CITY OF CONCORD
TRANSPORTATION POLICY ADVISORY COMMITTEE
MINUTES OF OCTOBER 22, 2026

The Transportation Policy Advisory Committee (TPAC) met at 6:00 pm on October 22, 2026 in City Council Chambers, 37 Green Street

Members Present: Councilor Todd (Vice-Chair), Councilor Foote, Nicole Fox, Ian McGregor, Erika Rydberg-Hall, Councilor Schultz, Mickey Shoemaker, Craig Tufts

Members Absent: Greg Bakos (Chair), Marcus Flynn, Chris Nadeau, Ganesh Sharma

Guests: See sign-in sheet

City Staff: Mike Bezanson (City Engineer), Karen Hill (Transportation Engineer), Alec Bass (Assistant City Planner – Community Planning)

1. Call to Order
Vice-chair Todd called the meeting to order at 6:04 pm.

2. Introductions

3. Approval of Minutes
Approval of Minutes – September 24, 2026
On a motion made by Schultz, seconded by Shoemaker, the meeting minutes of September 24, 2026 were approved.

4. Public Comment

5. TPAC Referrals from City Council, Staff and Chair

a. Referral from City Council regarding a proposed ordinance amending the Code of Ordinances; Title II, Traffic Code; Chapter 17, Vehicles and Traffic, Article 17-6, Miscellaneous Rules, by adding Section 17-6-12, Noyes Street and Cypress Streets - Restricted Access During School Drop-Off/Pick-Up Hours; together with a communication from John F. Weaver

Hill provided a brief update from the Traffic Operations Committee (TOC) discussion. She explained that TOC did not recommend the ordinance as written but referred it to the City Solicitor for further analysis. She mentioned the Police Department had concerns about enforcement and TOC questioned whether or not an ordinance would be the appropriate mechanism to address the neighborhood concerns.

Hill also confirmed the City Manager sent a letter to Concord School District (CSD) but a response had not yet been received.

Jeanne Cusson, 5 Cypress Street, noted Councilor Todd's concerns about enforceability. She explained that neighbors do not wish to overwhelm the Police Department and

DRAFT

believe that, with appropriate signage, most drivers would comply. She suggested that residents or Rundlett staff could address violations before involving the police as a last resort. She emphasized that pedestrian safety, rather than enforcement, is the neighborhood's primary concern. She stated that she had submitted a safe alternative similar to the existing configuration and expressed concern about the anticipated volume of bus traffic in the neighborhood.

Foote asked if she was able to speak and participate in School Board workshops? Cusson stated there were no workshops. They were only allowed to speak at some public hearings but there was no back-and-forth dialogue.

Pat DeAngelis, 51 Noyes Street, questioned what recourse the neighborhood had other than an ordinance. She acknowledged TPAC's understanding of the concerns and the City Manager's letter but noted that no response had been received. She expressed disappointment with the October 5 School Board meeting and requested an alternative that would not use Noyes and Cypress Streets. She questioned the affordability and need for sidewalks without additional bus traffic, noted that a March 12 petition with 75 signatures had not received a response, and expressed disappointment that the neighborhood had hired an attorney. She stated that while the neighborhood could accommodate teacher traffic, added bus and parent traffic could create unsafe conditions for children in the roadway. She indicated that residents were willing to revise the ordinance to address concerns, including enforcement.

Foote asked her to clarify the purpose of the ordinance? DeAngelis said it is to keep the neighborhood safe and prevent unexpected parent traffic from using their neighborhood to bypass the main entrance. She also discussed a proposal to stagger bus and parent traffic to enter the driveway at different times.

Foote questioned whether a no parking, stopping or standing ordinance would be simpler to address the concern. DeAngelis said yes, but in addition to the buses.

The Committee discussed that it would need to go to the attorneys for review.

McGregor expressed concerns about how the Noyes and Cypress restrictions could just push the traffic to the other college streets. He said Bow Street is a good example of that happening today and that it may have unintended consequences.

Jim McConaha, 7 Cypress Street, encouraged members to review the concerns raised in July. He stated that the ordinance was intended to address safety concerns that residents had been unable to resolve with the School Board. Although encouraged by the City Manager's letter, he noted that no response had been received. He expressed concern about increased traffic on narrow residential streets and the potential loss of mature trees if sidewalks were constructed. He questioned how the loss of neighborhood safety and character was being weighed against other project considerations. He urged the Committee to refer the ordinance for legal review, believing it could be revised to be enforceable and withstand legal challenges, and expressed concern about potential City liability if someone were injured.

Ari Pollack, attorney for School District, and Pam Walsh, Chair of School Board, came forward to answer some questions. Walsh passed out alternatives that have been considered and Pollack passed out RSA 47:17.

Walsh mentioned that the board directed School District staff to communicate with City staff on the sidewalks. She recognized that they will not be able to please everyone. She said no matter what, traffic will be using City streets to get to the school, but the buses will stack on school property. She has concerns about pushing issues to other streets.

She confirmed that alternatives are being discussed, including using the service road behind the school and only using the neighborhood to exit. She expressed issues with all alternatives and that the existing condition cannot be maintained. She mentioned that they can test alternatives once the school is open.

Pollack stated that adoption of an ordinance of this nature would have a significant impact on the District's investment. He mentioned that although it is under construction, it will not open until December 2028. Therefore, the City does not need to rush into emergency ordinances.

He expressed that the ordinance as written basically says "everyone can pass but you". He said experts are still looking at alternatives and the District is continuing to work with City staff to come up with the best approach. He felt that telling the District that we want your school but not your busses, is not functional.

He questioned how the ordinance would function, describing an instance where a Police Officer would pull over a school bus full of students and ticket them for bringing them to school. He thinks we can all do better than that, and we should.

He mentioned his handout of RSA 47:17, as it was the only authority cited. He said VII, use of public ways, dates back to 1800s, basically allowing the City to regulate its streets. He explained it is not broad, it does not mean do whatever you want. He has concerns regarding excluding school buses and parent transport, what's next? delivery vehicles etc.

He believes the solution is in collaboration, not threats about ordinances, litigation, etc. as litigation would be funded by taxpayers on both sides. He would like conversations to happen.

Schultz discussed the complications between having the School Board and City Council as separate entities. She questioned whether the unique jurisdiction structure is complicating matters and suggests it needs careful study. She is open to contributing and having further discussions.

Walsh mentioned that she anticipates the School District contributing to sidewalks in some manner but that they are in the City's master plan and the District is not in the business of building sidewalks.

DRAFT

Hill clarified that sidewalks on Noyes Street are in the City's master plan but Cypress Street is not.

McGregor asked about state building aid and how it would have required traffic separation. He asked whether they could get a waiver since it states it as a minimum standard, but other schools that were built have combined traffic patterns, he is just wondering if there is flexibility?

Todd asked about the question of staggering times for drop-off? Walsh confirmed they have discussed it but there are complications with trying to govern human behavior, it adds complications with costs, and bus timing is tight between schools as buses are used by both. She also mentioned they do not want a bunch of students hanging around unsupervised during longer drop-off times.

Foote revisited the question of state building aid and asked if they are working to build to those standards even if they are not getting aid? Pollack said they want to remain eligible in case there is an opportunity for funding down the road. Walsh has trouble supporting a traffic pattern that the state says is unsafe.

Marjorie Waters, 14 Noyes Street, appreciated Walsh's interest in alternative ideas and wanting to work together. She said it is just unfortunate that the neighborhood has had to go to these lengths to get this to happen. She expressed that the neighborhood has been trying to communicate with the School Board all along, but feels as though it has not been returned. She mentioned her home is only 20 feet from the street, there are 9 mature trees, fire hydrants, telephone poles, and any work or change in traffic will reduce the value of homes, adding 80 busses, too. She said she thinks about what it will be like for neighbors to try to enter and exit their homes during these times. She said there are 36 children living in the neighborhood and all children will be walking through bus traffic. She mentioned the safety of parents and students walking and the interruption of lives, weigh heavily on her heart.

Todd asked in her ideal world going forward, what would she like to see happen? Waters was pleased to hear the District's openness for discussion. Todd asked about outreach? Waters would like the School Board to reach out to the neighborhood group, sit down with them and discuss alternatives. She expressed they want the school in their backyard, they love children, but want it to be safe and not to impact their homes. She believes there are good people sitting at each table that care and she would like them to establish relationships of mutual respect to move forward.

Jim McConaha returned to comment on the discussion of which entity would pay for sidewalk improvements. He noted that, although the City and School District have separate budgets, both are funded by taxpayers and questioned whether the distinction mattered to residents.

Todd added that the City has two school districts which does add complications.

DRAFT

Discussion:
Schultz expressed she was really glad to hear from the School Board and their lawyer, having left the original meeting questioning why they could not simply do what the neighborhood was asking. She said the School Board representatives have now provided more context. She stated she is inclined to make the neighborhood happy but also encouraged a meeting of minds to determine the preferred route. She does feel like the City could ultimately implement an ordinance.

Foote reiterated his comments from a City Council meeting where he stated that we keep hearing safety concerns with the existing configuration, but he was not aware of any vehicle/pedestrian crashes or fatalities on site for the last 60+ years. He believes this to be a quality of life issue and safety concern for the neighborhood. He has seen other schools built and expanded over several years, and each one has traffic issues that the District has failed to address. He thinks we are creating a problem that doesn't exist today. He added that it's in the community's best interest to not improve the streets, as there would be significant cost to construct sidewalks and the existing traffic pattern works. He feels that the City needs to bring the ordinance forward to protect the neighborhood, if there's an agreement, then don't follow through with implementing it.

Fox asked if there are other similar restrictions at City schools. Hill mentioned there are parking, stopping or standing restrictions but none specifically restricting certain vehicles from traveling along the streets.

There was a brief discussion about existing ordinances and vehicle restrictions elsewhere in the City.

McGregor felt that an ordinance would be putting neighbors against neighbors and the alternatives have been looked at extensively by professional engineers. He explained there has been no professional engineering opinion that says anything different. He agreed that no parking, stopping or standing in the neighborhood would generally be needed, but he wouldn't recommend the ordinance as written to City Council as it could set a precedent.

Tufts expressed that he is not ready to recommend the ordinance and hopes it wouldn't come to this. He said there are always trade-offs, but questioned what is the best solution. He says he wants to trust the engineering experts as he hasn't been truly convinced yet. He mentioned that if we do need an ordinance, he doesn't think it would be this one or up to this Committee.

Rydberg-Hall would like to see the written response to the City Manager's letter before making a recommendation. She mentioned there was some new information shared at the meeting, but not enough information to make a decision.

Todd summarized elements to include in the report, the Committee was not interested in the ordinance as presented, was awaiting a response to the City Manager's letter, and had discussed no-parking, no-stopping, or no-standing restrictions.

DRAFT

Fox made a motion to recommend to City Council that TPAC does not support the ordinance as written as it creates a new precedent for restrictions to users of a street, however they may recommend other ordinances, or ordinances that potentially include no parking, stopping or standing, and encourage further coordination between the School District/Board, neighborhood and City Council, seconded by McGregor. All in favor. The motion passed unanimously.

Foote left the meeting at 8:09 pm. The meeting adjourned due to lack of quorum. Everything else was tabled to the next meeting.

13. Next Meeting

With the next two meetings following on or near holidays, the Committee would like to consider November 24, 2026 or December 3, 2026, Hill will coordinate.

Minutes prepared by Alec Bass and Karen Hill.

DRAFT

City of Concord
Transportation Policy Advisory Committee
October 22, 2026 @ 6:00pm
City Council Chambers – 37 Green Street
SIGN IN SHEET

Name	Address	Email Address
Jeanne Cusson	5 Cypress St. Concord	jsirgus@comcast.net
Janet Locatelli	9 Cypress ST Concord	be.more-@hotmail.com
Chris Moore	9 cypress st Concord	FlipFlopJ@gmail.com.
Jim McConaha	7 CYPRESS ST	JMCCONAHA@AOL.com
Pat DeAngelis	51 Noyes St	patsdeangelis@gmail.com
Melanie Anukem	6 Dartmouth St. Concord	Melanie.Anukem@gmail.com
Jarred Swiontek	22 Harvard St Concord	
Erin Waters	22 Harvard St. Concord	xcerinwaters@gmail.com
Rebecca Suomala	21 Noyes St., Concord	becky.suomala@gmail.com
Pamela Walsh	7 Hanover St Concord	pwalsh@sau8.org
Marjorie Waters	14 Noyes St next Concord NH	watermarks@comcast.net

PREFACE

It is clear that the CSB prioritizes the safety of students who are driven to school by their parents. All of their planning is designed around the expediency of car traffic flow on grounds.

CSB MEETING OCTOBER 5, 2026

I was unable to attend the School Board meeting Monday night but I did watch the YouTube video the following morning. Since I had submitted an on-grounds bus route plan for the new Rundlett Middle School to the Board, I was clearly interested in that specific discussion. When I listened to the consulting engineer review my proposal, a quotation came to mind:

"She who is determined to be displeased, will rarely be pleased."

Or put it another way: **if you don't want a plan to work, it is easy to find ways to make it not work.**

Rebecca Brown, from Greenman-Pedersen, Inc., either did not understand the plan I submitted, or she intentionally misrepresented it. She made at least 5 statements that were untrue. The plan (pages 4&5) is very clear. There are 14 large buses and several smaller handicapped accessible buses that serve Rundlett. Please refer to my bus route plan on page 5. Also refer to Ms. Brown's list of concerns about my proposal on pages 6 & 7. This list, which was created by her, is totally irrelevant to the plan. She has created problems where there are none. What follows is counter point to Ms. Brown's concerns.

MORNING ARRIVAL

(Note: 7:50 is approximate. It would depend on 1st bus schedule arrival)

Rebecca Brown stated that cars would be stacked out to South Street in the AM. <u>This is false</u>.

