

From: [Jim Schlosser](#)
To: [Bonenfant, Janice](#)
Cc: [DON BRUEGGEMANN](#)
Subject: Fwd: proposed middle school traffic flow
Date: Wednesday, June 17, 2026 10:14:20 AM

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Janice--would you please add this email to the July City Council agenda for referral to TPAC?

Thanks so much.

Jim

----- Forwarded message -----

From: DON BRUEGGEMANN <donbruegge@comcast.net>
Date: Sun, May 10, 2026 at 8:18 PM
Subject: proposed middle school traffic flow
To: bchamplin@concordnh.gov <bchamplin@concordnh.gov>, nfennesy@concordnh.gov <nfennesy@concordnh.gov>, agradys Sexton@concordnh.gov <agradys Sexton@concordnh.gov>, fkeach@concordnh.gov <fkeach@concordnh.gov>, jkurtz@concordnh.gov <jkurtz@concordnh.gov>, jim4concord@gmail.com <jim4concord@gmail.com>, taspell@concordnh.gov <taspell@concordnh.gov>

Dear City Counselor:

I realize that School Board matters are not in your purview but in this case, I would think that the city would want to weigh in on something that is so impactful to neighborhood traffic flow on city streets.

The current traffic plan for school busses at the new middle school has them coming and going up and down Noyes and Cypress Streets – neighborhood street without sidewalks. This is in addition to the 60 proposed staff parking spots (an increase of 30% the number currently in use), not to mention students walking to and from school and the athletic fields. At 19 busses in and 19 busses out twice a day, that is the equivalent of 76 busses running on streets that are just not designed for that volume of traffic.

Although I live on Noyes Street, this is not about NIMBY-ism. I recognize the need for give and take when accommodating community needs. Nor do I tend to be much of a firebrand; I was actually one of the few people who seemed to be agnostic about whether to rebuild at Rundlett on site or on the East side. Rather, I am concerned that we are implementing a plan that will prove to be dangerous, and expensive to correct once the infrastructure has been built out.

Earlier in the spring, the building committee of the Concord School Board hosted a community forum in which concerns were voiced and alternatives suggested. It appeared to me that the individual tasked with presenting the traffic plan tended to be dismissive. When the concern about the lack of sidewalks was raised, she suggested that sidewalks could be added at a later date (when?). And when a concern about narrowed streets during snowy times was mentioned, she assured us that it was not problematic even during this past year that she described as one of “extraordinary snowfall”, when in fact it was actually very average. I have been told not to be concerned about deficiencies of this plan since it won’t go into effect for 2 years. The problem is that once everything is built out, it is always much more

expensive to correct and the options much more constrained. I understand that at one point 30 or so years ago, busses exited down Cypress Street and that traffic pattern was discontinued because it was deemed unsafe.

In an ideal world, busses would come and go directly onto the main throughways of South and Clinton Streets. It's not great that busses flow out onto Norwich and Conant Streets, but these streets at least have sidewalks (note that Norwich is used rather than Springfield for that very reason) and busses only flow one way out rather than the in and out as proposed for Noyes and Cypress. I am certain a better plan is available using some combination of what is currently in place with thoughtful improvements.

Now is the time to sit down and figure out a truly workable plan for traffic flow, so that it can be built out to the best advantage rather than jerry-rigged. That will allow for the safest outcome without incurring costly reconfigurations after the fact.

Sincerely:

Don Brueggemann

14 Noyes St.