



TOWN OF  
**NEWMARKET**  
NEW HAMPSHIRE

## Public Transportation Advisory Committee

June 10, 2026 at 7:00 PM

Town Council Chambers

### **DRAFT MEETING MINUTES**

**Present:** Sönke Dornblut (Town Council Rep), Madeleine Faust, Kimberly Hamlin, Chase Eagleson, Lyndsay Butler (Town Engineer), Bart McDonough (Director of Planning & Community Development)

**Absent:** Mike Hoffman

**Sönke Dornblut** opened the meeting at 7:00 PM.

#### 1. Pledge of Allegiance

#### 2. Minutes

- a. Review of Minutes (May 13, 2026)

#### Action

**Motion:** Chase Eagleson motioned to approve the minutes of May 13, 2026.

**Second:** Kimberly Hamlin

**Discussion:** None

**Vote:** Approved 4-0

#### 3. Regular Business

*(The order below reflects the order items were discussed during the meeting.)*

- a. Revolving Discussion Items

##### [1] Public Transportation

**Sönke** provided an update on COAST raising the rates as mentioned last meeting, and that it has been accepted and will go through public comment sessions. The new rate will be \$4 per ride for COAST on-demand rides. Additionally, it was mentioned that at the last COAST meeting there was discussion about fundraising for a new facility for better bus parking and maintenance areas.

**Chase** spoke to transportation statistics for the Newmarket area, including Rockingham County having a 34.5% of transportation security, and statewide 27.5% of working people have lost income due to transportation security.

Discussion ensued on reestablishing the COAST connection from Newmarket to Durham for greater regional connection and further transportation network connections, as well the possibility of establishing a shuttle schedule to particular stores. It was suggested to further explore a low-cost connection to Durham over the next year and to possibly involve the Recreation Department and Strafford Regional Planning Commission to help .

Further discussion continued on the specifics of having a community/municipal-owned bus and ways to keep the cost low, such as having volunteer drivers. **Madeleine** spoke to experience in Arlington, VA, where there was an open air shuttle-type vehicle that was essentially funded by running private advertisements on screens in the vehicle.

## [2] Road Typology/Complete Streets (*No updates*)

## [3] Parking Infrastructure/Management

**Bart** presented the draft recommendations that will be given to Town Council. In summary, the report urges that other options should be further considered and exhausted before moving forward with metered parking, and that further analyses and data collection should occur to understand parking costs and other opportunities. The recommendation document also aims to reframe parking as both a service and a resource that needs to be managed properly, as parking has a cost to maintain it properly as well. Additionally, the report suggests to have the ability to obtain longer term permits through an easier online system rather than the current process of needing to go to Police Department to obtain one.

Review and further discussion ensued regarding the recommendation report, including the idea to establish a capital reserve fund for facility management, maintenance, and development, and exploring other funding approaches other than property taxes to offset parking infrastructure and maintenance costs. It was also mentioned that there was consensus at the working group to propose writing a new parking ordinance rather than editing the existing one, and in general to further explore ways to increase capacity, such as removing the individual spot lines on Main Street. The two-hour parking limit was discussed as well, with the issue of enforcement on that time limit needing a solution.

**Lyndsay** suggested changing “create Newmarket Parking as a service within the town,” to read as parking *facilities management* in order to better encapsulate the intentions discussed. Discussion ensued on wording that would be clear to residents and visitors and inclusive of all services that it would consist of, as well as parking for new developments.

There was consensus that the recommendations are accurate, and that the final draft would be sent to members before going to Town Council.

## [4] Signing/Wayfinding

**Bart** noted that the consultant is looking to come to the next meeting to begin the process for the signage and wayfinding project, in order to help formulate questions and ideas for community outreach. This may become a future joint meeting between different boards and committees and the public to collaborate and gather thoughts.

## [5] Progress on 2026 Goals

It was noted that the signage and wayfinding project is the current priority.

**Sönke** also mentioned previous conversations of having neighborhood focused community outreach. **Bart** suggested having an intentional and short survey on transportation issues to gather feedback and gauge interest in different neighborhood areas.

Discussion ensued on a way to best guide people to the correct contacts/departments for issues they may be experiencing. **Lyndsay** spoke to the markings on Ash Swamp Road where it was asked that anyone aware of another area in town with similar speed and safety concerns that may benefit from similar measures to contact her. It was suggested to have a form on the

committee's page where people could reach out to provide comments or concerns and receive targeted feedback, and to advertise it for awareness such as having it displayed on the live channel before the meeting starts.

Additionally, it was noted to add the community shuttle as discussed earlier to the goals for continued discussion and focus.

#### **4. Other Business**

**Lyndsay** summarized that she and **Bart** met with **Colin Lentz**, SRPC, and discussed the road safety audit for the intersection at Bennett Way that occurred last year and moving forward with one of the concepts from that report. It was explained that they would first need to coordinate with DOT on which concept to move forward with. There is internal staff consensus for a compact roundabout at Bennett Way with pedestrian bump-outs at Terrace Drive. It was noted that the road safety audit report will be re-shared with the committee, and add it as an agenda item to see if the committee will support the concept that staff would like to move forward with. It was also added that the project may be eligible for highway safety improvement funds, and that this would be discussed further with DOT.

Discussion also included hoping to have the sidewalk connection over the railroad crossing to part of this project, if possible, and to keep as a priority otherwise if it cannot be in the same project. **Sönke** added to also consider a pedestrian path that connects to downtown through the neighborhoods in the area separate from the Exeter Road railroad crossing area.

#### **5. Adjourn**

**The meeting was unanimously adjourned at 8:40 PM.**

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Respectfully submitted,  
Bridgette Grotheer  
Land Use Administrator

**DCAT:**

[https://videoplayer.telvue.com/player/XSekdEeRsk0JHQVHAvKJVka7\\_5VjxKP/videos](https://videoplayer.telvue.com/player/XSekdEeRsk0JHQVHAvKJVka7_5VjxKP/videos)