Parents who wish to drop their kids off early in the AM would be completely free to go through to the drop off area near the parking lot at any time prior to 7:50. When the first wave of buses arrives (4 could be scheduled for earlier arrival), the parent gate goes down for approximately 10 minutes. When those buses depart, the parent lane gate goes up <u>**and remains open. Unless 40 cars all arrive between 7:50 and 8 AM, there would be no stacking of cars.**</u>

When the parent lane gate goes up, the bus lane gate goes down. The remaining 10 buses line up along the long sidewalk-lined entry road and the students disembark when the buses stop.

Unlike what Ms. Brown stated, which was false, there are no "kids waiting in the buses". The students simply walk to the school entrance on the sidewalk. At 8:30/35, the bus gate goes up and all buses (which have been empty save for the driver) are free to depart.

Ms. Brown also stated that the accessible buses (she referred to them as special needs buses) would have to wait until they could move up to the front. This is false. All accessible buses would embark and disembark on the north side of the school, using the same side entrance to the building as all other students.

Ms. Brown stated that students waiting in cars if their parents arrived when the gate was down for 10 minutes, would get out of the cars and cross over to the bus lane. This can easily be made false. First, there would be a barrier between the car and bus lane; second, there would be no sidewalk along the car lane; third, there would be signage along the car lane: No Disembarking Or Embarking At Any Time. (If we are all working hard to keep kids safe, shouldn't parents bear some responsibility in this?)

Ms. Brown stated that there would be a need to add a sidewalk on the parent lane, and therefore loss of athletic fields. This is absolutely false. There is no need of a sidewalk in this lane. She simply created the need. Sidewalks are an invitation to disembark or embark. Why would you place an added sidewalk in an area where you do not want people to walk?

AFTERNOON DEPARTURE

Parents would be notified that afternoon pick up would commence at 3:45, after the bus departures. The parent gate opens after buses depart. This is no different than what occurs elsewhere. * (notes below)

There can be signs posted at Abbot Downing: ACCESS TO RUNDLETT PROHIBITED 7AM-9 AM & 2 PM- 4PM

Generalized statements by Ms. Brown.

She implied that remote control gates are unsafe unless you have a number (vague) of additional staff there. This is false. Why would school systems use them if they were unsafe. This is only her personal opinion. Not a fact. We have the technology, why not use it.**
One staff member would be at the gate with the remote device.

She stated that it would be too difficult for staff to remotely control the gates. In the AM: the parent gate goes down when the first bus arrives, and then up when the first wave of buses leaves. The bus gate goes down when the parent gate goes up, and then up when parents have left. Is this too difficult for one staff member to manage?

In the PM. The parent gate is down until all buses have left. 3:45. If there are late bus arrivals, the staff is there to open the parent gates and close the gates as the need arises.

Final overall falsehood: Ms. Brown contends that there is no room for two lanes entering off South Street. This is patently false.

Notes:

*Multiple elementary and secondary schools across the country use physical security gates, automated boom arms, or restricted-access driveways to separate and stagger parent drop-off/pick-up traffic from school bus loading zones. [1, 2]

While many school districts rely entirely on painted lanes, signage, or separate parking lot locations to manage traffic, others turn to physical access control: [1, 2]

- **Timed Physical Gates:** Facilities like Frederickson Elementary use designated parent drop-off and pick-up gates that remain physically locked and are only opened during specific morning and afternoon arrival windows to keep personal vehicles out while buses are maneuvering. [1]
- **Automated Boom Barriers / Traffic Gates:** Campuses frequently install motorized vehicle boom gates at secondary or dedicated bus-only loops. These restrict unauthorized or parent vehicles from entering designated transit radials during peak morning and afternoon operational hours. [1] (AI)

**"Yes, many schools in New Hampshire structure their afternoon dismissal so that parent car pickups occur either concurrently, sequentially, or specifically after the buses depart to manage traffic and ensure student safety.

Dismissal Procedures in NH Schools

- **Staggered Dismissal:** To prevent mixing heavy pedestrian/car traffic with large buses, several districts release parent pick-up students either slightly before or after buses pull away from the loading zones.
- **Sequential Loading:** At various elementary and middle schools across the state, buses are loaded and cleared first before parent pick-up lines are signaled

to move, or vice-versa, depending on the specific campus layout and driveway constraints.

- **District Policies:** Because transportation logistics and site plans vary widely by SAU (School Administrative Unit) and municipality, individual schools set their own sequential timing. For example, schools like Newmarket Elementary School and Ashland Elementary School outline precise vehicle staging and dismissal windows to keep car lines separated from bus lanes. [1, 2]" (AI)

Bus Route Plan submitted to CSB 9/23/26

THE BEST RUNDLETT BUS ROUTE

Two lanes enter the school grounds via South Street — cars on the left (L) and buses on the right (R). This could be one wide lane at the entry and diverge into two lanes shortly after.

At the right angle turn just before the parking lot, there are gates on both lanes. (Operated remotely by a staff member.) After the gates, the drive is a single wide lane.

The L Gate for the cars is up in the AM until the first wave of buses enters the grounds. When the first bus arrives, the parent gate goes down. When the first wave of buses is through, the R Gate goes down for the buses and up for the cars.

L GATE for the cars is now open and remains open.

The second wave of buses (Still barred from proceeding beyond the Gate) is stationary and students can disembark onto sidewalks. The buses must remain until all cars leave. But the buses are now empty. Once the cars have all left, the R Gate is opened and the buses may leave.

It will require one staff member to operate the gates remotely. There will be no impact on parking lots, rain gardens, fields, etc.

And that's it. This is not dissimilar to plans used by other schools. Except -- it is far superior because the cars do not sit and wait for all the buses to empty and exit.

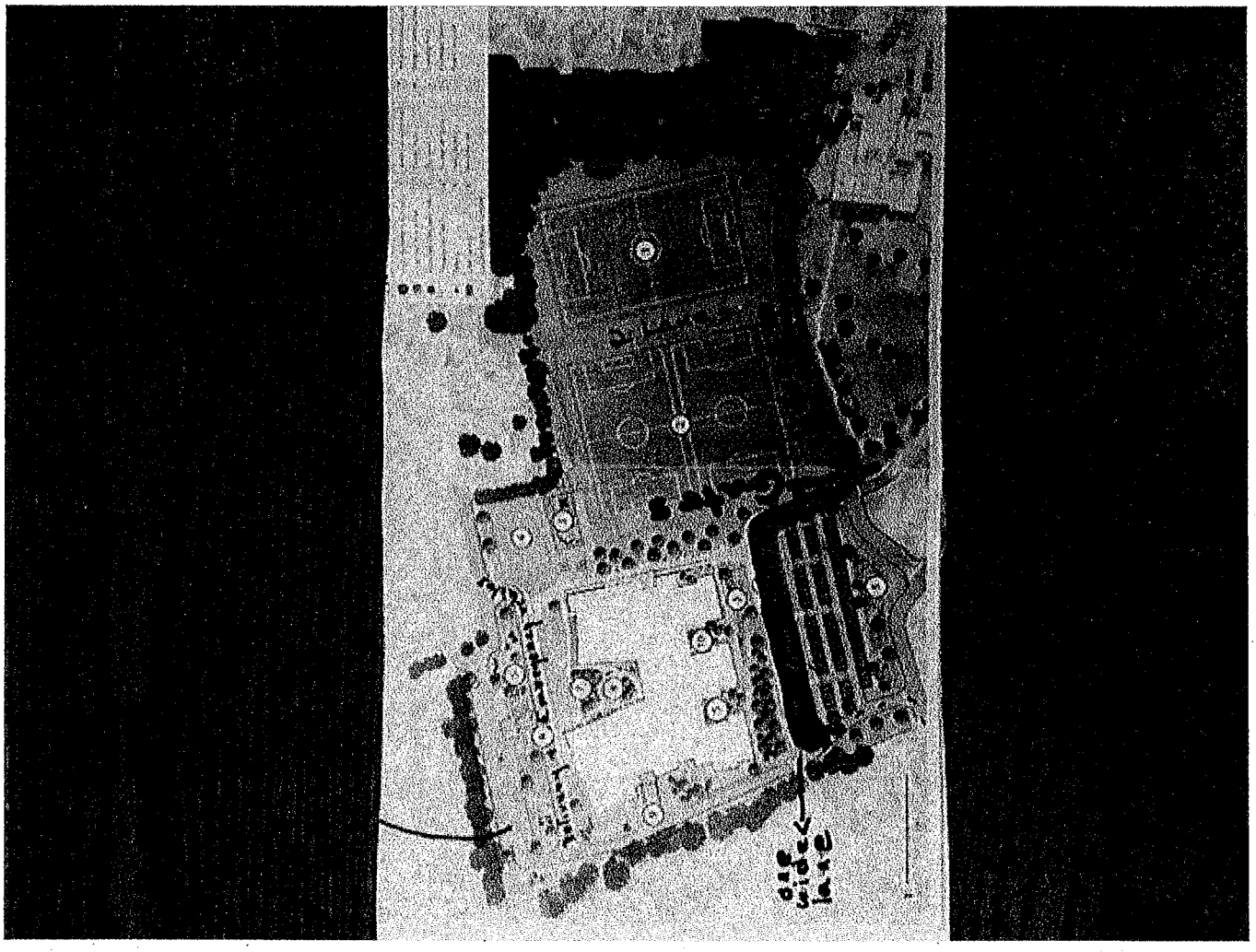
(PM system even easier)

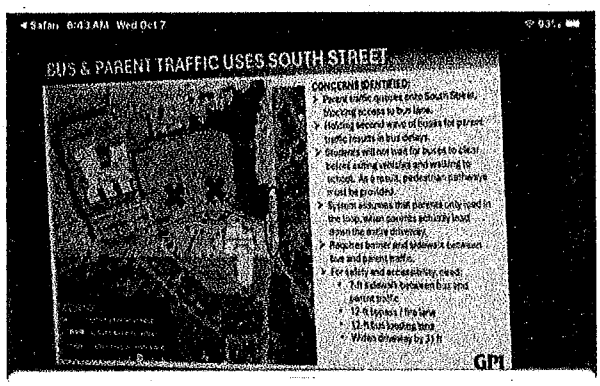
The handicap-accessible buses could resume using the north side for drop-off and pick-up. They had done this for many years without incident. I

don't know why they stopped, but they did last year. They do not present the danger to the neighborhood that the fleet of large buses would do.

It would not be good for the students with disabilities to have to negotiate the sidewalks if their buses are in the later round. And staff should not have to walk greater distances to assist them.

Apologies for the photo. My printer is not working well so I had to doctor a photo that was used for several previous plans.





School Board - All Meetings 1/274

Concord School District



Concord Board of Education Monthly Meeting | 9-5-26

Concord School District

336 • Streamed 1d ago



Concord Board of Education City & Community Relations Committee | 9-23-26

Concord School District

82 • Streamed 13d ago



Concord Board of Education Executive & Finance Committees | 9-21-2026

Concord School District

42 • Streamed 2w ago



Special Board of Education Meeting | 9-14-26

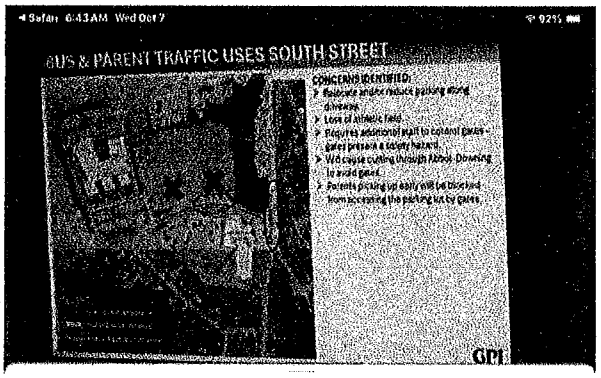
Concord School District

101 • Streamed 3w ago



Concord Board of Education Monthly Meeting | 9-1-26

Concord School District



School Board - All Meetings 1/274

Concord School District



Concord Board of Education Monthly Meeting | 9-5-26
Concord School District
336 • Streamed 1d ago



Concord Board of Education City & Community Relations Committee | 9-23-26
Concord School District
82 • Streamed 13d ago



Concord Board of Education Executive & Finance Committees | 9-21-2026
Concord School District
42 • Streamed 2w ago



Special Board of Education Meeting | 9-14-26
Concord School District
101 • Streamed 3w ago



Concord Board of Education Monthly Meeting | 9-1-26
Concord School District

TITLE III
TOWNS, CITIES, VILLAGE DISTRICTS, AND UNINCORPORATED PLACES

CHAPTER 47
POWERS OF CITY COUNCILS

Bylaws and Ordinances

Section 47:17

47:17 Bylaws and Ordinances. –
The city councils shall have power to make all such salutary and needful bylaws as towns and the police officers of towns and engineers or firewards by law have power to make and to annex penalties, not exceeding $1,000, for the breach thereof; and may make, establish, publish, alter, modify, amend and repeal ordinances, rules, regulations, and bylaws for the purposes stated in this section. Provisions in this section granting authority to establish and collect fines for certain violations shall not be interpreted to limit the authority hereunder to establish and collect fines for any other violations:
I.
In General. To carry into effect all the powers by law vested in the city.
II.
Order and Police Duty. To regulate the police of the city; to prevent any riot, noise, disturbance, or disorderly assemblages; to regulate the ringing of bells, blowing of horns or bugles, and crying goods and other things; and to prescribe the powers and duties of police officers and watchmen.
III.
Disorderly Houses and Gaming. To suppress and restrain disorderly houses and houses of ill-fame, gambling houses and places, billiard tables, nine or ten pin alleys or tables and ball alleys, and all playing of cards, dice or other games of chance; to restrain and prohibit all descriptions of gaming and fraudulent devices; and to authorize the destruction and demolition of all instruments and devices used for the purpose of gaming.
IV.
Sale of Liquor. To establish regulations for groceries, stores, restaurants, and places of public amusement; to authorize the entry of proper officers into all such places to inspect the same, and the seizure and forfeiture of all liquors and the instruments used or designed to be used in the manufacture or sale of the same, in violation of law.
V.
Shows. To regulate or prohibit the exhibitions of natural or artificial curiosities, caravans, circuses, theatrical performances, or other shows.
VI.
Porters, Vehicles, Etc. To license and regulate porters, cartmen and cartage, runners for boats, stages, cars, and public houses, hackney coaches, cabs, and carriages, and their drivers; the care and conduct of all animals, carriages, and teams, standing or moving in the streets; to prevent horse-racing and immoderate riding or driving in streets and on bridges; and to prevent cruelty to animals.
VII.
Use of Public Ways. To regulate all streets and public ways, wharves, docks, and squares, and the use thereof, and the placing or leaving therein any carriages, sleds, boxes, lumber, wood, or any articles or materials, and the deposit of any waste or other thing whatever; the removal of any manure or other material therefrom; the erection of posts, signs, steps, public telephones, telephone booths, and other appurtenances thereto, or awnings; the digging up the ground by traffic thereon or in any other manner, or any other act by which the public travel

may be incommoded or the city subjected to expense thereby; the securing by railings or otherwise any well, cellar, or other dangerous place in or near the line of any street; to prohibit the rolling of hoops, playing at ball or flying of kites, or any other amusement or practice having a tendency to annoy persons passing in the streets and sidewalks, or to frighten teams of horses within the same; and to compel persons to keep the snow, ice, and dirt from the sidewalks in front of the premises owned or occupied by them.

