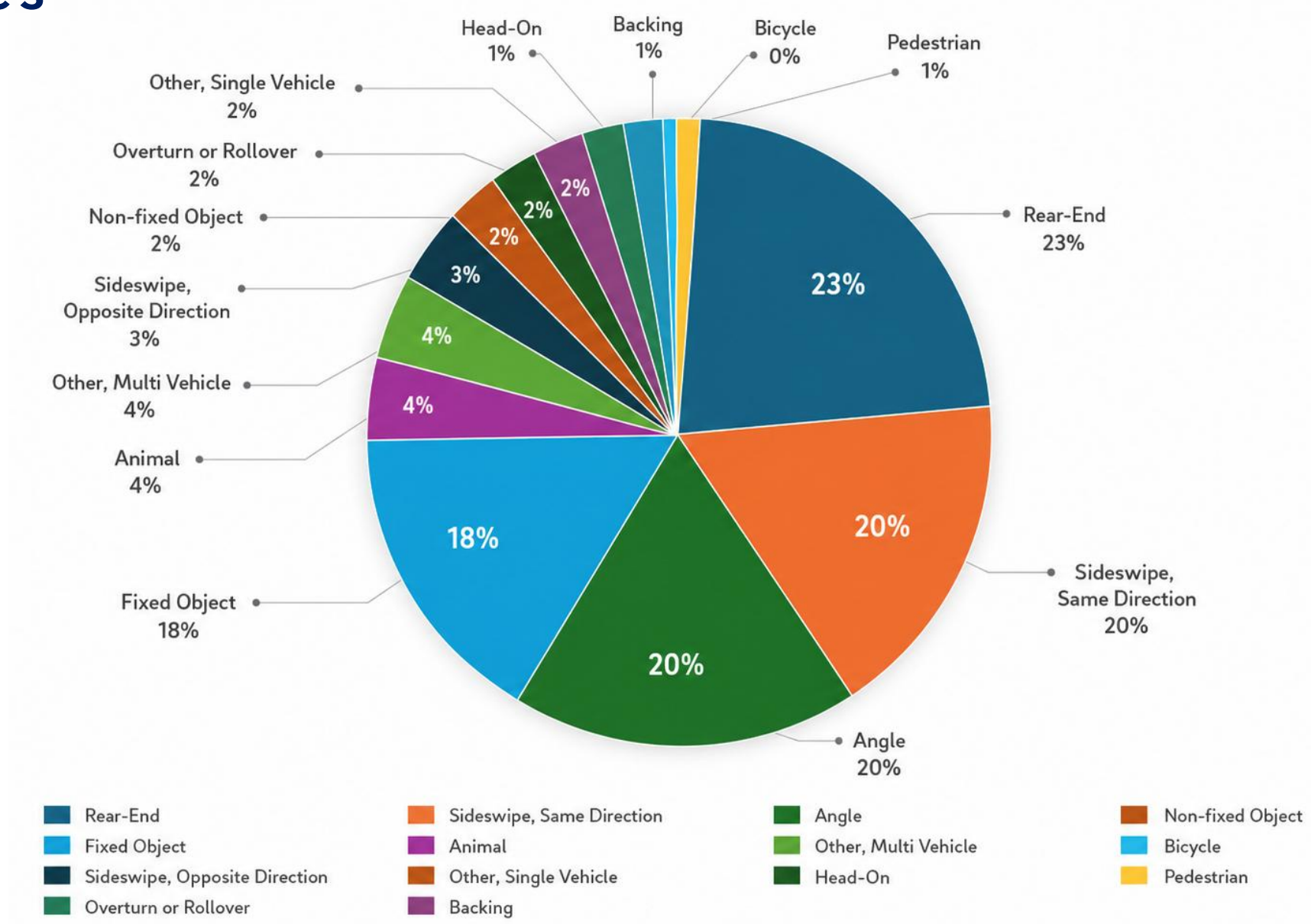
Safe Streets and Roads for All

Tighe & Bond

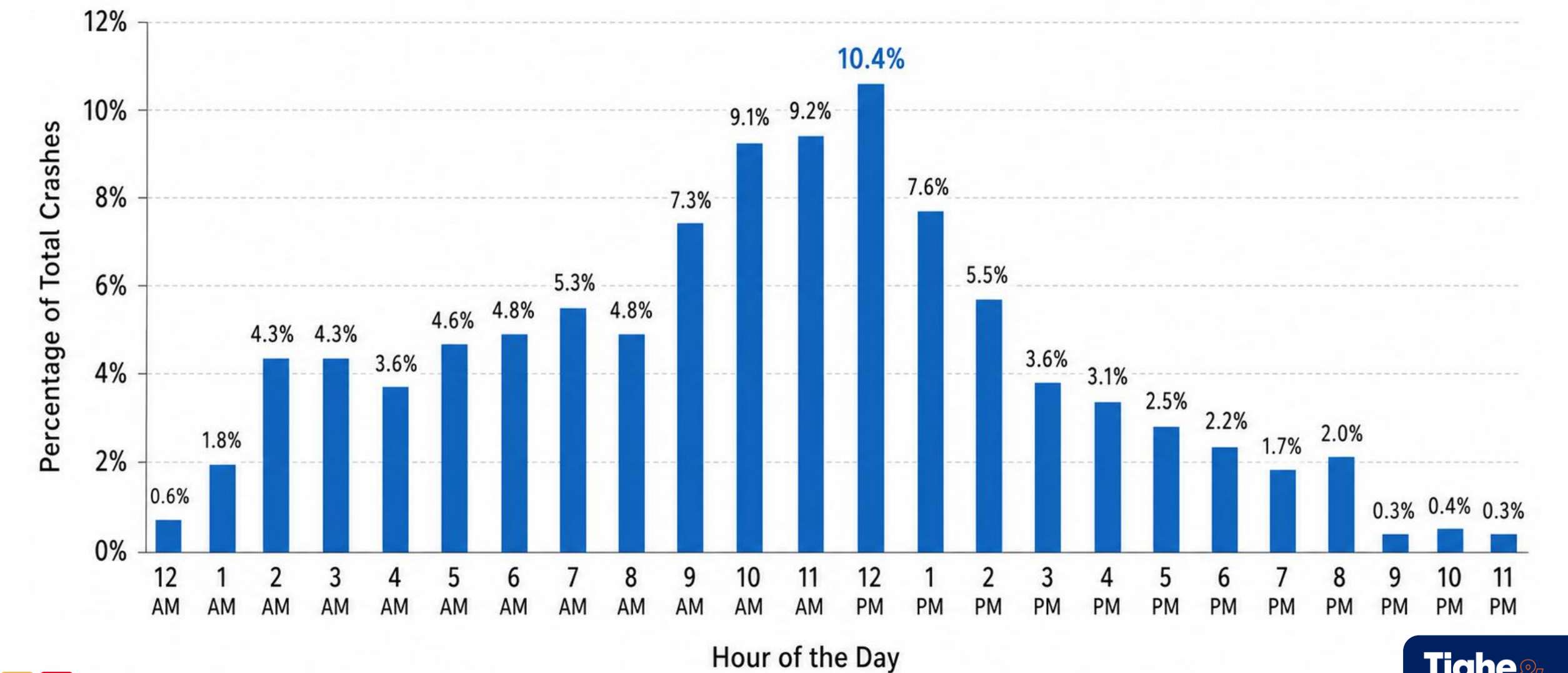
Vulnerable Road User Crashes

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

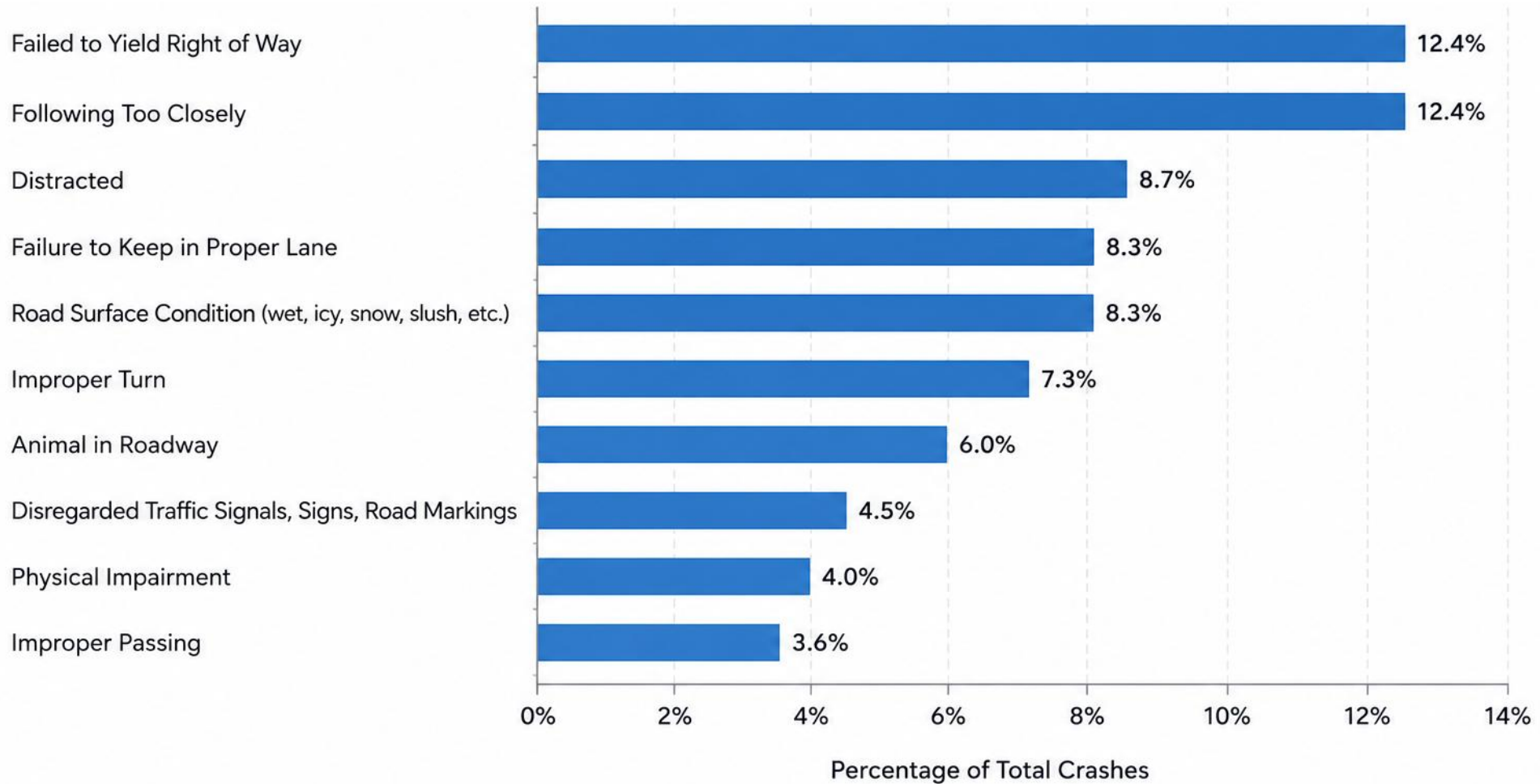
Crash Types



