CITY OF CONCORD
TRANSPORTATION POLICY ADVISORY COMMITTEE
MINUTES OF JULY 23, 2026

The Transportation Policy Advisory Committee (TPAC) met at 6:00 pm on July 23, 2026 in City Council Chambers, 37 Green Street

Members Present: Greg Bakos (Chair), Councilor Todd (Vice-Chair), Councilor Schultz, Mickey Shoemaker, Ian McGregor, Nicole Fox, Erika Rydberg-Hall, Chris Nadeau, Councilor Foote and Marcus Flynn

Members Absent: Craig Tufts and Ganesh Sharma

Guests: See attached sign-in sheet

City Staff: Mike Bezanson (City Engineer), Karen Hill (Transportation Engineer), Alec Bass (Assistant City Planner – Community Planning), Sarah Ferguson (Fiscal Supervisor – Engineering)

1. Call to Order

Chair Bakos called the meeting to order at 6:04 pm.

2. Introductions

3. Approval of Minutes

Approval of Minutes – May 28, 2026

On a motion made by Todd, seconded by Schultz, the meeting minutes of May 28, 2026 were approved. 9 in favor, 0 opposed, 1 abstained (Flynn)

4. Public Comment

Nadeau recused himself from the discussion as his firm is working on the Concord Middle School project.

John Weaver, an attorney from McLane Middleton, hired to represent the neighborhood, summarized his letter that was presented ahead of the meeting. He mentioned that his clients have concerns about the safety of the neighborhood due to the School District's plan to add bus traffic. He referenced his letter that identified four particular points.

He provided a background of the proposed project proposal and associated neighborhood concerns.

He believes that TPAC has the authority to review this matter and to advise the City Council. He mentioned that a group of residents is requesting that City Council prohibit the School District from using Noyes and Cypress Streets for buses. He referenced state law which allows City Council to restrict the use of vehicle classifications on certain

streets. Adding the use of bus traffic, pick up and drop off in the Noyes and Cypress Street neighborhood is unsafe, and the City has the obligation to act and correct this insufficiency.

He believes that City Council has jurisdiction over the safety of Cypress and Noyes Streets, and a duty to exercise it. He noted that Cypress Street already has the highest rate of accidents within the traffic study performed by the School District. He explained that the concerns are compounded by the narrowness of the streets, when trash trucks and snow banks already push children/walkers further into the roadways. He also mentioned the intersection of Noyes Street and South Street will provide limited site lines.

Attorney Weaver thinks City Council should advise the School District to maintain the current traffic plan, which has worked safely for decades. Understanding that City Council cannot direct the School District what to do on their property, but the School District cannot tell the City what to do on their streets. Stating again, that the introduction of 19 buses to Noyes Street and Cypress Street is dangerous as those streets are too narrow and not designed for this type of traffic.

He summarized these safety concerns will suffice as insufficiency's under State RSA and the City will be liable for failing to act.

Don Brueggemann, 14 Noyes Street, noted that the City has already identified that these neighborhood streets are not designed for heavy traffic due to the history of limiting the right hand turns from Clinton Street. He believes that now is the time to get it right and if this proposal moves forward, remedies will be costly.

Jeanne Cusson, 5 Cypress Street, mentioned the School District has stated the proposed traffic configuration is about safety, but she believes it is about expediency. She discussed that vehicles are traveling 5 mph on campus where as they will not be traveling those speeds in the neighborhood. If you remove the buses from the current pick up/drop off, those cars will be able to go faster. There are 11 kids on her street and they walk to school without any sidewalks. They now will need to compete with school buses. She left a proposed alternate plan for the Board to consider, attached to the meeting minutes for the record.

Pat DeAngelis, 51 Noyes Street, wanted the Committee to understand this is not a "Not in my backyard" situation, residents are truly concerned about the safety of the neighborhood. They have had small school buses and about 30 staff vehicles utilize the neighborhood. The new bus plan will dramatically change the traffic pattern and impact safety. Due to the location of the new school entrance, not only will there be the school walkers from their own neighborhood, but it will also attract walkers from other neighborhoods to get to the school the quickest and most convenient way. There is a 10-foot area around a bus known as the danger zone, because they cannot see pedestrians. Kids are even more unpredictable, increasing this danger. She believes the City does have the responsibly to keep its streets safe. She asked the Committee to

send a strong recommendation to Council that the proposed bus configuration is unsafe and an alternative be pursued.

Catherine Cheney, 3 Cypress Street, mentioned she has served on 4 building committees for SAU's and is speaking from experience. She feels that if there was an issue where they had to separate bus and parent traffic, she would have found a better way. There are pedestrians, kids, and those with special needs in the Noyes and Cypress neighborhood. The current proposal is insufficient, and is not acceptable. The project is already over budget and will need to expend additional funds to correct an "unforeseen" consequence of allowing buses into this neighborhood which is not designed to accommodate them and will create a safety issue.

Melanie Anukem, 6 Dartmouth Street, shared her concerns when two cars are passing by on the road, when walking, you have to go onto people's yards to avoid them. She measured the difference in roadway width between Noyes Street which is 23-feet, 7-inches and Cypress Street is 24-feet, 7 -inches; while Conant Drive is 26-feet, 3-inches w/ sidewalk, and Norwich Street is 26-feet, 1-inch w/ sidewalk. So, the infrastructure is already in place to accommodate traffic on Conant and Norwich versus Noyes Street and Cypress Street.