VIII.

Traffic Devices and Signals.

(a) To make special regulations as to the use of vehicles upon particular highways, except as to speed, and to exclude such vehicles altogether from certain ways; to regulate the use of class IV highways within the compact limits and class V highways by establishing stop intersections, by erecting stop signs, yield right of way signs, traffic signals and all other traffic control devices on those highways over which the city council has jurisdiction. The erection, removal and maintenance of all such devices shall conform to applicable state statutes and the latest edition of the Manual on Uniform Traffic Control Devices.

(b) The commissioner of transportation shall only approve the installation and modification of traffic signals as to type, size, installation, and method of operation.

IX.

Combustibles. To regulate the keeping, conveying and places of deposit of gunpowder and other combustible and dangerous materials; the use of candles, lights, and matches in barns, stables, and other buildings containing combustible and dangerous materials; to regulate the erection or use of buildings within the most compact part of the city, for any purpose which in the opinion of the city councils shall more immediately expose said city to destruction by fire, and to define the limits of such compact part.

X.

Stock at Large. To regulate, restrain, or prohibit the keeping or running at large of horses, cattle, sheep, swine, geese, goats and other poultry and animals, or any of them, to create the limits of districts within which the same may be kept and the conditions and restrictions under which they may be kept.

XI.

Dogs. To regulate the keeping of dogs and their running at large, require them to be licensed, and authorize the destruction of those kept or running at large contrary to the ordinance.

XII.

Markets, Sales. To establish markets and market-places; regulate the place and manner of selling and weighing hay, selling pickled and other fish, and salted and fresh provisions; selling and measuring wood, lime, coal, and other heavy articles; and to appoint suitable persons to superintend and conduct the same; to prevent and punish forestalling and regrating; and to restrain every kind of fraudulent device and practice.

XIII.

Vagrants, Obscene Conduct. To restrain and punish vagrants, mendicants, street beggars, strolling musicians, and common prostitutes, and all kinds of immoral and obscene conduct, and to regulate the times and places of bathing and swimming in the canals, rivers and other waters of the city, and the clothing to be worn by bathers and swimmers.

XIV.

Nuisances. To abate and remove nuisances; to regulate the location and construction of slaughterhouses, tallow chandlers' shops, soap factories, tanneries, stables, barns, privies, sewers, and other unwholesome or nauseous buildings or places, and the abatement, removal or purification of the same by the owner or occupant; to prohibit any person from bringing, depositing, or having within the city any dead carcass or other unwholesome substance; to provide for the removal or destruction, by any person who shall have the same upon or near such person's premises, of any such substance, or any putrid or unsound beef, pork, fish, hides, or skins, and, on such person's default, to authorize the removal or destruction thereof by some officer of the city; to authorize and provide for the collection, removal, and destruction of garbage and other waste material, to make necessary regulations relative thereto, and to provide for payment therefor by assessment, or appropriation, or both. A municipality may create fines for violations related to garbage and other waste material regulations and a procedure for the administrative enforcement of such violations and collection of penalties as provided in RSA 48-A:8, VI, or in any other manner authorized by law.

XIV-a.

Interfering With Voters. To regulate the distribution of campaign materials or electioneering or any activity which affects the safety, welfare and rights of voters at any election held for any purpose in such city. Such

power shall not extend to the display of printed or written matter attached to any legally parked motor vehicle, nor shall such power extend to activities conducted wholly on private property so as not to interfere with people approaching or entering a polling place.

XIV-b.

Local Election Reporting Requirements. Requiring the reporting of contributions to, and expenditures by, any candidate or political committee made for the purpose of influencing the election of any candidate for local elective office, or any person or committee for the purpose of influencing the vote on any local ballot or referendum question.

XV.

Miscellaneous. Relative to the grade of streets, and the grade and width of sidewalks; to the laying out and regulating public squares and walks, commons, and other public grounds, public lights, and lamps; to trees planted for shade, ornament, convenience, or use, and the fruit of the same; to trespasses committed on public buildings and other public property, and in private yards and gardens; in relation to cemeteries, public burial grounds, the burial of the dead, and the returning and keeping records thereof, and bills of mortality, and the duties of physicians, sextons and others in relation thereto; relative to public wells, cisterns, pumps, conduits, and reservoirs; the places of military parade and rendezvous, and the marching of military companies with music in the streets of the city; relative to precautions against fire; relative to oaths and bonds of city officers, and penalties upon those elected to such offices refusing to serve; and relative to licensing and regulating butchers, petty grocers, or hucksters, peddlers, hawkers, and common victualers; dealers in and keepers of shops for the purchase, sale or barter of junk, old metals or second-hand articles, and pawnbrokers; under such limitations and restrictions as to them shall appear necessary. They may make any other bylaws and regulations which may seem for the well-being of the city; but no bylaw or ordinance shall be repugnant to the constitution or laws of the state; and such bylaws and ordinances shall take effect and be in force from the time therein limited, without the sanction or confirmation of any other authority whatever.

XVI.

Warnings and Citations. To establish a procedure for the issuance of warnings and citations for the violation of health, fire, planning board, building, licensing, zoning, and housing codes and ordinances.

XVII.

Drug-Free Zones. Establish as a drug-free zone any area inclusive of public housing authority property and within 1,000 feet of such public housing authority property. If such drug-free zones are established, the municipality shall publish a map clearly indicating the boundaries of such drug-free zone, which shall be posted in a prominent place in the district or municipal court of jurisdiction, the local police department, and on the public housing authority property. The municipality shall also develop signs or markings for the drug-free zone which shall:

(a) Be posted in one or more prominent places in or near the public housing authority property; and

(b) Indicate that the posted area is a drug-free zone which extends to 1,000 feet surrounding such property; and

(c) Warn that a person who violates RSA 318-B, the controlled drug act, within the drug-free zone, shall be subject to severe criminal penalties under RSA 318-B and a penalty of up to $1,000 under this paragraph.

XVIII.

Automobile Parking Controls. The city councils shall have the authority to adopt such bylaws and ordinances as are necessary to control the parking, standing and stopping of automobiles within the city limits, including ordinances allowing for the towing or immobilization of automobiles for nonpayment of parking fines and creating parking fines recoverable by means of civil process.

XIX.

Businesses Obtaining City Permits. To establish regulations relative to businesses obtaining city permits.

XX. No ordinance or bylaw that attempts to regulate noise from activities related to farms, agriculture, and farming as defined in RSA 21:34-a shall be enforceable within a city. This exception shall not apply to agritourism as defined in RSA 21:34-a, II(b)(5).

Source. 1846, 384:17. GS 44:11. GL 48:10. PS 50:10. 1905, 10:1. 1907, 35:1. 1915, 55:1; 98:1. 1923, 15:1. PL 54:12. 1935, 117:2. 1941, 35:1. RL 66:13. RSA 47:17. 1961, 26:1. 1971, 512:9. 1981, 298:2. 1983, 166:2. 1986, 102:1. 1991, 74:1; 364:7. 1993, 183:1. 1996, 268:1, 5. 2006, 202:1. 2007, 43:2. 2009, 270:2, 3, eff. Jan. 1, 2010. 2023, 83:2, eff. Aug. 19, 2023. 2025, 61:2, eff. Aug. 1, 2025.



NEW MIDDLE SCHOOL CIRCULATION ALTERNATIVES DISCUSSION

School Building Committee Meeting
October 5, 2026

GPI

PROPOSED TRAFFIC CIRCULATION



GPI

PROPOSED TRAFFIC CIRCULATION



BENEFITS:

- ✓ All parent traffic can stack along driveway
- ✓ Surplus storage for up to 15 additional parent vehicles
- ✓ All buses queue on-site
- ✓ Additional bus storage along service drive
- ✓ No overlap or conflicts between bus and parent traffic
- ✓ Adequate space for bypass in parent drop-off/pick-up area
- ✓ Keeps parent traffic out of neighborhood and places trained, controlled drivers in neighborhood.

LEGEND

- QUEUED PARENT VEHICLE
- SURPLUS STORAGE SPACE
- QUEUED BUS (FIRST WAVE)
- QUEUED BUS (SECOND WAVE)

GPI

PROPOSED TRAFFIC CIRCULATION



CONCERNS IDENTIFIED:

- Buses passing each other in narrow space with no sidewalks and on-street parking.
- Steep grade on Noyes Street at South Street, limited sight lines, and lack of traffic control for buses exiting.

GPI

MODIFIED TRAFFIC CIRCULATION



Potential Solutions:

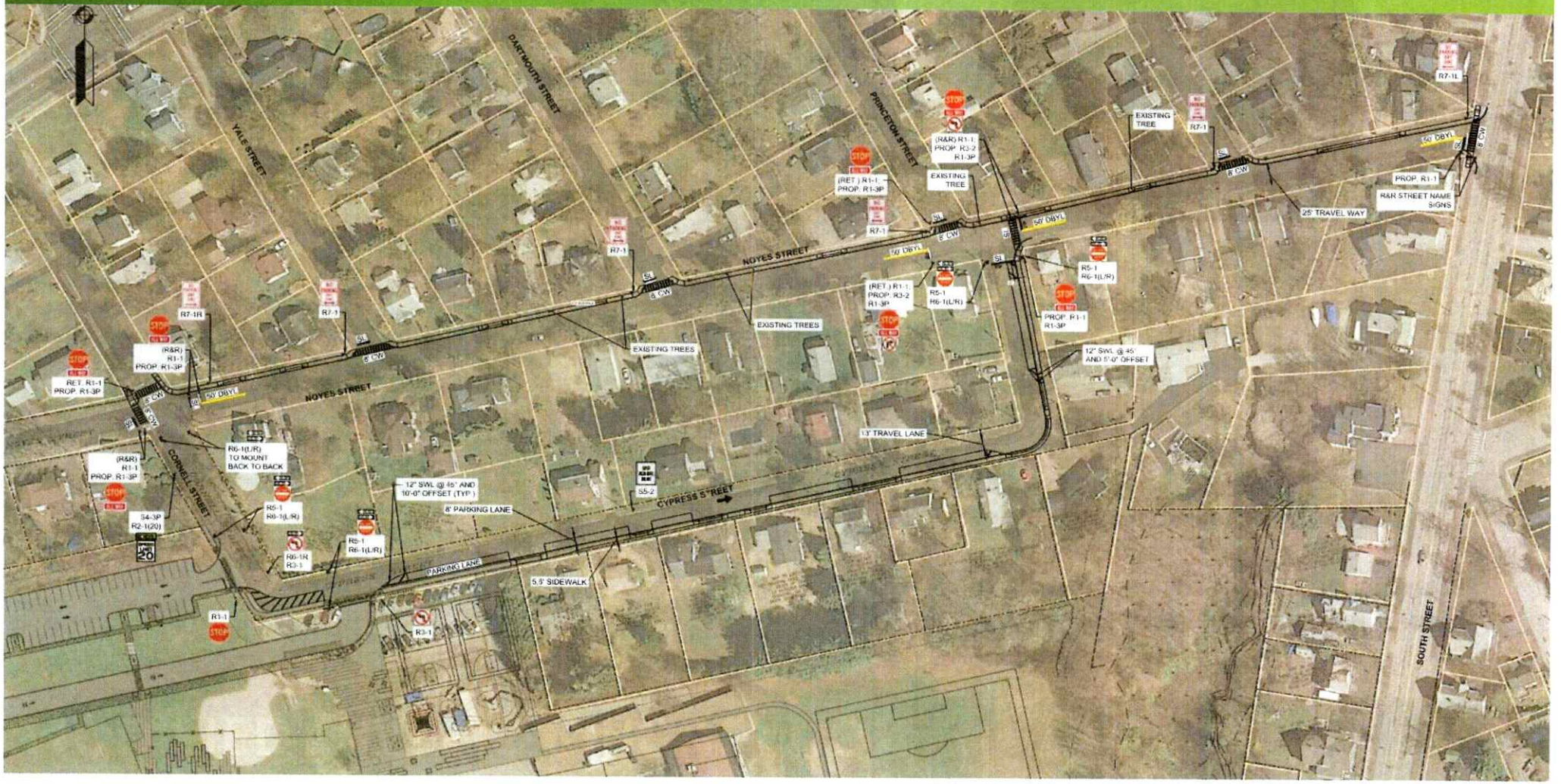
- ✓ Allow Buses to exit via Princeton Street.
- ✓ Traffic destined to south on South Street could use Noyes Street.
- ✓ Add sidewalks on Noyes Street and Cypress Street.