Crash Time of Day (Weekdays)



Contributing Factors - Top 10

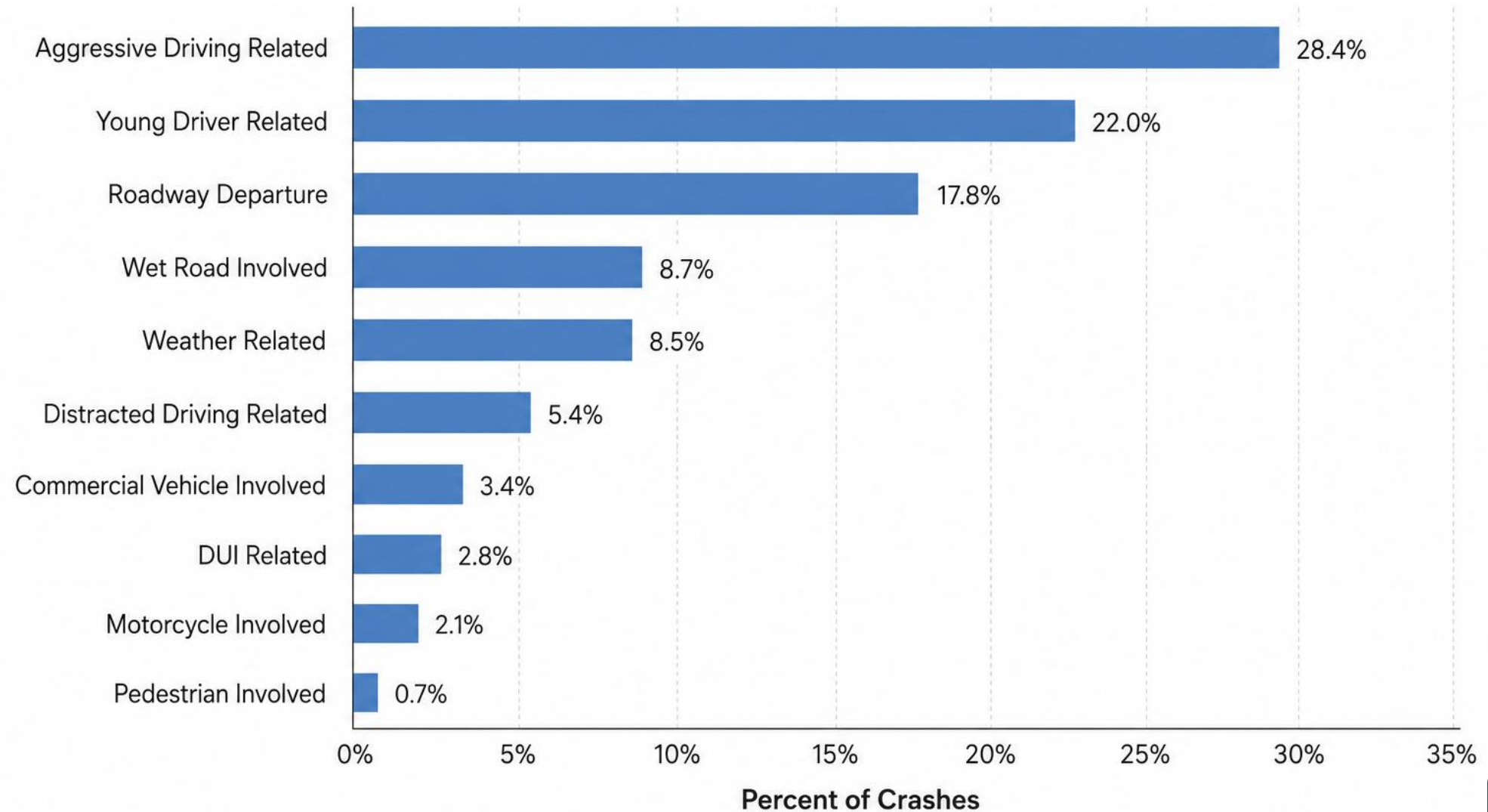


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Emphasis Areas - Top 10



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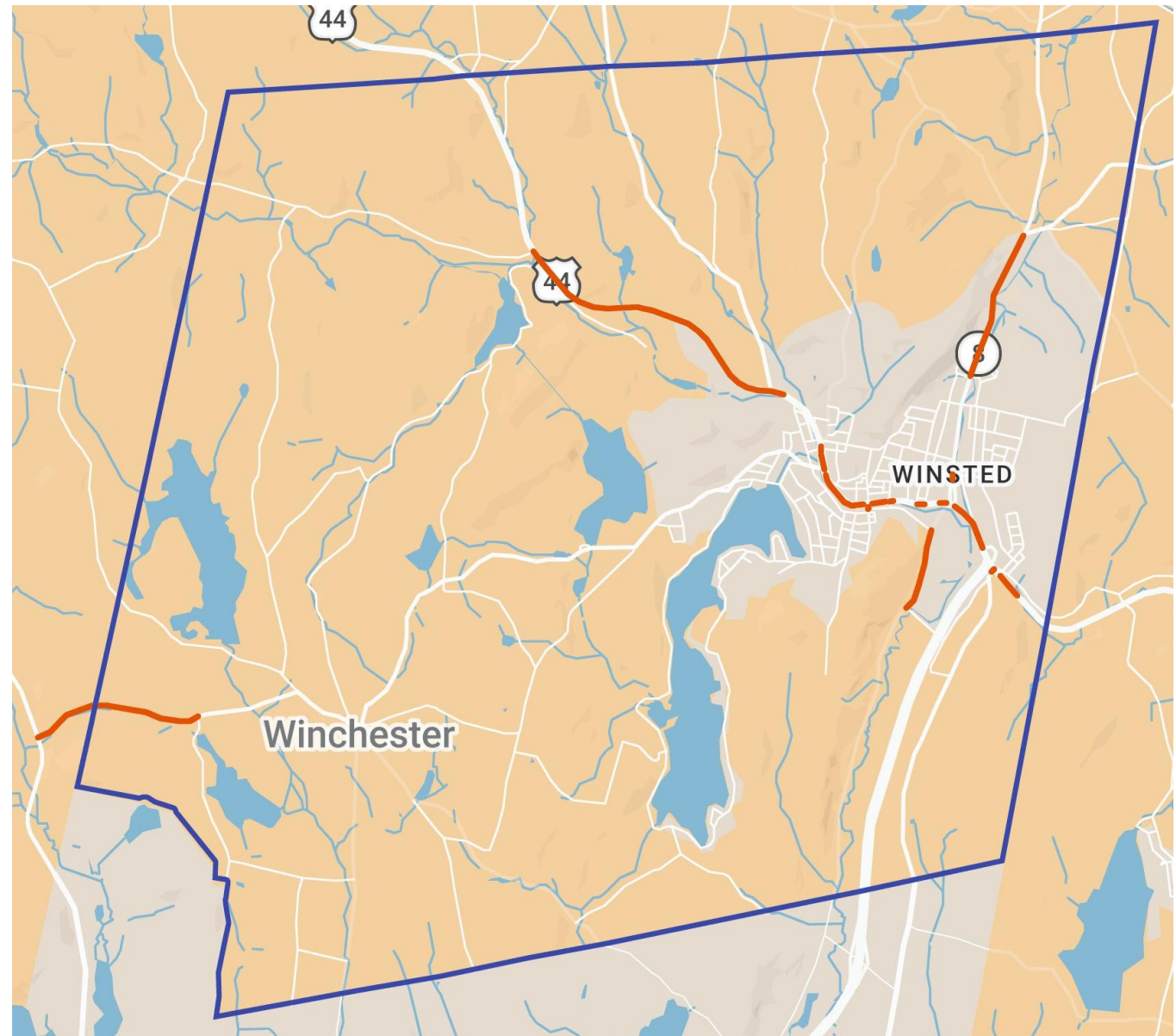
Tighe & Bond