Deborah Nixon, 11 Noyes Street, shared concerns about how dangerous the proposal is. As the buses come down Noyes Street to turn onto South Street, the buses will stack up blocking the roadway and driveways, residents will not be able to get in and out of their driveways and emergency vehicles may not be able to access the neighborhood.

Ulrich Goerke, 3 Cypress Street, believes the streets are too narrow, it is not safe, there are no sidewalks. The thought of adding sidewalk does not fix the fact that the streets are too narrow, and to add sidewalks you will be encroaching upon dozens of trees, some which are very mature. It will completely change the character of the neighborhood, which will be turned into a bleak landscape for the next 20-30 years, until new trees grow, if there is even space to plant new trees. He believes the character of the neighborhood will be lost.

Mila Paul, 21 Clinton Street, was worried since the first time the route was proposed. She mentioned she asked the City to place no bus signage on the streets. She also asked the Committee to remember that these streets were used for buses back in the 90's and it was deemed unsafe at that time, and there is no reason it would be different now.

Jim McConaha, 7 Cypress Street, shared a map of the proposed traffic flow with the Committee. At the onset, a petition was circulated throughout the neighborhood and signed by 70 residents. He mentioned there are long-term residents in the neighborhood, who understand it better than most. They see all of the accidents and near misses. When this neighborhood was initially laid out, they did not take into consideration large vehicles, which is why houses and mature trees are so close to the roadway. Pedestrians do not have any refuge. As mentioned by Attorney Weaver, the City has the responsibility to govern everything on its streets.

McConaha passed around another visual to the Committee, showing the size of different vehicles and classifications compared to buses, expressing the point that buses are big. He compared buses to a 10-wheel dump truck, posing a hypothetical to the Committee that if a construction company was proposed at the end of the neighborhood which would introduce 19, 10-wheeler trucks making the same number of trips. Presently, they do have some larger vehicles, such as garbage and fuel trucks, but have much less frequency than what is proposed by the School District.

Erin Waters, 22 Harvard Street, mentioned that she grew up in this neighborhood and moved back because she loves it. She used to walk to school as a kid and would weave around cars, and is sure when she was a kid she was not always paying attention to vehicles on the roadway.

Bakos concluded the public testimony.

5. TPAC Referrals from City Council, Staff and Chair

a. Referral from City Council in regards to communications from residents regarding the new Middle School Traffic Plan and Neighborhood Safety Concerns

Nadeau recused himself from the discussion as his firm is working on the Concord Middle School project.

Bakos asked the Committee to consider what recommendations to make to City Council.

Todd asked Bakos to revisit the discussions at the April TPAC meeting in which a motion was made that had yet to be presented to Council. Todd re-read the motion which recommended sidewalk be constructed on Noyes and Cypress Street.

Schultz inquired about the comment made by the public about how this traffic pattern was previously attempted, and if there are any applicable lessons.

Fox shared her understanding is that the buses at the time were the special education buses and not the primary school buses.

Todd noted they heard a lot of concerns about the current plan, but not necessarily alternate proposals supported by the neighborhood. He then read a portion of the proposed alternate plan submitted by Jeanne Cusson, which indicates no bus route to the north, decreasing front parking lot and expanding rear parking lot, no drop offs to the north and all drop offs to occur at the traditional location. Todd added that at the Planning Board meeting when this was presented, the project team noted that many options were considered and this was what they believed to be the safest possible plan.

Bakos noted that the School Board, in their design has widened the South Street pedestrian access to make it more attractive as the primary walking entrance.

Fox noted that her understanding that the origin of the separation of parent and bus drop off was from staff concerns, as it is very difficult to channel students, and they believe the existing configuration is very unsafe and creates a stressful situation.

Foote noted he has heard overall concern for safety, which is also his number one concern. Typically, decisions are made based on reported data and inquired if there are any reported crashes within the existing site. Adding that a good point was raised about the buses queuing on Noyes Street at South Street.

Fox stated her understanding is that the buses will exit in two waves, and the stacking will be contained entirely within the school property.

Foote added that kids are going to take the shortest route, and adding the buses without sidewalk is an issue, and thinks the Committee should advise that sidewalks are introduced to these streets.

McGregor thanked all the residents for attending. He joined the Committee to try to make the streets as safe as possible but mentioned there are challenges where the Committee is only advisory. While many things can be made as safe as possible, it does not always prevent tragedy, citing a South Street at Wall incident last year. Adding his own experience in dropping off his kids on a bicycle is extremely nerve wracking for him. He believes the District team's interest was in providing the safest possible outcome, and thinks separating as many kids from the buses does accomplish some safety improvement. He supports the Committee's motion made in April that sidewalks should be added to the neighborhood.

Fox added her appreciation for everyone who attended the meeting. She believes sidewalks should be constructed on Noyes and Cypress, and other streets as necessary. She recognizes that there is no easy solution, and not everyone is going to be happy, but separating the bus and parent traffic is the best solution. She supports the Committee's April recommendation, confirming that there are mature trees which will be impacted in order to construct sidewalk.

Todd inquired whether there is currently a Safe Routes to School Committee for Rundlett, and if not, he believes it would be a good thing to start up again, even if the Federal funding expired long ago. The Central New Hampshire Regional Planning Commission may be a good resource to help start that up. He noted that this has not been done before, but wondered if there was a committee established they could track the success of the proposal and report back with any concerns.

Shoemaker inquired about on street parking in the area, and if any restrictions need to be considered as part of this project.