LEGEND

- BUS FLOW
- PARENT FLOW
- STAFF FLOW
- PARKING AREA

GPI

PROPOSED SIDEWALK IMPROVEMENTS



ABUTTER SUGGESTIONS AND TPAC/COUNCIL REQUEST

Tim Herbert, Superintendent
SAU 8
38 Liberty Street
Concord, NH 03301

Re: New Concord Middle School Traffic Concerns

Dear Mr. Herbert:

I hope this letter finds you well. During its September 14, 2026 meeting, the Concord City Council voted to approve a report from the Concord Transportation Policy Advisory Committee (TPAC) relative to neighborhood traffic concerns associated with the Concord School District's new middle school. The TPAC report is attached.

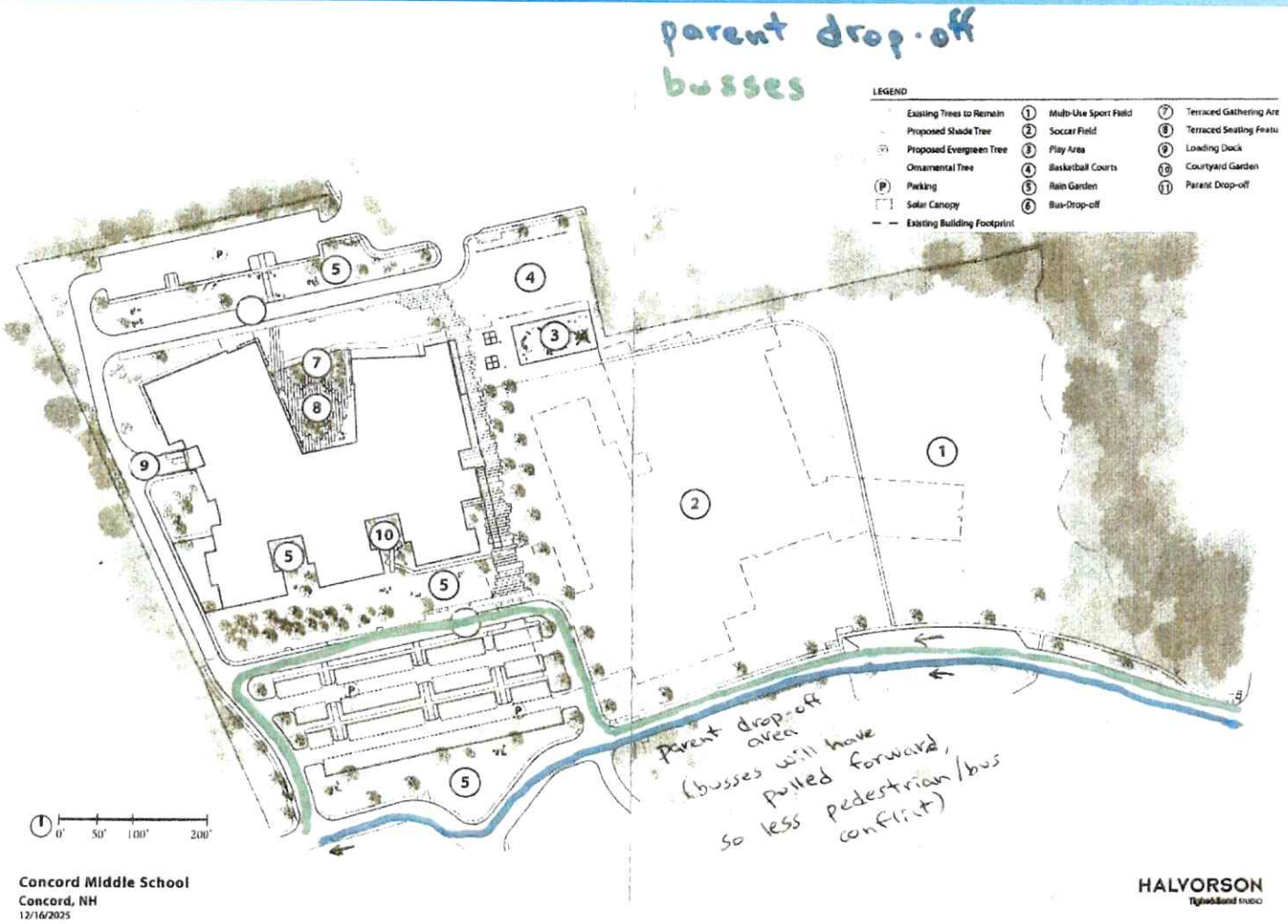
In conjunction with accepting the report, the City Council instructed City Administration to formally request that the Concord School District consider the following:

1. That the Concord School District construct, or make plans for the construction of, a sidewalk connection along Cypress Street and Noyes Street to safely accommodate pedestrian traffic expected to approach the school from the north; and,
2. That the Concord School District consider modifying the school bus drop-off and pick-up plan for the new Middle School to utilize the South Street entrance in a manner similar to the existing configuration for Rundlett Middle School, and to incorporate safety barriers to address concerns raised by members of the school staff; or to consider other alternatives that would not utilize Noyes Street and Cypress Street for school bus circulation.

Mike Bezanson, City Engineer, and Karen Hill, City Transportation Engineer, recently met with Matt Cashman to discuss these concerns, as well as forthcoming edits to the School District's traffic impact study for the new Middle School Project.

If you wish to discuss this matter in more detail, please don't hesitate to contact me. We look forward to receiving the School District's response.

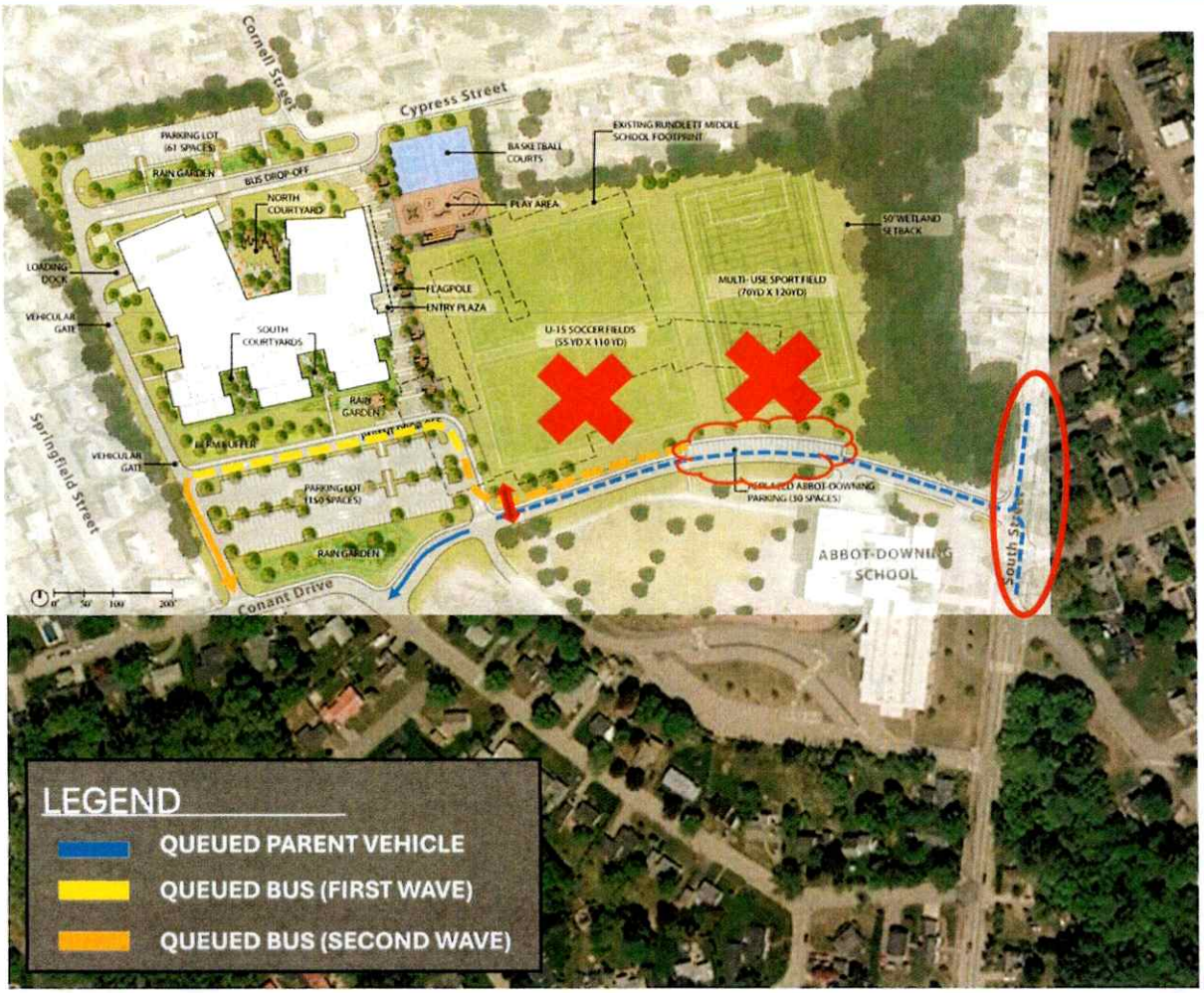
ABUTTER FEEDBACK AND SUGGESTED FLOWS



Concord Middle School
Concord, NH
12/16/2025

HALVORSON
TighebBond STUDIO

BUS & PARENT TRAFFIC USES SOUTH STREET

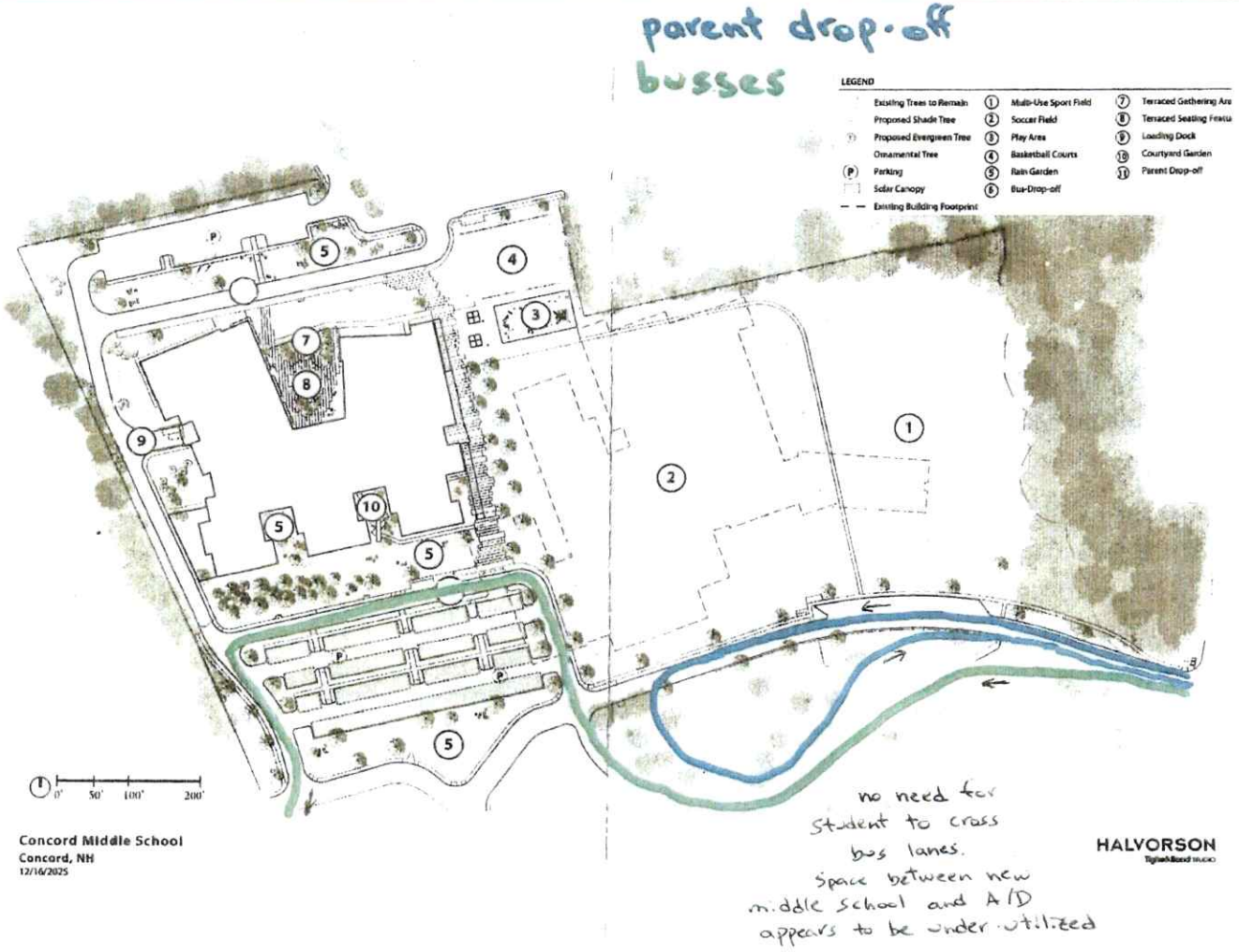


CONCERNS IDENTIFIED:

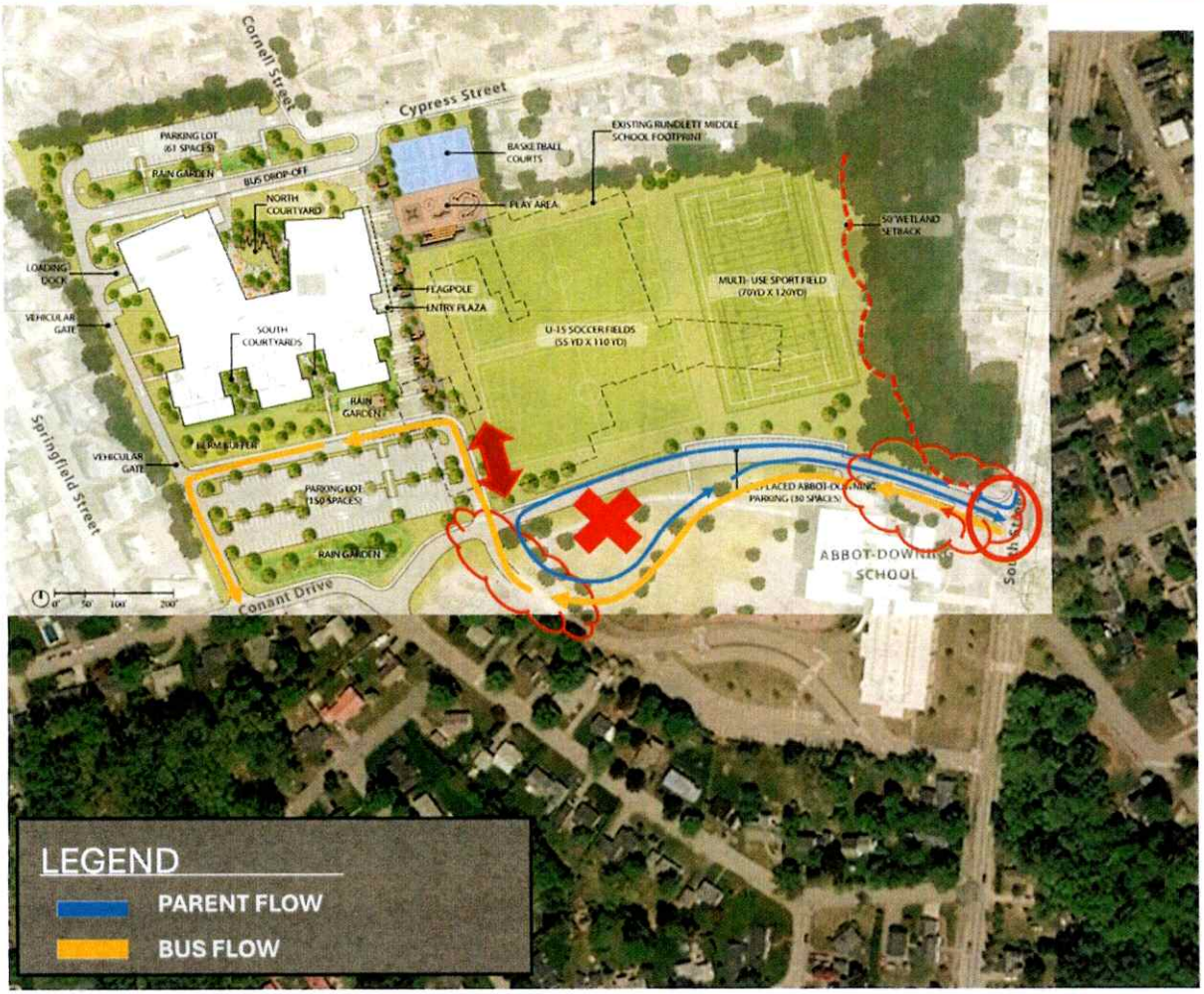
- Students must cross bus traffic to travel between school and parent vehicles.
- Requires barrier and sidewalk between bus and parent traffic.
- Requires bypass for both parent traffic.
- For safety and accessibility, need:
  - 7-ft sidewalk between bus and parent traffic
  - 12-ft bypass / fire lane
  - 12-ft bus loading lane
  - Widen driveway by 31 ft
- Relocate and/or reduce parking along driveway
- Loss of athletic field(s).
- Parent traffic queues onto South Street.
- Bus lane blocked by parent traffic.

GPI

ABUTTER FEEDBACK AND SUGGESTED FLOWS



PARENTS ENTER AND EXIT TO SOUTH STREET

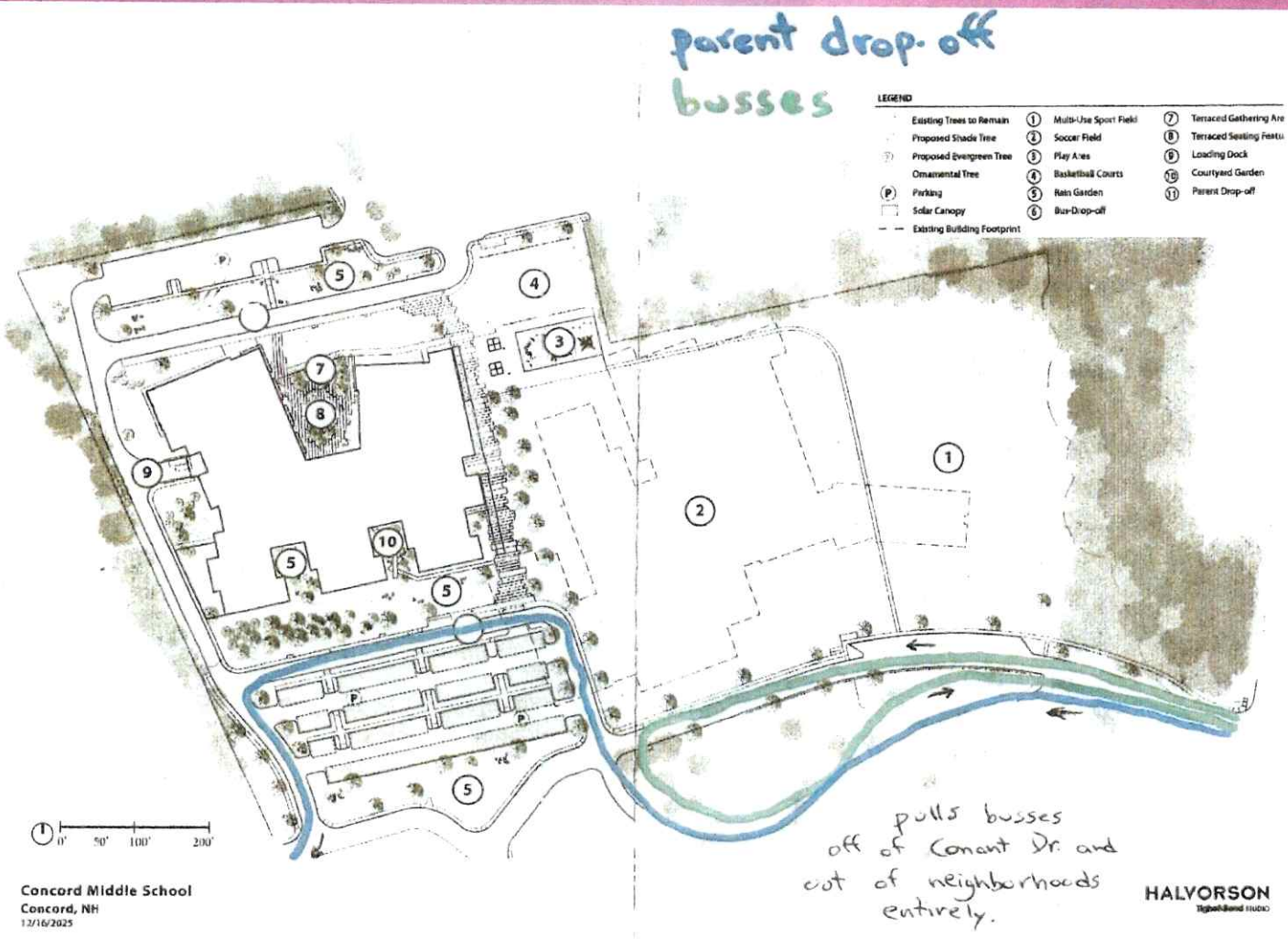


CONCERNS IDENTIFIED:

- Parents exit between entering lanes of bus and parent traffic.
- Significant conflict and congestion at intersection with South Street.
- Bus traffic conflicts with Abbot Downing traffic.
- Requires barrier and sidewalk between bus and parent traffic.
- Long walking route between parent vehicles and school.
- Takes a significant portion of property from Abbot-Downing School.
- Inadequate queue storage for parent traffic.
- Eliminates Abbot-Downing egress to South Street and forces Abbot-Downing traffic through bus lane.
- Eliminates connection between parent loop and parking.
- Driveway encroaches on wetlands and Abbot-Downing parking lot.

