



TOWN OF
NEWMARKET
NEW HAMPSHIRE

Public Transportation Advisory Committee

June 11, 2025 at 7:00 PM

Town Council Chambers

DRAFT MEETING MINUTES

Present: Sönke Dornblut (Town Council Rep), Mike Hoffman, Madeleine Faust, Carol Gulla, Austin Johnson, Lyndsay Butler (Town Engineer)

Sönke Dornblut opened the meeting at 7:00 PM.

1. Pledge of Allegiance

2. Minutes

a. Review of Minutes: May 14, 2025

Action

Motion: Carol Gulla motioned to approve the minutes of May 14, 2025.

Second: Mike Hoffman

Discussion: None

Vote: Approved 5-0

3. Regular Business

a. Revolving Discussion Items

[1] Public Transportation

Sönke reported that he does not have an update on the topic.

[2] Road Typology/Complete Streets

Sönke introduced that **Lyndsay** created a first draft of a policy for review.

Lyndsay continued to recap that they have previously gone through the mapping exercise and discussed various typologies, as well as having reviewed example design standards from Lebanon, and how those discussions informed this draft. Once the draft is finalized, the complete streets policy can be presented to Town Council for adoption through a resolution. Then, the policy can be referenced in the existing site plan and subdivision regulations.

Lyndsay continued that the next step can be to develop a visual catalog of photos and examples of the different street types.

Discussion ensued on suggestions for the policy language.

Sönke mentioned that he has seen that other policies have a statement that speaks to the objective to accommodate all types of users in a safe way.

Mike brought up confusion of the difference between destination and regional connector as they both call out similar streets, thinking that destination would be slower speeds or smaller streets in comparison, while regional connector is going to other towns in the region. It was also recommended to define “play street” for clarity to other audiences that will be reviewing it; there was consensus to further define it.

Austin clarified that he believes regional connectors should have a more separate bicycle lane, as he had previously misspoke that that would be more for local connector roads. It was also raised to maybe speak more to street widths as a traffic calming technique to be utilized for quiet streets.

Madeleine suggested mentioning traffic calming more in general as well, and asked what the criteria would be. **Lyndsay** suggested adding in the text that all quiet neighborhood streets should modify when feasible to have traffic calming measures.

Discussion ensued on calling it a neighborhood street instead of quiet streets, as the audience may perceive it differently and misinterpret the meaning. **Mike** added that the main target audience will be developers and engineers that will be constructing streets.

Sönke asked about distinguishing neighborhood streets that have cul-de-sacs or those that are neighborhood through streets in terms different design standards. **Mike** added that cul-de-sacs are more apt to have children playing in them; **Sönke** suggested that it could be defined as more of a play street for those that are not through streets, and having that distinction between play streets and neighborhood streets.

Further discussion ensued on the hierarchy of the different street classifications, with regional connector to be first, followed by destination streets.

The definition of the street types were also discussed, to clarify them without it being too restrictive of a definition.

Lyndsay added that the portion of Route 108 will be easier to distinguish once the urban compact designation is classified.

The topic of parking as it relates to the different road types was discussed as an element to consider, as well as shading, with trees for example, in terms of place making. For trees, requiring plantings for new developments, and having a mixture of trees and making sure that they can survive with limited space. It was suggested to reference place making elements in the destination streets definition.

Discussion continued on having the streetscape elements of a street designed to reflect the desired speed.

It was concluded to send any additional edits or comments to **Lyndsay** and **Bart**.

Additional discussion ensued on the definition of play street for clarification, and to be careful not to over-burden or restrict developers.

[3] Parking Infrastructure

Mike noted that most parking spaces in town are 25' long, whereas the international code only calls for 20'. In comparison, Durham spaces are 18' 8". To modify that, it would only require repainting, therefore being able to address it at low cost and as a short-term improvement. It was also suggested that the triangular areas at the edge of spaces could also be designated for motorcycles or scooters.

Discussion ensued regarding the time limits on some spaces as well where they may not be totally necessary in some areas, such as in front of Town Hall. **Lyndsay** mentioned that changes to the parking spaces would also need to be reviewed by NHDOT. **Sönke** also suggested having wayfinding for parking that have longer time limits and/or where there are no time limits.

The parking study and the resulting report was also discussed.

[4] Signing/Wayfinding

Madeleine mentioned the art displays that are located around town currently that are advertising the art show for the garden tour.

Sönke suggested holding off on further discussion of signing and wayfinding until the results of the parking study are received.

4. Other Business

a. Items to discuss at the next meeting

Mike asked if there is an update on the traffic study by the police station; **Lyndsay** reported that VHB is working on finalizing their report and expects to hear from them in the upcoming weeks hopefully. They will possibly pilot a solution with increased lighting and markings to narrow the intersection.

Sönke suggested scheduling a workshop at Cedar Street to discuss the site on location and visualize possible improvements. There was consensus to schedule a meeting there in place of a regular meeting and decide on a date/time.

5. Adjourn

Action

Motion: Carol Gulla motioned to adjourn at 8:40 PM.

Second: Madeleine Faust

Discussion: None

Vote: Approved 5-0

Respectfully submitted,
Bridgette Grotheer
Land Use Administrator

DCAT:

https://videoplayer.telvue.com/player/XSekkdEeRsk0JHQVHAvKJVka7_5VjxKP/videos