Todd shared it is possible, and it would likely involve the City's Parking Committee.

Bakos reiterated one public comment hoping that there would have been a better plan. Adding that he would believe the design team vetted something like this heavily, as

proposals like this review queues, safety, resident concerns, and weigh many variables. He is not sure if a better design was evaluated or not, but the proposed design is what has been presented. He added that the Attorney mentioned that the City has the right to restrict buses on the street, and noted that the City Solicitor may need to answer that question. Bakos then asked Attorney Weaver to reiterate his exact ask.

Attorney Weaver stated the ask of this Committee is to:

1. Find that it has the authority to review this matter and to advise the Council about it;
2. Confirm and advise the Council that it has jurisdiction over, and the responsibility for, the safety of Cypress and Noyes Streets;
3. Determine that the School Board's proposed busing proposal compromises the safety of Cypress and Noyes Streets; and
4. Advise the Council that it should accordingly require the School Board to change its plan.

Bakos asked if the current configuration creates queuing onto South Street. Fox noted she has observed back ups on South Street in her experience.

Bakos added that if they prohibited buses from using these streets, then it could be parents using this neighborhood for drop off and pick up.

Fox added her concerns that the School District may flip the proposal if buses were restricted on Cypress and Noyes.

Rydberg-Hall noted that she supports the original April motion.

Todd tried to summarize that it appears as though the neighborhood would like to see the current configuration remain. Attorney Weaver confirmed.

The Committee referenced back to some of the previous options presented which the School may have considered, which there was multiple of, and not all made their way to the reports provided to the Committee. Each appeared to have certain restraints.

Foote inquired if the School District considered sending buses down Springfield Street and purchasing a property to access the north lot.

Fox shared that she has reviewed nearly all of the proposals and tried to come up with her own, and believes this is the best of the alternatives.

Weaver respectfully disagreed, and thinks that when you compare national data and the projects own studies, there is a clear safety problem as currently proposed.

Councilor Todd made a motion to recommend that City Council, or that City Council direct Staff, to speak with the Concord School District to consider a drop off and pick up plan that utilizes the South Street entrance, similar to the current configuration, which

should incorporate safety or barrier provisions to alleviate concerns raised by members of the school staff. Seconded by Councilor Foote.

Discussion:
McGregor asked if alternative proposals could also be considered, such as the ones provided at the meeting.

Todd welcomes that idea, but understands alternative proposals may have other consequences.

Flynn wanted to make it clear to avoid the use of Noyes and Cypress for buses. He proposed an amendment, to include other considerations, other than Noyes and Cypress Street for bus routes.

Schultz recommended that the motion be amended, to include consideration for other alternatives that do not include Noyes and Cypress Street for bus routes.
Councilor Todd accepted the amendment. Seconded by Councilor Foote.

The Committee noted that this motion is a recommendation in addition to the April motion made by the Committee.

All in favor. The motion passed unanimously.

Unfinished Business

a. Loudon Road Corridor discussion (continued from May 28, 2026)
Nadeau returned to the table and Foote left the meeting.

Bakos summarized prior discussions, noting that the removal of Exit 14 in its entirety is very unlikely. He also mentioned that everyone supports improvements to Loudon Road.

The Committee discussed concepts such as roundabouts at Loudon Road/Fort Eddy Road and Loudon Road/Hazen Drive.

Hill provided an update that the traffic signal warrant analysis for Loudon Road/Woodcrest Heights was funded through the City's CIP.

Schultz inquired if there was a possibility to widen the bike lane/shoulders in the Gully Hill area, as that was noted as the resident's biggest concern.

Hill noted that with the most recent resurfacing project, the lane widths were narrowed to provide 5-foot shoulders.

Fox mentioned that CGC is looking to complete a walking audit of Loudon Road and encouraged everyone to participate.

The Committee noted that there are multiple elements under consideration, which include proposed developments along the corridor, and agreed to continue this item to the next meeting.

7. New Business

a. Review current Master Plan projects and status

Bass provided an update that the Planning Board met on July 21, 2026, where they had an initial meeting with the consulting team, voted to have a steering committee, and at their August meeting, they will determine the makeup of that committee.

Hill shared with the Committee a draft document listing the status of transportation projects presented in the existing master plan, for discussion.

Fox noted that the first public engagement meeting for the master plan is set for Saturday, September 19, 2026.

The Committee determined to continue this item and review the material provided by Hill at the next meeting.

b. Discuss reinstating the Public Transportation Subcommittee

Schultz discussed that she is willing to chair the Subcommittee and requested to reestablish it.

Nadeau made a motion to reestablish the Public Transportation Subcommittee and appoint Schultz as the chair, seconded by Flynn. All in favor. The motion passed unanimously.

8. Consent Reports

None.

9. General Updates

a. *City Council Meeting*

Todd shared that Council accepted funds from the State for traffic signal improvements surrounding the Legislative Parking Garage.

Bezanson added that Council approved a letter of support for a NHDOT grant request to USDOT for funds to assist with the Loudon Road Bridge. If the grant is awarded, the project may evolve into more than it is today, and may include expanding the scope to look at the two adjacent intersections.

b. *Bicycle/Pedestrian Subcommittee (TPAC-BP)*

Bass shared the Subcommittee has not met since the last TPAC meeting. Next meeting is scheduled for August 3rd, 2026.

c. *Traffic Operations Committee (TOC)*

Hill shared that meeting minutes are available on the City's website.

d. *Public Transportation (CAT)*
Paige appreciates the City's additional funding contribution. She provided a summary of the boarding and alighting study that was completed and mentioned that based on the results, CAT has modified certain routes and positions to save costs.