GPI

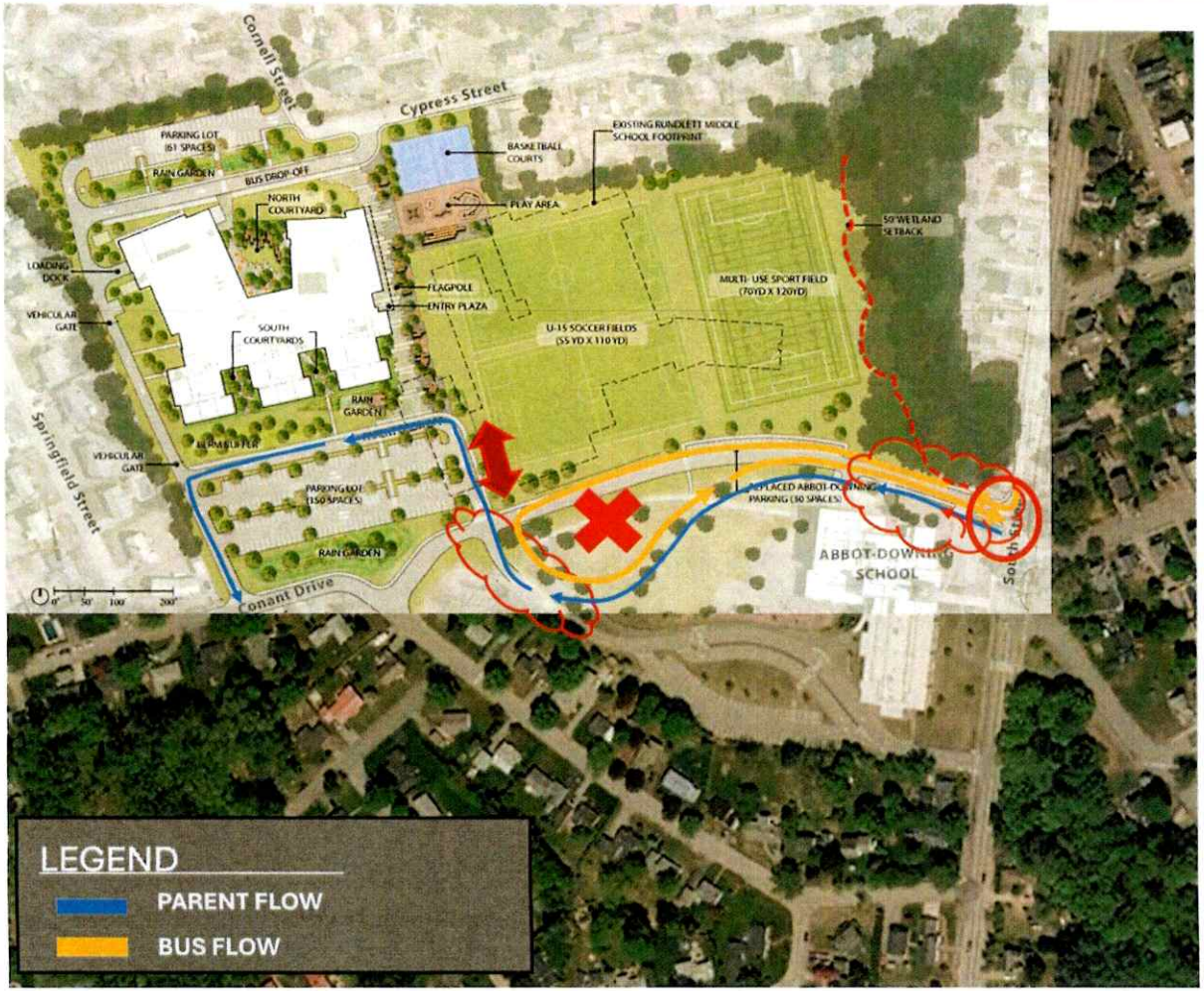
ABUTTER FEEDBACK AND SUGGESTED FLOWS



Concord Middle School
Concord, NH
12/16/2025

HALVORSON

BUSES ENTER AND EXIT TO SOUTH STREET

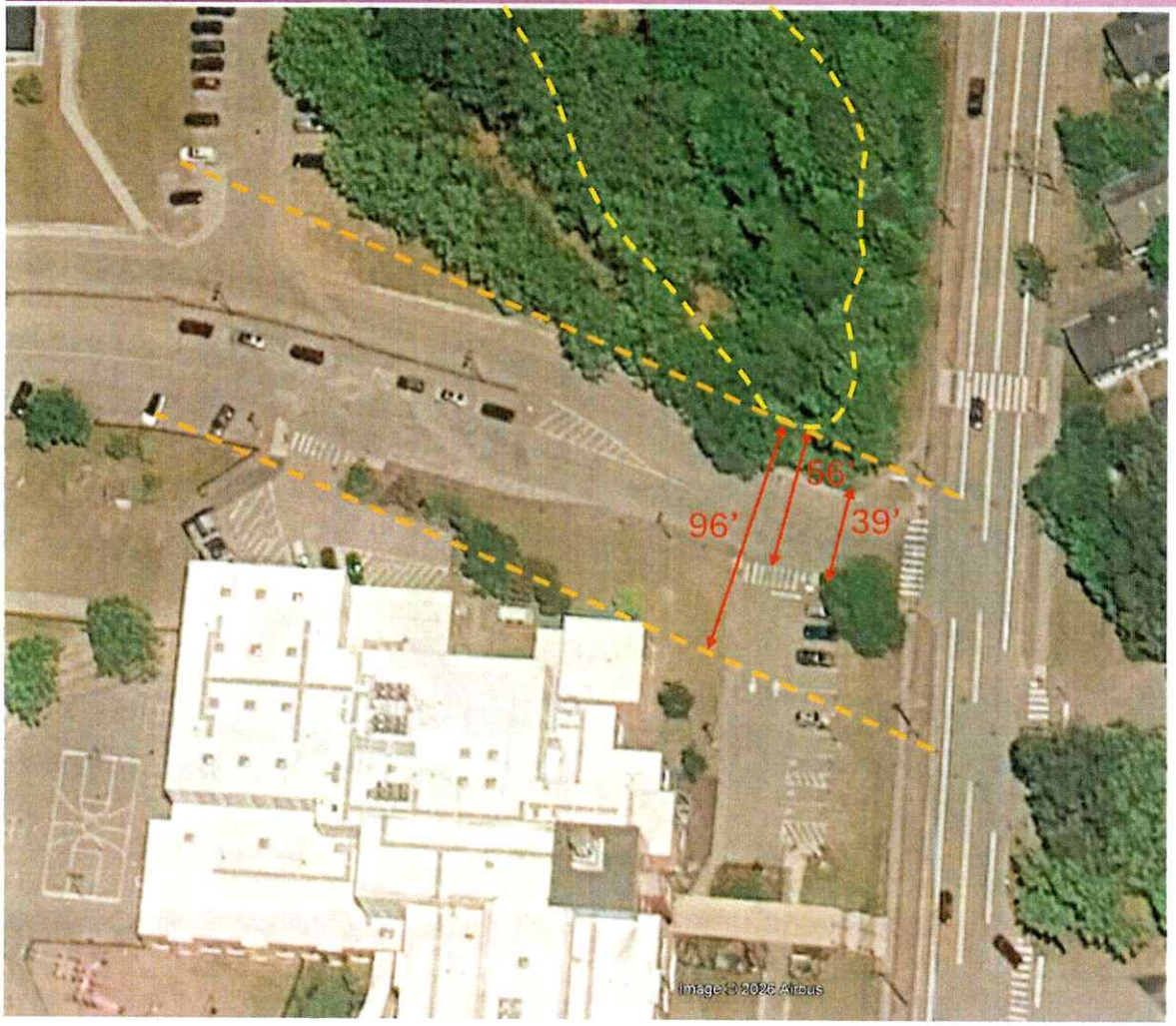


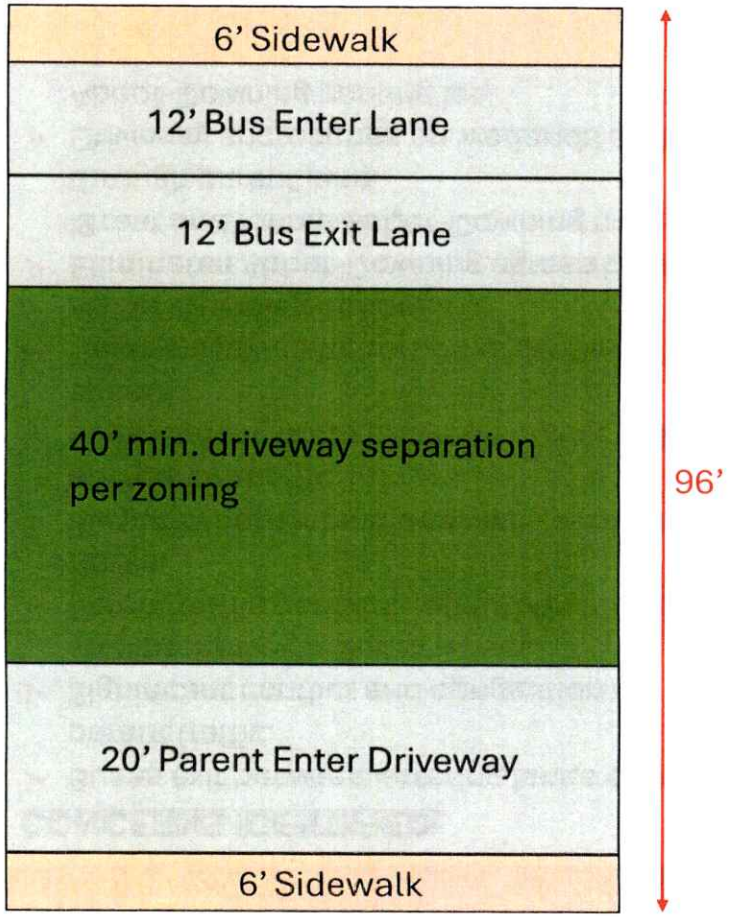
CONCERNS IDENTIFIED:

- Buses exit between entering lanes of bus and parent traffic.
- Significant conflict and congestion at intersection with South Street.
- Parent traffic conflicts with Abbot Downing traffic.
- Requires barrier and sidewalk between bus and parent traffic.
- Long walking route between buses and school.
- Takes a significant portion of property from Abbot-Downing School.
- Eliminates Abbot-Downing egress to South Street and forces Abbot-Downing traffic through parent lane.
- Driveway encroaches on wetlands and Abbot-Downing parking lot.

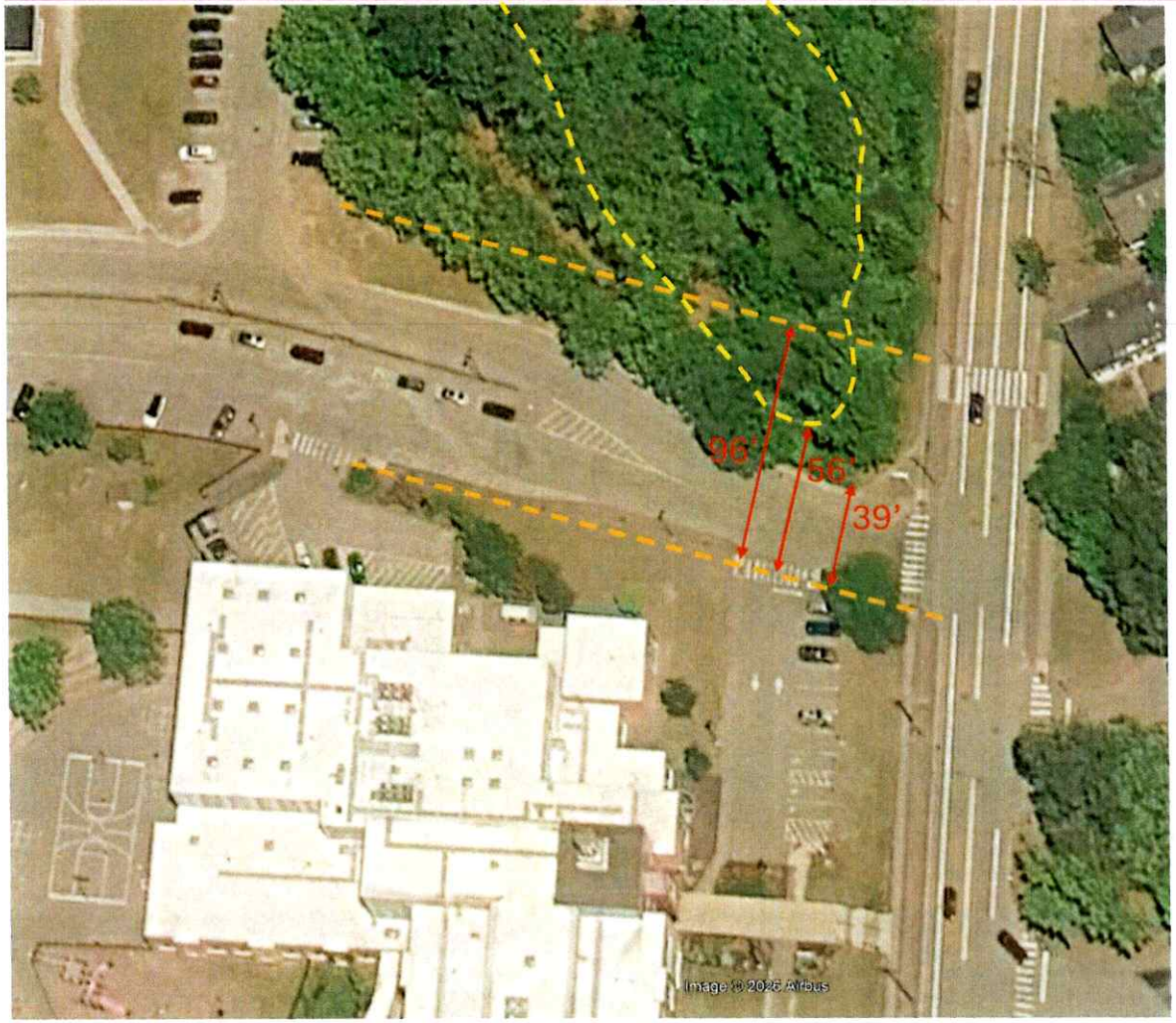
GPI

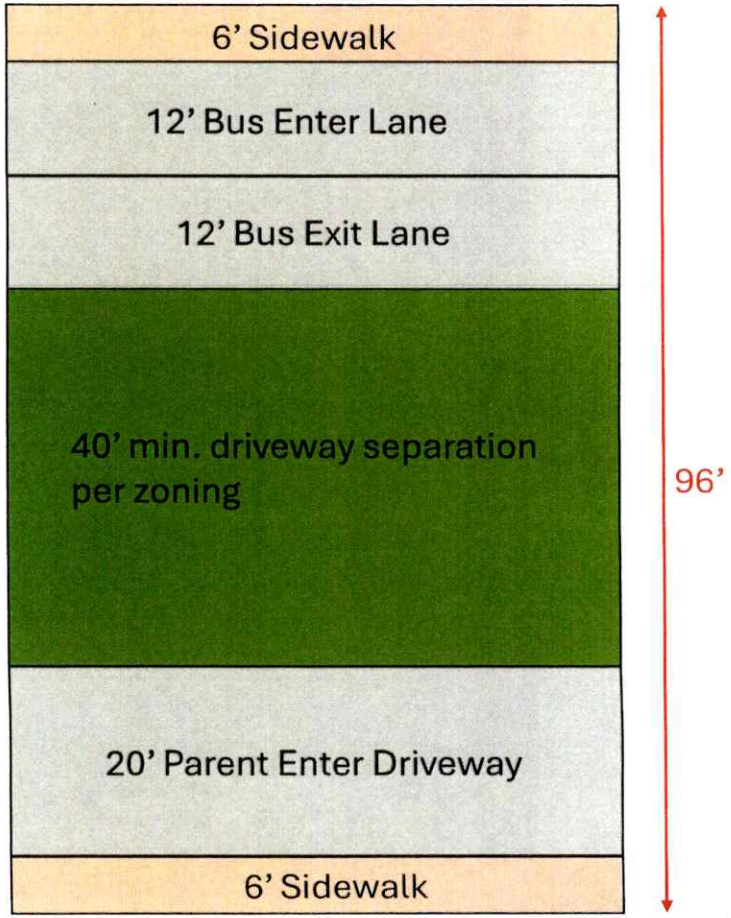
BUSES ENTER AND EXIT TO SOUTH STREET





BUSES ENTER AND EXIT TO SOUTH STREET





ABUTTER FEEDBACK AND SUGGESTED FLOWS



BUS & PARENT TRAFFIC USES SOUTH STREET



Potential Solution:

- ✓ Buses and parents enter via South Street and wait in separate, gated lanes to enter single drop-off/pick-up loop, then exit to Conant Drive.
- ✓ Uses gate system to control bus and parent access to loop.

Benefits:

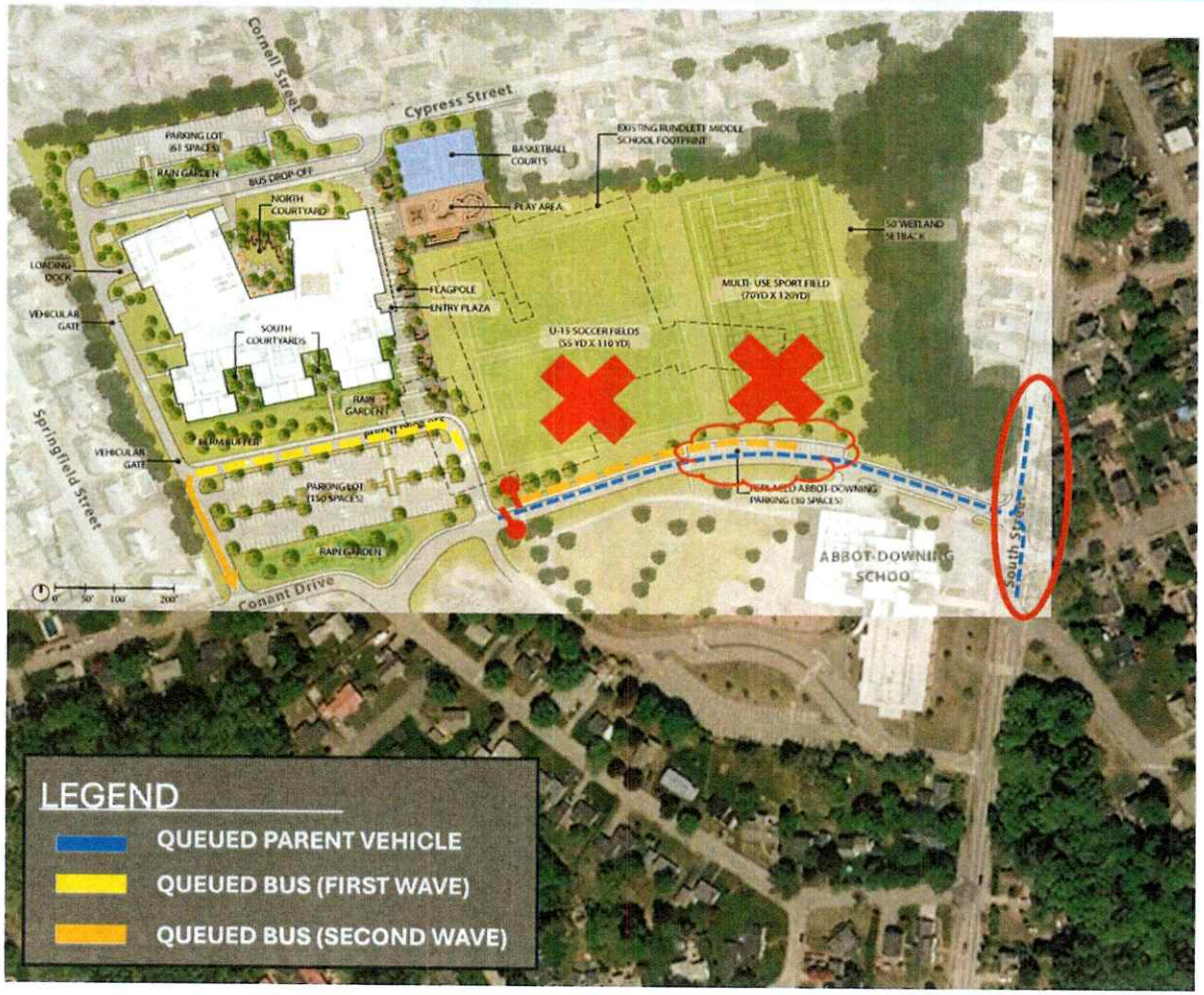
- ✓ Eliminates buses in neighborhood.
- ✓ Eliminates buses stacking in staff parking lot.