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)



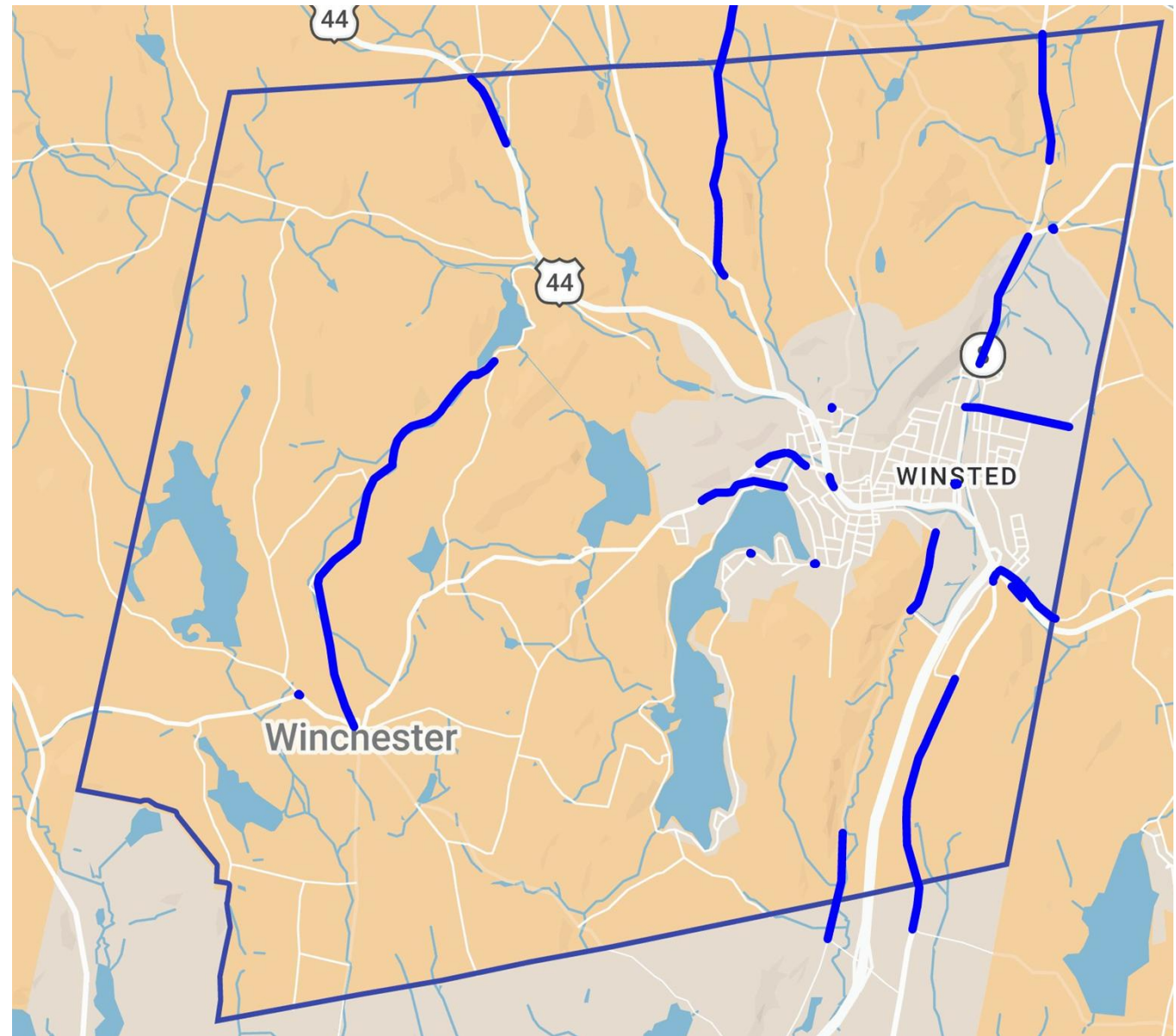
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Relative Severity Index (RSI) - Top 25 Locations

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



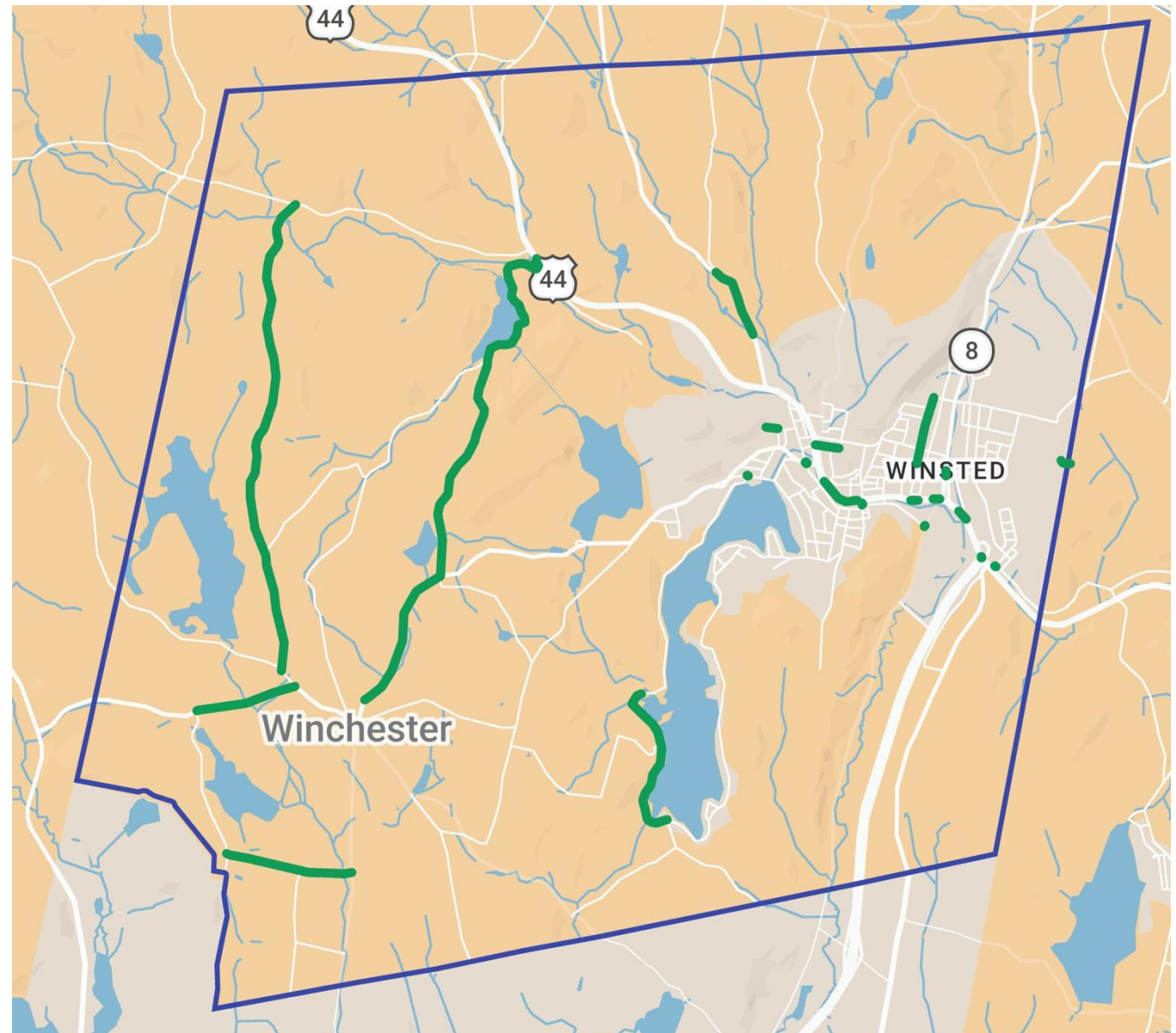
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Critical Crash Rate (CCR) - Top 25 Locations