10. Project Updates (Staff)
Hill noted that during the budget adoption, Council did approve funding for improvements to the intersection of Broadway and Wiggin Street. Construction is expected for this season.

Fox asked about the status of the McKee Square project. Bezanson informed the Committee that they are currently negotiating scope.

11. Other Discussion Items
None.

12. Adjourn
On a motion made by Todd, seconded by Schultz, the meeting adjourned at 8:33 PM by unanimous consent.

13. Next Meeting
August 27, 2026

Minutes prepared by Alec Bass and Karen Hill.

ATTACHMENTS BELOW PROVIDED BY THE PUBLIC
(FOR THE RECORD)

City of Concord
Transportation Policy Advisory Committee
July 23, 2026 @ 6:00pm
City Council Chambers – 37 Green Street
SIGN IN SHEET

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City of Concord
Transportation Policy Advisory Committee
July 23, 2026 @ 6:00pm
City Council Chambers – 37 Green Street
SIGN IN SHEET

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July 20, 2026

Sent Via Email (cityclerk@concordnh.gov; MBezanson@ConcordNH.gov)

Transportation Policy Advisory Committee
City of Concord
City Hall
41 Green Street
Concord, NH 03301

Re: Safety Concerns on Cypress Street and Noyes Street
Rundlett Middle School Bus Traffic

Dear Chairman Bakos and Members of the Transportation Policy Advisory Committee:

This firm represents a group of residents who live on Noyes Street, Cypress Street, and the surrounding "college streets" neighborhood (the "Neighborhood") in Concord. My clients support the reconstruction of Rundlett Middle School at its existing site, however they have significant concerns about the Concord School Board's ("School Board") plan to redirect bus loading and unloading, and increase staff travel, onto Noyes and Cypress Streets when that reconstruction concludes. Those are residential streets that were never designed, and are not safe, for that volume of traffic. The purpose of this letter is to respectfully request that the Transportation Policy Advisory Committee ("TPAC") review the safety issues summarized below at its meeting on July 23, 2026 and find that: (a) TPAC has the authority to review this matter and to advise the City Council (the "Council") about it; (b) the Council has jurisdiction over, and the responsibility for, the safety of Cypress and Noyes Streets; (c) the School Board's proposed busing proposal compromises the safety of Cypress and Noyes Streets; and (d) the Council should accordingly advise the School Board that it should change its traffic plan for the school.

I. Background

Rundlett Middle School currently loads and unloads buses on the school property via South Street, where parents likewise enter and exit to drop off and pick up students. The School Board's reconstruction plan would move all bus traffic (19 buses in and out each morning and afternoon) to the opposite side of the property, routing buses through Noyes and Cypress Streets, and double the volume of staff accessing the school via those streets from 30 to 60. Parent drop-off and pick-up would continue via South Street.

The traffic studies and reports that we have reviewed (which include the Technical Memorandum from GPI dated December 19, 2025 and updated May 18, 2026, as well as the Memorandum from City

Transportation Engineer Karen Hill to Pete Kohalmi dated January 14, 2026) suggest significant traffic concerns with moving bus traffic to Cypress and Noyes Streets. Both streets are narrow, unstriped, residential roadways, and neither street currently carries any bus traffic at all. Noyes Street's configuration is noted for "making it difficult for two-way traffic flow." Even without buses, Cypress Street between Cornell and Noyes Streets has the highest collision rate of any segment studied for the Rundlett project and neither street currently has any sidewalk or bicycle accommodation. The City's review also identified unresolved inconsistencies in the bus and vehicle volume figures underlying the study's conclusions and stated plainly that neighborhood concerns about pedestrian and bicycle safety on Noyes, Cypress, and Springfield Streets "are not being addressed."

Residents from the Neighborhood have continuously tried to bring attention to safety concerns on Cypress and Noyes Streets, including at the School Board's community forum on March 12, 2026. Unfortunately, none of these concerns have been vetted by the Council. Rather, the Council has taken the position that it lacks authority over the School Board's facilities decisions. While we agree that the Council has no authority over where or how the School Board builds its school, the Council has the legal authority, and the responsibility that comes with exclusive control, over the safety of the public streets that lie beyond the school property line. That is particularly true where there is clear evidence that safety will be compromised, as is the case here.

II. TPAC Has the Authority to Review This Matter and to Advise the City Council

TPAC was established by Ordinance No. 2710 (2008), as amended by Ordinance No. 2794 (2010), codified in the Concord Code of Ordinances as §30-3-14. That amended ordinance charges TPAC with specific duties directly on point. Section 30-3-14(d)(7) directs TPAC to "Proactively review and recommend… actions to reduce cut through traffic on residential streets; and recommend traffic safety improvements on all streets". Section 30-3-14(d)(8) further directs TPAC to work with the Traffic Operations Committee "to provide recommendations as necessary to the City Council for improvements; ***particularly those requested by residents***" (emphasis added).

The proposed rerouting of nineteen buses (seventy-six trips a day) and sixty staff vehicles (120 trips a day) onto two narrow, sidewalk-less residential streets is precisely the kind of residential traffic-safety question the ordinance charges TPAC with reviewing. This is also precisely the kind of resident-initiated referral Section 30-3-14(d)(8) contemplates. TPAC therefore has clear authority to review this matter and make a recommendation to the City Council. Indeed, this is part of its defined institutional role.