LEGEND

- BUS FLOW
- PARENT FLOW
- STAFF FLOW
- PARKING AREA

GPI

BUS & PARENT TRAFFIC USES SOUTH STREET

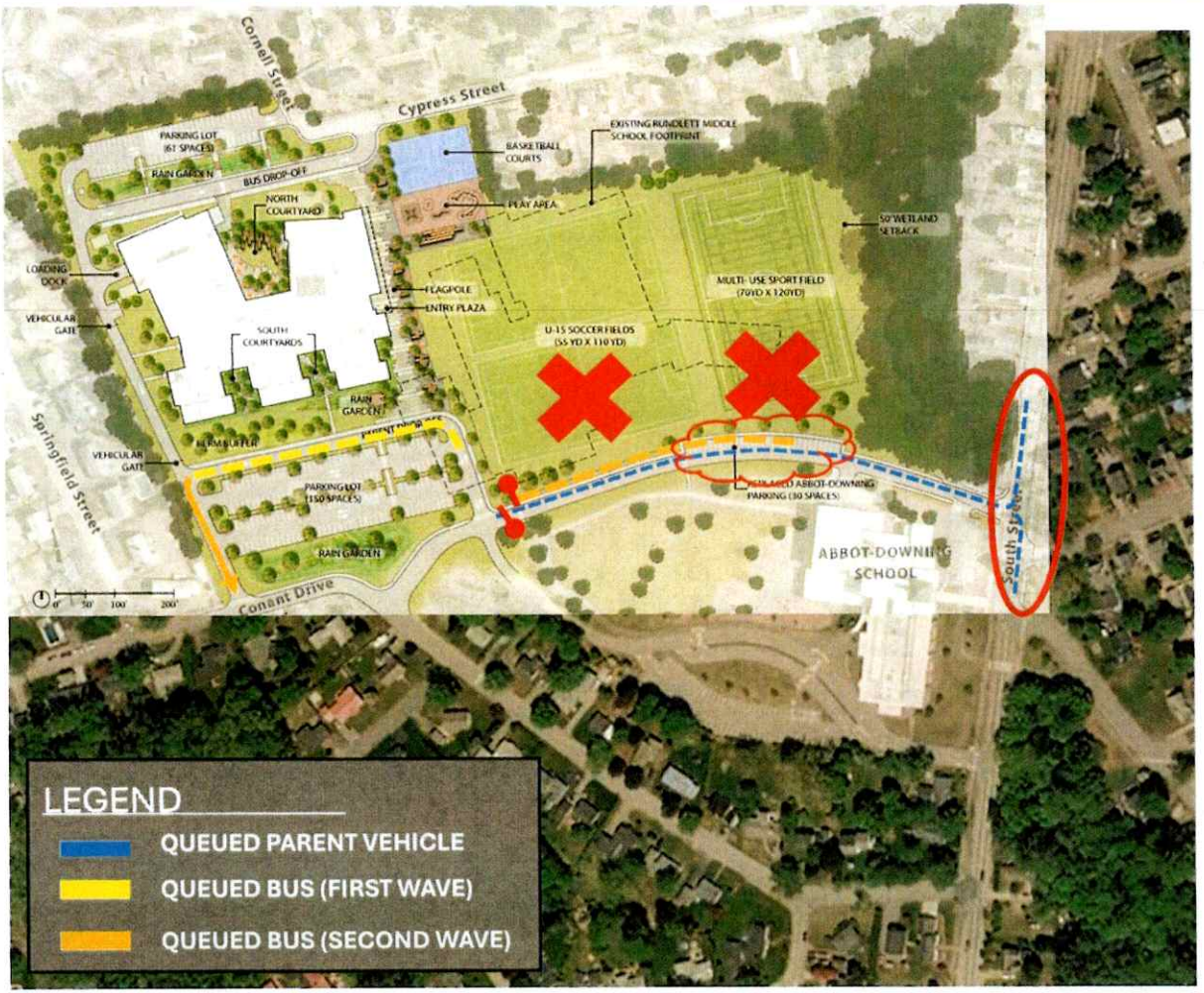


CONCERNS IDENTIFIED:

- Parent traffic queues onto South Street, blocking access to bus lane.
- Holding second wave of buses for parent traffic results in bus delays.
- Students will not wait for buses to clear before exiting vehicles and walking to school. As a result, pedestrian pathways must be provided.
- System assumes that parents only load in the loop, when parents actually load down the entire driveway.
- Requires barrier and sidewalk between bus and parent traffic.
- For safety and accessibility, need:
  - 7-ft sidewalk between bus and parent traffic
  - 12-ft bypass / fire lane
  - 12-ft bus loading lane
  - Widen driveway by 31 ft

GPI

BUS & PARENT TRAFFIC USES SOUTH STREET

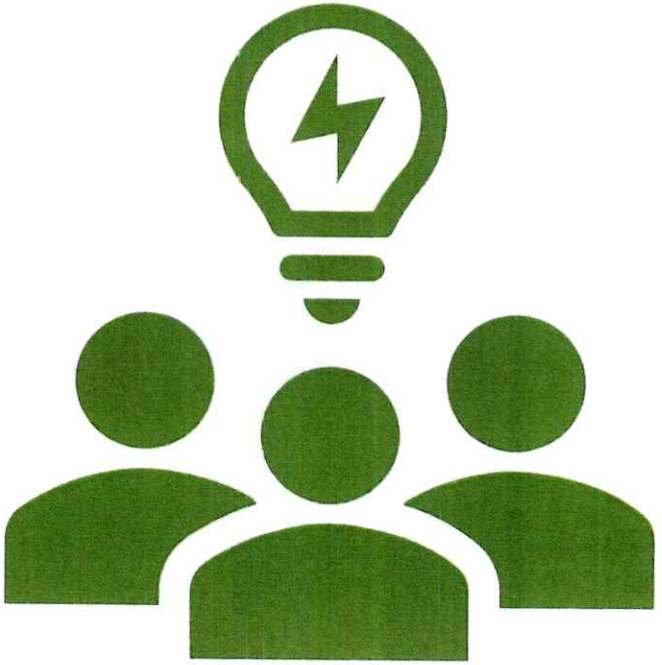


CONCERNS IDENTIFIED:

- Relocate and/or reduce parking along driveway.
- Loss of athletic field.
- Requires additional staff to control gates – gates present a safety hazard.
- Will cause cutting through Abbot-Downing to avoid gates.
- Parents picking up early will be blocked from accessing the parking lot by gates.

GPI

POTENTIAL TRAFFIC FLOW MODIFICATIONS



BUSES ENTER VIA CONANT DRIVE



GPI

BUSES ENTER VIA CONANT DRIVE



Potential Solution:

- ✓ Buses enter via Conant Drive, pass through service drive, and exit via Noyes St.

Benefits:

- ✓ Reduces bus traffic in neighborhood.
- ✓ Provides adequate on-site bus storage.
- ✓ Eliminates buses stacking in staff parking lot.

Concerns:

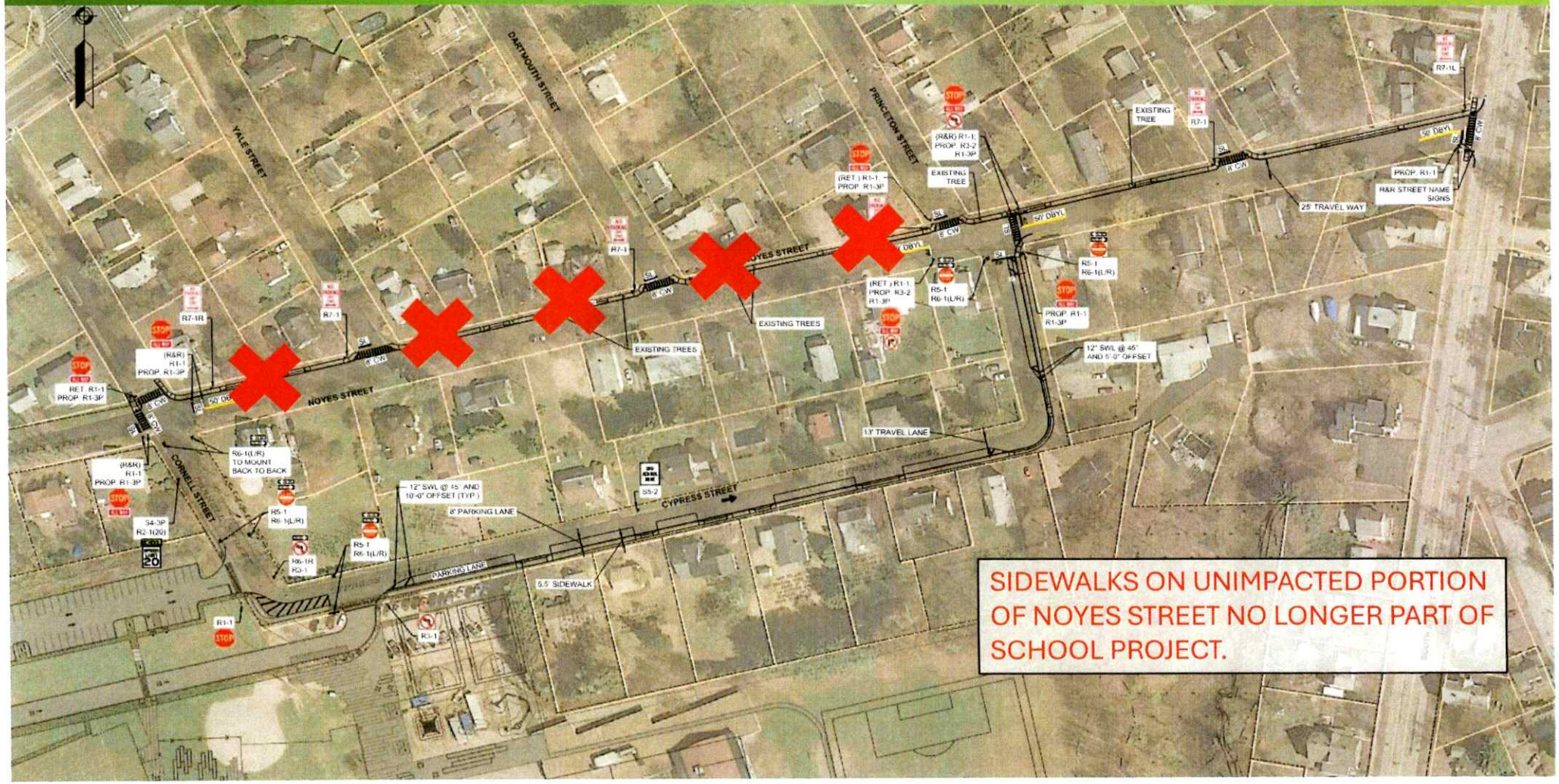
- ➢ Multiple conflicts with parent/bus traffic.
- ➢ Potential conflicts with service vehicles.

LEGEND

- BUS FLOW
- PARENT FLOW
- STAFF FLOW

GPI

PROPOSED SIDEWALK IMPROVEMENTS



QUESTIONS



PREVIOUSLY REVIEWED ALTERNATIVES



BUS & PARENT TRAFFIC USES SOUTH STREET



Potential Solution:

- ✓ Buses and parents enter via South Street and use separate lanes to travel around parking lot and exit via Conant Drive.