- 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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Safe Streets and Roads for All

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Next Steps

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

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mstoutz@tighebond.com

Tom Heuschkel

theuschkel@townofwinchester.org



Questions?
Let's Talk

**Appendix E:
Map Survey Overview**

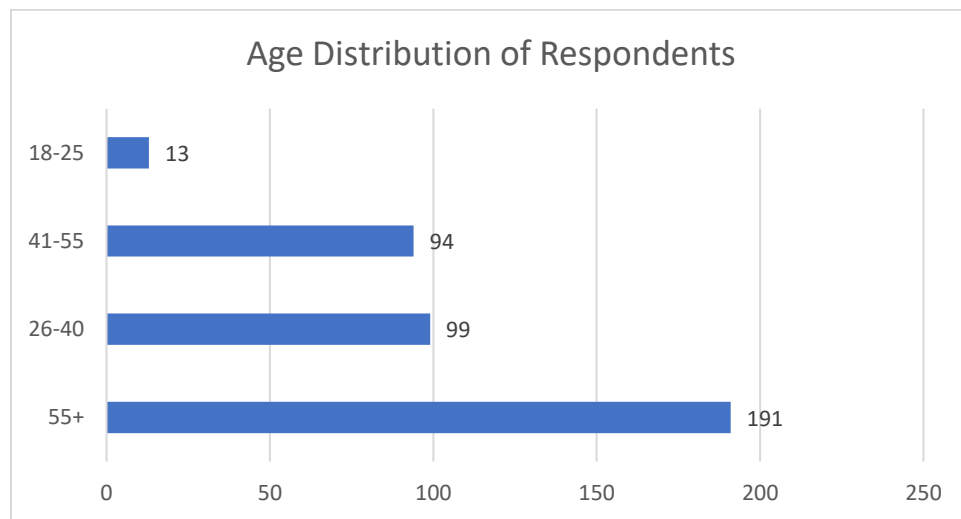
Survey questionnaire: August 1, 2026 data download | Map survey (pin) data: August 7, 2026 data download

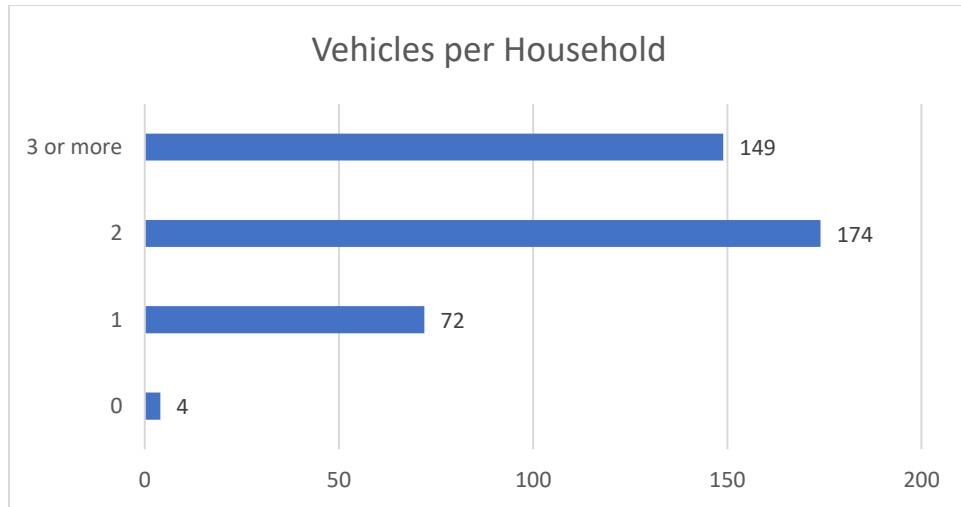
SURVEY QUESTIONNAIRE OVERVIEW

Responses were analyzed using normalized tables derived from the raw survey dataset. Multi-select questions were expanded to one response per row and summarized using a distinct count of respondents. Percentages represent the share of respondents selecting each option and thus sum to greater than 100%.

Total submissions grew from 1,495 (June 1 data download) to 1,531 (August 7 data download), representing 36 net new submissions, about 2%. Of the 1,531, only 397–465 respondents (26–30%) answered any given question. Percentages below are calculated against respondents who answered that specific question, not against all 1,531 submissions.

48% of respondents are 55 or older, versus 3% aged 18–25; 24–25% fall in the 26–40 and 41–55 brackets. 81% of households report two or more vehicles, and only 1% report zero. Consistent with the June 1 pull, current participation overrepresents older, higher-car-ownership residents, while younger residents, non-drivers, transit users, bicyclists, and lower-vehicle-access households remain underrepresented.

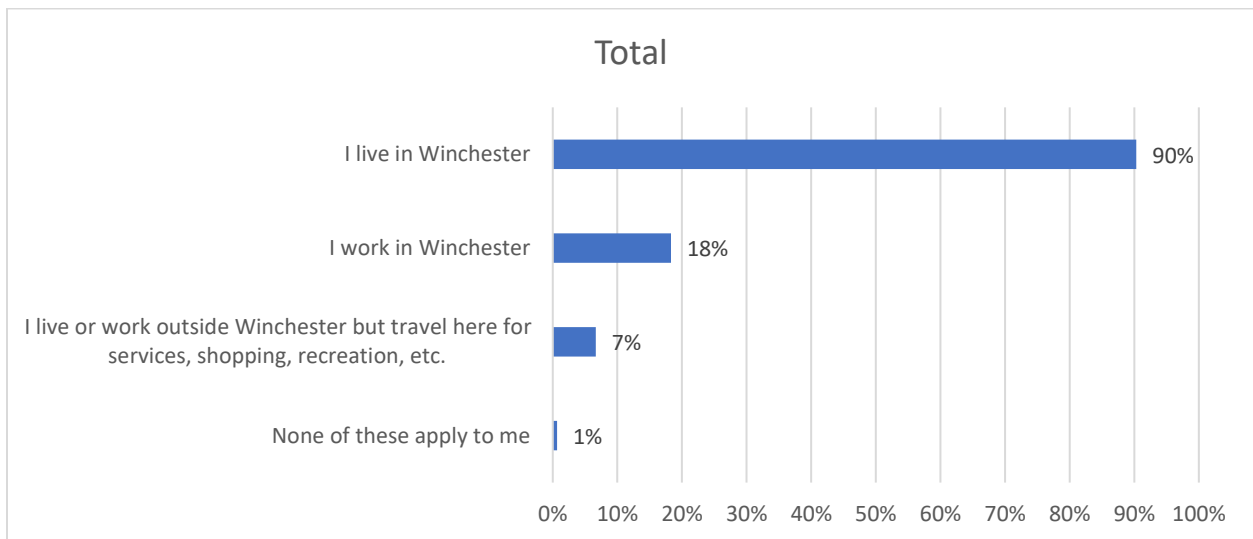




Travel Purpose

Question: Why do you travel in and around Winchester?