III. The City Council Has Jurisdiction Over the Safety of Cypress and Noyes Streets, and an Duty to Exercise It

RSA 47:17 grants the City Council broad authority over the City's public streets. Paragraph VII authorizes the Council "To regulate all streets and public ways . . . and the use thereof," including "any other act by which the public travel may be incommoded." Paragraph VIII authorizes the Council to make special regulations governing the use of vehicles on particular highways, including excluding vehicles from certain ways and establishing stop intersections and other traffic control devices. The City has already exercised exactly this authority in this Neighborhood: it posted No Right Turn signage on Clinton Street to bar through traffic onto the college streets, precisely to protect the safety of the

Neighborhood. Having already determined, and continuing to maintain, that outside traffic must be curtailed here for safety reasons, the City cannot reasonably treat a School Board plan that would add 196 outside vehicle movements a day to the Neighborhood streets as somehow outside its jurisdiction.

This authority is reinforced by the well-established principle that a municipality's responsibility for a street tracks its control over that street. In Trull v. Town of Conway, 140 N.H. 579 (1995), the New Hampshire Supreme Court held that a town had no duty regarding a state highway precisely because it had no control over that road. The Court reached the same conclusion in Hartman v. Town of Hooksett, 125 N.H. 34 (1984), and in Ford v. New Hampshire Department of Transportation, 163 N.H. 284 (2012), finding in each that the town did not have a duty to maintain safety on state highways that are out of its control.

In Bridgham v. Effingham, 86 N.H. 332 (1933), the New Hampshire Supreme Court settled the corollary: where a municipality controls the road, responsibility for its safe operation rests with that municipality. Cypress and Noyes Streets are Concord streets, accepted and maintained by the City, not the School Board. Under the control principle these cases articulate, the City, and only the City, is the entity with authority and institutional responsibility for how traffic moves on them.

The New Hampshire Supreme Court's recent decision in Felts v. City of Rochester, 2025 N.H. 16 (2025), confirms that this responsibility is understood broadly, not narrowly. The Court held that a "highway" for purposes of the municipal duty-of-care statute, RSA 231:92, includes pedestrian warning signs and crosswalk signals, not merely the pavement itself, recognizing that a street's safety depends on more than its physical surface. The same understanding applies here: the safety of Cypress and Noyes Streets is a function not just of pavement condition, but of the volume, timing, and pattern of vehicle and bus traffic the City permits on them.

We recognize the School Board may point to RSA 674:54 and the related line of cases holding that a municipality's own zoning and site-plan review ordinarily do not bind a school district's governmental use of its own land. *See, e.g.*, McGrath v. City of Manchester, 113 N.H. 355 (1973); RSA 674:54, I–II. That doctrine, however, addresses only what the School Board may build on its own property and the notice-and-comment process the School Board must follow with the City's governing body and planning board before doing so. It has no bearing on the separate question presented here: how buses and cars associated with that use may travel on the City's public streets once they leave the school. Nothing in RSA 674:54 diminishes the Council's independent authority over the public ways under RSA 47:17, or the City's control-based responsibility for those ways under the case law discussed above. The School Board's latitude to configure its own campus does not extend to dictating traffic patterns on Cypress and Noyes Streets, which remain within the City's exclusive control. Indeed, RSA 674:54, II itself confirms that the School Board must give the City's governing body written notice of a substantial change in use, underscoring that the City retains an active, ongoing role in evaluating the off-site consequences of the School Board's plans.

IV. Safety on Cypress and Noyes Streets Will Be Compromised by the Current Busing Proposal

The core danger here is the collision of two conditions that each separately creates a safety concern but together create a serious and entirely foreseeable hazard: a street with no sidewalk, and a use that

concentrates a large volume of institutional vehicle traffic into short, predictable windows each morning and afternoon. Either one in isolation raises serious questions about the safety of the School Board's plan. But these conditions do not exist in isolation. They compound.

Where a street has no sidewalk, pedestrians have nowhere to go but the travel lane itself; there is no separated space to absorb a walker's misjudgment, a driver's inattention, or a moment where a child steps out from behind a parked or idling vehicle. The National Highway Traffic Safety Administration ("NHTSA") provides guidance on school transportation safety, advising municipalities that the presence of a walking path physically separated from the roadway is one of the central factors in reducing a child's exposure to injury, particularly where a route lacks that separation and children are left to walk "along a roadway" itself.[1] Cypress and Noyes Streets have no such separation anywhere along their length.

That condition becomes substantially more dangerous when it is paired with concentrated peak-period vehicle volume, rather than the low, steady trickle of ordinary residential traffic these streets see today. The School Board's plan does not spread nineteen buses and sixty staff vehicles evenly across the day. It clusters their arrivals and departures into two short windows, morning drop-off and afternoon dismissal, which are the very same windows during which the Neighborhood's children are on foot going to and from school. During those windows, the same narrow, sidewalk-less streets would need to simultaneously accommodate buses maneuvering, stopping, and turning; twice as many staff vehicles entering and exiting the property as currently do; and children walking in the roadway because they have no other place to walk. This is not a hypothetical combination of risks. It is the recurring, twice-daily operating condition the School Board's plan would create, every school day, for the life of the reconstructed school.