Benefits:

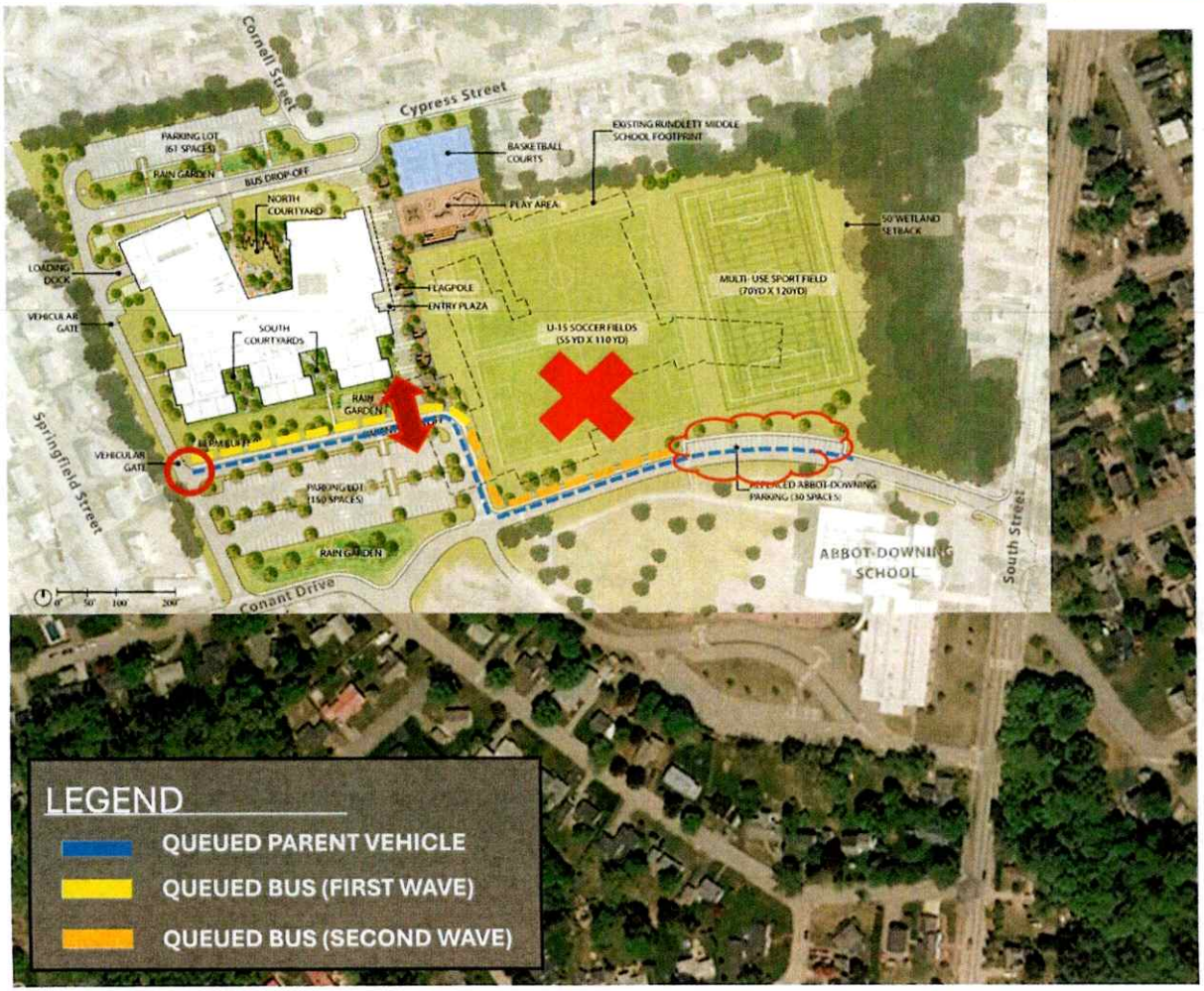
- ✓ Eliminates buses in neighborhood.
- ✓ Eliminates buses stacking in staff parking lot.

LEGEND

- BUS FLOW
- PARENT FLOW
- STAFF FLOW
- PARKING AREA

GPI

BUS & PARENT TRAFFIC USES SOUTH STREET

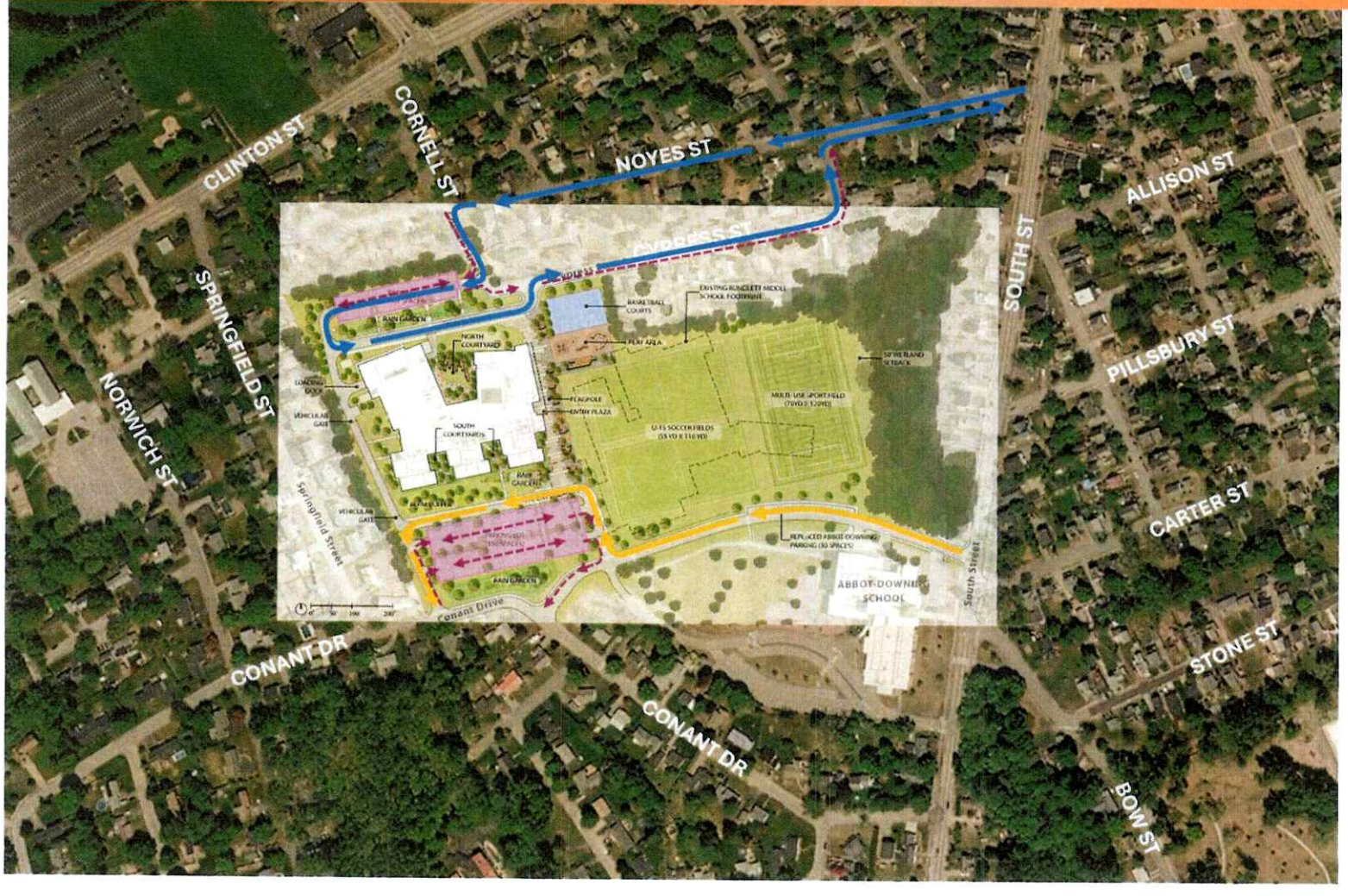


CONCERNS IDENTIFIED:

- Creates conflict/merge point for bus and parent traffic.
- Students must cross bus traffic to travel between school and parent vehicles.
- Requires barrier and sidewalk between bus and parent traffic.
- Requires bypass for both parent traffic.
- For safety and accessibility, need:
  - 7-ft sidewalk between bus and parent traffic
  - 12-ft bypass / fire lane
  - 12-ft bus loading lane
  - Widen driveway by 31 ft
- Relocate and/or reduce parking along driveway
- Loss of athletic field
- Potential loss of 38 parking spaces in lot.

GPI

REVERSE BUS AND PARENT FLOW



LEGEND

- BUS FLOW
- PARENT FLOW
- STAFF FLOW
- PARKING AREA

GPI

REVERSE BUS AND PARENT FLOW



Benefits:

- ✓ Separates bus and parent traffic.
- ✓ Eliminates need for buses to pass on narrow roadway.

Concerns:

- ➢ No control over parent route choices. Parents may use multiple neighborhood streets.
- ➢ Speeding more prominent with parent vehicles.
- ➢ Higher volume of traffic exiting Noyes St to South St on steep grade with limited sight lines.
- ➢ Parents parking in neighborhood to wait for students.
- ➢ Two-way traffic trying to maneuver around parked parents in narrow space.
- ➢ Students walking between parked and moving vehicles.

LEGEND

- BUS FLOW
- PARENT FLOW
- STAFF FLOW

GPI

REVERSE BUS AND PARENT FLOW



Additional Concerns:

- Inadequate on-site storage for parent traffic. Queues will back-up into neighborhood.
- Queuing and speeds will make walking and biking unsafe.
- Parents may park in neighborhood to bypass loop.
- Parent queue will block staff parking.

GPI

PARENT TRAFFIC LOOPS AROUND FIELD



GPI

PARENT TRAFFIC LOOPS AROUND FIELD



Benefits:

- ✓ Eliminates bus traffic in neighborhood.

Issues/Concerns:

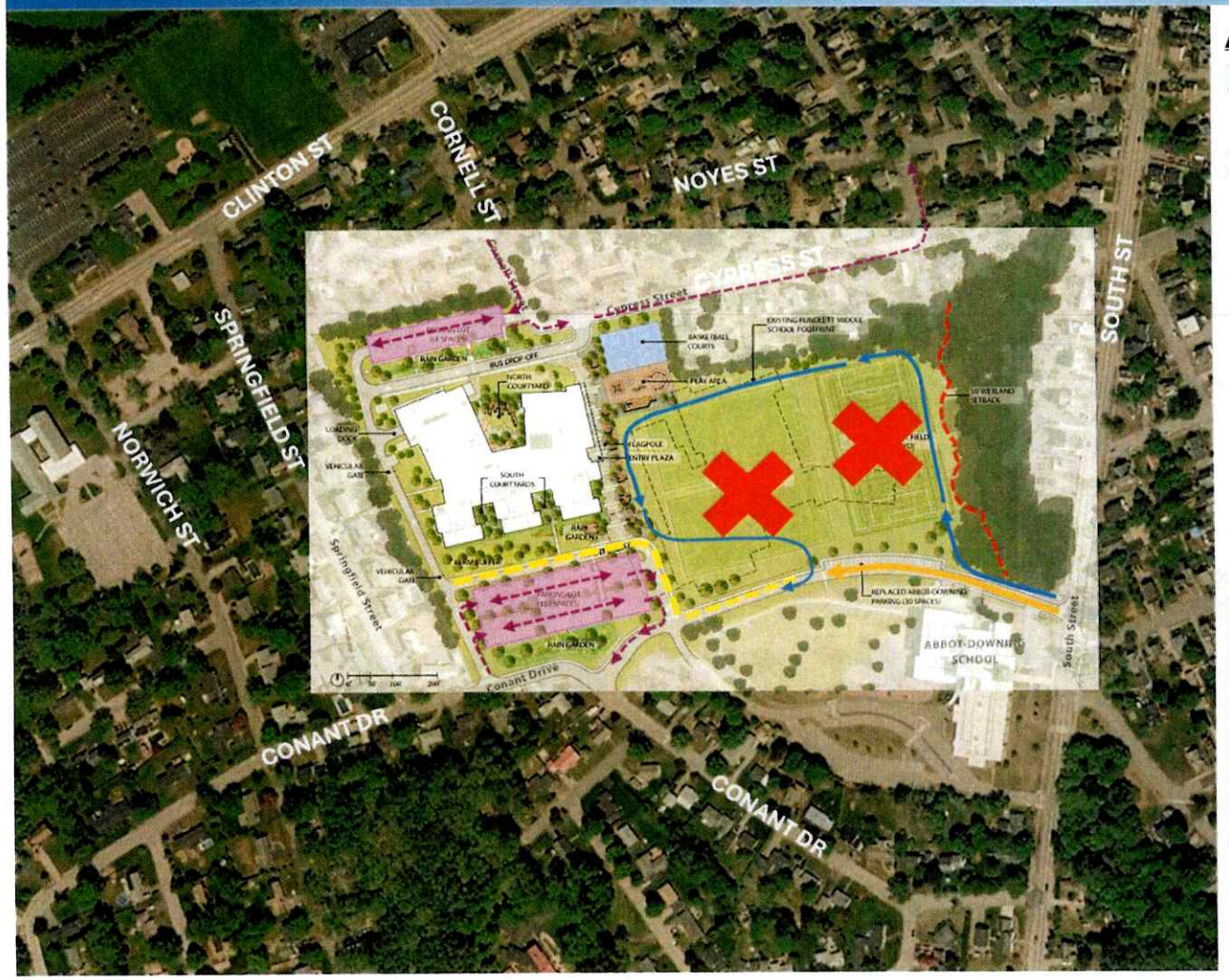
- Multiple conflicts with parent, bus, and staff traffic.
- Results in the loss of an athletic field to avoid wetland impacts.
- Students must cross roadway to access fields from school.
- Parent traffic must cross stacked buses.

LEGEND

- BUS FLOW
- PARENT FLOW
- STAFF FLOW
- PARKING AREA

GPI

PARENT TRAFFIC LOOPS AROUND FIELD



Additional Concerns:

- Looping parents to avoid bus queue results in the loss of a second field.
- Still requires parents to cross or mix with bus traffic.

GPI

BUSES EXIT TO CONANT DRIVE



LEGEND

- BUS FLOW
- PARENT FLOW
- STAFF FLOW
- PARKING AREA

GPI

BUSES EXIT TO CONANT DRIVE



Benefits:

- ✓ Reduces bus traffic in neighborhood.
- ✓ Eliminates need for buses to pass.
- ✓ Eliminates exiting traffic from Noyes St to South St.

Issues/Concerns:

- ➢ Conflict points with buses and parent traffic exiting Conant.
- ➢ All parent and bus traffic exiting onto Conant at single point.
- ➢ Buses must travel clockwise through loop, releasing kids on wrong side – Requires students to walk between buses to sidewalk.
- ➢ Potential conflicts with service area.

GPI

BUSES EXIT TO CONANT DRIVE



Additional Concerns:

- Buses will spill onto Cypress Street and block traffic, including staff traffic.

LEGEND

- QUEUED BUS (FIRST WAVE)
- QUEUED BUS (SECOND WAVE)
- STAFF FLOW

GPI