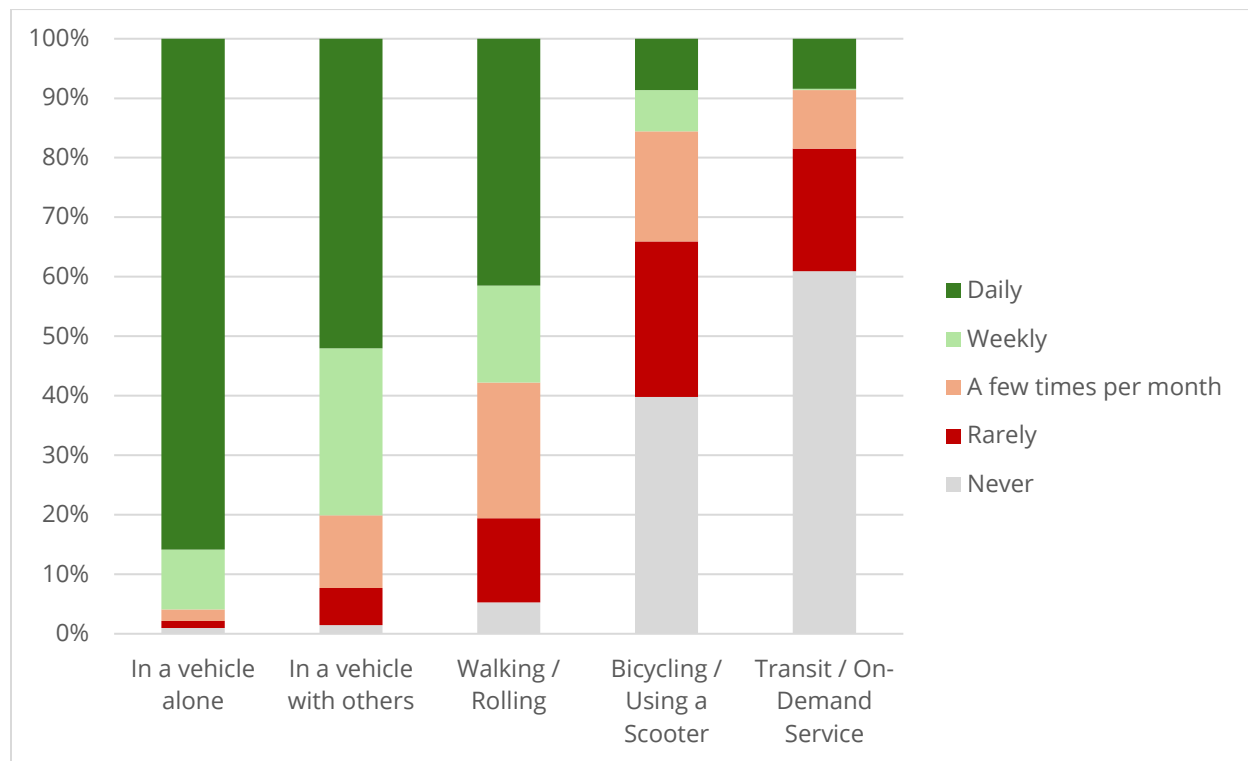
Respondents are overwhelmingly town residents: 90% live in town, 18% work in town, and 7% travel outside for services or retail. 1% selected “None of these apply to me.” The dataset represents resident travel behavior; regional or commuter patterns are not well reflected.



Mode Frequency

Question: How often do you travel in Winchester?

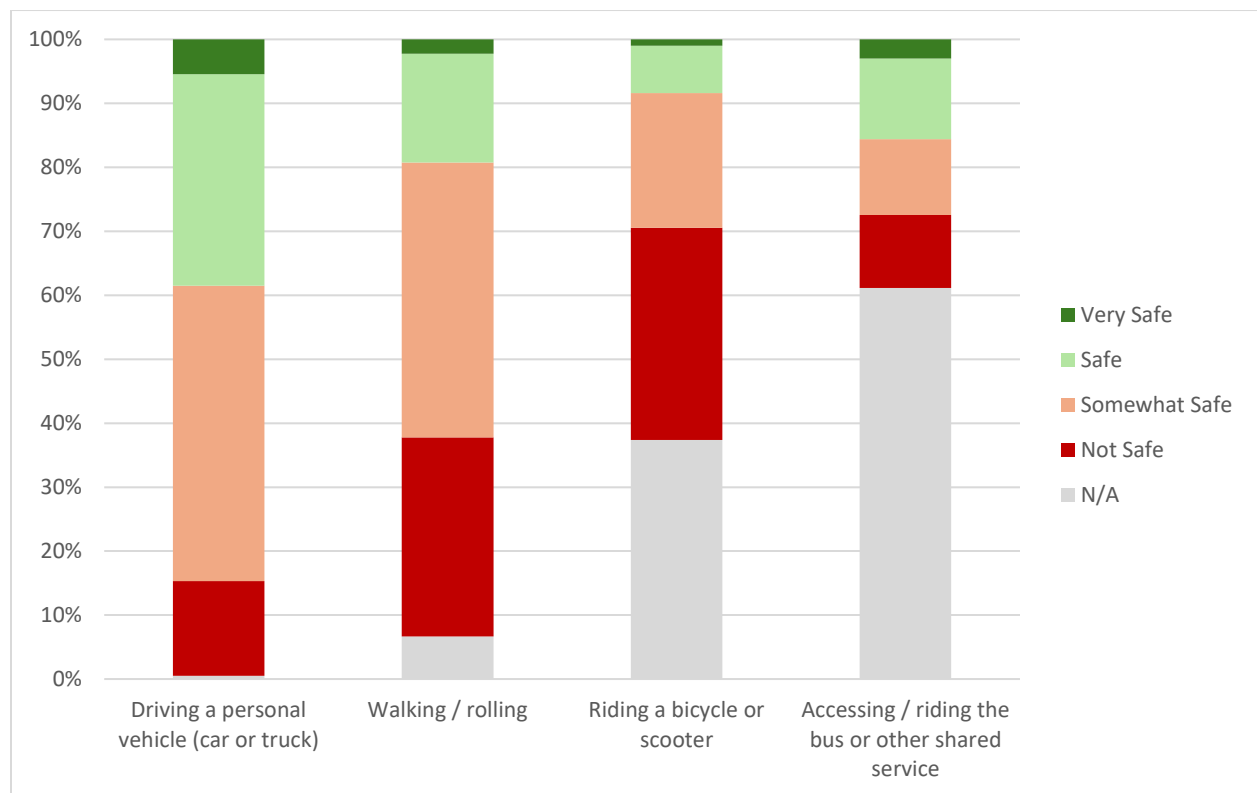
Driving dominates: 86% of respondents use a personal vehicle daily, another 10% weekly. Shared-vehicle travel is also common (52% daily, 28% weekly). Walking and rolling show a meaningful baseline of daily use (41%, plus 16% weekly). Bicycling and scooter use remain infrequent (40% never, 9% daily). Transit use is minimal compared to other modes (61% never, 8% daily).



Mode Safety

Question: How safe do you feel in Winchester doing the following?

Driving is perceived as acceptable but not strongly safe: 46% rate it somewhat safe, 38% safe or very safe, 15% unsafe. Walking/rolling is rated notably less safe (31% not safe, 19% safe or very safe). Bicycling and scooter use score lowest among active modes (33% not safe, 8% safe or very safe), with 37% selecting N/A, consistent with low usage. Transit shows the highest N/A share (61%), also consistent with low usage; among the minority who do use it, safety ratings are spread fairly evenly across levels.



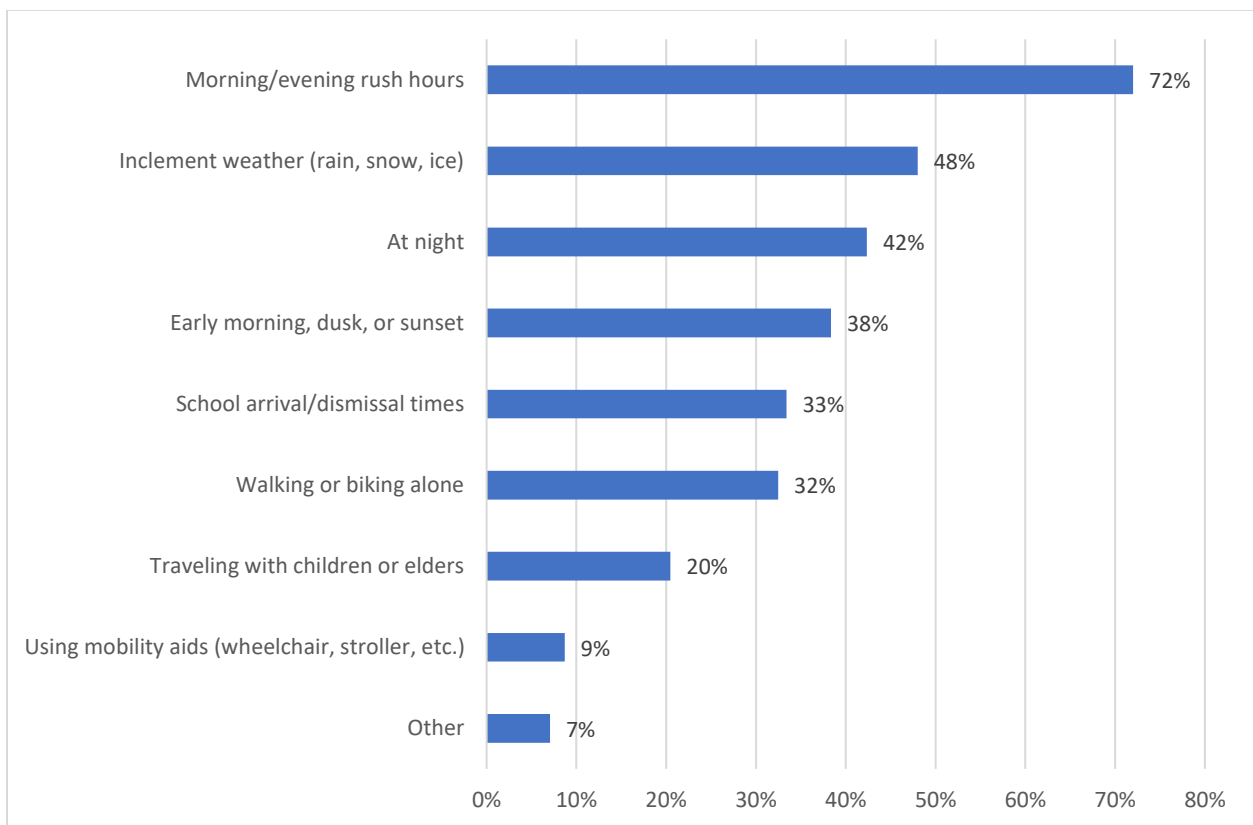
Conditional Safety

Question: At which times or under which conditions do you feel less safe traveling in Winchester?