National crash data confirms why this particular combination is treated as a priority safety concern. In the ten-year period from 2013 to 2022, more school-age pedestrians and school bus occupants were killed nationally between 3:00 and 3:59 p.m. than during any other hour of the day, with the 7:00 to 7:59 a.m. hour close behind, the two windows that correspond almost exactly to afternoon dismissal and morning drop-off.[2] The same data shows that nearly three-quarters of school-age pedestrians killed in these crashes were not at an intersection at all, meaning the danger is not confined to the Noyes/South Street corner discussed below, but extends along the entire length of these sidewalk-less streets.[3]

In addition to the safety concerns already cited in this letter (traffic reports identifying safety issues; lack of sidewalks on Cypress and Noyes Streets; the danger of two traffic volume peaks in a low volume residential street), the residents of the Neighborhood have other concerns:

- Existing congestion hazards. The residents place large trash receptacles on these streets each Monday for pickup, pushing children walking to school further into the right of way. During

[1] NHTSA, "Planning for Safety," available at: https://www.nhtsa.gov/planning-safer-school-bus-stops-and-routes/planning-safety.
[2] National Center for Statistics and Analysis, School-Transportation-Related Traffic Crashes: 2013–2022 Data, Traffic Safety Facts, Report No. DOT HS 813 600, at 5 (Aug. 2024), available at: https://crashstats.nhtsa.dot.gov/Api/Public/Publication/813600.
[3] *Id.*

winter months, snowbanks further reduce the kids' usable walking area on these already narrow streets.

- Predictable cut-through walking route. Because Rundlett's new entrance will sit at the end of Noyes and Cypress Streets, children walking from the north end of South Street will predictably cut down Noyes Street – saving roughly half the walk – rather than continue the longer route along South Street. This will result in more kids walking through the Neighborhood and more potential for accidents under the School Board's plan.

- A newly dangerous intersection. The Noyes/South Street intersection will see pedestrians and vehicles competing at a crosswalk with limited sight lines due to the incline, seventy-six daily bus movements, and residential commuter traffic at the same times children are walking to school.

Taken together, these facts show that the School Board's plan was designed around what is achievable on the school property, without regard to the safety of the public streets that residents and children must use every day. The Council has a responsibility to exercise its authority to ensure the safety of these streets.

V. Requested Action

For the foregoing reasons, we respectfully ask that TPAC at its July 23, 2026 meeting:

1. Find that it has the authority to review this matter and to advise the Council about it;

2. Confirm and advise the Council that it has jurisdiction over, and the responsibility for, the safety of Cypress and Noyes Streets;

3. Determine that the School Board's proposed busing proposal compromises the safety of Cypress and Noyes Streets; and

4. Advise the Council that it should accordingly require the School Board to change its plan.

We are confident that the information we have presented in this letter, and will speak to at TPAC's July 23, 2026 meeting, supports all the requested action above. In light of TPAC's mandate in its ordinance and the Council's legal authority and duty, we request that TPAC advise the Council to proceed accordingly.

We appreciate your attention to this matter and look forward to speaking with you at TPAC's July 23, 2026 meeting. Please feel free to contact me if you have any questions regarding the contents of this letter.

Very truly yours,



John F. Weaver

7/23/2026

SLOW = SAFE (Maps)

I present to you an on-campus traffic flow for cars and buses. If it looks familiar, it's because it is. Cars and buses enter the grounds from South Street on parallel tracks with colorful discontinuous barriers, leading to the front of the school. The buses and cars are either stationary in front of the school where there are cross walks, or they are inching their way out, as they do now. They exit via Conant and Norwich Streets which both have sidewalks, and they do this only twice per day, not 4 times!

As you can see in the maps, there would be no need to change the location of the proposed building, nor of the proposed rain gardens. Without the buses, there would be plenty of additional space at the rear of the school to accommodate all staff cars.

The Noyes/Cypress neighborhood knew there would be a greater traffic impact with the new Middle School, and we were prepared for that. More staff vehicles can be absorbed; a bus fleet cannot.

* Jeanne Cusson

5 Cypress St., Concord NH

alternate safe plan
for record.



Concord Middle School
Concord, NH

H


No more bus route ∴ More parking space
- all staff cars
Delivery + Emergency vehicles
Buses
Cars
Concord Middle School
Concord, NH
HALVORSON
Decrease Front Parking
Increase rear parking - all staff vehicles

