

**CITY OF CONCORD  
TRANSPORTATION POLICY ADVISORY COMMITTEE  
MINUTES OF NOVEMBER 20, 2025**

The Transportation Policy Advisory Committee (TPAC) met at 6:00 pm on November 20, 2025, in City Council Chambers, 37 Green Street.

*Members Present:* Greg Bakos (Chair), Councilor Todd (Vice-Chair), Nicole Fox, Chris Nadeau, Mickey Shoemaker, and Councilor Foote

*Members Absent:* Ian McGregor, Craig Tufts, Erika Rydberg-Hall, Councilor Brown

*Guests:* Ari Pollack (214 N Main Street), Terri Paige (Concord Area Transit), Dick Lemieux (7 Washington Street), Dana Hysten (3 South Main Street), Roy Schweiker (12 Chapel Street)

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

**1. Call to Order**

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

**2. Introductions**

**3. Approval of Minutes**

Approval of Minutes – August 28, 2025

On a motion made by Todd, seconded by Nadeau, the meeting minutes of August 28, 2025 were approved by unanimous consent.

**4. Public Comment**

*None.*

**5. TPAC Referrals from City Council, Staff and Chair**

**a. Referral from Staff for input on N Main Street bus stop and crosswalk concepts**

Hill provided a summary of this project. She shared concept plans for N Main Street Improvements, and provided an update on alternatives after the public meeting was held in 2024 and recently receiving the base survey for the corridor.

Hill asked that the Committee provide a recommendation to City Council as to a preferred alternative for a bus stop location on the east and west side of the street. Hill provided a summary of the four proposed options presented at the meeting.

Todd asked if the proposed improvements will account for bicycle safety. Hill replied that these improvements will not be able to improve bicycle safety. She mentioned that the future traffic study of the corridor and potential lane reduction could address safety for all users more easily with space reallocation. She mentioned

that Staff was directed to move forward with interim safety and bus stop improvements so that a study would not delay the much needed resurfacing of the corridor.

Hill presented an updated matrix showing an analysis of the conceptual bus stop options and summarized some of the key considerations.

Paige noted that there is an existing bus stop near Pitman Street for southbound traffic and there is no other northbound stop between Eagle Square and the next location.

Hill discussed Option 1 southbound would impede on the construction of bumpouts, is farthest from the signalized crossing and the midpoint of the corridor, while Option 1 northbound would present similar concerns and also would impact trees and a utility pole. She also mentioned the heavy turning movements in this area and higher traffic volumes.

Hill noted that Option 2 southbound would present significant grading challenges and that Option 2 northbound presents similar horizontal constraints between two driveways, as the existing stop.

Hill explained that Option 3 southbound has difficult dimensional constraints, and would require closing both North Main Street entrances of the 169/171 North Main Street (Cleary Cleaners) property. She further explained that Option 3 northbound would impact 3 parking spaces, which are utilized by the current businesses.

Hill discussed Option 4 southbound is in an ideal location due to it being located approximately at the midpoint of the corridor and closest to the signalized crossing, that it is somewhat constrained horizontally and would be difficult to fit a bus shelter if desired. She further explained that Option 4 northbound, although ideal in placement along the corridor due to it being located approximately at the mid-point and closest to the signalized crossing, would impact 4, possibly 5 parking spaces.

The Committee opened the meeting up to public comment.

Ari Pollack, representing Gallagher, Callahan & Gartrell, P.C. at 214 N Main Street, shared his appreciation for inviting abutters to the meeting. Pollack stated he is in support of Option 1 (northbound and southbound), stating that it is the best for safety, least impact to parking for business, provides the best sight distances, and that it maintains a close proximity of the crosswalk to the bus stop. Pollack noted that when considering the distance between stops, he noted that in about 2022, the number of stops on North Main Street was reduced from 2 stops to 1 stop. Pollack also added that adding shelters could take up sidewalk space and asked that the Committee consider first placing benches. He feels that benches are necessary and should be considered at the stops. Finally, Pollack asked if these considerations will also be going to the Public Safety Board.

Dana Hylan, 3 South Main Street, speaking as a resident of Concord of 8 years and not as an employee of Concord Area Transit, disagreed with the notion that Option 1 is

safest, believing it to be the least safe location along the corridor due to heavier traffic and turning vehicles. He added that when Cumberland Farms receives deliveries, the trucks need to pull into Court Street and back into the site across all of North Main Street.

Schweiker shared that a northbound bus stop should be considered, as he has previously shared, between the two signals by Ferry Street.

Hill responded that this area was considered, but there is not enough space available.