Concerns concentrate during morning and evening rush hours (72%), followed by inclement weather (48%) and nighttime (42%). Early morning/dusk conditions (38%) also contribute.

Situational factors matter as well: 32% feel less safe walking or biking alone, and 33% during school arrival/dismissal. Smaller shares cite traveling with children or elders (20%) and using mobility aids (9%). Other responses: 7%.

Safety concerns are context-dependent, driven by traffic intensity, visibility, and user vulnerability, rather than being tied to one mode. Rush-hour prominence points to vehicle volume and behavior as key drivers; the weather/lighting response points to infrastructure and environmental limitations.



Perceived Safety Issues

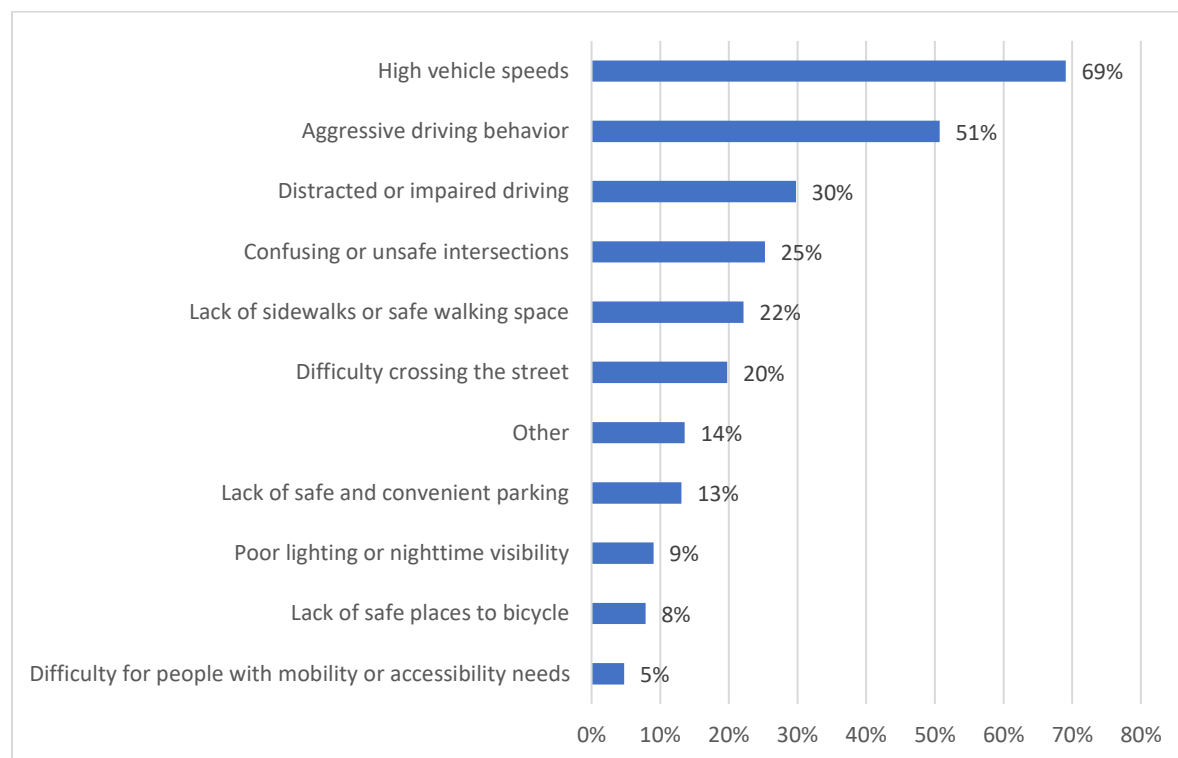
Questions: Which safety issues concern you most on Winchester's roads and streets?

Concerns center on driver behavior and speed: 69% cite high vehicle speeds, 51% aggressive driving, 30% distracted or impaired driving.

Infrastructure issues follow: confusing or unsafe intersections (25%), lack of sidewalks or safe walking space (22%), difficulty crossing the street (20%).

Less-cited concerns: lack of safe and convenient parking (13%), lack of safe places to bicycle (8%), poor lighting (9%), mobility/accessibility challenges (5%). Other: 14%.

The dominance of speed and driver-behavior concerns is consistent with the Conditional Safety findings on peak-hour risk, reinforcing the case for speed management and traffic calming.

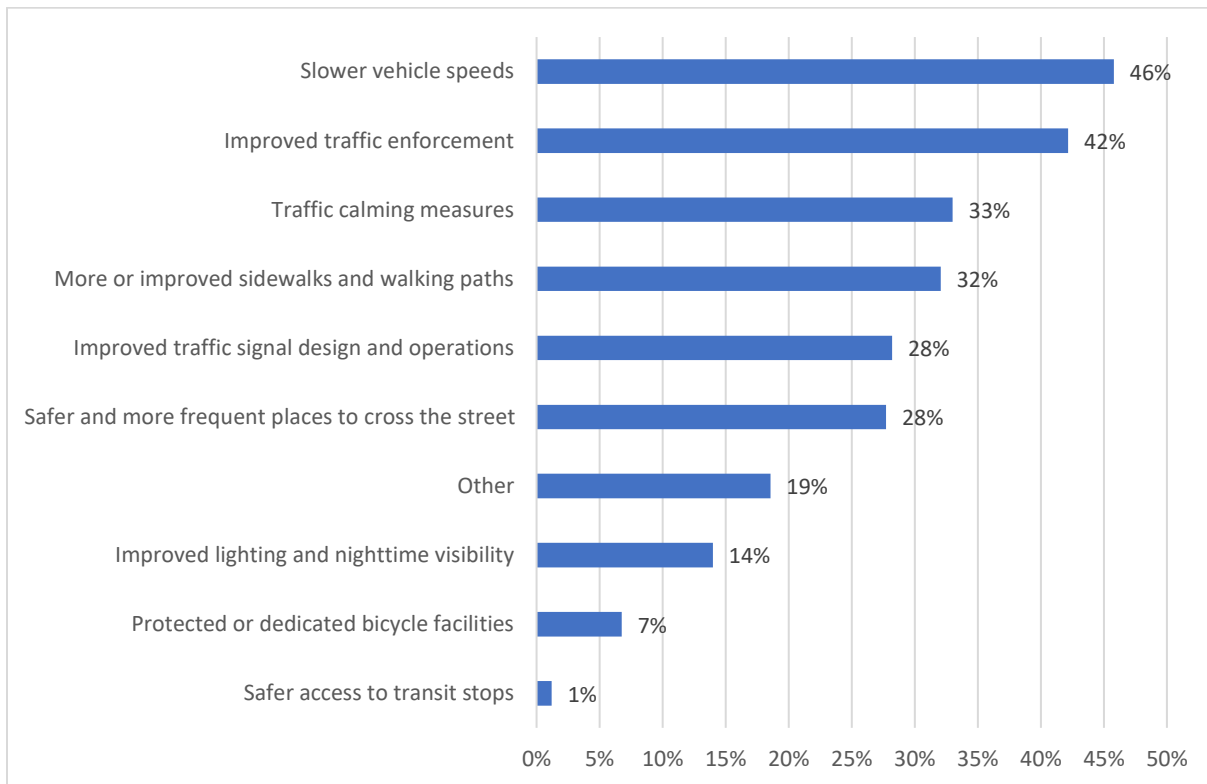


Desired Improvements

Question: What would most improve roadway safety in Winchester?

Top priorities: slower vehicle speeds (46%) and improved traffic enforcement (42%), followed by traffic calming (33%), sidewalk/walking path improvements (32%), and improved signal design (28%). Also cited: safer/more frequent crossings (28%) and improved lighting (14%). Lower priorities: protected bicycle facilities (7%) and safer transit-stop access (1%). Other: 19%.