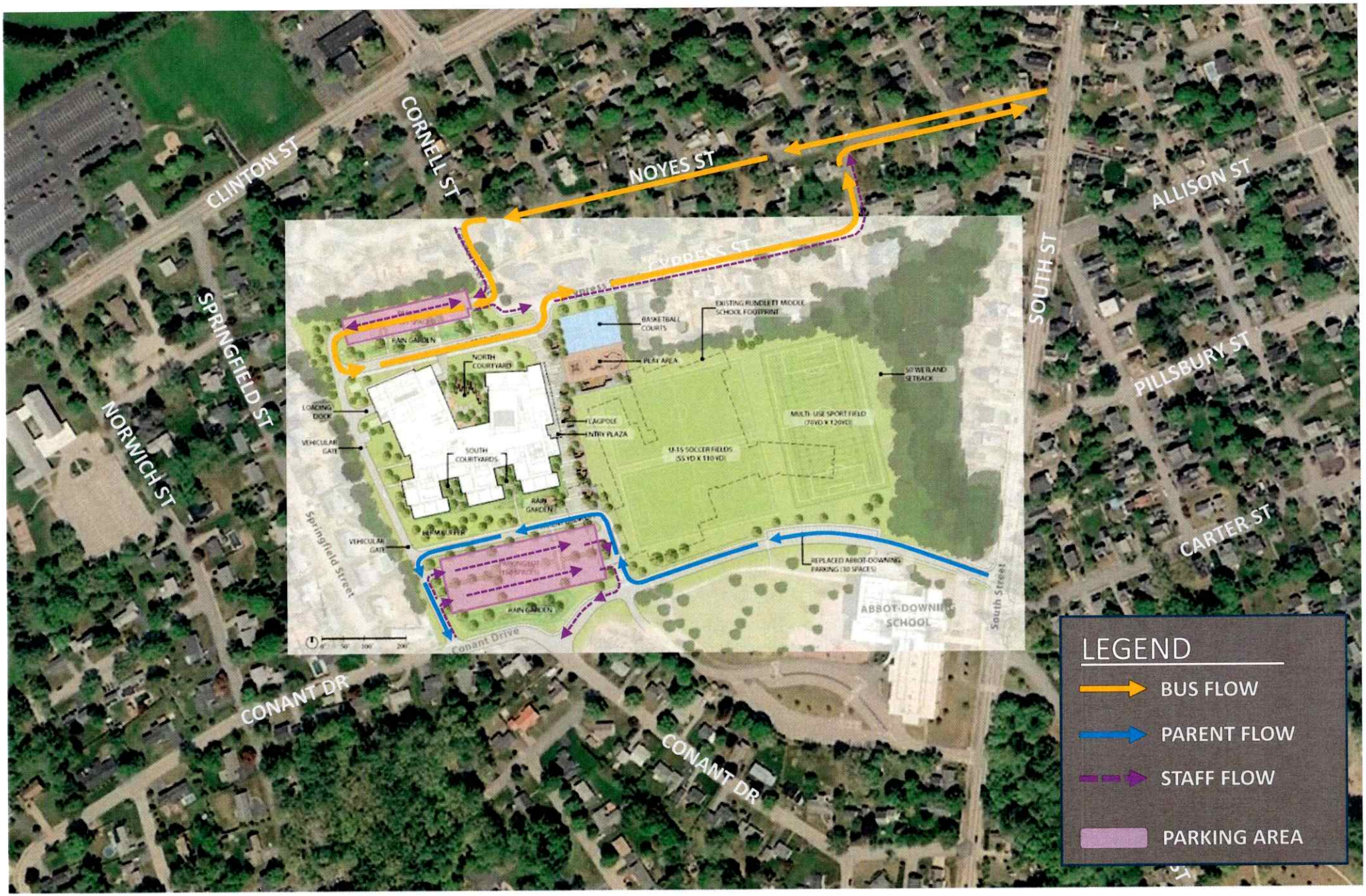


FIGURE 4

PROPOSED TRAFFIC FLOW

NEIGHBORHOOD PETITION – CSB BUS PLAN

Dear Concord School Board Members and Dr. Herbert,

On March 17 our petition opposing the transportation/busing proposal presented in the March 12th Community Meeting was submitted to the School Board. Upon learning of the apparent disappearance of the petition, a copy of the original was resubmitted on it April 13th.

We appreciate the Board's acknowledgement of receipt of the second submission of the petition however, to date, there has been no response from the Board about their discussion of the overwhelming neighborhood opposition to the proposed plan both within the petition as well as those expressed in emails and calls sent by impacted neighbors.

We look forward to hearing from the School Board about these issues and ways that the current established bus route can be maintained or a route developed that maintains Middle School business within the school grounds. Clearly with the plan to start construction on April 27th now is an optimal time to create a feasible, workable plan. Ignoring the concerns expressed by the city planning board and the residents who are impacted is not an acceptable option.

If you are still planning to proceed with your plan to run buses entering and exiting through Noyes Street, we request a second Community Meeting. Either way, we look forward to a response that will address the extensive concerns and opposition expressed already and will provide a more credible path to a resolution. The need to separate parent drop-off from the buses seems arbitrary in the absence of a history of accidents or incidents.

We look forward to your prompt response. Thank you for your consideration.

Representatives of Noyes Street, Cypress Street, and College Streets Neighbors

Linda Zollo
Don Brueggeman
Jim McConaha
Linda Carleton
Debra Nixon
Rebecca Suomala
Jeanne Cusson
Dan Venecek
Leanne Tigert
Chris Moore
Catherine Cheney
Andrea McGahan and David McGahan
Michael, Heather, and Allison Silverstein
Victor and Melanie Anukem
Jillisa Solomon
Donna Dias
Ullrich Goerbe
Mary Malan
Betty Nitchie
Carrie Fesette
Patricia Fesette
Julia Mead
Jordan Melhorn
Steve Griffin
Carla Griffin
Janet Locatelli
Emily Geoghegan
Bruce and Nancee Donovan
Kelseyann Regan
John Andersch
Greg Driscoll

April 26, 2026

Dear Members of the Concord School Board:

We appreciate the opportunity on March 12th to hear the current plans for the upcoming construction of the new Rundlett Middle School building. In response, neighborhood residents from Noyes and Cypress Streets, as well as adjacent and outlying streets, voiced our concerns and overwhelming opposition to the proposed traffic plan to run 19 buses across Noyes and Cypress Streets twice/day every school day. This is a quiet family neighborhood without sidewalks in which children play and adults and pets walk in the streets on which cars are regularly parked at the curb.