Schweiker added that he agrees with Pollack, that the width of the bumpout is not a high priority as it takes away parking and should be removed, and the location of the crossing is far more important. He believes that the Public Safety Board and the Parking Committee should be informed of these improvements.

Paige shared that adding a bus stop between the two traffic lights will present challenges with the bus pulling out where vehicles are queuing.

It was discussed that moving northbound bus stop north between the lights also does not appear to resolve the issues with why the bus stop is being relocated in the first place, as there is still a narrow sidewalk and it is in close proximity to a driveway and Ferry Street.

Pollack agreed that moving the bus stop to the north is not a suitable option as there is no place for riders to gather safely while they wait for the bus.

Hill confirmed that direct abutters were noticed for this meeting.

Lemieux prefers Option 1, though he would prefer to see narrower sidewalks and wider bump outs, adding that 4 lane crossings are extremely dangerous for pedestrians in the best of circumstances, which none of these are. Adding that he believes lights should be considered at these crossings to increase safety.

It was discussed that consideration will be made for adding Rectangular Rapid-Flashing Beacons (RRFB's) as part of the project at the 4-unsignalized crossings.

Pollack shared his support for adding RRFB's.

Paige stated, with additional feedback received from her drivers, staff, and riders, that CAT prefers Option 4 over Option 1, and does not support Options 2 or 3. She added that Option 4 has adequate pull in and pull out areas, is a slower section of the street in terms of vehicular and pedestrian volumes, has the best sight lines, and is more equidistant from other stops.

Paige added they have ridership which use the bus from the north, including the residences from Franklin Street, Homeless Coalition, Storrs Street, among other locations.

Hysten, speaking as a private citizen, and with the experience as a professional driver, stated that he prefers Option 4, noting that it would get the busses away from the highest traffic volume area presented in Option 1.

The driveways and wide curb cuts at Cleary Cleaner were discussed and Hill stated that she plans to reach out to the business owner to discuss.

Nadeau asked if there was a possibility of adding a median refuge island with Option 1. Stating that he is concerned that even with the RRFB, there is still so much width to cross and a vehicle may not be able to see it, adding a refuge island would greatly improve its effectiveness.

Todd added that if Option 1 is not selected, would the crosswalk bumpouts still be able to be constructed. Hill responded, no.

Nadeau mentioned that the NHDOT standard would be to provide lights at any RRFB location.

The Committee discussed the pros and cons of Options 1 and 4. The Committee discussed the current pavement condition, safety improvements, and future study for the corridor currently in the CIP. Some felt that it makes sense to perform the study now.

The Committee discussed the crosswalk location with Option 1, and that moving it to the south side of North Main Street and Court Street may improve safety of pedestrians crossing while the bus is there, as well as safety for when the bus departs so the driver could see if a pedestrian is crossing.

Bakos asked Paige what the average dwell time of a bus at a stop. Paige shared that it is often about 3-4 minutes, but it could be more if there is a rider utilizing accessibility features. Adding that buses could frequent the stops about once an hour at most.

Foote mentioned that while at the public meeting, there was little to no public statements regarding a preferred location, however he recalls much conversation, post-meeting, supporting Option 1. Adding that he also heard concern over lack of lighting.

The Committee summarized key issues, which included crosswalk locations, pedestrian safety, bus safety, bus operations, and parking, impacts to businesses. Noting that both options have pros and cons from a transportation perspective, leaving no clear choice.

Pollack stated he thinks that is important that the Committee consider feedback received during this discussion if they consider any vote.

Bakos made a motion to recommend City Council select Option 1 as the location for southbound and northbound bus stops, contingent on the relocation of the crosswalk

to the south side of the intersection. Noting that lighting should be added to all pedestrian crossings along the corridor. Seconded by Todd.

The motion passed on a vote 5-1.

**b.** *Referral from City Council in regards to a request for pedestrian safety/sidewalk consideration in the neighborhood of Cypress Street, regarding the new Rundlett Middle School project*

Nadeau recused himself from this item due to a conflict of interest as his engineering firm is involved in the design of the project.

Hill provided a summary of the referral. Noting that the proposed location of the new middle school will include new bus patterns entering and exiting from Cypress Street. The request is to add sidewalks on Cypress Street, but also mentions impacts to the front yards and driveways and challenges with doing so. Hill noted that Cypress Street is not in the current pedestrian master plan to have future sidewalk. However, Noyes Street is ranked 41/117 and Harvard Street 63/117.

Fox shared a response from the Chair of the School's Building Committee, which stated that they have engaged a traffic consultant to perform a study and have met with the City.