This prioritization tracks directly with the Perceived Safety Issues findings: speed and enforcement lead because speed and aggressive driving lead as concerns. Low bicycle/transit prioritization tracks with their low reported usage.



MAP PIN RESULTS BY CATEGORY

Crossing Issue

Key themes include:

- Limited visibility at crossings due to roadway curvature, blind corners, inadequate lighting, parked vehicles near intersections, and faded crosswalk markings.
- Frequent requests for enhanced crossing treatments, particularly flashing pedestrian beacons, illuminated signage, traffic signals, overhead lighting, and more visible crosswalk markings.
- Concerns about driver behavior, including speeding, failure to yield to pedestrians, rolling through stop signs, and right turns on red while pedestrians are present in crosswalks.
- Multiple comments noted crossings near schools, playgrounds, parks, the YMCA, post office, commercial destinations, and mail retrieval locations where pedestrian activity is high, including children crossing regularly.
- Several responses identified safety issues tied to roadway geometry, including bends in the road and crosswalk placement that reduce driver reaction time and pedestrian visibility.
- Sidewalk conditions were also raised as a related issue, with comments describing deteriorated pavement and drainage problems creating tripping hazards and reducing pedestrian safety approaching crossings.
- Nighttime visibility emerged as a recurring concern, with residents citing poor or non-functioning lighting, dim crosswalk markings, and difficulty seeing pedestrians wearing dark clothing.

Overall, comments indicate strong community interest in enhanced pedestrian crossing visibility and traffic calming measures, particularly at uncontrolled crossings along US-44 with significant pedestrian activity. Recurring recommendations include flashing pedestrian beacons, improved lighting, parking restrictions near corners/crosswalks, upgraded pavement markings, and additional crossing controls near schools, parks, and commercial destinations.

Missing/Incomplete Infrastructure

Key themes include:

- Frequent concerns regarding incomplete infrastructure projects, including unfinished roadway improvements, bridge construction, lane modifications, and corridor extensions. Multiple comments referenced projects perceived as partially completed or stalled for extended periods.
- Recurring identification of missing pedestrian infrastructure, including sidewalk gaps, incomplete sidewalk networks, missing crossings, and locations where pedestrians or wheelchair users are forced to travel within the roadway or shoulder due to lack of facilities.
- Several comments highlighted missing or unclear roadway design elements, including undefined turn lanes, confusing one-way/two-way operations, lack of pavement markings, absent crosswalks, and insufficient traffic control at intersections.
- Multiple responses identified locations where roadway geometry or infrastructure design creates operational or safety challenges, including narrow roadways, difficult intersections, poor sightlines, and insufficient turning capacity.
- Comments also noted missing drainage infrastructure or failed drainage systems contributing to roadway instability, flooding, ice formation, and unsafe travel conditions.
- Several respondents requested completion of missing network connections, including sidewalk connections to commercial areas, roadway extensions, bridge repairs/replacements, and unfinished corridor projects.

Overall, comments indicate strong concern regarding gaps in the transportation network, incomplete capital improvements, and infrastructure deficiencies that limit safe and reliable travel for pedestrians, bicyclists, and motorists. Recurring requests include completion of unfinished projects, sidewalk network expansion, clearer roadway organization and markings, improved intersection design, and replacement or reconstruction of deficient roadway and bridge infrastructure.

Near Misses/Close Calls

Key themes include:

- Repeated concerns regarding limited sight distance caused by curves, hills, vegetation, parked vehicles, narrow bridges, and roadway geometry. Many commenters described difficulty seeing approaching vehicles, pedestrians, or bicyclists until the last moment.
- Frequent reports of near misses at merge locations and intersections due to unclear lane assignments, inadequate merge guidance, simultaneous turning movements, and driver confusion regarding right-of-way.
- Multiple comments identified aggressive or unsafe driver behavior contributing to conflicts, including speeding, rolling through stop signs, illegal passing, failure to yield, unsafe right turns on red, and drivers bypassing stopped vehicles at crosswalks.
- Several responses described recurring pedestrian safety conflicts near schools, crosswalks, commercial driveways, and high-activity areas, including reports of drivers failing to obey crossing guards or yielding requirements.
- Numerous comments referenced difficult access conditions at commercial driveways and side streets, particularly where high vehicle speeds or inadequate gaps make turning movements challenging or hazardous.
- Recurring requests for operational and visibility improvements included better signage, pavement markings, lane delineation, flashing warnings, vegetation management, centerlines on curves, reduced speeds, and intersection reconfiguration.
- Several comments identified narrow roadway or bridge conditions contributing to frequent close calls between opposing vehicles, particularly where travel lanes are constrained or poorly defined.

Overall, comments indicate widespread concern regarding locations where roadway design, visibility constraints, and driver behavior combine to create recurring near misses and conflict points. Many responses emphasize that these issues are ongoing and predictable, particularly at merges, uncontrolled turning locations, school crossings, and constrained roadway segments.

Speed Issue

Key themes include:

- Chronic speeding on local and residential streets, with many commenters describing speeding as constant or occurring throughout the day and night.
- Vehicles frequently traveling well above posted limits, particularly in 25 mph zones, with some comments estimating speeds 40–60 mph.
- Cut-through traffic using neighborhood streets to bypass congestion on major corridors, contributing to higher speeds and traffic volumes in residential areas.
- Significant concern regarding pedestrian safety, particularly near schools, parks, playgrounds, neighborhoods with children, and areas with regular walking activity.
- Speed-related conflicts compounded by narrow roads, hills, blind curves, parked vehicles, and limited sight distance.
- Reports of associated unsafe driving behaviors, including aggressive passing, weaving, racing, centerline encroachment, and failure to stop at stop signs.
- Concerns involving multiple vehicle types, including motorcycles, heavy trucks, ATVs/dirt bikes, and passenger vehicles.
- Frequent requests for traffic calming and enforcement measures, including speed humps, radar feedback signs, additional stop controls, roadway narrowing, increased enforcement, and pedestrian infrastructure improvements.

Overall, comments indicate broad concern that prevailing vehicle speeds are incompatible with residential land uses, pedestrian activity, and existing roadway conditions.

General Safety Concerns

Key themes include:

- Confusing or unclear traffic operations at intersections and merge areas, including simultaneous turning movements, unclear lane assignments, and driver uncertainty regarding right-of-way.
- Visibility constraints caused by vegetation, parked vehicles, snowbanks, roadway curvature, narrow roads, and limited sight distance at intersections and driveways.
- Frequent reports of unsafe driver behavior, including stop sign violations, illegal turns, aggressive driving, illegal passing, wrong-way movements, and failure to yield to pedestrians.
- Parking-related conflicts reducing roadway width, blocking sidewalks, obstructing sightlines, and creating operational issues near intersections, schools, businesses, and community destinations.
- Recurring concerns around schools, athletic facilities, commercial areas, and other high-activity destinations where traffic volumes, pickup/drop-off activity, and pedestrian activity create frequent conflicts.
- Ongoing concerns regarding roadway and drainage conditions contributing to unsafe travel, including potholes, sinkholes, collapsing pavement, ice buildup, uneven surfaces, and drivers swerving into opposing lanes to avoid roadway defects.
- Seasonal and winter maintenance concerns, including uncleared sidewalks, snowbanks limiting visibility, and icy roadway conditions.

Overall, comments suggest that many reported safety concerns stem from the interaction of driver behavior, constrained roadway geometry, visibility limitations, parking conflicts, and deteriorating infrastructure conditions, resulting in unpredictable and uncomfortable conditions for all roadway users.

Improvement Ideas

Key themes include:

- Requests for revised traffic operations and controls, including additional left-turn arrows, modified signal timing, separate signal phases, four-way stop control, yield signage, and merge warning signage to improve driver understanding and reduce conflicts.
- Multiple suggestions related to parking management, including marked parking spaces, angled/nose-in parking configurations, one-sided parking restrictions, and revised no-parking regulations to improve visibility, roadway width, and business access.
- Recurring requests for roadway redesign or reconstruction at locations perceived to have unsafe geometry, poor traffic flow, or deteriorated conditions.
- Interest in bicycle infrastructure additions, including bike lanes.
- Several comments focused on improving access and circulation near businesses, schools, and community destinations, particularly where congestion or difficult turning movements create operational challenges.
- A smaller number of comments referenced broader community enhancement ideas, including park improvements, landscaping, basketball courts, and streetscape maintenance.

Overall, improvement suggestions generally align with operational safety enhancements, traffic calming concepts, parking and circulation management, and multimodal infrastructure improvements intended to improve predictability, visibility, and overall roadway function.