As delineated clearly by multiple neighborhood residents, the current traffic plan would negatively impact the residents of Noyes Street, Cypress Street, and all the "College" Streets. We are clear that this plan represents a safety risk to the children and all residents of this neighborhood. It appears that those issues were not understood by the board in the early stages of the traffic planning. We hope that you will seriously consider alternative routes that protect the balance that currently exists in the neighborhoods surrounding this future campus.

Several neighbors have presented reasonable conceptualizations that would resolve the very problems reflected in the School Board's current vision and focus on maintaining the bus traffic within the confines of the school grounds.

Now, at this stage of preparation for construction, please take action to look realistically at the cost and risks of the current plan to the homeowners and residents of this community.

Below are names and signatures of neighborhood residents who were not able to attend the meeting as well as those who were in attendance. Thank you for your full attention to this matter.

We, the undersigned, oppose the implementation of the Rundlett Middle School transportation plan presented by the Concord school Board at the March 12th community meeting.

Name	Address/Street
Sonia Zollo + Daniel Venecek	15 Noyes St.
Rebecca Kucharski	21 Noyes St.
Elijsa Solomon & Tonya Dias	21 Harvard St
Marjorie S. Waters	14 Noyes Street
Jon Bruggman	14 Noyes St.
Heather Lynch	108 South Street
Michael Silverstein	108 South Street
Catherine Cheney	3 Cypress Street
Ulrich Goerke	3 Cypress Street
[illegible]	5 Cypress Street
James Demos	3½ Cypress st
Aaron & Laurel Domont	4 Cypress Street
Lynn Runnells	6 Avon St.
Kristen Hc rr	15 Cypress St
Jill Cooper	19 Cypress St.
N. dc Mandis	20 Cypress Street
Colin Dodd	24 Cypress St.
[illegible]	24 CYPRESS ST

We, the undersigned, oppose the implementation of the Rundlett Middle School transportation plan presented by the Concord school Board at the March 12th community meeting.

Name	Address/Street
PATRICIA FESETTE	17 HARVARD ST.
Karrie Fesette	17 Harvard St.
Olivia Harding	6 Joffre St
Dylan Cassidy	6 Joffre St.
Erin Fields	18 Harvard St.
[signature]	18 Harvard St.
[signature]	4 HARVARD ST.
[signature]	22 Harvard St.
[signature]	12 Harvard St.
Rosemary Little	27 Noyes St.
[signature]	19 HARVARD ST
[signature]	19 Harvard St.
Bryan Young	6 Harvard St.
[signature]	21 Clinton St.
[signature]	12 Noyes St.
Laura C. Foote	44 Noyes St
[signature]	44 NOYES ST.
[signature]	17 Princeton St.

We, the undersigned, oppose the implementation of the Rundlett Middle School transportation plan presented by the Concord school Board at the March 12th community meeting.

Name	Address/Street
Ana Phinney	Noyes Street.
John Materva	Noyes Street
Zack Mattar	40 Noyes Street
Samantha Friend	40 Noyes Street
Karina Bargiel	37 Noyes St.
Albert Bargiel	37 Noyes St.
Piotr Zygmunt	30 Noyes St.
Elizabeth Zygmunt	30 Noyes St.
Christine Maccini	29 Noyes St
Patrick Maccini	29 Noyes St
Chris Moore	9 Cypress St.
Janet Locatelli	9 Cypress St
[illegible]	110 South St
Colin [illegible]	1 Cornell St.
Elisa Saunders	13 Cypress St
David Saunders	13 Cypress St.
Katherine Healy	12 Noyes St

We, the undersigned, oppose the implementation of the Rundlett Middle School transportation plan presented by the Concord school Board at the March 12th community meeting.

Name	Address/Street
Bonnie Larochelle Bonnie Larochelle	9 Harvard St.
Joseph Larochelle	9 HARVARD ST. Concord
Mathew Leur	12 Princeton st
Timothy Soucy	11 Princeton St.
Jumietta B McCall	10 Dartmouth
John C Pearson	10 Dartmouth St
Melanie Ann Kamm	6 Dartmouth St.
Jordan Melhorn	10 yale st
April Stebbo	65 Noyes St.
Nancy Donovan	4 Cornell St.
Bruce Donovan	" " "
Erin Waters Eli Waters	22 Harvard St.

We, the undersigned, oppose the implementation of the Rundlett Middle School transportation plan presented by the Concord school Board at the March 12th community meeting.

Name	Address/Street
Greg Driscoll	9 Noyes St
Deborah Nixon	11 Noyes St
Philip K Donovan	10 Carrell St.
Catherine Weinbrenner	" "
John Andersch	11 Noyes St.
Kelleyann Regan	15 PRINCETON ST

Vehicle Specifications Comparison

Type C School Bus (72-80 passenger)

Length	33 - 45 feet
Weight	16,000# - 22,000#
GVWR	23,000# - 33,000#

Vehicle Class 6



Type D School Bus (90 passenger)

Length	35 - 45 feet
Weight	20,000# - 26,000#
GVWR	25,000# - 36,200#

Vehicle Class 7 and 8



10-Wheel Construction Dump

Length	25 - 30 feet
Weight	22,000# - 35,000#
GVWR	52,000# - 54,000#

Vehicle Class 7 and 8



Rear-loading Garbage Truck

Length	20 - 28 feet
Weight	20,000# - 35,000#
GVWR	50,000# - 60,000#

Vehicle Class 7 and 8