Hill shared that Staff expressed that since the use is not changing, a conventional traffic study may not be too beneficial, but rather to focus on safety impacts and safe routes to school efforts.

Bakos made a motion that even though the Committee has concerns regarding potential impacts to the surrounding neighborhoods, that they recommend deferral of this item until the traffic study is submitted. Seconded by Todd.

All in favor. The motion passed 5-0.

**6. New Business**

**a.** *Resignations*

**i.** Peter Roth

The Committee recognized Peter for his service to the Committee.

**7. Unfinished Business**

**a.** *Crosswalk Policy*

Hill discussed the number of crosswalk related referrals and requests that have come through TOC and TPAC over the last 3 years. The Committee agreed to submit a report to Council with the statistics and request that a Crosswalk Policy be developed.

Todd made a motion to recommend that Staff send a referral to City Council to move forward with a Crosswalk Policy. Seconded by Fox.

All in favor. The motion passed 6-0.

**8. Consent Reports**

- a. None.

**9. General Updates**

a. City Council Meeting

Todd provided an update from the September 8<sup>th</sup> meeting:

- From Traffic Operations, accepted the March 2025 meeting minutes regarding neighborhood traffic concerns presented at the Rolfe Park Neighborhood Meeting.
- From Traffic Operations, accepted the report from the private neighborhood association request for permission to install a gate blocking Metalak Drive at Loon Ave, recommending they submit an amendment to their original site plan.
- Approved a resolution authorizing the City Manager to enter into a Municipal Work Zone Agreement with the State of New Hampshire DOT for proposed improvements to the East Side Drive Bridge, with NHDOT funding, which ties into a City water main replacement project.
- Authorized the City Manager to enter into a project agreement with the New Hampshire DOT, accepting and appropriating \$3.1 million of Congestion Mitigation and Air Quality (CMAQ) grant funds for the Broadway/West Street Intersection project (CIP #31). The City also bonded \$495,000 for the project.
- Referral to TOC regarding safety improvements in the Manor neighborhood and surrounding streets.

He then provided an update from the October 14<sup>th</sup> meeting:

- Referred to TPAC the item discussed tonight regarding Cypress Street, with the new Rundlett Middle School.

He then provided an update from the November 10<sup>th</sup> meeting:

- Referred to TPAC, resident's requests for traffic safety and school drop-off/pick-up flow improvements at South Curtisville Road and Portsmouth Street (Broken Ground School).
- Accepted \$80,100 in grant funds from the New Hampshire Highway Safety Agency for Police Department Roadway Safety Outreach Initiatives.
- From Traffic Operations, accepted a report regarding speed concerns on Cemetery Street.

b. Bicycle/Pedestrian Subcommittee (TPAC-BP)

No updates provided, the Subcommittee has not met since the last meeting.

c. Traffic Operations Committee (TOC)

Hill shared that the Committee has received numerous City-wide and reoccurring speed concerns, particularly in the Abbott/Manor and High/Community neighborhoods.

Todd mentioned that in the past, there had been a subcommittee of TPAC which handled neighborhood traffic concerns, perhaps it could be revived.

- d. Public Transportation (CAT)  
Paige shared that CAT is continuing with fundraising for necessary match dollars. They are also working on software updates. Ridership has remained steady. The CLC route sees about 600 rides a month, hoping to get up to 1,000. They are still short of drivers and seeking to fill.

**10. Project Updates (Staff)**

- a. CIP #17 – Sidewalk Projects  
Bezanson shared that Airport road/sidewalk are base paved and will be completed in the Spring. The City will not be maintaining the sidewalk this winter.
- b. CIP #31 – McKee Square Intersection Improvements  
Bezanson shared that McKee Square is progressing and the City is working with the State on funding requirements.
- c. CIP #520 – Intersection Safety Improvements  
Hill shared that the intersections projects at Centre/Washington and Sewalls Falls/Abbott are nearly complete with final plantings and striping to be completed in the Spring.
- d. CIP #588 – Loudon Road Bridge  
Bezanson shared a summary of the recent public meeting. He mentioned that design is continuing.
- e. CIP #590 – Green Street Pedestrian Safety Improvements  
Bezanson shared that the project continues, and the State is beginning some bumpout construction on Capitol Street.

Hill shared that the City and State will be constructing the remaining improvements in the Spring of 2026. Adding that Council and the Fire Department have approved the improvements.

**11. Other Discussion Items**

None.

**12. Adjourn**

On a motion made by Foote, seconded by Todd, the meeting adjourned at 9:05 PM by unanimous consent.

**13. Next Meeting**

December 11, 2025