Non-Safety Maintenance

Key themes include:

- Extensive reports of potholes, uneven pavement, roadway heaving, deteriorated surfaces, and failing storm drains across multiple corridors.
- Frequent concerns regarding poor drainage, standing water, ice buildup, pooling near catch basins, and recurring freeze-thaw damage contributing to pavement deterioration.
- Multiple comments described drivers swerving into opposing lanes to avoid potholes or deteriorated pavement, creating secondary operational and safety concerns.
- Recurring frustration with temporary patching practices and perceived lack of long-term roadway resurfacing or reconstruction.
- Sidewalk maintenance concerns included deteriorated walking surfaces, litter, drainage problems, and vegetation-related issues.
- Several comments referenced vehicle damage caused by roadway conditions, including alignment damage and bottoming out on severe pavement defects.

Overall, these comments primarily reflect ongoing roadway maintenance and asset management concerns rather than stand-alone systemic safety issues. While poor pavement and drainage conditions can contribute to unsafe travel behavior or reduced roadway comfort, most comments in this category would likely fall outside the core scope of SS4A-eligible safety strategies and instead align more closely with routine roadway maintenance, resurfacing, drainage repair, or municipal public works programming.

**Appendix F:
CRSMS Methodology**

A.1.2 Equivalent Property Damage Only (EPDO) Average Crash Frequency

The equivalent property damage only (EPDO) method calculates a combined frequency and severity score for each site by assigning weighting factors to crashes by crash severity and monetary consequences. The weighting factors are based on the costs of property damage only crashes, and the calculated score accounts for the severity of crashes and the expected crash costs for each site. The initial weighting factors are estimated by the Federal Highway Administration (FHWA) using the 2001 dollar values and documented in the “Safety Analyst User Manual” based on the mean comprehensive monetary costs for each severity level. Level K has a mean comprehensive cost equal to \$5,800,000 per crash, and a weight factor equal to 1450; level A has a mean comprehensive cost equal to \$402,000 per crash, and a weight factor equal to 100; level B has a mean comprehensive cost equal to \$80,000 per crash, and a weight factor equal to 20; level C has a mean comprehensive cost equal to \$42,000 per crash, and a weight factor equal to 10; level PDO has a mean comprehensive cost equal to \$4,000 per crash, and a weight factor equal to 1. The EPDO score is weighted to the per mile per year unit for segments and per year for intersections, and is then used for ranking sites. However, the 2001 dollar values might not be representative to the current values due to the inflation. Therefore, the weighting factors of crash severities used in this study are adjusted to the current economic situation using the Consumer Price Index (CPI) and Employment Cost Index (ECI) released by the U.S. Bureau of Labor Statistics (BLS). BLS usually releases the CPI and ECI monthly. However, the monthly changes of CPI and ECI are very small and we decided to update the weighting factors for EPDO analysis once a year. The latest updated weighting factors used in the study are:

- Level K has a mean comprehensive cost equal to 6,415,389 per crash, and a weight factor equal to 574
- Level A has a mean comprehensive cost equal to 338,576 per crash, and a weight factor equal to 30
- Level B has a mean comprehensive cost equal to 123,646 per crash, and a weight factor equal to 11
- Level C has a mean comprehensive cost equal to 69,541 per crash, and a weight factor equal to 6
- Level O has a mean comprehensive cost equal to 11186 per crash, and a weight factor equal to 1

For instance, a 0.5 mile segment has 10 PDO crashes, 5 C crashes, 4 B crashes, 2 A crashes and 1 K crash during a 5-year period, the related EPDO score for the segment can be calculated as:

$$\frac{10*1+5*6+4*11+2*30+1*574}{0.5*5} = 287.2$$

A.1.3 Relative Severity Index

Similar to the EPDO, the relative severity index method assigns a monetary crash cost to each type of crash, and the total costs of crashes are calculated for each site. An average crash cost per site is then calculated, divided by the total crash counts and compared to an overall average crash cost for the site's reference population. Again, crash cost is weighted to the per mile per year unit for segments, and per year for intersections, and is used for ranking sites. The site's reference population contains all sites with similar characteristics, which are the facility types shown in Figure 6. Similarly, crash type costs are also estimated by FHWA and documented in the HSM for both segments and intersections using the 2001 dollar values, and are adjusted annually using both the CPI and ECI.

The current segment crash costs are summarized as:

Crash Type	Mean Comprehensive Costs per Crash (RSI Costs)
Front to Rear	\$46,945.00
Front to Front/Head-on	\$596,355.00
Sideswipe (Both Same and Opposite Directions)	\$53,282.40
Angle and Multi-Other	\$88,213.00
Total Multi-Vehicle Crashes	\$70,667.75
Fixed Objects	\$149,919.00
Overturn/Rollover	\$380,945.00
All Other Categories	\$86,929.00
Total Single-Vehicle Crashes	\$143,179.92
Pedestrian/Bike	\$457,787.00

The current intersection crash costs are summarized as:

Crash Type	RSI for Signalized Intersections	RSI for unsignalized intersections
Front to Front	\$37,269.00	\$74,519.00
Front to Rear	\$41,383.00	\$20,036.00
Sideswipe (both same and opposite directions)	\$53,284.00	\$53,284.00
Angle	\$74,157.00	\$96,063.00
Multi-Other	\$87,011.00	\$87,011.00
Total Multi-vehicle Crashes	\$54,086.09	\$47,763.82
Fixed Objects	\$149,919.00	\$149,919.00
Non-Fixed Object	\$87,011.00	\$87,011.00
Overturn/Rollover	\$87,011.00	\$87,011.00
Jackknife	\$87,011.00	\$87,011.00
Non-collision Other	\$87,011.00	\$87,011.00
Single-Other	\$87,011.00	\$87,011.00
Total Single-vehicle Crashes	\$123,627.34	\$136,290.53

1) Divide all sites into similar roadway groups based on roadway characteristics such as functional class, number of lanes, speed limit, etc., which are the facility types shown in Figure 6.

2) Calculate the observed RSI value for each segment or intersection.

$$\overline{RSI}_i = \frac{\sum_{j=1}^n RSI_j}{N_{targeted\ observed,i}} \quad (1)$$

where RSI_i is the RSI value for each crash type at site i , which equals to the summation of each crash type counts multiplied by crash type weight; $N_{targeted\ observed,i}$ is the total counts for the only selected crash types, other than the total crashes at site i . Again, the crash counts are weighted to the per mile per year unit for segments and per year for intersections.

3) Calculate the average RSI value for the reference group.

$$\overline{RSI}_{average} = \frac{\sum_{i=1}^n RSI_i}{\sum_{i=1}^n N_{targeted\ observed,i}} \quad (2)$$

- 4) Calculate the difference between the observed RSI and average RSI for each site.

$$Difference = \overline{RSI_i} - \overline{RSI_{average}} \quad (3)$$

- 5) Rank the sites based on the difference.

Note: when running the network screening using the relative severity index, the ranking scores in the final results might have negative values. This is because when comparing with the overall average crash cost for the site's reference population, the individual site might have a lower average crash cost, and therefore their difference is lower than zero. This also indicates that the site may not have safety issues and won't be highly ranked in the network screening.

A.1.6. Critical Crash Rate

In the critical crash rate method, the observed crash rate at each site is compared to a calculated critical crash rate that is unique to each site. Sites that exceed the critical rate are flagged for further review, and the observed critical rate is used for ranking sites. The critical crash rate is applied using the following steps:

- 1) Calculate the annual million entering vehicles (MEV) for each site, in which the MEV for intersections and segments can be respectively calculated as:

$$MEV_{i,int} = \left(\frac{TEV_i}{1,000,000} \right) \times 365 \times Y \quad (16)$$

$$MEV_{i,seg} = \left(\frac{TEV_i \times L}{1,000,000} \right) \times 365 \times Y \quad (17)$$

Where TEV_i is the total entering vehicles at site i per day, *i.e.* AADT for segments and total AADT for all approaches for intersections. L is the segment length, and Y is the number of year.

- 2) Calculate the observed crash rate for each site by dividing the number of crashes by its MEV:

$$R_i = \frac{N_{obs,i}(total)}{MEV_i} \quad (18)$$

Where $N_{obs,i}(total)$ is the total crashes at site i .

- 3) Calculate the weighted average crash rate for each facility for intersections and segments as:

$$R_{a,int} = \frac{\sum_{i=1} TEV_i \times R_i}{\sum_{i=1} TEV_i} \quad (19)$$

$$R_{a,seg} = \frac{\sum_{i=1} (TEV_i \times L_i) \times R_i}{\sum_{i=1} (TEV_i \times L_i)} \quad (20)$$

- 4) Calculate a critical crash rate for each site:

$$R_{c,i} = R_a + \left[P \times \sqrt{\frac{R_a}{MEV_i}} \right] + \left[\frac{1}{(2 \times MEV_i)} \right] \quad (21)$$

Where P is the p -value for significance level.

- 5) If $R_i > R_{c,i}$, site i is identified for further review and $R_i/R_{c,i}$ is used for ranking sites.